MEETING
ENVIRONMENT COMMITTEE
DATE AND TIME
THURSDAY 14TH JULY, 2016
AT 6.30 PM
VENUE
HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

TO: MEMBERS OF ENVIRONMENT COMMITTEE (Quorum 3)

Chairman: Dean Cohen
Vice Chairman: Brian Salinger

Councillors

Alon Or-bach	John Hart	Dr Devra Kay
Graham Old	Alison Cornelius	Alan Schneiderman
Agnes Slocombe	Adam Langleben	Peter Zinkin

Substitute Members

Sury Khatri	Nagus Narenthira	Laurie William
Tim Roberts	Lisa Rutter	Stephen Sowerby

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

Andrew Charlwood – Head of Governance

Governance Services 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	1 - 8
2.	Absence of Members	
3.	Declarations of Members' Disclosable Pecuniary Interests and Non-Pecuniary Interests	
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Decisions of the Environment Committee

12 May 2016

Members Present:-

AGENDA ITEM 1

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

Councillor John Hart	Councillor Dr Devra Kay
Councillor Graham Old	Councillor Alan Schneiderman
Councillor Joan Scannell	Councillor Agnes Slocombe
Councillor Peter Zinkin	Councillor Adam Langleben

1. MINUTES OF THE PREVIOUS MEETING

Prior to the Committee approving the minutes the Chairman requested that the Commissioning Director for Environment ensured that Members of the Committee receive a communication in relation to item 6c as document within the minutes.

The minutes of the meeting held on 8 March 2016 were approved as an accurate record.

2. ABSENCE OF MEMBERS

None.

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

In relation to item 11, Councillor Peter Zinkin declared a non-pecuniary interest as a road within the report is near to where he lives. Councillor Zinkin remained in the room for the consideration of the item and took part in the decision making process.

In relation to item 11, the Chairman Councillor Dean Cohen declared a non-pecuniary interest as he is an appointed school Governor for Menorah Foundation School**.** Councillor Cohen remained in the room for the consideration of the item and took part in the decision making process.

In relation to item 8, Councillor Adam Langleben declared a non-pecuniary interest as he works for the Jewish Community. Councillor Langleben remained in the room for the consideration of the item and took part in the decision making process.

In relation to item 11, Councillor Brian Salinger declared a non-pecuniary interest as he owns an electric car. Councillor Salinger remained in the room for the consideration of the item and took part in the decision making process.

In relation to item 10, Councillor Brian Salinger declared a non-pecuniary interest as he is an appointed school Governor at Moss Hall School. Councillor Salinger remained in the room for the consideration of the item and took part in the decision making process.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

None.

6. MEMBERS' ITEMS

Councillor Dean Cohen introduced the item and requested that the Committee support the intentions of his Member's Item. The Committee supported the Members Item and the notion of the Council having a memorial garden in Hendon Park.

Having considered the report the Committee:

Resolved:

- That the Environment Committee noted the Members Item
- The Environment Committee supported and agreed that the Hendon Park Garden be named the 'Sir Nicholas Winton Memorial Garden'.
- The Committee then unanimously agreed to refer the item to a future meeting of Full Council for consideration.

7. PARKING ENFORCEMENT CONTRACT EXTENSION

The Commissioning Director for Environment introduced the item and the intentions of the report. He informed the Environment Committee of the current contract and outlined the potential procurement activity as contained in the report.

The Committee requested if it was viable to bring the service in house. The Commissioning Director for Environment noted that this was an option for the Committee to consider, but could only be investigated if a contract extension was agreed. He stated that during the 18 month period, Officers of the Council will be investigating how to deliver the service provision which will be reported to the Committee for determination. The Chairman noted that savings are to be made during 2017/18 which the Committee noted.

Councillor Alan Schneiderman moved the following motion to amend the recommendations of the report which was seconded by Councillor Devra Kay.

1. That the current contract be extended for an 18 month period
2. That the Commissioning Director be requested to investigate options to implement shared services with Neighbouring Boroughs
3. That Officers develop a business case for an in-house option

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

The Environment Committee then voted on the each amended recommendation.

1. That the current contract be extended for an 18 month period

The vote was recorded as:
For – 6
Against 5

2. That the Commissioning Director be requested to investigate options to implement shared services with Neighbouring Boroughs

The vote was recorded as:
For – 11
Against

3. That Officers develop a business case for an in-house option

The vote was recorded as:
For – 11
Against

The Environment Committee therefore:

Resolved:

- That the Environment Committee agreed to extend the current contract with NSL for a period of 18 months.
- That the Environment Committee noted that extension period will enable the investigation of shared contract(s) and service provision options with other neighbouring London Boroughs.
- That Officers develop a business case for an in-house option

8. PARKS & OPEN SPACES STRATEGY

The Commissioning Director for Environment introduced the item and the intentions of the report. The Chainman thanked Officers for the excellent report which the Committee noted.

Councillor Hart requested that the Committee consider how it can strengthen the Boroughs Green infrastructure. He requested, green walls, corridors, water features, ponds and greater habitats for birds. He summarised that he wanted the Committee to support nature within an urban environment and therefor suggested that local groups could engage with this.

The Commissioning Director for Environment noted that appendix 3 had been printed on A3 paper and circulated for Members of the Committee. He stated that there was an action for the Council to engage with the community. He said that Barnet had some great parks and it was vital that the Council works with residents to maximise their potential.

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Councillor Adam Langleben, raised concerns that some of the proposals contain gated open spaces which he didn't support. He stated that open spaces should be open to all Members of the public.

Councillor Claire Farrier stated that the quality of parks had deteriorated and requested that the Committee consider how the Borough can maximise their potential.

The Commissioning Director for Environment said that there were clear challenges in balancing capital investment against reducing maintenance costs and the report was a good step to address those challenges. He said that any future decision making will be reported to the Committee for consideration.

The Committee noted the requirement of complying with any relevant regulations. The Committee supported methods in order to control Japanese Knotweed, Himalayan Balsam and Giant Hogweed.

Having considered the report the Environment Committee:

Resolved

- That the Environment Committee approved the adoption of the Parks and Open Spaces Strategy 2016 – 2030 and its action plan

The vote was recorded as:
For 6
Against 0
Abstain 5

- That the Environment Committee approved the Parks and Open Spaces policies which are set out in 1.19

The vote was recorded as:
For 11
Against 0
Abstain 0

- That the Environment Committee instructed Officers to maximise the value of external funding to support the aims of the strategy

The vote was recorded as:
For 6
Against 0
Abstain 5

- That the Environment Committee instructed Officers to submit a capital bid as part of the Councils Capital Programme to support the aims of the strategy

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The vote was recorded as:
For 11
Against 0
Abstain 0

- That the Environment Committee requested that Officers consider how to strengthen the Borough's green infrastructure

The vote was recorded as:
For 11
Against 0
Abstain 0

9. RECYCLING AND WASTE STRATEGY 2016 TO 2030

The Commissioning Director for Environment introduced the item and summarised the report.

The Chainman thanked Officers for the excellent report which the Committee noted.

Having considered the report the Committee:

Resolved

- That the Environment Committee approved the adoption of the Recycling and Waste Strategy 2016 – 2030 and its action plan

The vote was recorded as:
For 6
Against 0
Abstain 5

Prior to the determination of the second recommendation within the report Councillor Peter Zinkin proposed a motion to amended the recommendation as captured below, this was seconded by Councillor Joan Scannell

- That the Environment Committee requested the Commissioning Directors for Environment and Growth & Development ensure that planning guidance and Policy, (if and where appropriate) is updated to ensure that all new developments in Barnet are designed to enable their new residents to recycle 70% of their waste, both through recycling collection facilities outside the flat and suitable storage for recycling and waste inside the flats.

The vote was recorded as:
For 6
Against 0
Abstain 5

The motion was therefore carried and the recommendations approved.

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10. 2015-16 HIGHWAY NETWORK RECOVERY PLANNED MAINTENANCE PROGRAMME

The Commissioning Director for Environment introduced the item and the intentions of the report.

The Committee noted an error in Appendix A and further noted that the surface dressing in Green Lane had been deferred. The Committee requested that Officer review the appendices to ensure that they were accurate and encouraged Officers to consult with Members in respect to this.

Having considered the report the Committee:

Resolved

- That the Environment Committee noted the list of carriageway and footway planned maintenance schemes completed in the first four quarters of the financial year, shown in Appendix A.
- That the Environment Committee noted the list of Section 106 schemes completed in the first four quarters 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 four quarters of the financial year, shown in Appendix C.
- The Environment Committee noted that Powis Gardens was surface dressed but failed and was therefore resurfaced.

11. HIGHWAYS PLANNED IMPROVEMENTS - LOCAL IMPLEMENTATION PLAN (LIP)

The Commissioning Director for Environment introduced the item and the intentions of the report.

Councillor Dean Cohen requested that the junction of Armitage Road between Golders Green Road and the Ridgeway have double yellow lines implemented on both sides of the road.

Councillor Graham Old requested that the moving traffic regulations be considered in respect to implementation.

Councillor Alan Schneiderman enquired on the method of how schools are able to adopt a 20mph zone and how this can be operated. He requested that a review of a CPZ proposal is considered.

Having considered the item, the committee:
Resolved:

- That the Committee approved the Local Implementation Plan (LIP) work programme as detailed in Appendices 1- 4 of this report to be funded from the TfL's 2016/17 LIP allocation of £4.832 million.

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- That authority to adjust the detailed programme and funding for individual proposals as they develop to be delegated to the Commissioning Director for Environment.

- That the Environment Committee agreed the prioritisation tool outlined at Appendix 5 for prioritising scheme requests from 2016/17 and developing future year LIP Programmes.

12. REFERRED FROM FINCHLEY AND GOLDERS GREEN AREA COMMITTEE

Ward Member Cllr Alan Schneiderman introduced the item and requested that the North Finchley CPZ be considered and included in a CPZ review.

The Chairman suggested that a full report is produced and reported to the Finchley and Golders Green Area Committee which includes all cost implications.

Having considered the report the Environment Committee:

Resolved

- That the Environment Committee noted the petition
- That a report be submitted to the Environment Committee that includes financial implications and the impact to the area.
- That Officers consult with residents and Ward Members in regards to operational hours

13. COMMITTEE FORWARD WORK PROGRAMME

Having considered the report the Environment Committee:

Resolved:

That the Environment Committee noted the work programme.

14. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

There were no urgent items.

The meeting finished at 21:05

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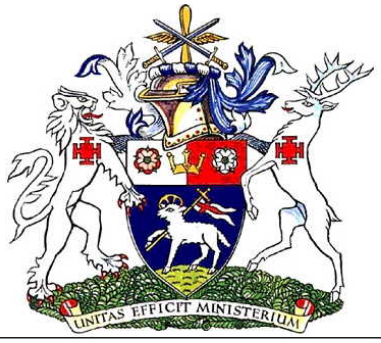
AGENDA ITEM 6

	**Environment Committee** **14 July 2016**
Title	**Member's Item** **Laurie Williams - Food hygiene inspections** **Alan Schneiderman - Pesticide use in Barnet** **Agnes Slocombe - Bus services in Barnet** **Alon Or-bach - Trade waste and fly tipping in town centres** **Dr Devra Kay - Grass verges and weeds**
Report of	Head of Governance
Wards	All
Status	Public
Enclosures	None
Officer Contact Details	Paul Frost, Governance Service Team Leader Email: Paul.Frost@Barnet.gov.uk Tel: 020 8359 2205

Summary

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

Recommendations

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

1. WHY THIS REPORT IS NEEDED

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

Name of Councillor	Members Item
Laurie Williams	**Food hygiene inspections** Councillor Williams has requested that the Environment Committee consider food hygiene inspections in Barnet, including the number of inspections and prosecutions this year and in each year since 2003. He further requests that the committee receive a report at a future meeting. Councillor Williams states that according to the Food Standards Agency, in June 2016, there are over 150 restaurants, takeaways and other food businesses in Barnet where improvements are needed to food hygiene – of these 17 are rated '0' requiring urgent improvement and a further 54 are rated just '1' where major improvement is necessary. Across the UK, the number of food safety inspections has fallen by 15% since 2003, with the number of prosecutions falling by 35% over the same period. This presents a potential health risk to consumers from unhygienic food standards not being dealt with.
Alan Schneiderman	**Pesticide use in Barnet** Councillor Schneiderman requests that the Environment Committee receive a report at its next meeting to outline the use of pesticides, and in particular glyphosate herbicide, on Barnet's streets and parks – including what assessment has been made on their safety given that the use of these chemicals has been banned or restricted in several countries.
Agnes Slocombe	**Bus services in Barnet** Slocombe requests that the Committee invite a representative from Transport for London to a future Environment Committee meeting to discuss bus services in Barnet, including potential improvements and concerns over the frequency, capacity and reliability of current services.
Alon Or-bach	**Trade waste and fly tipping in town centres** Councillor Slocombe requested that the Committee consider the receiving at a future meeting a report on the number of complaints received regarding trade waste and fly tipping in each of Barnet's town centres, the number of enforcement actions taken and how the main hotspots can be tackled, including through the use of the Council's new waste and enforcement strategies.
Dr Devra Kay	**Grass verges and weeds** Councillor Dr Kay states that it is now summer and Councillors and residents have made complaints that some of our grass verges are

	overgrown and weeds alongside roads and pavements are getting out of control. Therefore she requested that the Environment Committee be updated with this year's programme for trimming grass verges and removing weeds.

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.

AGENDA ITEM 8

Environment Committee

14th July 2016

Title	**Draft Street Cleansing Framework**
Report of	Commissioning Director - Environment
Wards	All
Urgent	No
Status	Public
Key	No
Enclosures	Appendix 1 – Street Cleansing Framework Appendix 2 – Street Cleansing Framework Action Plan Appendix 3 – Street Cleansing Additional Information
Officer Contact Details	Kitran Eastman – Strategic Lead – Clean & Green Kitran.eastman@barnet.gov.uk 020 8359 2803

Summary

The Council recognises that high quality cleansing services play a major role in ensuring Barnet is a desirable, prosperous and family friendly Borough. This report sets out the Council proposed new Street Cleansing Framework which has been developed to reflect the changing nature of the Borough and needs of residents and businesses. This Framework will also help to deliver the Environment Committee's Commissioning Plan 2015/16 to 2019/20, by providing a structure for the development of cleansing services. It gives clarity of approach to Residents, Businesses, and Elected Members.

Recommendations

1. **That the Environment Committee approves the adoption of the Street Cleansing Framework**
2. **That the Environment Committee approves the adoption of the associated Action Plan.**
3. **That the Environment Committee approves the most intense level of town centre cleaning be focused on the seven main town centres, agreed in the Entrepreneurial Barnet Strategy**

1. WHY THIS REPORT IS NEEDED

1.1 The Council has developed this Framework to support its approach to street cleansing and challenge the way our resources are used. It will enable the service to meet the needs and the future demands within the Borough, and ensure it meets the expectations of Residents, Businesses, visitors to the Borough and Elected Members

1.2 The Framework will enable the service to become more efficient, flexible and effective, through both scheduled work and in response to incidents and issues.

The Councils Responsibilities for Cleansing

1.3 The Council has a statutory duty under the Environmental Protection Act 1990 to keep relevant highways for which it is responsible, clean and clear of litter and refuse. In discharging this duty the council follows the guidelines identified in the Code of Practice on Litter and Refuse which sets out rectification times where cleanliness has fallen below the acceptable level.

1.4 The Council also has a statutory duty to keep land clean for which it has a direct responsibility to maintain (e.g. council car parks and open spaces). The standards of cleansing and rectification times for such areas are similar to these of the relevant public highways in the vicinity.

1.5 The Council does not have a responsibility to clean private land, land belonging to educational establishments, canal towpaths or land forming part of the railway network, although it does have powers to require land owners to clear litter and fly-tipping

1.6 There is no longer a national indicator for street cleansing performance following the closure of the Audit Commission; however the grading structure and monitoring criteria used to calculate the previous national indicators NI195 continues to be used by the Council to monitor the effectiveness of cleansing operations and to identify trends and fly-tipping hot-spots. The Councils current performance can be seen in 1.18.

Street Cleansing Framework Principles

1.7 The draft Street Cleansing Framework can be seen in Appendix 1.

1.8 There is an overwhelming recognition that the way streets and other public spaces are cleaned has an impact on every person who lives, works and visits the Borough of Barnet. The quality of the local environment, in particular the standard of street care and the maintenance of green spaces, is one of the main barometers used by the public to judge how well an area is being managed and its suitability as a place in which to live, work or visit.

1.9 While developing the Framework key areas such as performance, financial targets, best practice from around the UK and feedback from local members and business where taken into account. Alignment with current strategies such as the Municipal Recycling and Waste Strategy, Entrepreneurial Barnet, and the Parks and Open Spaces Strategy, as well as emerging working on

commercial waste transformation and environmental enforcement works streams.

2.1 Within the Entrepreneurial Barnet Strategy the Council has identified seven main town centres. In order to maximise the impact of council activity it is important that resources are effectively targeted to reflect the diverse nature and range of functions of different town centres, as well as their overall size and economic gravity in the local area. Entrepreneurial Barnet introduces a new category of "Main" town centre, to sit alongside the existing network of District and Local centres. These "Main" town centres are:

- Burnt Oak
- Chipping Barnet
- Cricklewood
- Edgware
- Finchley Church End
- Golders Green
- North Finchley

Cleansing in these locations needs to be reviewed and refocused to ensure that it is supporting the day and evening economics at these locations.

1.10 To successfully improve standards while meeting the budget commitments of the Medium Term Financial Plan (MTFP), a complete review of the way we deliver street cleansings services is necessary. The draft Street Cleansing Framework is designed to set out the approach and the principle for redesigning cleansing within the Borough, both strategically and more operationally.

1.11 The Framework sets out the Vision that the street cleansing within Barnet will maintain a clean street scene which:

- Supports Barnet's town centres, ensuring they are clean, litter free and welcoming, supporting the day time and evening economies.
- Ensure residential streets are litter picked and swept to a good standard.
- Recycles over 50% of its waste
- Operates in an efficient, effective and responsive manner

To achieve this service will:

- Be 'intelligence-led' and data driven
- Engage with residents and businesses and enable individual and community participation
- Use technology and mechanisation to improve efficiency
- Follow, review, trial and implement best practice, and new ideas
- Enforce against those who continue to degrade Barnet's Streetscene
- Promote the generation income for the service for private works

1.12 The Framework sets out six key principles about how the Street Cleansing service intends to develop and deliver an efficient and high quality cleansing service which is responsive to local needs and supports the Corporate Plans.:

- **Communications and Engagement**
- **Aligning Activities**

- **Flexible Resources**
- **Targeting Resources**
- **The Right Infrastructure**
- **Demand Management**

1.13 It is believed that the Framework will lead to a high quality street scene throughout the Borough.

Street Cleansing Framework Action Plan

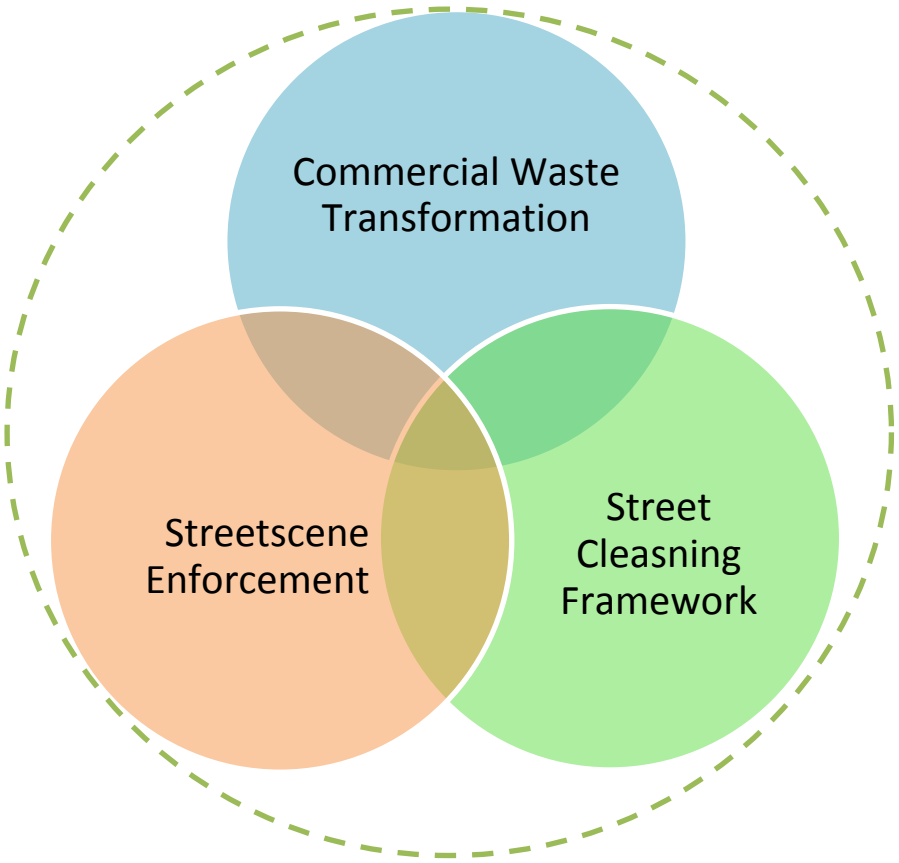
1.14 The Action Plan which accompanies the draft Street Cleansing Framework can be seen in Appendix 2.

1.15 The Action Plan identifies the short term actions which will delivered and developed over the next 15 months. Actions post October 2017 will be explored during the Alternative Delivery Model ADM process.

Links to Other Streetscene Projects

1.16 The Street Cleansing Framework sits alongside two other major Streetscene projects aimed at improving local environmental quality, while also meeting the objectives of the MTFP. In March 2016 Environment Committee approved both the transformation of the Commercial Waste Service and an improved Street Scene Enforcement.

1.17 If any of these projects are not implemented then it is likely to have a significant negative impact on the other areas, i.e. not implementing greater Streetscene enforcement would mean that greater resources would still be needed to tackle the clearing of flytipped waste rather than reducing the amount of waste flytipped



Current Cleansing Service and Targets

1.18 The current cleansing targets can be seen below:

Description	2013/14 Baseline	2014/15	2015/16	2016/17 Target	2019/20 Target
% unacceptable levels of litter	8%	2.67%	3.76%	3%	3%
% unacceptable levels of detritus	24.5%	9.17%	14%	10%	10%
% unacceptable graffiti	5%	1.5%	9.70%	1.50%	1%
% unacceptable fly-posting	2%	1.5%	3.98%	1.50%	1%
Percentage of residents who are satisfied with street cleaning	56%	53%	52%	58%	62% or London average

1.19 In 2014 the Street Scene Delivery Unit redesigned some of the cleansing methodology to achieve a £500,000 savings outlined within the Medium Term Financial Plan.

1.20 During the September Environment Committee, Members expressed concern that the Key Performance Indicator (KPI) reporting 2.67% unacceptable level of litter and 9.17% unacceptable level of detritus was not reflected in the complaints they were getting from residents or their own perception of the overall cleanliness of the borough.

1.21 To ensure that street cleansing monitoring is robust and can be benchmarked across neighbouring authorities, a refresher training programme was completed with Keep Britain Tidy (KBT). As an independent charity Keep Britain Tidy campaigns to improve the environment and fight for people's right to live and work in places of which they can be proud. Established 60 years ago, they work at the heart of businesses, government and the community to help people understand that what's good for the environment is also good for all. Further measures have been put in place to ensure that robust monitoring is maintained, including:

- All staffs who are surveyors attend a refresher course to ensure they are grading to the required standard.
- That supervisors do not carry out surveying in the areas which they oversee, but monitoring is rotated within the supervisory team; or carried out by another team with in street scene.
- That partnership arrangement with current Barnet services and partners or other local authorities are explored. Peer reviews could be helpful to ensure consistent challenge to keep standards high

1.22 On 10th November 2015 as part of the Medium Term Financial Plan (MTFP) Environment Committee approved a reduction of £750,000 in the budget allocated to Street Cleansing Service. The aim will be to deliver a reduction of £150,000 in 2016/17, and further £600,000 in 2017/18.

2. REASONS FOR RECOMMENDATIONS

2.1 **Recommendation 1** – It is recommended that the Environment Committee approves the adoption of the Street Cleansing Framework. This will provide a formal structure on which to build the Alternative Delivery Model (ADM) and improve the overall amenity of the Borough.

2.2 **Recommendation 2** - It is recommended that the Environment Committee approves the adoption of the Street Cleansing Framework Action Plan. This will provide a working plan to improve the overall amenity of the Borough, based on the new Street Cleansing Framework, over the next 12 months.

2.3 **Recommendation 3** - It is recommended that the Environment Committee approves the most intense level of town centre cleaning be focused on the seven main town centres, agreed in the Entrepreneurial Barnet Strategy. This will support the implementation of Entrepreneurial Barnet, and allow resources to be target these areas to support the day and evening economies.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The alternative approach to achieving the savings commitments would be to continue with a piece-meal reduction in service operations. This approach was rejected as it is anticipated that it would lead to an i) increase in complaints, ii) a reduction in the quality of service and iii) an overall reduction in customer satisfaction which would impact on the reputation of the Council, and a potential disparity of service between wards.

4. POST DECISION IMPLEMENTATION

4.1 If the Committee is so minded to approve recommendations the new Street Cleansing Framework will form the strategic structure for the development of the future requirement with the ADM process. In addition, the Framework's link to the Street Scene Enforcement Policy will ensure residents, business and visitors to the Borough are supportive and compliant with the Council's vision to improve the overall amenity of the Borough

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 Corporate Plan sets the overall Framework for each of the Committee's individual Commissioning Plans. Whether the Plans are covering services for vulnerable residents or about universal services such as the environment and waste, there are a number of core and shared principles. Barnet Council's approach of fairness, responsibility and opportunity is articulated in the Corporate Plan 2020 to set out the Council's strategic priorities.

5.1.3 Having regard for the above the cleansing service will continue to maintain a focus on cost efficiency which can best be achieved by developing an 'intelligence-led' approach to deploying resources to match those periods during the day where footfall and therefore litter are at their peak, and by focusing on encouraging residents and visitors to change their behaviour in relation to littering and street cleanliness.

5.1.4 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**: One of the aims of the Street Cleaning Framework is to create a structure which will improve the overall amenity of the Borough. The Medium Term Financial Strategy (MTFS) requires savings of £150,000 in 2016/17, and a further £600,000 in 2017/18 from changes to street cleaning. It is anticipated that the framework outlined in this report will facilitate that level of saving. For information, the service would need to bear the cost of any redundancies. The current net revenue budget for 2016/17 is £3.397m.

5.2.2 **Procurement**: At this there are no implications.

5.2.3 **Staffing:** Staffing implications may arise from the restructuring of the service. Appropriate early consultation and engagement will be carried out with staff to ensure a smooth transition to the new service.

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

5.2.5 **IT:** None at this time.

5.2.6 **Sustainability:** The Street Cleaning Framework will aid the services becoming more efficient, and improve the sustainability of the borough

5.3 **Social Value**

5.3.1 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. The street cleansing frame work will aid the cleansing in town centres helping underpin economic success. It will also help to improve local environmental quality, and support community engagement.

5.4 Legal and Constitutional References

5.4.1 Local authorities have a number of different statutory powers in relation to street cleaning, recycling and waste collection. The environmental Protection Act 1990 (as amended), the Controlled Waste Regulation 1992 (as amended) the London Local Authorities Acts 2007 (as amended). These acts set out the duty of the Local Authority to ensure that land in its area is kept clear of litter and refuse.

5.4.2 The Council's Constitution (Clause 15A, Responsibility for Functions, Annex A) sets out the terms of reference of 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 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.

5.5 Risk Management

5.5.1 The draft Street Cleansing Framework is built upon the assumption that budget reduction set to continue to the end of the decade and expectations and demand on local services will continue to increase.

5.5.2 There is a risk that not adopting the strategic approach outlined in the Framework document, cleansing operations will continue to diminish in line with reduced budgets, leading to deterioration in the overall amenity of the borough, which will have a detrimental impact on the reputation of the Council. This risk will be reduced further by carrying out regular reviews of the strategy and accompanying Action Plan.

5.6 Equalities and Diversity

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

5.6.2 The draft Street Cleansing Framework has been reviewed against the protective characteristics groups under the 2010 Equality Act namely age, disability, ethnicity, gender, gender reassignment, marriage and civil partnerships religion and belief, sexual orientation and transgender. No specific impact has been found.

5.6.3 A number of proposals have been included in the Action Plan (Appendix 1) to this report. They result from a combination of education and enforcement activities and the redesign of operational services.

5.7 **Consultation and Engagement**

5.7.1 None in connection with this report.

6. BACKGROUND PAPERS

6.1 Environment Committee March 2016 Papers – including Commercial Waste Transformation and Street scene enforcement

6.2 Environment Committee May 2016 Papers – including Parks and Open Spaces Strategy, and Municipal Waste Management Strategy

6.3 Entrepreneurial Barnet Strategy 2015-2020

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Street Cleansing Framework

July 2016

BARNET
LONDON BOROUGH

Street Cleansing Framework

1. THE VISION

1.1 The street cleansing service within Barnet will maintain a clean street scene which:

- Supports Barnet's town centres, ensuring they are clean, litter free and welcoming, supporting the day time and evening economies.
- Ensure residential streets are litter picked and swept to a good standard.
- Recycles over 50% of its waste
- Operates in an efficient, effective and responsive manner

1.2 To achieve this service will:

- Be 'intelligence-led' and data driven
- Engage with residents and businesses and enable individual and community participation
- Use technology and mechanisation to improve efficiency
- Follow, review, trial and implement best practice, and new ideas
- Enforce against those who continue to degrade Barnet's Streetscene
- Promote the generation income for the service for private works

2. THE CONTEXT

2.1 Research has shown that there is a strong correlation between the standards of cleanliness in the local environment and the overall satisfaction with local services, the fear of crime and the perception of the Council itself.

2.2 Barnet Council recognises that maintaining high quality public realm is an important issue and a major concern for local residents. Accordingly this is reflected as a key priority in the Council's Corporate Plan.

2.3 This framework sets out the high level approach and direction the service will take, recognising the key drivers, barriers and risks. It is believed that this Framework will lead to a high quality environment being achieved in the public realm throughout the Borough.

Drivers

2.4 London Borough of Barnet is a principal litter authority with a statutory duty under the Environmental Protection Act (EPA) 1990 to ensure that relevant land in its area is, so far as is practicable, kept clear of litter and refuse. In broad terms relevant land is defined as all '*open land to which the public are entitled or permitted to have access with or without payment*'. This includes cleaning responsibilities for adopted highways, but not private land.

2.5 The 'Code of Practice on Litter and Refuse' published by the Department for Environment Food and Rural Affairs (DEFRA) gives guidance on how these duties should be discharged. In determining standards the Council is required to have regard to the character and use of the land, as well as, what cleaning regime are practical. The Council is expected have cleaning regimes that it can meet these standards and provide adequate resources to restore the area to an acceptable level if they fall below that standard.

2.6 A clean public realm influences the reputation of an area. Barnet is seen as a green, family friend brought. It is important that the service continues to support this view, reflecting high levels of public satisfaction, as well as promoting the borough as a good place to do business.

2.7 Barnet has identified it seven main town centres, within the Entrepreneurial Barnet Strategy.

- Burnt Oak
- Chipping Barnet
- Cricklewood
- Edgware
- Finchley Church End
- Golders Green
- North Finchley

Cleansing in these locations needs to be reviewed to ensure that it is supporting the day and evening economics.

Barriers to satisfaction

2.8 Changing Borough: It is predicted that the Borough will change significantly over the next 10 year, with increased population, housing and commercial infrastructure.

2.9 On-going Work: Cleansing is similar to painting the fourth bridge - it is never finished. An area can become littered or fly tipped as soon as the cleansing teams have left an area.

2.10 Perception of cleanliness: The public's perception of cleansing standards can be very influenced by a single event or something out of place. Areas of highest litter will not necessarily score the lowest satisfaction. One incident of an overflowing litter bin in an otherwise clean street can be more memorable than of an impact that grotty street which always has some litter in it.

2.11 Sustainable: Any changes to service will need to be both environmentally responsible and financially sustainable in the longer-term

Risks

2.12 Ensuring equality of service: While this does not mean that all areas are cleansed the same it is important that as changes are made, each type of area i.e. major high street, are treated in a manner which meets their needs.

2.13 Change Management: As changes are made it is important that clear communications are carried to residents, businesses, staff and member. There will be a need to highlight the benefit of the changes and ensure feedback is gained in the changes on and on-going improvements made.

2.14 Capital Investment: As increase in mechanisation and technology are identified capital investment may be needed to reduce revenue expenditure.

2.15 MTFP Savings: Environment Committee have agreed a significant reduction in the cleansing budget. The Framework will help to achieve a redesigning cleansing to achieve this, however, the level of savings will be very challenging to achieve while still maintaining high levels of public satisfaction.

Dependences

2.16 The Street Cleansing Framework sits alongside two other major Streetscene projects aimed at improving local environmental quality, while also meeting the objectives of the MTFP. In March 2016 Environment Committee approved both the transformation of the Commercial Waste Service and an improved Street Scene Enforcement. If any of these projects are not implemented then it is likely to have a significant negative impact on the other areas, i.e. not implementing greater Streetscene enforcement would mean that greater resources would still be needed to tackle the clearing of flytipped waste rather than reducing the amount of waste flytipped

3. THE PRINCIPLES

2.17 The Council has developed this Framework to refresh its approach to street cleansing and transform the way resources are used. It will enable the service to meet the needs and the future demands within the Borough, and ensure it meets the expectations of Residents, Businesses, visitors to the Borough and Elected Members

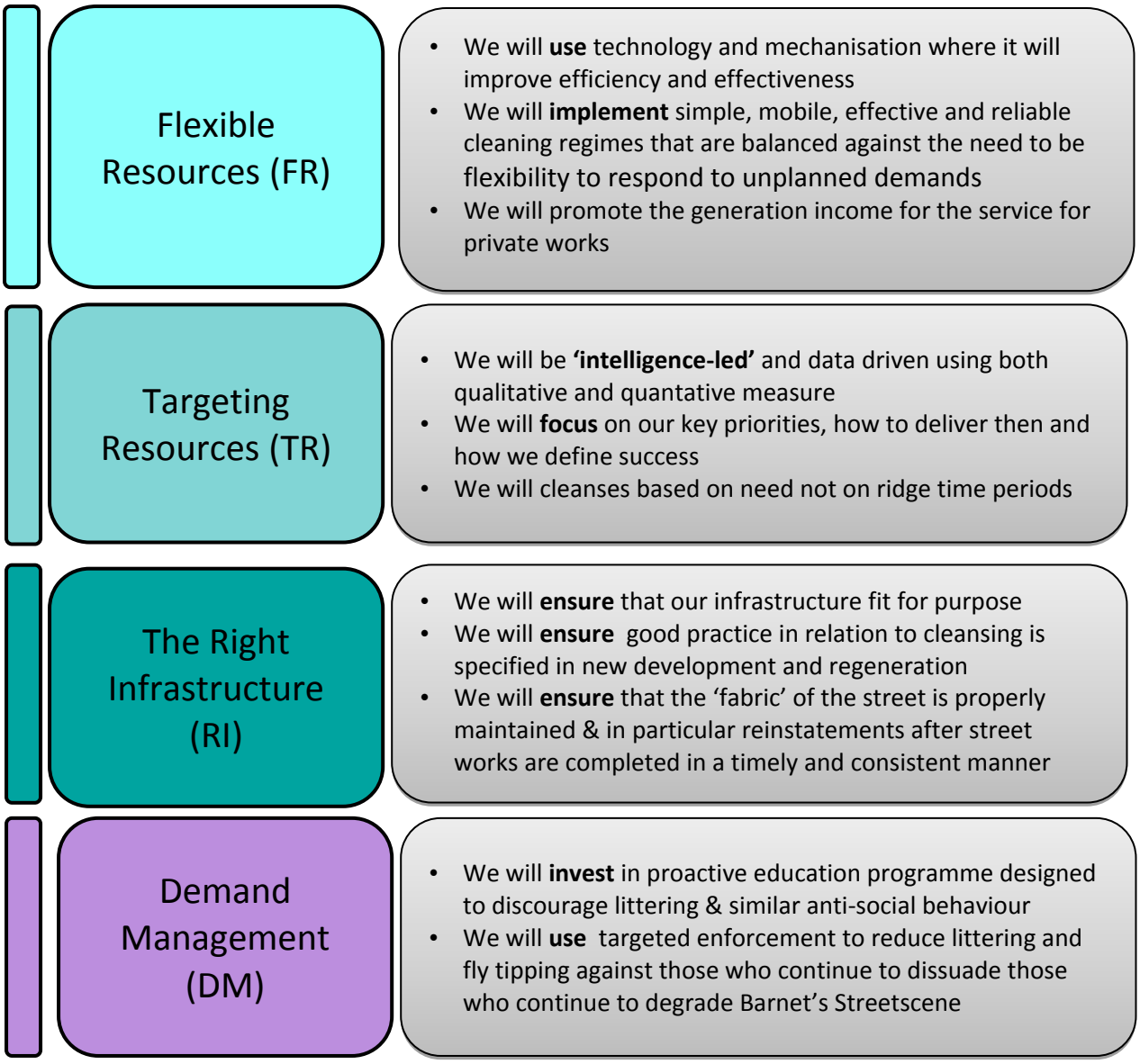
2.18 The Framework will enable the service to become more efficient and effective, through both scheduled work and in response to incidents and issues.

2.19 Many different activities contributing toward achieving a high quality local environment, from sweeping and other cleaning operations such as pavement washing, litter collection, removal of graffiti and fly-posting, responding to fly-tipping, removal of animal faeces, dead animals and weed removal/control. This rather than looking at each activity will set out how the whole service will work.

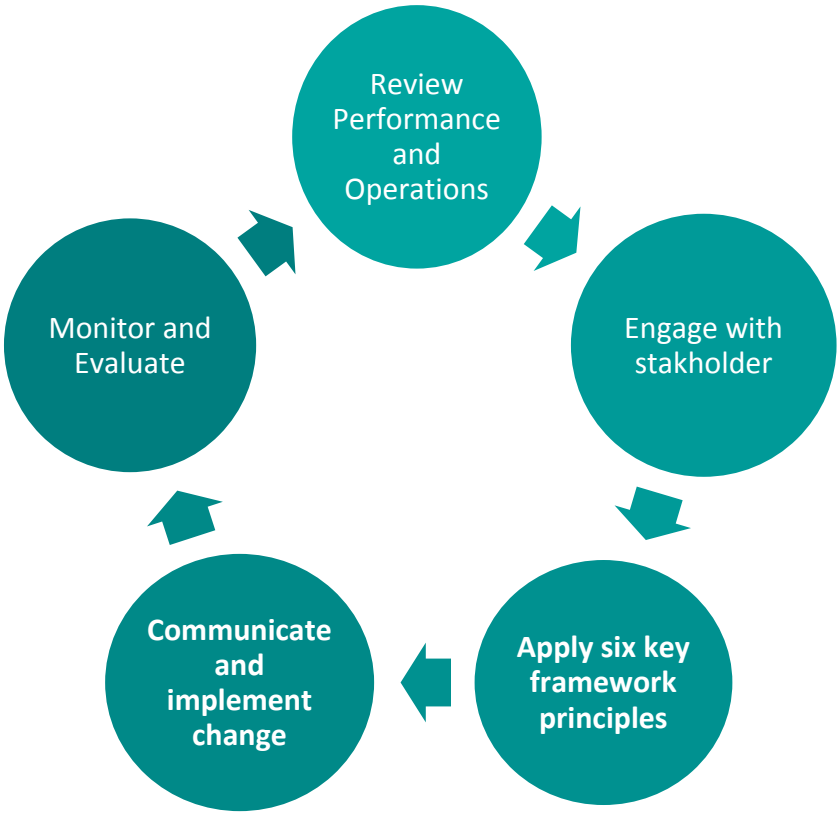
2.20 This framework holds six key principles which will be used when developing service change:

Communications and Engagement (CE)	• We will **engage** with Resident, Local Groups & business to understand their needs &update them on service changes • We will **encourage** community participation schemes such as adopt a place and clear up days • We will be open will our data and let people see how we are doing, and keep updated with our schedules
Aligning Activities (AA)	• We will **work** in a place based approach to achieve the different outcomes needed for different areas • We will **ensure** a joined up approach between the Council and other stakeholders such as the highway authority, local businesses and the public generally

Street Cleansing Framework



2.21 To ensure that the principles of the framework are applied across the cleansing service the review model below will be applied.



2.1 This cycle will allow flexibility and on-going improvements to be made to the service as change occurs. These changes could be related to a number of areas such as:

- New stakeholders identified
- Changing demographics of the borough
- Future changes in funding
- Major regeneration or infrastructure projects
- Changes in legislation

It also ensures that the service is reviewed against the principles of the framework regularly.

4. MOTIONING AND REVIEWING

2.2 The standards of cleanliness achieved on the streets and public places throughout the Borough will be monitored through regular inspections, providing meaningful trends in order to gauge whether the target for the year-on-year improvement has been successfully achieved.

2.3 Public perception will continue to be assessed through opinion and satisfaction surveys.

2.4 Monitoring through report it functions, compliments and complainants, and feedback from stakeholders will also be used to assess the effectiveness of the service as a whole as well as within wards, or even individual streets.

Street Cleansing Framework

Action Plan

July 2016

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LONDON BOROUGH

Street Cleansing Framework – Action Plan

1. BACKGROUND

1.1 The Action Plan below identifies the short term actions which will delivered and developed over the next 15 months. Actions post October 2017 will be explore during the Alternative Delivery Model ADM process. These actions will be carried out in line with the street cleansing framework principles and review model.

1.2 As part of the Medium Term Financial Plan (MTFP) Environment Committee approved a reduction of £750,000 in the budget allocated to Street Cleansing Service. The aim will be to deliver a reduction of £150,000 in 2016/17, and further £600,000 in 2017/18. The actions below will aid the delivery of these savings.

2. ACTION PLAN - JULY 2016 TO OCTOBER 2017

#	Action	Framework Principle	Resources Needed	Milestones	Lead
1.	**Alternate Side Cleansing Trial**: Trial different options for the cleansing of residential streets which facilitate residents the moving of cars to gain access to sweep	**1.CE** **4.TR**	**Staffing**: Supervisor Team Time **Revenue**: £4,000 required for letter drop to trial areas, stationary for letters & posters. Monitoring and evaluation **Capital**: N/A	**July 2016**: Scope Trial Options **October 2016:** Review Trial	Street Scene Director
2.	**Alternate side Cleansing Implementation**: If successful scheme is identified then an implementation plane will be rolled out where appropriate.	**1.CE** **4.TR**	**Staffing**: Supervisor/Admin Team Time **Revenue**: To be established following trial **Capital**: To be established following trial	**November 2016**: Implement best approach **March 2016**: Review Impact	Street Scene Director

Street Cleansing Framework – Action Plan

3.	**Placed Based Commissioning**: Be involved at the early stages of the new placed based commissioning process to ensure framework is integrated within its work	**1.CE, 2.AA, 5.RI, 6.DM**	**Staffing:** Commissioning Team Time **Revenue:** N/A **Capital:** N/A	**August 2016**: Be part of initial project scoping Other milestones as set by the project	Strategic Lead
4.	**Enforcement Trial**: To ensure that the trail for increased street scene enforcement, targets hotspot areas, particularly back alleyways and our seven town centres	**1.CE 3.FR 4.TR 6.DM**	**Staffing:** Staff already resourced from Transformation budget **Revenue:** £10,000 resourced from Transformation budget **Capital:** N/A	**July 2016**: Commence Trial **November 2016**: Update Env. Committee on progress **January 2017**: Report on Trial Outcomes	Strategic Lead
5.	**Enforcement Procurement**: Utilising data from the trial, feedback from residents, members and staff to specify and commence a procurement, for a cost neutral service.	**1.CE 3.FR 4.TR 6.DM**	**Staffing**: Commissioning Team Time and Procurement Support **Revenue**: Expected to be cost neutral **Capital**: N/A	**February 2016**: Commence Procurement project **July 2017**: Award Contract	Strategic Lead
6.	**Keep Barnet Clean Campaign**: Awareness camping about the impact of littering, fly tipping, as well as encouraging Civic Pride and routes to report issues.	**1.CE 2.AA 6.DM**	**Staffing**: Staff already resourced from Transformation budget **Revenue**: £12,000 resourced from Transformation budget **Capital**: N/A	**July 2016**: Launch campaign **Septembers 2016**: Carry out work with business (potential business breakfast) **August 2016 to December 2017**: On-going campaigning	Strategic Lead
7.	**QR Code Litter Bins**: Ensure all litter bins have a QR code to ensure easy reporting when full	**1.CE 3. FR 4.TR 5.RI 6.DM**	**Staffing**: DU Supervisors and Commissioning Time, and IT and comms support **Revenue**: Estimated £10,000 **Capital**: N/A	**September 2016**: Commission Project **November 2016**: Start Implementation **December 2016 to May 2017**: On-going review of data and insight	Strategic Lead

8.	**Zone Based Cleansing**: Review of all areas of Barnet to ensure correct zone type of frequency need is identified	**2.AA, 3.FR, 4.TR**	**Staffing**: Revision of Zones and review of frequencies by supervisors, to enable, further costing to be carried out **Revenue**: TBC at next stage **Capital**: TBC at next stage	**July 2016**:Estamblish minimum frequency standard **September 2016**: Renew cost implications and saving options	Street Scene Director
9.	**Back Alley Ways:** Review approach to back alleys ways to have a clear process to tackle public highways, including ensure owners are encouraged to tackle private areas, dealing with unregistered land, and our multi agency approach	**1.CE, 2.AA, 3.FR, 4.TR,**	**Staffing**: Cross team working including street scene, community safety and partners **Revenue**: Est. £4,000 for comms materials and advertising **Capital**: N/A	**August 2016**:Review of approach to back alley ways, and best practice options **August 2016**: Use of new enforcement trail teams where appropriate **August & September 2016:** discussion with key partners on potential approaches **September & October**: Trial approaches, review and monitor impact, and refine	Street Scene Director

3. KEY

- 1. CE – Communications and Engagement
- 2. AA – Aligning Activities
- 3. FR – Flexible Resources
- 4. TR – Targeting Resources
- 5. RI – The Right Infra Structure
- 6. DM – Demand Management

Street Cleansing Framework

Supporting Information

July 2016

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Street Cleansing Framework – Supporting Information

INTRODUCTION

1. The way streets and other public spaces are cleaned has an impact on every household within the London Borough of Barnet, the success of businesses operating in the locality and the attraction for visitors to the area. The quality of the local environment, in particular the standard of street care and the maintenance of green spaces, is one of the main barometers used by the public to judge how well an area is being managed and its suitability as a place in which to live, work or visit.

2. Research has also shown that there is a strong correlation between the standards of cleanliness in the local environment and the overall satisfaction with local services, the fear of crime and the perception of the Council itself. Barnet Council recognises that maintaining high quality public places is an important issue and a major concern for local residents. Accordingly this is reflected as a key priority in the Council's Corporate Plan.

3. In terms of functional activities, street cleansing involves sweeping and other cleaning operations such as pavement washing, litter collection, removal of graffiti and fly-posting, responding to fly-tipping, removal of animal faeces, dead animals and weed removal/control.

4. To help prevent litter in the first place and discourage antisocial behaviour, various pieces of legislation assist in enabling the local authorities to deal quickly and effectively with those who litter, fly-tip or otherwise deface or damage the local environment.

5. The most commonly used assessment of the condition of our streets and other public spaces is the standard of 'local environmental quality' that is experienced in an area, which relates to the general appearance, as well as the management and maintenance standards which are evident. The three main indicators measuring the performance and effectiveness of street cleansing services are:

   - Regular inspections to measure street and environmental cleanliness in terms of the level of litter, detritus, graffiti and fly-posting present [formerly NI195]
   - Monitoring the incidence and response to incidents of fly-tipping [formerly NI196]
   - The Local Environmental Quality Survey of England

6. The quality of the local environment, and in particular standards of street cleansing are increasingly becoming the barometer the public uses to judge how well an area is being managed and attractiveness in which to live, work or visit. In order to enable the Council to achieve its objectives the services need to deliver high quality, efficient and sustainable services to ensure the future cleanliness and prosperity of the area. This has to be achieved against an increasing pressure on public finances and a need to reduce the net cost of delivery. Therefore the way that the services are delivered has to be continuously challenged to ensure that efficiencies are achieved where possible without having an adverse impact on standards.

7. Research suggests that successfully improving the environmental quality of the street scene is most likely to be achieved by well-designed and effectively implemented cleaning operations and methodologies, supported by targeted enforcement actions,

working in conjunction with a programme of public education campaigns, all strategically planned and implemented in an integrated manner.

STATUTORY DUTIES

8. London Borough of Barnet Council is a principal litter authority with a statutory duty under the provisions of the Environmental Protection Act 1990 to ensure that relevant land in its area is, so far as is practicable, kept clear of litter and refuse. In broad terms relevant land is defined as all 'open land to which the public are entitled or permitted to have access with or without payment'. This includes cleaning responsibilities for adopted highways, but not private land. In discharging this duty the council follows the guidelines identified in the Code of Practice on Litter and Refuse which sets out rectification times where cleanliness has fallen below the acceptable level.

9. The Council also has a statutory duty to keep land clean for which it has a direct responsibility to maintain (e.g. council car parks and open spaces). The standards of cleansing and rectification times for such areas are similar to those of the relevant public highways in the vicinity.

10. The Council does not have a responsibility to clean private land, land belonging to educational establishments, canal towpaths or land forming part of the railway network, although it may have powers to require land owners to clear litter and fly-tipping.

LEGISLATION

11. The main legislation that seeks to regulate local environmental quality and activities associated with the care and maintenance of streets and public places is the Environmental Protection Act 1990 and the Clean Neighbourhoods and Environment Act 2005.

12. Barnet Borough Council is a principle litter authority with a statutory duty under the provisions of the Environmental Protection Act 1990 to ensure that 'relevant land in its area is, so far as is practicable, kept clear of litter and refuse'. In broad terms relevant land is defined as all open land to which the public are entitled or permitted to have access without payment. This includes cleaning responsibilities for adopted highways, but not private land.

13. Other important provisions and powers in respect of environmental control and enforcement are included also in a wide variety of other legislation and associated regulations, in particular:

- Environmental Protection Act 1990
- Control of Pollution (Amendment) Act 1989
- London Local Authorities Acts 1990, 1994, 2004 and 2007
- Controlled Waste Regulations 1992
- Clean Neighbourhoods and Environment Act 2005
- Police and Criminal Evidence Act 1984
- Criminal Procedure and Investigations Act 1996

- Regulation of Investigatory Powers Act 2000
- Anti-Social Behaviour, Crime and Policing Act 2014
- Site Waste Management Plans Regulations 2008
- Highways Act 1980
- Refuse Disposal Amenity Act 1978 and 1987
- Dogs (Fouling of Land) Act 1996
- Town and Country Panning Act 1990
- Public Health Act 1936

14. In addition the Keep Britain Tidy (KBT) group operate an extensive 'knowledge bank' providing detailed information on relevant legislation, including case law, and giving practical advice on the application of the law in particular circumstances.

ABOUT STREET CLEANING - WHERE WE ARE AND WHAT WE DO?

15. The quality of the local environment, and in particular the standards of street cleansing, are a key indicator to the public of how well the area is being managed and its attraction as a place to live, work or visit.

16. We are committed to providing a high quality and efficient service Specific areas of 'core' work undertaken by the street cleansing service are:

- Cleaning the streets by means of mechanical suction sweeping, manual sweeping, litter picking, gum removal, and street washing.
- Supply, emptying and maintenance of street litter bins.
- Syringe and sharps removal.
- Removing incidents of fly tipping (including hazardous waste).
- Removal of graffiti and fly posting.
- Removal of dead animals from publically maintainable land.
- Gritting of car parks and priority footways within Barnet.
- Preliminary enforcement action for dog fouling, littering and fly tipping offences to assist the Community Safety and Enforcement Team.
- Management and monitoring of contracts for Gully Cleansing and Highway Weed
- Spraying of Weed killer
- Promotion of spring clean and litter pick events across Barnet
- Rechargeable works to clear private and domestic premises where clearance notices have been served by the Environmental Health Team.

17. The Street Cleansing service is carried out in-house by the Council's own workforce and has a net operating cost of around £3.57 million.

18. Work is predominantly planned in advance and work schedules, based on the area of work and minimum frequency required have been put in place to ensure that we comply with statutory and local requirements.

19. We also have to react to one off emergencies and therefore need to have the flexibility to respond as required and therefore each area team has a member of staff who is available for 'rapid response'.

20. The section currently has 98 front line operatives, four supervisors and one manager. We operate in four geographical teams which covers the Borough.

NATIONAL POLICY AND BEST PRACTICE REFERENCE POINTS

21. There are four key policy and best practice reference points for street care services:

A. **'Achieving improvements in street cleansing and related services'** – published by DEFRA in 2013 is concerned mainly with improving the efficiency and effectiveness of street cleansing activities and successfully targeting resources, in particular focussing on:

- Measuring and monitoring service performance
- Using quality assurance and accreditation to improve standards
- Developing effective financial planning and asset management
- Developing a comprehensive and 'owned' strategy and service delivery plan
- Ensuring effective leadership and management of street care services
- Attaining a well-trained and motivated workforce, with efficient and effective working practices
- Overcoming impediments and barriers to service delivery
- Ensuring service delivery is 'joined up' and responsive to local need and adapted to changes and seasonal variations
- Successfully engaging with local communities
- Discouraging 'environmental crimes' and associated anti-social behaviour through proactive education and targeted enforcement. (www.gov.uk)

B. **'Paving the way: how we achieve clean, safe, attractive street' and 'Paved with gold: the real value of good street design'** – published by the Commission for Architecture and the Built Environment in 2002 and 2007 respectively. The former relates to the overall design of streets and the implications of design on management and maintenance. It focuses on the needs of the people who use public spaces, seeking to address the challenge to coordinate the action and activities of the wide range of institutions and bodies that have influence and control over streets. The latter defines 'what makes a high quality street' and seeks to assess the value and benefit of well-designed and maintained streets and public spaces in economic and asset value terms and from a public benefit perspective. (www.webarchive.nationalarchive.gov.uk)

C. **'This is our home – a manifesto for a cleaner England'** – developed by Keep Britain Tidy and published in March 2010, identifies the key challenges to those engaged in

delivering *'cleaner, greener, safer and stronger places'*. These are inspirational and decisive leadership, working together towards a shared vision and clear goals and building personal responsibility. (www.loveparks.org)

D. **'The code of Practice on Litter and Refuse'** – published by DEFRA in 2006, this code is issued by the Secretary of State under section 89 of the Environmental Protection Act 1990 and gives guidance to responsible bodies on how the duties prescribed in the Act should be discharged. (www.gov.uk)

STANDARDS

22. The Code of Practice on Litter and Refuse published by DEFRA gives guidance to 'duty bodies' such as Barnet Council on how these obligations should be discharged.

23. The Code is intended to encourage duty bodies to maintain their land within acceptable cleanliness standards, covering all aspects of littering, including fly-tipping, the build-up of detritus and defacement such as graffiti and fly-posting. The Code, therefore, effectively sets the standards of performance that are expected to be achieved.

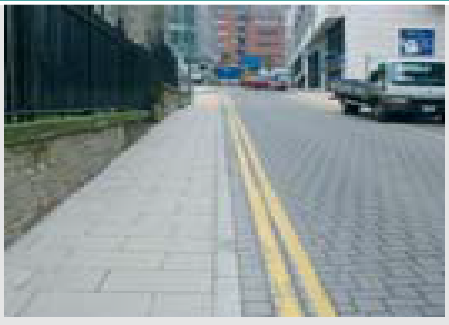
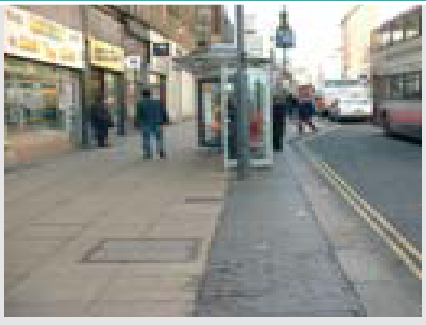
24. The Code of Practice in simple terms identifies three basic components:

    I. Different categories (Zones) of land – of high, medium and low intensity use;

    II. Four grades of cleanliness i.e. Grade A – no litter and refuse, Grade B – predominantly free of litter and refuse, Grade C – widespread distribution of litter and refuse with some accumulations, Grade D - heavily littered with significant accumulations of litter and refuse.

    III. A target response time to restore an area of land to an acceptable standard if it falls below that standard.

25. The pictures below show images of the different standards:

litter and refuse in both relevant highway and hard surface setting	
	
Grade A No litter or refuse	**Grade B** Predominately free of litter and refuse apart from some small items

Street Cleansing Framework – Supporting Information

litter and refuse in both relevant highway and hard surface setting

Grade C
Widespread distribution of litter and/or refuse with minor accumulations

Grade D
Heavily affected by litter and/or refuse with significant accumulations

litter and refuse in a soft surface setting

Grade A
No litter or refuse

Grade B
Predominately free of litter and refuse apart from some small items

Grade C
Widespread distribution of litter and/or refuse with minor accumulations

Grade D
Heavily affected by litter and/or refuse with significant accumulations

26. In determining what standard should be achieved the Council is required to have regard to the character and use of the land, as well as the control measures and cleaning regime that is practical in the circumstances.

27. Similar standards are defined for detritus. Detritus includes dust, mud, soil grit, gravel, stones, rotted vegetation, twigs and alike. Separate standards are included for graffiti and fly-posting.

28. In accordance with Code of Practice the Council is expected to set and implement cleaning regimes and schedules so that it can meet these standards and provide adequate resources to restore the area to an acceptable level when they fall below the standard. The inevitability of areas falling below Grade B standards is recognised in the Code; hence response times are stipulated to restore to a Grade A standard.

29. The key performance indicators measuring the success and effectiveness of street care services are:

- Regular inspections to measure street and environmental cleanliness in terms of the levels of litter, detritus, graffiti and fly-posting present (formerly NI 195)
- Monitoring the incidence and response to incidents present (formerly NI 196)
- The Local Environmental Quality Survey of England.

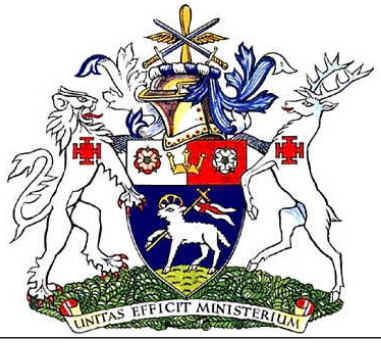
30. The former NI 195 is intended to monitor and evaluate the cleanliness of the local environment as a member of the public would see it. The indicator measures the presence and extent of litter, detritus, and graffiti and fly-posting that is present on relevant land and highways by recording, as a percentage, the number of samples taken that fall below an acceptable level. This indicates the success or otherwise of the cleaning regimes that are in place. The target is to reduce the percentage of samples that are unacceptable on a year-on-year basis. Each category – litter, detritus, graffiti and fly-posting – is reported as a separate indicator.

31. The former NI 196 measures fly-tipping in terms of the incidents of illegally dumped waste with a view towards ensuring that these are reduced through prevention, detection and enforcement. The indicator calculates the relationship between total incidents and the action taken to resolve them – higher performance is indicated by a year-on-year decrease in the number of incidents and increases in enforcement action.

32. The survey of local environmental quality gives a broader picture of how 'clean and tidy' a place is and provides trends and benchmarks against which standards in one area can be compared with another.

33. This survey has been undertaken nationally on an annual basis since 2001 (by Keep Britain Tidy commissioned by DEFRA). The survey measures the incidence of litter and detritus (by type) and aspects such as weed growth, surface staining, the presence of graffiti, fly-posting or other defacement in an area – some 32 environmental qualities in total. These are ranked as good, satisfactory, unsatisfactory or poor against 12 standard land use classifications. The results are usually represented in a matrix table and are then translated into an overall cleansing index to give an overall impression of how clean and tidy a place is. The cleansing index is assessed nationally and regionally, but not locally.

AGENDA ITEM 9

	**Environment Committee** **14th July 2016**
Title	**Moving Around in Barnet – a Direction of Travel**
Report of	Commissioning Director for Environment
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A: **The Impact of Congestion on Bus Passengers**
Officer Contact Details	Jamie Cooke, Strategic Lead for Effective Borough Travel. Tel: 0208 3592275 - 07885213313 jamie.cooke@barnet.gov.uk

Summary

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

Recommendations

The Environment Committee are recommended to:

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

1. WHY THIS REPORT IS NEEDED

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

The table below illustrates Barnet's population growth:

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

Source Greater: London Authority.

1.2 There are currently five major redevelopment sites within Barnet:

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

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

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

Source: Greater London Authority

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

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

1.4 The scope for the Transport Strategy outlined in this report aims to set out a long term approach to 2035. The strategy will outline the Council's commitment to improving transport options for all of our residents. This will involve considering what our appropriate "mix" of future travel modes should be and how we should be investing in various travel modes in order to arrive at a comprehensive choice of travel options for residents that effectively integrate with one another.

1.5 The Transport strategy for Barnet will be part of the borough's wider strategy to create a prosperous, inclusive and healthy future for the borough. It will provide a set of long-term strategic goals for the borough which will influence public investment in transportation and land use decisions in the area. It will also provide a high level blueprint to move forward and meet new and emerging challenges as well as providing a local application of the Mayor's Transport Strategy goals.

1.6 The Transport Strategy will cost circa £90,000 to produce and will be funded from the Council's transformation programme budget.

2 REASONS FOR RECOMMENDATIONS

2.1 Recommended option

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

2.2 A Transport Strategy is necessary to enable the borough's transport network to support the Council's current corporate plan and organisational values. The transport network is a universal service used by all and therefore it has a huge role to play in supporting Barnet's key values of opportunity, fairness and responsibility. Barnet is also growing and changing as a borough and therefore requires its transport system to adapt accordingly.

2.3 An overarching Transport Strategy will guide and inform smaller individual strategies such as Car Clubs and Public Transport improvements etc. The overarching strategy will also provide the basis for future Local Improvement Plan (LIP) annual spending submissions. LIP is the main mechanism by which funding from Transport for London is granted for schemes and initiatives to improve transport infrastructure in Barnet. It is therefore important that Barnet has an

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

2.4 An overarching transport strategy is also necessary to avoid and reduce the medium and long term effects of a growing borough with a corresponding increasing pressure on the Transport system. Transport experts are warning that London as a whole faces serious medium and long term transport issues if long term strategies that influence travel choices are not put in place. For example a new report by Professor David Begg, *The Impact of Congestion on Bus Passengers,* has warned that road congestion has increased bus journey times by 10% each decade. The report concludes that if bus journey times continue to decline at their current rate, bus passenger numbers will decline by ten to fourteen percent, every ten years, putting the future of the bus sector under threat. (Appendix A contains the full report: *The Impact of Congestion on Bus Passengers*). Similarly, the primary cause of poor air quality in London is traffic and congestion on main roads. The issue of air quality has become an urgent issue for London boroughs and there is a growing recognition that greater measures are necessary to improve London's air quality. A Transport Strategy for Barnet will provide a mechanism so that future issues, such as those outlined above can be addressed, mitigated and avoided. As part of the strategy an open access library will also be established so that all stakeholders can have access to transport expert's views and the evidence base that will guide the strategy and its objectives.

2.5 Whilst the transport strategy is long term in its approach, a short term action plan is also necessary to commence the early phase of the strategy's delivery. Similar to the recently agreed waste strategy, this short term action plan will adopt an "assumptions based" approach centred on likely national and pan London transport developments, which the Barnet strategy will need to account for and align with. For example, the Transport strategy might assume an extension of the congestion charging zone during the twenty year time period for the strategy and therefore reflect this in its strategic planning.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

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

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

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

4. POST DECISION IMPLEMENTATION

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

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

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

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

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

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

4.3 Study Methodology and Work Plan

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

4.4 Commissioning of a specialist to produce the overall strategy

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

4.5 Establishment of key data sets

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

4.6 Public Consultation

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

4.7 Key Stakeholders Meeting

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

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

4.8 **Development of individual strategies**

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

Electric Car Clubs and Electric Vehicle Charging Points

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

Cycling Strategy

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

Walking Strategy

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

Public Transport

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

Road space Asset Review

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

4.9 **Development of overall strategy objectives**

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

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

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

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

- Fairness: By seeking to balance the needs of different groups of residents and providing wider choices in modes of transport that provide access to essential services, education and employment.

- Responsibility: By recognising that the existing traditional travel modes within the borough are leading to long term issues with air quality and congestion which means that action must be taken to provide and promote alternative travel modes.

- Opportunity: By making multiple travel modes accessible and practical to all resident groups.

5.1.3 **Health and Wellbeing Strategy**

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

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

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

5.3 Social Value

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

5.4 Legal and Constitutional References

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

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

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

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

5.5 Risk Management

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

5.6 Equalities and Diversity

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

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

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

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

5.7 Consultation and Engagement

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

5.8 Insight

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

6 BACKGROUND PAPERS

APPENDIX A: THE IMPACT OF CONGESTION ON BUS PASSENGERS

THE IMPACT OF CONGESTION ON BUS PASSENGERS

PROFESSOR DAVID BEGG

greener journeys

ABOUT GREENER JOURNEYS

Greener Journeys is a campaign dedicated to encouraging people to make more sustainable travel choices. It is a coalition of the UK's leading public transport organizations, user groups and supporters. It aims to reduce CO_2 emissions from transport by encouraging people to switch some of their car journeys to bus or coach instead. Switching from car to bus for just one journey a month would mean one billion fewer car journeys on our roads and would save 2 million tonnes of CO_2 every year. For more information visit **www.greenerjourneys.com**

CONTENTS

FOREWORD BY SIR PETER HENDY CBE

Transport connectivity creates economic growth, jobs and builds houses. The resurgence of our cities, the places our children migrate to get jobs, is in direct proportion to their connectivity both to the rest of the world and within the city itself. And the bus service, for journeys longer than a walk, is the most common way of creating connectivity in them. So making buses work better is good for growth and jobs and good for the urban areas they serve. And both David Begg and I said so when we chaired the late and much-missed Commission for Integrated Transport.

In this study David rightly highlights the crisis which has developed in bus service reliability across the UK, and suggests a new and urgent need to make our buses quicker and more reliable to make our cities work better. The air quality effects of congestion are getting much airtime just now - the economic effects are as obvious but left unsaid for the most part. This study seeks to put that right.

Sir Peter Hendy CBE *Chair, Network Rail*
Commissioner, Transport for London 2006/2015
Chair, Commission for Integrated Transport 2005/2010

Of course the bus industry itself must do better - cash handling on the bus slows the service down, costs money and is unnecessary in the modern age of PDAs and contactless bank cards; schedules must be up to date, tailored to time of day and produce reliability without too much recovery time. The Traffic Commissioners should have more powers and resource to prevent poor operators getting licences and to stop poor operation on the road.

But in urban areas the best operation in the world will be sabotaged if congestion destroys reliability and journey speed. David points out eloquently that the effects of congestion are doing just that - increasing costs and decreasing revenue, which leads inevitably to less service. In London, fewer but faster and reliable buses will both solve an acute financial problem for Sadiq Khan (the combination of his fares freeze and the complete removal of subsidy from TfL by 2018), and restart bus passenger growth allowing his electorate to access work, education, health and leisure more easily.

And outside London, the same proposition would produce more and better services, with the same results, too. Not to mention the beneficial effects on driver recruitment, retention and resultant customer service.

David isn't advocating anything which as a politician he hasn't done himself with the Greenways in Edinburgh. In London, for Boris, we took out significant road space for cycling. Now our towns and cities are going to have to make the same sort of radical choices for more protected road space and more and cleverer signal priority, for buses across the UK to enable the growth, jobs and house building the bus service can support.

This is a critical piece of analysis, which every local politician and highway authority in the country should read, absorb, and act on. David Begg is to be commended for it

ABOUT THE AUTHOR

Professor David Begg is a former chairman of the Government's Commission for Integrated Transport and was the chairman of the Transport Committee of the City of Edinburgh Council when the radical Greenways bus priority measures were introduced in the 1990s. He has been a board member of First Group, Transport for Greater Manchester and Transport for London. He is currently owner and proprietor of *Transport Times*, Chairman of EAMS, a non-executive director of Heathrow Airport and Chairman of the Greener Journeys Advisory Board. He is a visiting professor at Plymouth University.

ACKNOWLEDGEMENTS

This report is dedicated to bus drivers and their passengers who suffer from the impact of congestion on a daily basis.

I have been fortunate to have been able to discuss the economic analysis in this report with some of the best transport economists in the UK: Professor Peter Mackie, Professor Peter White and Professor Stephen Glaister. The final analysis is my own and any errors are entirely down to me.

I have become immersed in bus timetables and observed the huge frustration bus operators experience trying to run a punctual and reliable service in the face of worsening congestion. Special thanks to Martin Dean (MD, Buses, Commercial Director, Go-Ahead), Les Warneford (former MD, UK Bus, Stagecoach), Mark Yexley (Former Operations and Commercial Director Arriva UK Bus), Neil Barker (First Group), Nigel Serafini (Head of Commercial & Business Development, Lothian Buses), James Freeman (First Group),Peter Shipp(Chairman and Chief Executive, East Yorkshire Motor Services) Mike Best (Brighton and Hove Bus Company) and Martin Harris (MD, Brighton and Hove Bus Company).

They not only have supplied me with copious amounts of data, but they have educated me further on the sector. Martin has gone out of his way to dig up archived bus timetables stored at the Kithead Trust. I am indebted to Philip Kirk, who does a fantastic job looking after this archive, which is such a rich source of information (www.kitheadtrust.org.uk).

Roger French, former MD of Brighton and Hove Buses has been an invaluable mentor for me in this research. He has left a fantastic legacy in Brighton.

Leon Daniels (MD Surface Transport), Garrett Emerson (CEO, Surface Transport) and Ben Plowden (Strategy & Planning Director, Surface Transport) from Transport for London have ensured that the major challenge the capital is facing, with rising congestion and sharp reductions in bus speed over the last few years, is accurately covered in this report. The new mayor would be well advised to listen to their concerns.

Dr Jon Lamonte (Chief Executive, Transport for Greater Manchester) and his colleagues Rod Fawcett and Mike Renshaw, have demonstrated to me in some detail the efforts they are making to speed up bus journey time in the face of a proliferation in road works and a rapid growth in city centre employment and demand for transport. They have been resolute in their policy objective of expanding bus priority in the face of stern criticism from some local politicians.

Anthony Smith and his colleagues at Transport Focus have guided me and reinforced my concern that congestion is the main challenge facing the sector. Joan Aitken has given me a Traffic Commissioner's view on the factors which are slowing up traffic in Edinburgh and how it impinges on bus operations.

David Brown (Group Chief Executive, Go-Ahead) and Giles Fearnley (Managing Director, First Bus) have provided wise counsel as have David Leeder, Chris Cheek (TAS Partnership) and Steven Salmon (CPT).

Vince Stops from London Travel Watch has been a passionate supporter of bus users in London and kept me right on the capital and Marshall Poulton (former director of transport at the City of Edinburgh Council) and George Mair (CPT Scotland) have been my go to men on Scotland's capital.

Sir Peter Hendy has kindly written an insightful foreword. He may now be Chairman of Network Rail but buses will always be in his DNA and he leaves behind him a fantastic legacy from the his time 15 years at TfL , both as director of surface transport and subsequently Transport Commissioner.

A big thanks to David Fowler and Kirsty Walton at Transport Times for making this report read much better than it otherwise would and to Katie Allister for her vital contribution on research and the case studies. It has been a pleasure to work with her again.

EXECUTIVE SUMMARY

TRAFFIC CONGESTION IS A DISEASE WHICH IF LEFT UNCHECKED WILL DESTROY THE BUS SECTOR.

This is a dire and sensational prediction, but the evidence uncovered in this research leads to no other conclusion. On historical, current and future trends it's a question of when, not if. There is a distinct trend across our most congested urban conurbations in the UK of bus journey times rising by – on average – almost 1% per annum. **Over the last 50 years, bus journey times have increased by almost 50% in the more congested urban areas. If we had protected bus passengers from the growth in congestion there would arguably be between 48% and 70% more fare paying bus passenger journeys today. If the trend is allowed to continue, then our urban buses will no longer represent a viable mode of transport for the majority of its customers and will be populated largely by people with mobility difficulties.** Already in London some buses on some routes run at close to walking speed.

THE NEED FOR THIS STUDY

Everyone in industry, local government and Whitehall knows we have a problem. Until now it has not been properly quantified. This report makes clear the true extent to which congestion has been corrosive to the bus sector. It has been caught in the vortex of three vicious downward spirals:

1. **Slower speeds leading to higher costs, higher fares, fewer passengers, service decline, fewer passengers.**
2. **Slower speeds leading to increased journey time, fewer passengers, service decline, fewer passengers.**
3. **Slower speeds, punctuality and reliability decline, fewer passengers, service decline, fewer passengers.**

Bus operators are forced to respond to congestion in one of two ways. First, to try to maintain service frequency. If they do this, then every 10% decrease in operating speeds leads to an 8% increase in operating costs . If this is passed on to passengers through higher fares it results in a 5.6% fall in patronage (DfT fares elasticity of 0.7) .

The second response is to operate at lower frequency. A 10% deterioration in operating speeds would lead to a 10% reduction in frequency and 5% fewer passengers (based on a frequency elasticity of 0.5). A combination of the two responses is also likely. The end result – whether it's a greater peak vehicle requirement (PVR – the number of buses required to operate the service) or reduced frequency, or a combination of both – is pretty much the same in terms of patronage decline.

To the above it is necessary to add the response passengers have to spending longer on board buses. This would lead to a further 5% fall in passengers (because of an in-vehicle elasticity of 0.5). **The net result is a direct correlation between operating speeds and patronage: a 10% decrease in speeds reduces patronage by at least 10%.** The figure could yet be higher because congestion puts pressure on punctuality and reliability which can increase waiting time at bus stops. Passengers place a value two to three times as high on waiting at a bus stop as they do for in-vehicle time.

Chronic traffic congestion is not just a headache for passengers it's also a nightmare for bus drivers. It makes it much harder to attract the very best customer-focused bus drivers into the industry, it prevents bus drivers giving the best service they can to passengers, and those who are committed and loyal often find the task so frustrating it encourages them to leave the industry - or not join in the first place. Many bus companies are once again struggling to attract enough drivers and have significant vacancies (especially in large conurbations).

LONDON "FALLING"

Despite London Buses being one of the Capital's transport success stories over the past 15 years, more recently bus speeds have been declining faster than anywhere in the UK. This comes after decades of relative success in protecting bus passengers from traffic congestion through effective bus priority measures, such as red routes and other initiatives, and the central congestion charging zone introduced in 2003. If the average bus speed in the UK's congested urban areas has historically been decreasing by almost 1% p.a., then for one-third of London bus routes the decline been more than five times this average over the past year.

[1] **The TAS Partnership**
[2] **DfT elasticity**

THIS HAS BECOME A CRISIS FOR THE CAPITAL AND SOMETHING THE NEW MAYOR, SADIQ KHAN, MUST PRIORITISE.

London, which for more than a decade has been the UK's bus success story, with passenger numbers doubling since the formation of TfL in 2000, is now facing one of the fastest declines in bus use anywhere in the UK.

There is a key lesson to be learned from this. You can get all the other ingredients right: modern bus fleet, cashless buses with the most advanced smartcard and contactless ticketing system in the world, a level of integration which is the envy of other UK cities, state-of-the-art passenger information at the bus stop and on mobile devices. Add to this population and employment growth and you should have a recipe for the London bus success story continuing. But all these laudable ingredients cannot offset the rapid deterioration in bus journey times.

TfL are facing swinging cuts to their revenue budget. London's public transport system is expected to operate without any revenue subsidy by 2018. Hong Kong and London will be the only cities in the world expected to meet this objective. The new Mayor has committed to a fares freeze which raises the question of who is going to pay for bus services in London if it's not coming from the taxpayer as passengers will not make up the difference in higher fares. The solution is to operate buses more efficiently by improving their speed. If London is to eliminate the £461 million per annum subsidy to its bus network then bus speeds would have to improve by 24%.

Former London Mayor Boris Johnson was right to warn that his successor will have to use tougher congestion charging measures to tackle London's growth in congestion. It can be argued this legacy was, in part at least, his creation through policies including the removal of the western extension of the congestion zone and the reduction of road capacity in central London by 25% through the introduction of cycle superhighways without taking action to curtail traffic in central London.

WHY DOES IT MATTER IF BUS JOURNEY TIMES INCREASE?

Slow buses are bad for our city economies. **If the trend for bus journey times increasing by almost 1% per annum continues we can expect to continue to lose access to around 5,000 jobs per year as a consequence.** [3]

Buses are vital to the health of local economies. More people commute by bus than all other forms of public transport combined and those bus commuters generate £64bn in GDP. Around 400,000 people are in better more productive jobs as a direct result of the access the bus service provides. Buses are also the primary mode of access to our city centres, facilitating 29% of city expenditure.

Slow buses are also bad for pollution. Fuel efficiency measured in kilometres per litre has declined by 35% since 2000, and carbon dioxide emissions per bus km in urban conditions have risen by 25%. While there are factors other than congestion driving this trend, such as larger buses, stop-start conditions caused by congestion are a key factor. Under heavily congested conditions, tailpipe emissions can be increased by a factor of three or four. [4]

WHAT CAN WE DO ABOUT IT?

THE MANTRA FROM TOO MANY POLITICAL DECISION-MAKERS AT LOCAL AND NATIONAL LEVEL IS TO GIVE THE PUBLIC "CHOICE". THE PROBLEM IS THAT IN URBAN AREAS THIS MEANS ALL ROAD USERS HAVE NO CHOICE OTHER THAN TO PUT UP WITH CHRONIC TRAFFIC CONGESTION WHICH WILL CONTINUE TO GROW.

The way our road system is managed in urban areas could be argued resemble the tools used by Communist-era countries to control production: traffic volumes are regulated by congestion (queuing) in the same way the former Soviet Union used to ration bread. It is bad for urban economies and their environment. Without road pricing there is no solution to urban congestion.

[3] Daniel Johnson, Institute for Transport Studies, Leeds University

[4] Environmental Factors in Intelligent Transport Systems, Prof Margaret Bell. IEE Proceedings: Intelligent Transport Systems, Vol 153 Issue 2, 2006

There is therefore a need to return to the ethos of the 1998 White Paper on Transport which recognised the necessity of changing travel behaviour and the importance of demand management. It led to the London's congestion charging system and dedicated the revenue raised being used mainly to improve bus services.

More cities need to follow the lead of London, with the implementation of congestion charging, Nottingham, with its workplace parking levy, and Bristol, with essential car parking restraint measures. All three cities have been prepared to use both the carrot (improved sustainable transport) and the stick (car restraint). Public transport improvements on their own are not a panacea for urban congestion. They have to be accompanied by traffic restraint measures.

If london-style cashless buses with contactless payment and smart ticketing could be extended to the rest of the uk, bus journey times could be improved by up to 10% by halving dwell time at bus stops. In urban conditions dwell time makes up between 25% and 33% of total journey time. The big five bus operators in the UK have set a target to introduce contactless bus transactions by 2022. They should do everything possible to accelerate this, and it is realistic for them to achieve this goal in the large conurbations within three years.

The Buses Bill should set out guidance encouraging local authorities and bus operators to set targets for average bus speeds. The minimum requirement should be for bus speeds to stop declining. Local authorities need to give priority on roads and at junctions to buses.

Edinburgh is one of the few cities in the UK to have bucked the trend in falling bus speeds, at least for a decade. Between 1986 and 1996, scheduled bus speeds increased by 5% as a result of better conventional bus priority culminating in the radical Greenways bus priority scheme. However, this legacy has been allowed to dissipate through weaker enforcement, a trial on removing bus priority during off-peak periods, and a failure to paint the lanes green and properly maintain them. As a result, in the last 20 years Edinburgh has reverted to the UK norm with bus speeds declining by 20%.

[5] **A New Deal for Transport: Better for Everyone. White Paper, July 1998** www.persona.uk.com/bexhill/Core_docs/CD-05/CD-05-16.pdf

SPACE WARS: POLITICAL DECISION-MAKING

Too little focus is placed on the importance of the bus because bus passengers carry too little weight with opinion-formers and political decision-makers. The socio-economic profile of bus passengers is very different from rail users, motorists and cyclists, with a much higher percentage of those on lower income travelling by bus. It helps to explain why fuel duty has been frozen for six consecutive years despite rock bottom oil prices. During this time Bus Service Operator Grant (BSOG) has been cut by 20% which means bus operators paying more for their fuel. The motoring lobby is significantly more powerful and influential than the bus lobby.

MORE BUS CHAMPIONS ARE NEEDED IN THE UK IN LOCAL, DEVOLVED AND CENTRAL GOVERNMENT.

The bus is the most efficient user of road space, crucial for the health of our city economies and a vital part of an environmentally-friendly local sustainable transport system.

Bus companies need to get better at communicating with their customers to keep them better informed. This would also help them to mobilise support from their customers for pro-bus measures such as bus priority. At present, it would be a rare event for a bus passenger to lobby politicians for improved bus priority; it's much more common for non-bus users to complain about priority measures. Local politicians who are making brave decisions to allocate road space for bus passengers need as much support as they can get from their local bus companies as well as bus passengers.

A sensible balance needs to be struck between making our cities pedestrian-friendly and ensuring that bus passengers can get close to their destination. It's important to remember that shopping is the purpose of around one-third of bus journeys in the UK, and bus users spend an estimated £27bn on shopping and leisure. The more accommodating city centres are to pedestrians, the more attractive they become to retail and businesses generally. Bus routes radiate from the city centre: the more people travel to our city centres, the more populated our buses are. City retail faces stern competition from out of town shopping centres and a newer threat which is growing exponentially, that of online shopping. Bus companies are often the first to protest about pedestrianisation, but it would serve them well to acknowledge that city retail is facing a major battle to hold on to customers. The viability of city centre retail and bus companies are inextricably linked.

01.
THE NEED FOR THIS STUDY

There is a good deal of evidence of the impact traffic congestion has had on the economy. The Cabinet Office has calculated the cost of congestion to the urban economy to be at least £11bn per annum, while the costs to society of poor air quality, ill health, and road accidents in urban areas are each similar to congestion, exceeding £40bn [6].

However, there has been little research on the impact rising congestion has had on the bus sector and consequentially on city economies and their environment.

THE BUS SECTOR HAS BEEN HIT THE HARDEST BY CONGESTION.

Bus operators often cite congestion as a major factor in their failure to hit punctuality targets, but there is little documented evidence of the link between congestion, rising operating costs, fares and disappointing patronage figures. Motorists and freight and delivery drivers are able to view congestion hot spots on satnav and take alternative routes. This is not an option for bus drivers.

At the start of the research for this report it was clear that growing urban congestion was a serious problem facing the UK bus sector, but the detailed analysis undertaken revealed just how acute and crippling the problem the problem is. It is now a disease, and if left unchecked will irreparably damage the sector.

There is a debate to be had about the merits of bus regulation versus deregulation. This is not something which this research is concerned with. Traffic congestion had an adverse impact on bus passengers prior to the 1986 Transport Act and the advent of deregulation; it has impacted on them since and will remain a major problem in any future franchise regime. It is becoming such an acute problem in London that there has been a marked reversal in the upward trend in patronage.

This paper analyses one of the most potent headwinds facing the bus sector: traffic congestion. It ranks as one of the top three most powerful headwinds that have held the bus sector back, the other two being rising car ownership (car-owning households make 66% fewer bus trips per annum than non car owning households) and the migration of retail and business to out of town locations built around car access. In more recent times these trends have been exacerbated by online shopping and the advent of Uber.

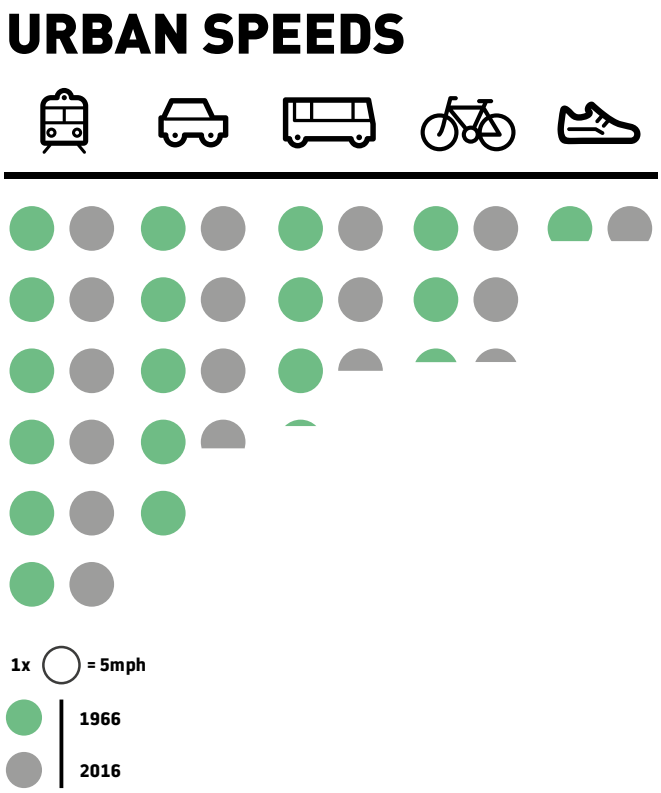
[6] **An Analysis of Urban Transport, Cabinet Office Strategy Unit, November 2009.** http://webarchive.nationalarchives.gov.uk/+/http:/www.cabinetoffice.gov.uk/media/308292/urbantransportanalysis.pdf

IN LONDON BUS SPEEDS ON SOME ROUTES ARE CLOSE TO WALKING PACE AND IF THIS TREND IS ALLOWED TO CONTINUE IT WILL EVENTUALLY ONLY BE THOSE WITH MOBILITY DIFFICULTIES WHO TRAVEL BY BUS.

This report attempts to quantify what the growth in patronage would have been if bus journey times had remained constant over the last 50 years, using elasticity analysis (elasticity is a means of quantifying how demand for a service changes in response to changes in fares, frequency and in vehicle time) It will estimate the impact the growth in journey times has had on our city economies and their environment. It will look at what policies we need to implement to reverse this debilitating downward spiral of rising congestion, higher costs, higher fares, and fewer passengers. It will look at what operators can do to improve fare transaction times and reduce dwell time at bus stops.

There are many factors outside the scope of this study which can explain why rail patronage has doubled over the last 20 years while bus patronage (outside London) has been disappointing in comparison. The graph to the right shows the trend in average speeds in urban areas for the different modes. Urban rail, walking and cycling have remained fairly stable over the last 50 years; car speeds have declined. But it's the fall in bus speeds which has been most marked, with an average decline of almost 50% in the congested urban conurbations.

In the mid 1970s bus speeds became slower than cycling and the gap has widened since. On current trends average urban bus speeds will slower than walking in 60 years' time. The speed of the number 11 bus in London is already down to 4 mph for part of its route .[7] Urban traffic congestion is becoming worse with each passing decade.



Bus speeds have been declining faster than any other mode of transport. Urban rail, walking and cycling have remained fairly static but urban car speeds have been declining, but not as fast as bus.

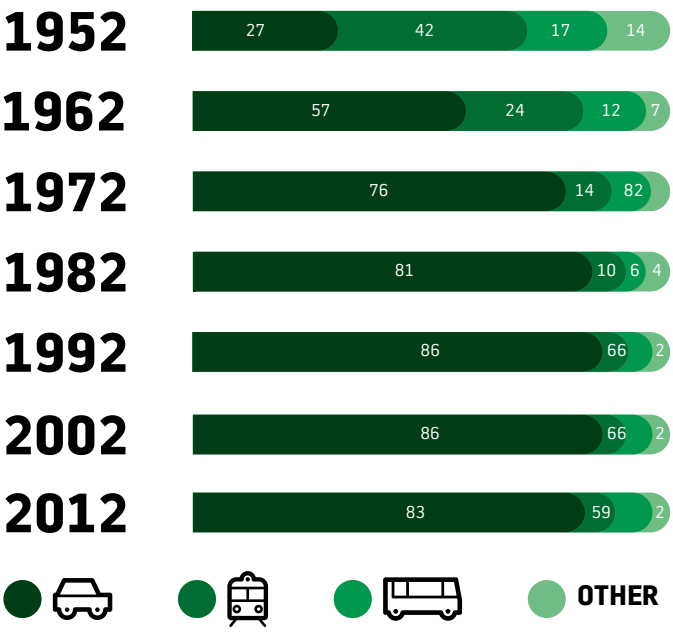
[7] **Number 11 bus speed**
[8] **Daniel Johnson, Peter Mackie and Jeremy Shires: Buses and the Economy II, Institute for Trnsport Studies, University of Leeds, July 2014**
http://www.greenerjourneys.com/wp-content/uploads/2014/07/Buses_and_the_Economy_II_main_report_july.pdf

The bar chart below shows that public transport has made a comeback over the last 20 years, but it has been rail rather than bus which has been achieving modal shift from the car. This is the result of many factors: innovation in the rail industry, especially in marketing and ticketing; the advent of wi-fi, which makes it more attractive to travel by train; and the cost of motoring relative to rail fares to mention just three. Congestion is undoubtedly a key reason. **Traffic congestion is the friend of the railways but the enemy of the bus.** This report highlights just how corrosive congestion is to bus patronage, and this research has given it a much higher weighting in my opinion when ranking the factors which explain modal split trends.

If we are to emulate the success in rail, and achieve modal shift from car to bus, then we have to protect bus passengers from congestion.

UK PASSENGER TRANSPORT

MODEL SHARE OF PASSENGER KILOMETRES (%)



Source: Lazarus Partnership: Public Transport – Smartening up: Technology's role in modal shift, September 2014

WHY IT MATTERS - THE ECONOMY

Buses are crucial for the wider economy. More people commute to work by bus (2.5 million daily plus 1 million as vital back up) than all other forms of public transport combined, and they generate £64bn in economic output every year. Buses are the primary mode of access to our city centres – even more than the car – and responsible for facilitating 29% of city centre expenditure.

One in ten bus commuters would be forced to look for another job or give up work all together if they could no longer commute by bus. Around 400,000 people are in a better, more productive job, as a direct result of the access the bus service provides. It has been estimated that if bus journey times for commuters in England could be improved by 10% it would be associated with over 50,000 more people in employment. [8] If this 1% p.a. increase in journey times continues we can expect to continue to lose around 5,000 jobs annually as a consequence

There is also a direct impact on jobs. Around 90,000 of the 140,000 or so active holders of passenger-carrying vehicle (PCV) licences are engaged in driving local buses. A 50% increase in passengers would require 12.5% more drivers, or 11,250 new jobs (appendix 3). This direct employment impact underestimates the true figure as it doesn't include the extra jobs that would be created in the supply chain.

ENVIRONMENTAL IMPACT OF SLOWER SPEEDS

Lower operating speeds are bad for pollution. Fuel efficiency measured in kilometres per litre has declined by 35% since 2000 [9].

CONGESTION DRAMATICALLY INCREASES CARBON DIOXIDE EMISSIONS FROM VEHICLES. UNDER HEAVILY CONGESTED CONDITIONS TAILPIPE EMISSIONS CAN BE INCREASED BY A FACTOR OF THREE OR FOUR TIMES [10].

[9] **Prof Peter White, University of Westminster: Impact of bus priorities and busways on energy efficiency and emissions. Greener Journeys [September 2015]**

[10] **Environmental Factors in Intelligent Transport Systems, Prof Margaret Bell. IEE Proceedings: Intelligent Transport Systems, Vol 153 Issue 2, 2006**

02. METHOD-OLOGY

A. ECONOMIC ASSUMPTIONS

The assumptions made on elasticities are critical to the assessment of what impact declining bus speeds have on patronage. This research has been guided by some of the best transport economists in the UK and there has been support for the elasticities deployed in this study.
This study looks at a 50-year period and this very long run period results in higher elasticity levels than short or medium term studies.

A 10% decline in bus speeds leads to an 8% increase in operating costs: assuming operators try to preserve frequency levels by running extra buses. This is accepted by academics and bus operators (ref- TAS) [11] . It is then necessary to make the assumption that increases in operating costs were passed onto the fare box – in reality this would vary depending on market conditions. However, someone has to pay for higher costs and in the long run it is a reasonable assumption to make.

It operators decide to increase headways(cut frequency) in response to falling bus speeds then this also has a negative impact on frequency(frequency/supply elasticity of 0.5)

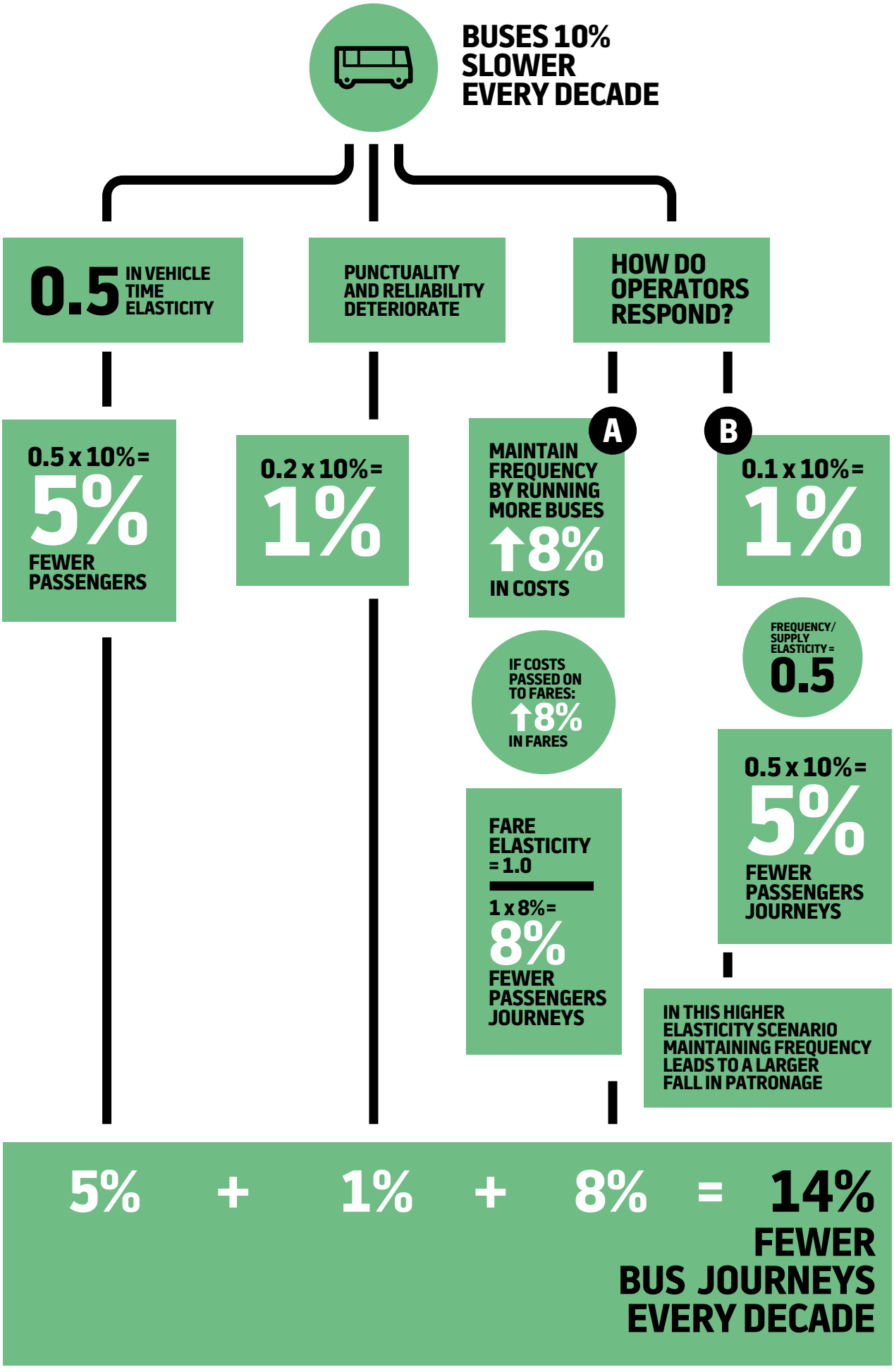
Traffic congestion has three distinct impacts on bus use:

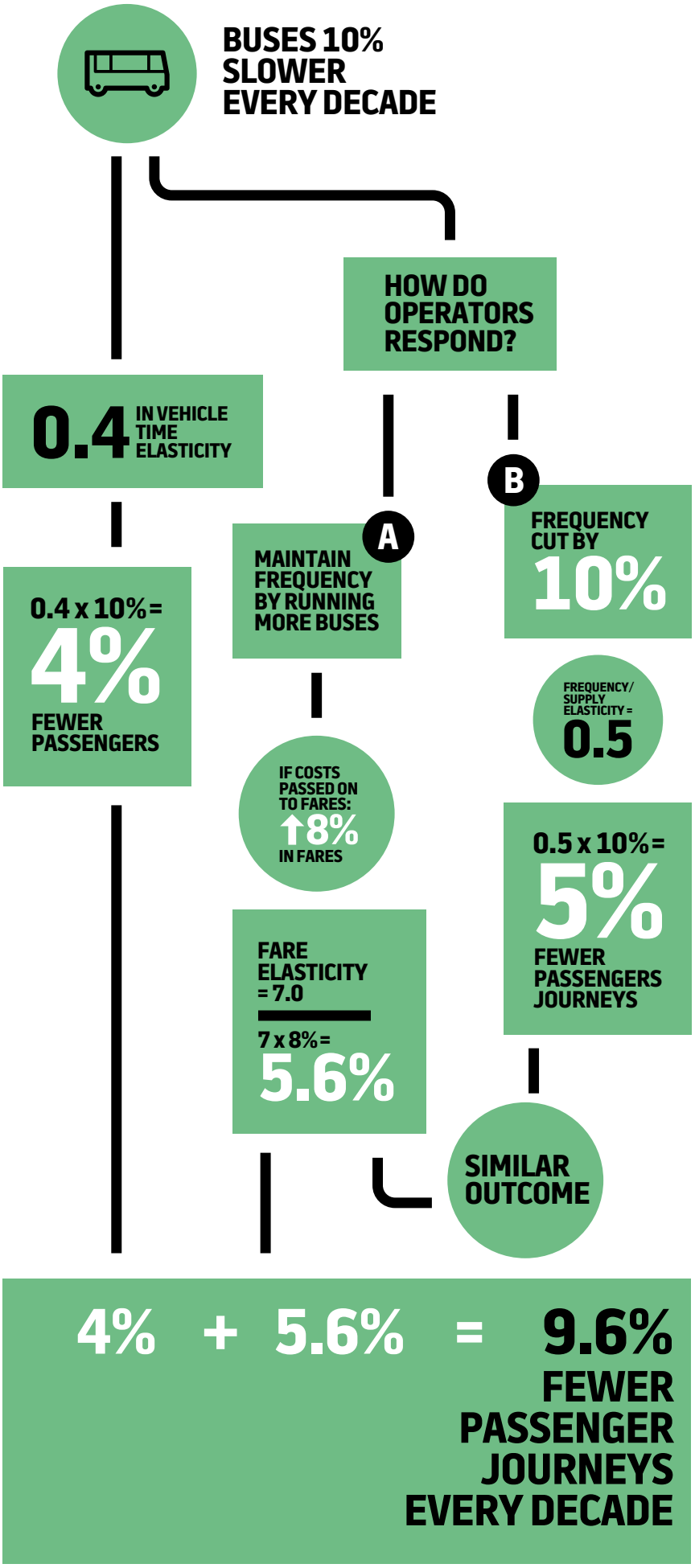
1. **Higher operating costs and higher fares**
2. **Higher in-vehicle time**
3. **Deteriorating punctuality and reliability**

This research looks at a low and a high scenario on elasticities (see Table 1):

	LOW	HIGH
Speed/operating cost	0.8	0.8
Fares/price elasticity	0.7	1.0
Fares impact	0.8x0.7=0.56	0.8x1=0.8
In-Vehicle time.	0.4	0.5
Punctuality/reliability.	0	0.1
Total	0.96	1.4

[11] **The TAS Partnership:**


BUSES 10% SLOWER EVERY DECADE
0.5 IN VEHICLE TIME ELASTICITY
PUNCTUALITY AND RELIABILITY DETERIORATE
HOW DO OPERATORS RESPOND?
A
B
0.5 x 10%= 5% FEWER PASSENGERS
0.2 x 10%= 1%
MAINTAIN FREQUENCY BY RUNNING MORE BUSES ↑8% IN COSTS
IF COSTS PASSED ON TO FARES: ↑8% IN FARES
FARE ELASTICITY = 1.0
1 x 8%= 8% FEWER PASSENGERS JOURNEYS
0.1 x 10%= 1%
FREQUENCY/ SUPPLY ELASTICITY = 0.5
0.5 x 10%= 5% FEWER PASSENGERS JOURNEYS
IN THIS HIGHER ELASTICITY SCENARIO MAINTAINING FREQUENCY LEADS TO A LARGER FALL IN PATRONAGE
5% + 1% + 8% = 14% FEWER BUS JOURNEYS EVERY DECADE


BUSES 10% SLOWER EVERY DECADE
HOW DO OPERATORS RESPOND?
0.4 IN VEHICLE TIME ELASTICITY
0.4 x 10%= 4% FEWER PASSENGERS
A
MAINTAIN FREQUENCY BY RUNNING MORE BUSES
IF COSTS PASSED ON TO FARES: ↑8% IN FARES
FARE ELASTICITY = 7.0
7 x 8%= 5.6%
B
FREQUENCY CUT BY 10%
FREQUENCY/ SUPPLY ELASTICITY = 0.5
0.5 x 10%= 5% FEWER PASSENGERS JOURNEYS
SIMILAR OUTCOME
4% + 5.6% = 9.6% FEWER PASSENGER JOURNEYS EVERY DECADE

In the low elasticity scenario this research deploys a DfT fares elasticity of 0.7 and the low range of the in-vehicle time (TRL 2004 0.4 to 0.7) [12]. Because of the difficulty in estimating negative impacts on punctuality and reliability this has been given a zero value.

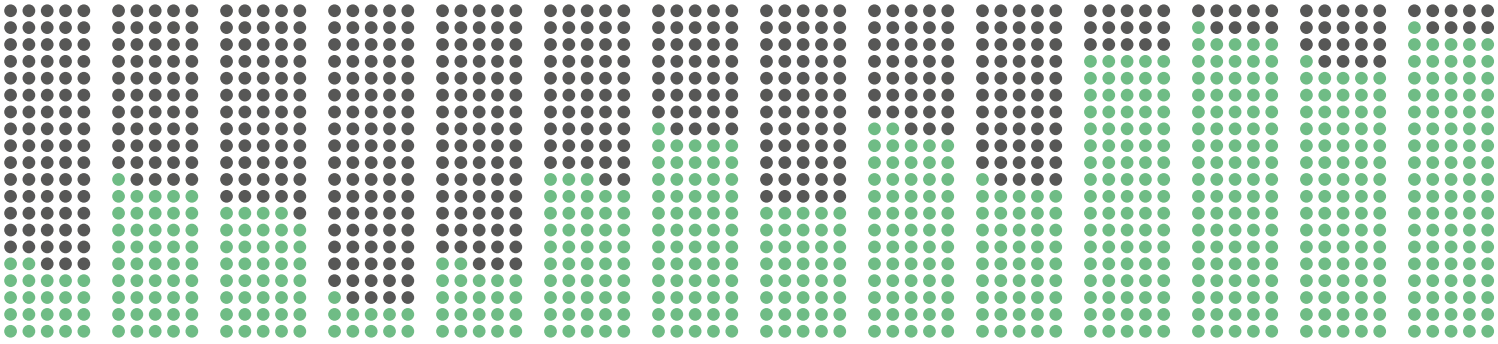
In the high elasticity scenario (another transport economists has suggested this should be labelled "medium" but this research is prudent and sticks with "high") a fares elasticity of 1.0 has been used. The long run fares elasticity varies between 0.7 and 1.2 (TRL, 2004). For the research uses a modest estimate of 1.0 to avoid over-exaggeration. The research also has a built-in estimate for punctuality/ reliability in the high elasticity scenario of 0.1. It was important to do this as waiting at a bus stop is valued twice as high as in-vehicle waiting time (ref: TRL, 2004). For in vehicle time the research used 0.5 in the high elasticity scenario, well below the high end of the range (0.7).

In short, the aggregate high elasticity scenario is 1.4. If the research were weighted towards the top end of the range it would have been 1.8. On balance, this is judged to be too high.

The above elasticities are an average and would obviously vary depending on what alternative modes of transport were affordable and available. In London, for example, bus patronage has declined by 5% over the last year, partly because for many – particularly those travelling on the north side of the Thames – there is an extensive Tube network which they can switch to. The better the alternatives available, the higher the fares and in-vehicle time elasticity.

Concessionary travel accounts for around one-third of bus trips in the UK. Concessionary travellers are immune from the fares effect of higher operating costs, but they will be affected by higher in-vehicle times and poorer punctuality and reliability. However, because this is too challenging to calculate it has been excluded from the model, which focuses on changes to fare-paying journeys only.

STAGECOACH WEST



[12] The demand for public transport: a practical guide. R Balcombe (ed), TRL Report TRL 593, 2004

The chart above shows lost miles due to congestion on Stagecoach West services between 2002 and 2016. Lost mileage is defined as scheduled miles minus operating miles; it can be divided into traffic lost miles (for example delays caused by congestion) and operating lost miles (for example caused by driver shortages and vehicle breakdown).

The chart shows a threefold increase in lost miles due to congestion. This results in a much less punctual and reliable service. The research has only included the impact of this on bus use in the high elasticity scenario with a very low 0.1 elasticity.

WHILE IT IS DIFFICULT TO QUANTIFY IN THE MODEL, IN REALITY LOST MILES ON THIS SCALE CREATE HAVOC WITH THE TIMETABLE AND ERODE PASSENGERS' CONFIDENCE IN THE SERVICE.

HOW BUS OPERATORS REACT TO CONGESTION

Bus operators either try and maintain frequencies, which means more buses (a greater peak vehicle requirement), or they let frequencies decline. The end result is pretty similar in the economic model used to forecast patronage impacts. If they deploy more buses then operating costs will rise by 0.8% for every 1% decline in speed. This reduces patronage by 0.56% in the low elasticity scenario (0.8 x 0.7 = 0.56%).

If they decide to reduce frequency then we get a 0.5% reduction in patronage using a frequency/supply elasticity of 0.5. In reality a bus operator's response will depend on local market conditions and often will be a combination of the two reactions mentioned above.

In areas where there is day-long congestion, operators are forced to increase resources to maintain the same level of service, or look at widening headways or removing sections of route in order to implement an achievable timetable.

If the operator response to congestion is to operate with the same level of resources at lower frequency, in effect there is no change to variable driver or vehicle costs. Fewer miles are operated with the same number of buses and driver hours but using less fuel and tyre costs. This would reduce costs by 1.6% for each 10% reduction in miles, but a 10% reduction in frequency and miles might result in 5% reduction in passengers and revenue (short run supply elasticity 0.5).

If the operator response to congestion is to operate additional buses to maintain the same service frequency this would increase driver, fuel, tyre, and vehicle costs (depreciation, lease, licences) and maintenance costs (labour and materials). Stagecoach has calculated that this would increase costs by 7.9% for each 10% increase in resources – very similar to the TAS industry average calculation of a 0.8% increase in operating cost for each 1% decline in operating speed [13].

THE DIFFICULT JUDGEMENT FOR AN OPERATOR FACED WITH WORSENING PUNCTUALITY IS WHETHER TO REDUCE FREQUENCY AND RISK PATRONAGE LOSS, OR TO MAINTAIN FREQUENCY WITH INCREASED RESOURCES.

On balance it is unlikely that operating at the same frequency, albeit more punctually, will generate sufficient additional revenue to offset the additional costs unless there are other factors generating patronage growth.

[13] **Cost issues in public transport operation, CfiT, January 2008 http://webarchive.nationalarchives.gov.uk/20110304132839/http://cfit.independent.gov.uk/pubs/2008/index.html**

Bus use is influenced by a number of factors—these not only relate to the bus service itself, but the supporting infrastructure and the attractiveness of other modes

Policy

Modal shift

Buses

Attribute	Evidence of impact[1]
Fares	▪ Bus fare elasticities average -0.4 in the short-run to -1.0 in the long run (i.e. a 10% rise in fares will lead to a 10% fall in patronage in the long run) – responsiveness of demand to fare changes is less sensitive in the peak
Journey time	▪ The elasticity of bus demand to in-vehicle time for urban buses has been estimated to be roughly in the range of -0.4 to -0.6
Service levels	▪ The elasticity of bus demand to vehicle kilometres is approximately +0.4 in the short-run and +0.7 in the long run
Ride quality	▪ Studies in London have indicated that a smooth vehicle motion is worth 10.5p per passenger (1996 prices and values)
Real-time information	▪ Passengers in London valued countdown boards at 9.0p per trip (1996 prices and values)
Safety	▪ Bus users value CCTV at stops and on the bus at 16.6p and 5.8p respectively (2001 prices and values)
Waiting environment	▪ The provision of information at bus stops has been valued at 4-10p per passenger
Interchange	▪ Passengers dislike having to interchange – the 'penalty' associated with the need to interchange is equivalent to 5 minute journey time even before waiting time and the cost of an additional fare is factored in
Car costs	▪ Bus use is sensitive to changes in the costs of fuel. A 10% fall in petrol costs for motorists is estimated to reduce bus demand by 21%
Income	▪ Each 10% increase in income reduces bus use by 5%-10%, this includes the impact of higher car ownership

Policy implication: there are a number of ways to influence the level of bus demand – the list above is not exclusive; and these interventions do not just relate to bus service attributes—interventions off the bus, such as an improved waiting environment and better information, can have a significant impact on demand

The above table showing the top ten factors influencing bus use, the top three on the list are affected by congestion: fares, journey time and frequency. Source: An Analysis of Urban Transport, Cabinet Office Strategy Unit, November 2009

B. CASE STUDIES

THE UK HAS THE MOST CONGESTED ROAD NETWORK IN EUROPE [14].

This was the case when the Commission for Integrated Transport benchmarked the UK against European best practice in 2001, and has been confirmed since by extensive data from companies such as TomTom and INRIX through the monitoring of live traffic flows.

The latest TomTom congestion index shows seven UK cities in Europe's top 30 most congested: Belfast, London, Manchester, Edinburgh, Brighton, Hull and Bristol. Congestion in the UK's biggest cities is 14% worse than it was just five years ago.

Across the rest of Europe, average congestion is actually down 3% over the same period.

The annual Traffic Index from TomTom shows average UK journeys in 2015 took 29% longer than they would in free-flowing conditions – up from a 25% average delay in 2010.

The TomTom index measures the difference between off-peak and peak traffic speeds. As Belfast has relatively good off-peak speeds compared with other cities, this exaggerates ITS' congestion problem. Intuitively, based on personal observation and experience, I do not believe Belfast has a worse congestion problem than London, or indeed the other UK cities. I have therefore used a combination of INRIX and TomTom data to determine the cities that I would scrutinise in this report.

The INRIX data has Belfast as the third most congested city in the UK, behind London and Manchester. The INRIX index measures urban motorway traffic delays, so would exclude Edinburgh and Brighton, which are mainly devoid of urban motorways.

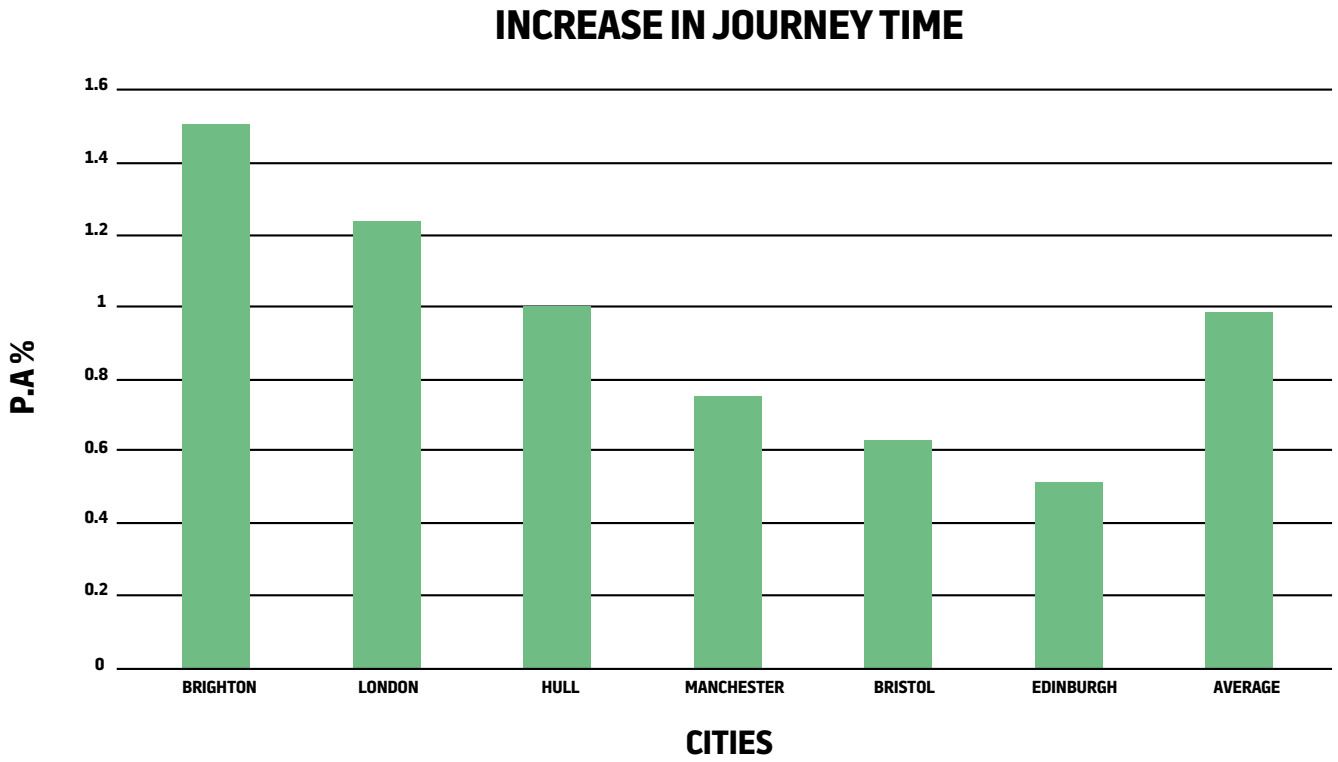
Balancing the two indexes the following cities have been included in the case studies: London, Manchester, Edinburgh, Brighton, Hull and Bristol. Due to difficulty in obtaining bus journey time data from Belfast it was not included in the study

[14] **European best practice in delivering integrated transport. Commission for Integrated Transport, November 2001 http://webarchive.nationalarchives.gov.uk/20110304132839/http://cfit.independent.gov.uk/pubs/2001/index.html**

03.
RESEARCH FINDINGS

A. BUS JOURNEY TIMES ARE INCREASING

The trend in bus journey times is an increase of between 0.5% and 1.5% per-annum - for city wide services (daily average) over the past 30 years, with an average increase of 0.98% per annum for the six case studies as shown in as shown in chart below.



(NOTES TO CHART)

Fig 0.98% p.a Increase in average bus journey times.

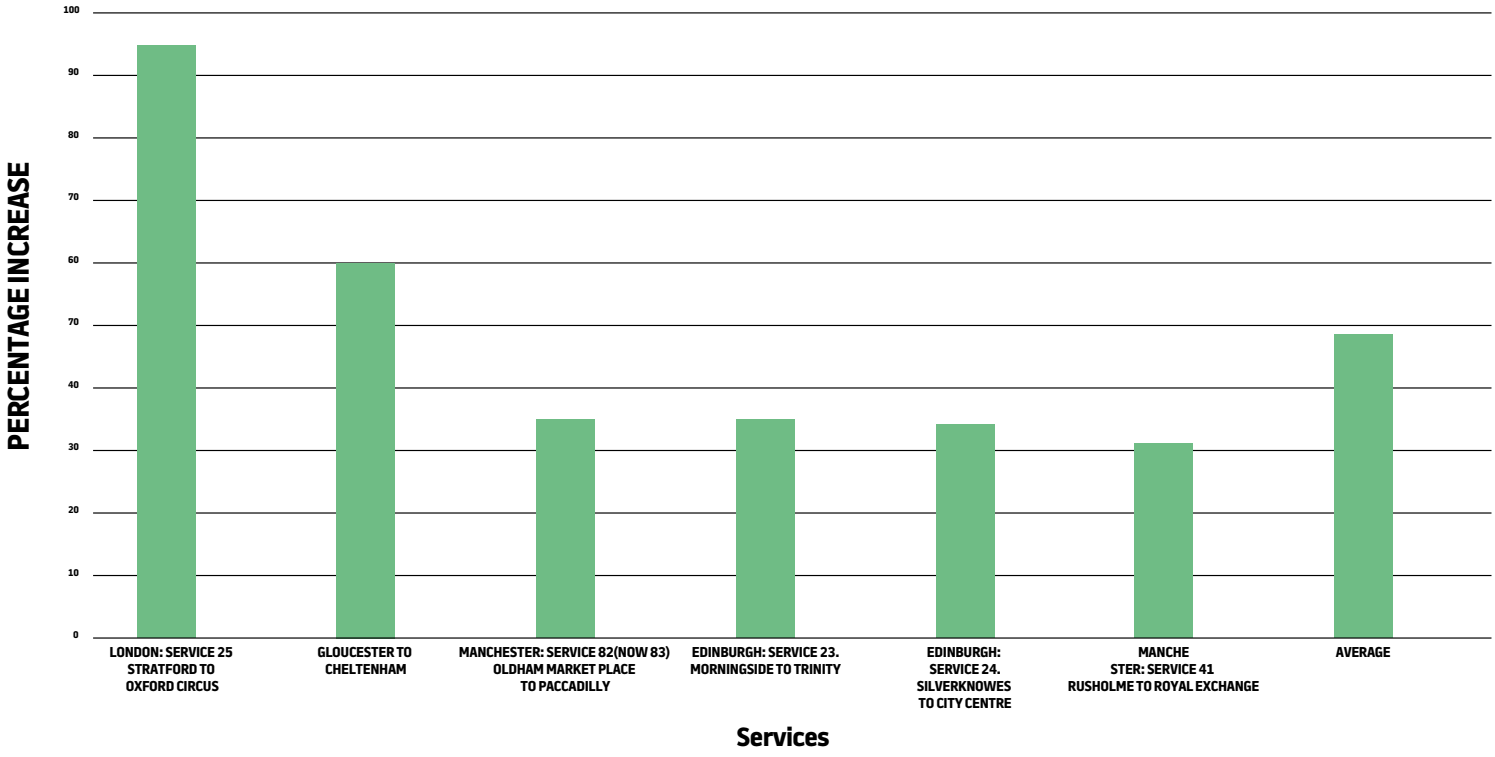
Data covers 1986-2006 except for:

Brighton: 2008-2016. The south coast town has experienced a sharp increase in congestion levels.

London: 2003/4 (from peak levels just after congestion charging) to 2015/16. It covers central, inner and outer London

[11] **The TAS Partnership:**

INCREASE IN JOURNEY TIME ON SELECTED SERVICES (AM PEAK) FROM 1966 TO 2016

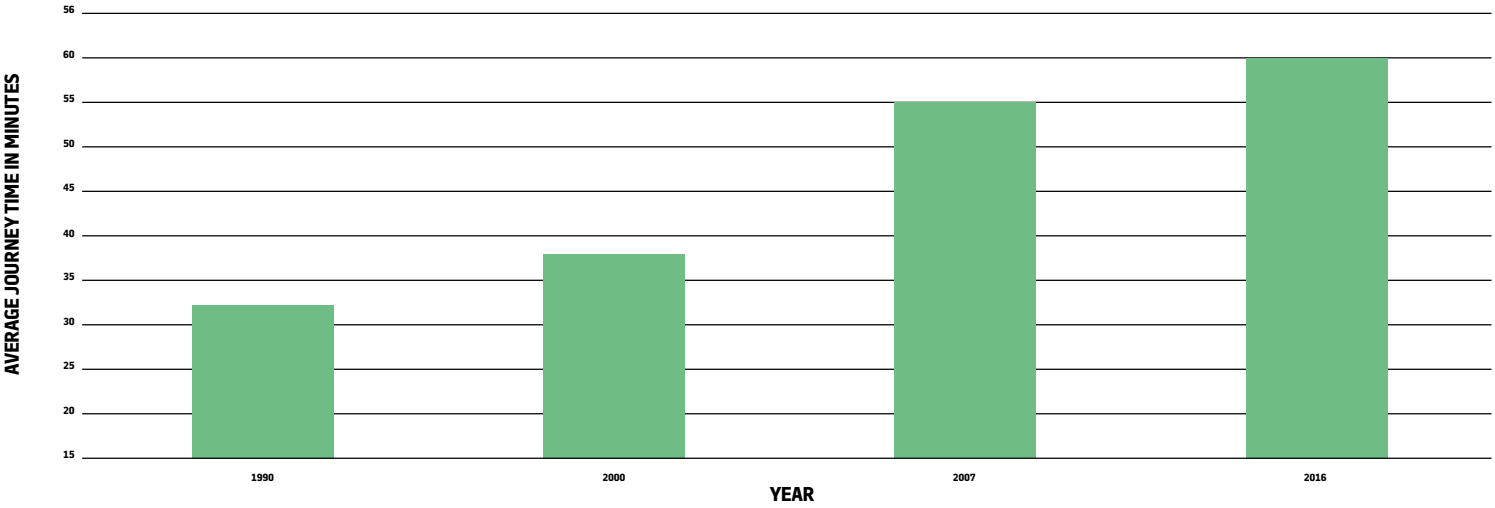


The data in the bar chart above is derived from archived timetables for 1966 and compares journey times then, with a section of the same route from today's timetable. Journey time on the 25 from Stratford to Oxford Circus in the a.m. peak has increased from 40 minutes in 1966 to 78 minutes today. The journey time has almost doubled. It must be borne in mind that the move to one man operated buses impacts negatively on journey times for the longer term data going back to the 1960's.

DECLINE IN BUS SPEEDS NOT CONFINED TO URBAN CONURBATIONS.

While this research has focused on the trend in bus speeds in the six most congested urban areas in the UK the problem is not confined to them. If market towns such as Cheltenham and Gloucester are representative then the trend is much more endemic.

CHELTENHAM - GLOUCESTER (PEAK)



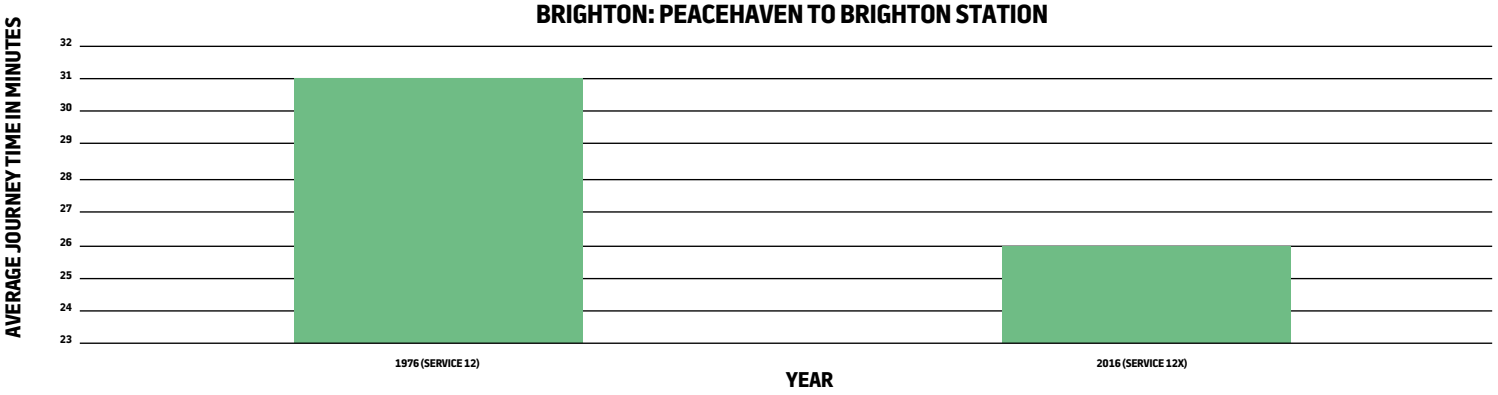
87% increase in journey time. 3.34% increase p.a. Stagecoach data.

It doesn't have to be this way. Bus passengers can be protected from traffic congestion if there is the political will. Indeed, the examples below shows how we can improve journey times by bus if radical action is taken.

EDINBURGH: % CHANGE IN AVERAGE JOURNEY TIME (AM PEAK)

In Edinburgh, the introduction of Greenways bus priority in 1996, following years of good conventional priority measures, resulted in a 4% improvement in journey times between 1986 and 1996. Alas, for reasons you can read about in more depth in the case study on Edinburgh in the appendix, this was not sustained. This included weaker enforcement, removal of priority during off peak and lack of maintenance of bus lanes.

BRIGHTON: PEACEHAVEN TO BRIGHTON STATION



In Brighton, on the Peacehaven to Brighton Station service, there has been a 16% improvement in journey time since 1976 and a 4% improvement per annum, thanks to highly effective bus lanes along the A259 coastal corridor. Journey time between Brighton Station and Peacehaven is actually seven minutes quicker today than it was in 1966. It shows what can be done, and that we do not have to accept declining bus speeds as being inevitable.

B. IMPACT OF INCREASED JOURNEY TIMES ON BUS USE.

If average bus speeds in the most congested urban areas decline on average by almost 1% per annum, this means that operating costs due to congestion are increasing by around 0.8%[15]. Assuming that costs are passed on to the passenger in fares, and we apply an elasticity of 0.7, this results in a 0.56% decline in passengers every year as a result of the operating cost impact. To do this it is necessary to add the decline in passenger numbers due to increased in-vehicle waiting time. With an in-vehicle elasticity of 0.5, this leads to a 0.5% decline in passengers. If the two are added together there is a 10.6% decline in passengers every decade from the congestion impact on buses on the low elasticity scenario. On the high elasticity scenario a 14% decline in bus use every decade as a result of congestion can be seen. If bus passengers had been protected from rising congestion over the past 50 years, then fare-paying patronage in the cities covered in this report would be at least 50% higher than today's figure. This time period has been chosen as the mid-1960s was when car ownership and traffic began to grow exponentially.

LONDON "FALLING"

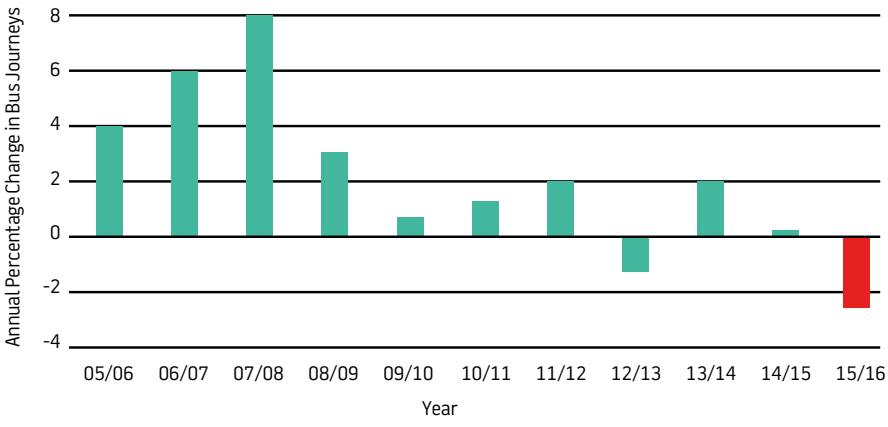
IN LONDON BUS SPEEDS HAVE BEEN DECLINING FASTER THAN ANYWHERE ELSE IN THE UK OVER THE LAST FEW YEARS.

This comes after of decades of relative success in protecting bus passengers from traffic congestion through effective bus priority measures, such as red routes and other initiatives, and the central congestion charging zone introduced in 2003. If the average urban bus speed in the UK has historically been decreasing by almost 1% p.a., then for one-third of London bus routes the decline been more than five times this average over the past year. This has become a crisis for the capital and something the new mayor must prioritise. **London, which for more than a decade has been the UK's bus success story, with passenger numbers doubling since the formation of TfL in 2000, is now facing one of the fastest declines in bus use anywhere in the UK.**

There is a key lesson to be learned from this. You can get all the other ingredients right: modern bus fleet, cashless buses with the most advanced smartcard ticketing system in the world, a level of integration which is the envy of other UK cities, state-of-the-art passenger information at the bus stop and on mobile devices. Add to this population and employment growth and you should have a recipe for the London bus success story continuing. But all these laudable ingredients cannot offset the rapid deterioration in bus journey times.

Boris Johnson was right to warn that his successor will have to use tougher congestion charging measures to tackle London's growth in congestion, but there is insufficient evidence to suggest he took enough effective action on his watch. He exacerbated the problem by removing the western extension of the congestion zone and by reducing road capacity in central London by 25% through the introduction of cycle superhighways – without taking action to curtail traffic in central London

BUS USE IN LONDON



[15] The TAS Partnership, [1] op. cit

04. CHALLENGES MOVING FOREWARD

A. CONGESTION IS GETTING WORSE

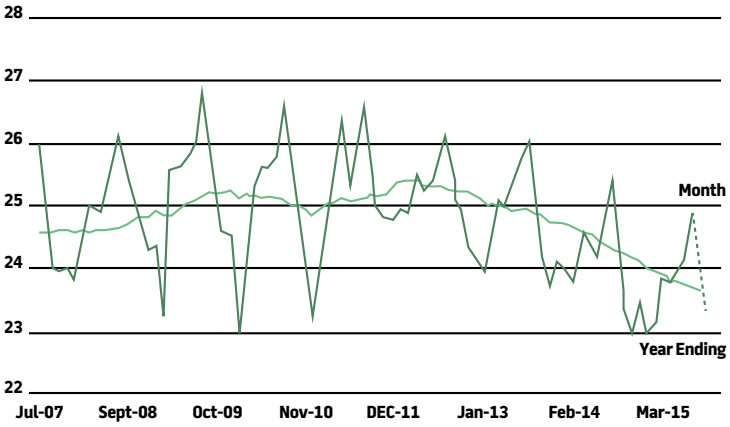
The average speed of general traffic on local roads was 23.4mph in year ending December 2015. In November 2015 it was 3% slower than in November the previous year, and in December 2015 it was 2.9% slower than the previous December.

The average traffic speed in Bristol, Reading, Slough, Manchester and London is less than 10mph.

The DfT's 2015 forecast was that traffic will grow by between 19% and 55% between 2010 and 2040

CONGESTION ON LOCAL AUTHORITY MANAGED A-ROADS, ENGLAND

AVERAGE VEHICLE SPEEDS (MILES PER HOUR)

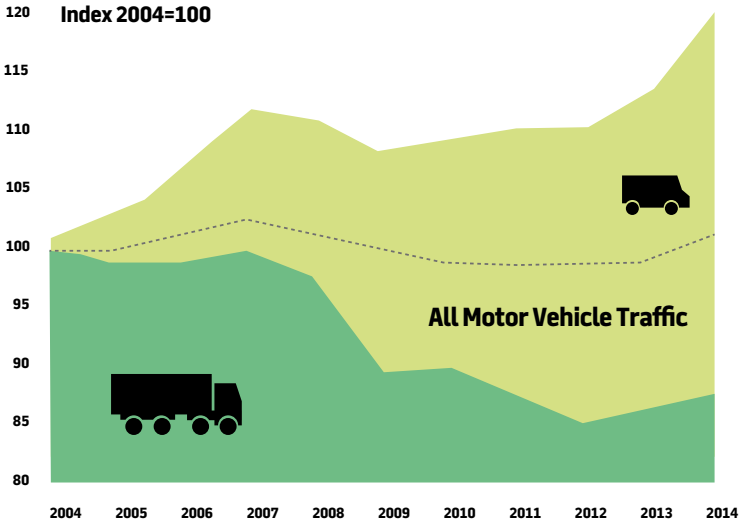


There has been a rapid decline in traffic speed over the last five years on A-roads, as shown in Fig zz. T**he key causes in urban areas are: delivery vans, private hire vehicles, road works and traffic lights.**

DELIVERY VANS

The rapid growth in delivery vans is a result of the proliferation of online shopping. This represents a double blow to the bus sector: first, it increases operating costs due
to more congested roads, and second, there is less revenue for buses as fewer shopping trips are made (shoppers account for one-third of all bus journeys).

GROWTH OF LGV AND HGV TRAFFIC



Van traffic has risen faster than that of any other vehicle type, with van miles increasing by 6.1% between Dec 2014 and Dec 2015 to a new peak of 47.7 billion vehicle miles. This represents a 24% increase compared with 10 years ago and a 73% increase compared with 20 years ago.

The biggest four online shopping markets in the world are predicted to double in size over the next three years as consumers buy increasing amounts of goods through the internet.

British shoppers already spend almost £1 in every £5 of their shopping via the internet and the online shopping revolution will continue.

Online retail expenditure in the UK is forecast to grow by 44.9% in the coming five years to reach £62.7bn in 2020.

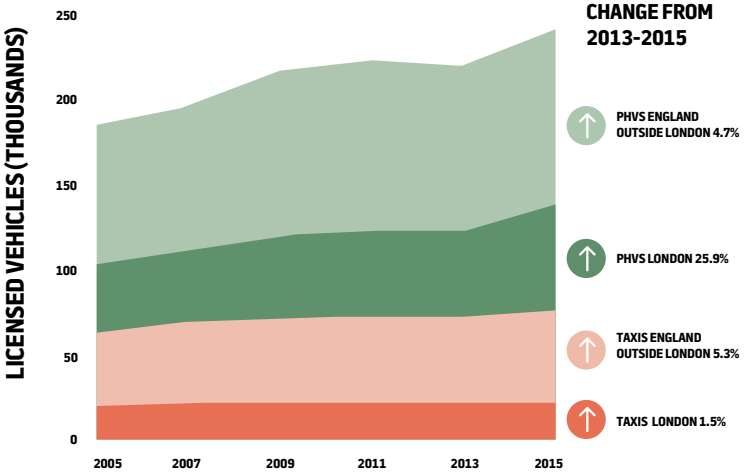
It is surprising that more household parcels are not delivered in the evening when the roads are quieter and people are more likely to be at home. The proliferation in the number of vans is becoming such a problem that it is worth investigating the impact a charging scheme could have to incentivise deliveries off-peak, especially during the evening.

GROWTH IN PRIVATE HIRE VEHICLES

Private hire vehicle numbers have risen by almost 28% in the last ten years, from 120,000 in 2005 to 166,000 in 2015.

- In England outside London the number of PHVs rose by 4.5% between 2013 and 2015.

TAXIS AND PRIVATE HIRE VEHICLES BY TYPE AND AREA: ENGLAND 2015



PRIVATE HIRE VEHICLES IN LONDON

Between 2013 and 2015, there was a 26% rise in PHVs in London. Licensed PHVs increased from 60,000 in 2013 to 94,000 in 2015; PHV licenses are being issued at a rate of 600 every week, and so they could potentially rise from 94,000 to 124,000 by the end of 2016.

The number of new minicabs has risen by 56% in the last two years, largely due to Uber.

The increase in PHV activity in London has lengthened journey times by over 10% over the past 12 months. Uber in London has gone from having zero to 20,000 PHVs registered with it in three years (ref: GLA transport committee) [16]

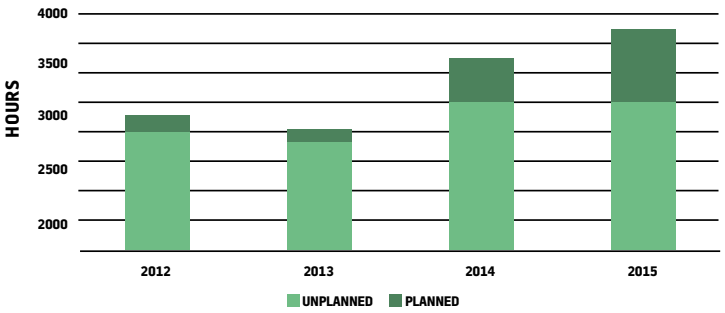
MORE ROAD WORKS

Congestion, as always, is caused by demand exceeding supply. What is interesting about the recent sharp rise in congestion in central London – increasing by 12% per annum since 2012 (Inrix London congestion trends May 2016), is that it is mainly a supply side problem. Demand for road space has remained relatively flat, with the growth in LGVs and private hire being largely offset by a decline in car traffic.

IT IS THE SUBSTANTIAL REDUCTION IN ROAD SPACE, WITH PLANNED ROADWORKS INCREASING BY 362% OVER THE LAST 3 YEARS, WHICH HAS LED TO SIGNIFICANT INCREASES IN CONGESTION.

It is to be hoped that many of the road closures are temporary with major capital works such as Crossrail and Cycle Superhighways reducing available road space.

FIGURE ES4: LONDON SURFACE TRANSPORT DISRUPTION HOURS, 2012-2015



Ref: Inrix London Congestion trends May 2016.

MORE TRAFFIC LIGHTS

A sharp increase in the number of signal-controlled junctions means that there is one set of lights for every 5.5 miles of road (a figure that will be much higher in urban areas), a rise of two-thirds since 2000 [17].

It is important that buses get as much priority as possible at junctions.

[16] **Addison Lee Data Analytics** https://www.addisonlee.com/addlib/london-journey-times-jump-by-10-in-a-year-says-addison-lee-research/

[17] **We're Jammin': A comprehensive nationwide study into how traffic management is leading to costly delays for the UK taxpayer. Grant Shapps MP. British Infrastructure Group, May 2016** http://www.shapps.com/wp-content/uploads/2016/05/Were-Jammin-FINAL1.pdf

B. SPACE WARS: POLITICAL DECISION-MAKING

The mode of transport people choose has a significant bearing on the priority they think it should be given. The majority still view the transport problem from behind the wheel of a car and this all too often in reflected in political decision-making. It would be good to be able to say that decision-making is more objective and informed by investment appraisal and cost-benefit analysis which looks at economic, social and environmental factors. But transport decision-making is much more subjective than that. Our cities deserve better.

The more affluent and generally well-educated the traveller, the more vocal and powerful a lobby they form to be able to effect change that is advantageous to their choice of mode. This helps to explain why, for the sixth year running, fuel duty has been frozen (except for buses) despite record low oil prices. The motoring lobby is powerful. It also helps to explain how rail has been allocated £38bn to maintain and improve the network until 2019, despite buses accounting for a greater proportion of trips than rail. It is the bus passenger who has the least profile and is the furthest from the ear of the politician.

People in the highest-income households travel almost five times as far by rail as people in the lowest income households, whereas people from lowest income households travel 2.4 times as far by bus as people with the highest income level. People in households of highest income group travel 2.6 times as far by car as people in lowest income households.

What is less well-known is how relatively affluent cyclists in London are compared with bus passengers. Transport for London describes the London cyclist as "typically white, under 40, male with medium to high household income". A report by the London School of Hygiene & Tropical Medicine's Transport & Health Group in 2011 [18] describes cycling in London as disproportionately an activity of white, affluent men. Only 1.5% of those living in households earning under £15,000 cycled compared with 2.2% of those living in households earning over £35,000.

While more sustainable forms of transport should be supported, and the critical importance of reducing cycling accidents through segregation is clear, care must be taken to ensure cycling improvements are not to the detriment of bus passengers. Despite the commendable efforts of Greener Journeys, Bus Users UK, Transport Focus, the Urban Transport Group and Campaign for Better Transport, the voice of bus passengers does not seem to be heard by decision-makers. This can partly be explained by the lack of coverage and exposure the bus receives in the mainstream media whose management are far more likely to drive or use the train, than they are to catch the bus to work.

THIS LACK OF PUBLIC PROFILE FOR BUSES MEANS THERE IS LESS PRESSURE ON POLITICIANS TO LOOK AFTER BUS PASSENGERS.

Roads are one of the most valuable and scarcest resources our city authorities have at their disposal. City authorities are still too focused on moving vehicles rather than people. With an average occupancy of around 1.2 for commuting trips, cars are the most inefficient users of road space.

One of the most radical reallocations of road space that has occurred on UK roads in recent years has been London's cycle superhighways, whereby 25% of road space on key routes has been allocated to cyclists in central London. The former Mayor, Boris Johnson, made this a personal policy mission because he is a London cyclist. However, it is much more common for local and national politicians to view transport problems from behind the windscreen of a car or through the window of a train.

[18] Steinbach, R; Green, J; Datta, J; Edwards, P; (2011) Cycling and the city: a case study of how gendered, ethnic and class identities can shape healthy transport choices. Social science & medicine, Vol 72 (7), April 2011. http://researchonline.lshtm.ac.uk/1179/

On a personal note, when I was appointed chair of the Transport Committee in Lothian Region (succeeded by City of Edinburgh Council) in 1994, I inherited a tram scheme which was led by Alistair Darling before he was elected to the House of Commons. When I was told by council officials that we had minimal resources at our disposal – and certainly nothing sufficient enough to build the two line scheme that was proposed – I asked what plan B was. It was Greenways bus priority.

Greenways was unique among bus priority schemes in the UK in that it was extensive and involved a much higher level of enforcement. It was and still is controversial.

For me, the decision was straightforward. Bus trips accounted for 50% of the trips into Edinburgh city centre during the peak so it was only fair that we allocated 50% of the road space to them. If I had seen local government as a stepping stone to Westminster or Holyrood, I would not have implemented it. The winners were bus passengers; winners are not vociferous and bus passengers are not anyway, certainly when compared with the perceived losers, motorists, who are very vociferous and much more influential. They are more likely to be business leaders, newspaper editors and opinion formers.

POLITICIANS ARE MUCH MORE LIKELY TO FIND MEMBERS OF THE PUBLIC ATTENDING THEIR LOCAL SURGERIES TO COMPLAIN ABOUT BUS PRIORITY THAN TO ASK FOR MEASURES TO SPEED UP BUS TIMES.

We need more bus champions in the UK in local, devolved and central government. The bus is the most efficient user of road space, the most environmentally friendly of the motorised modes and the one most used by those on the lower end of the income scale who are all too often less vocal, and less likely to be heard.

MOVEMENT SPACE VERSUS PEOPLE SPACE

The desire to create more a pedestrian-friendly environment has resulted in movement space being squeezed in many cities. This has had an impact on traffic flow.

While there is often a conflict between catering for cyclists and bus passengers, and the London cycle superhighways are a topical case in point, policies favouring pedestrians a nd buses are more complementary and have greater synergy between them than many think.

The more accommodating city centres are to pedestrians, the more attractive they become to retail and businesses generally. Bus routes radiate from the city centre: the more people travelling to city centres, the more populated our buses are. There is at times a conflict: sometimes buses are denied access to parts of the town centre as part of a general vehicle ban. Conversely, Oxford Street in London and Princes Street in Edinburgh are two good examples of streets where pedestrians and buses compete for space.

City retailing faces severe competition from out of town shopping centres and a newer threat which is growing exponentially, online shopping. Bus companies are often the first to protest about pedestrianisation; it would serve them well to acknowledge that city retailers are facing a major battle to hold on to customers, and that the viability of city centre retail and bus companies are inextricably linked. A sensible balance needs to be struck between making our cities pedestrian-friendly and ensuring that bus passengers can get close to their destination.
It is important to remember that shopping represents around one-third of bus journeys in the UK.

05. FIVE POINT PLAN

1. SET BUS SPEED TARGETS

The Buses Bill should set guidance encouraging local authorities and bus operators to set targets for average bus speeds (with a minimum requirement of stopping bus speeds declining any further). This should apply in both a regulated and deregulated environment. In the latter, it should be a requirement for the new Enhanced Quality Partnerships proposed in the upcoming Buses Bill.

Local authorities would deliver their side of the partnership by giving priority on roads and at junctions to buses, and bus companies would focus on significant improvements to dwell times by accelerating the programme for off-bus ticketing, smart cards and contactless payment. Paying cash on a bus is archaic and should be made a relic of history as quickly as possible.

ITSO smartcards have considerably slower transaction times than those in London. It's imperative that the rest of the UK emulates the high bar that London has set in ease of ticketing and speedy transaction times.

2. DEMAND MANAGEMENT

There has been a fundamental change in transport policy over the last 20 years, away from changing travel behaviour to giving people choice. **The consequence of this laissez-faire approach is rising congestion, slower traffic speeds and gridlock becoming all too often the norm**. This is bad for our city economies and their environment.

It is interesting to note the comments below from TomTom Traffic Vice President, Ralph-Peter Schaefer. They could have been taken straight out of the 1998 White Paper on Transport:

"Transport authorities are managing congestion with well-engineered policies, but you can't just build your way out of traffic jams. Studies have shown that policies of 'predict and provide' are unsustainable. Building new motorways and ring roads doesn't eliminate congestion. More must be done to better manage existing road space and to spread demand. People simply aren't doing enough to change their travel habits – such as working flexible hours, avoiding peak commuting times, making use of real–time traffic information and trying alternative travel modes. If only 5% of us changed our travel plans, we could improve traffic congestion on our main roads by up to 30%."

CHOICE MEANS NO CHOICE BUT TO SUFFER WORSENING CONGESTION

The problem with this policy shift is that it means that all users of our city roads, from bus passengers to motorists, from delivery and freight vehicles to taxis, **all now have no choice but to sit in ever-worsening traffic jams.** Without some form of demand management, from parking restraint to the more effective congestion charging, coupled with improved public transport, we will regulate traffic volumes in our cities through congestion. This explains why peak hour city centre traffic volumes have remained fairly static over the last 30 years, and why the morning and evening peaks continue to lengthen. We reached saturation point and road users responded by adjusting the time of day they travelled. While many motoring and freight trips have some flexibility in the time of day they are made, this does not apply to buses. **Nor are bus drivers able to take advantage of satellite navigation to negotiate their way through traffic jams. They have to stick to their route.**

STICK NEEDED AS WELL AS CARROT

While it is crucial that we do everything we can to provide better public transport, this is not a panacea for city traffic congestion. If we are successful in shifting car trips to public transport, the road space that is vacated will be taken up by latent demand – road trips that people did not make because congestion proved to be a deterrent, until they were enticed back on to the road network as congestion declined.

I was sharply reminded of this when the Commission for Integrated Transport studied Munich[19]. We chose the Bavarian capital because it was one of the best examples of what a strong devolved regional and city government could achieve

[19] Commission for Integrated Transport: Study of European best practice in the delivery of integrated transport: report on stage 2 – case studies: 3, Munich, Germany November 2001. http://webarchive.nationalarchives.gov.uk/20110303161656/http:/cfit.independent.gov.uk/pubs/2001/ebp/ebp/stage2/03.htm

on the public transport front. It had everything we aspired to in the UK with public transport provision, and yet traffic congestion continued to rise. The city transport officials in Munich recognised that they were powerless to prevent this without demand management measures to constrain the growth in car use. It has long been acknowledged that we need the stick as well as the carrot. However, politicians find the latter much easier to deliver than the former.

LONDON'S SUCCESSFUL CONGESTION CHARGE

Introduced in 2003, the London congestion charge achieved its objective of cutting traffic volumes in the charging zone by 20%. (This has since been more than cancelled out as road space has shrunk in central London through road works, cycle superhighways, growth in delivery vehicles and private hire). The congestion charge had the added benefit of providing a valuable revenue stream to improve bus services and hold down fares. The bus sector benefited most from congestion charging, not just from the hypothecated revenue stream but from improved journey times and reliability.

In the first year of congestion charging, bus speeds in the central zone improved by 7% and excess waiting time was cut by 30%.

THE CONGESTION CHARGE GAVE A BIGGER BOOST TO BUS PASSENGERS THAN ANY OTHER SINGLE MEASURE.

Speeds increased by 14.6% (comparing three months before with three months after introduction) in the Congestion Charging Zone (CCZ) following the introduction of the charge. However since 2004 bus speeds in London have been gradually decreasing to below pre-congestion-charging levels. This trend grew worse from 2014, in line with increased road congestion caused by the economic recovery, a proliferation of roadworks and the reallocation of road space to Cycle Superhighways.

The former Mayor, Boris Johnston, against the advice of TfL, rejected demand management as a policy weapon and immediately on his election removed the western extension to the congestion charging zone. Again he went against the advice of TfL by implementing Cycling Superhighways without reducing traffic volumes in central London. **You can't take 25% of road space out on key routes in central London without doing anything to compensate by reducing traffic. The result has been worsening congestion and slower traffic speeds. Bus passengers have been the main losers.**

When his term as London Mayor ended, Boris Johnson warned his successor that he will have to take action to cut traffic volumes by increasing the congestion charge. However, this solution has resulted from the decisions he took during his eight years in office.

The other good example of a city adopting a radical demand management measure is Nottingham with its workplace parking levy. It is well known that if people have a free parking place at work it is very difficult to get them to use public transport. It is no coincidence that Nottingham is one of the few cities in the UK to have experienced a decline in traffic volumes and city centre congestion over the past decade. The success has been built on carrot and stick.

The proliferation in the number of delivery vans in London is becoming such a problem in many cities that it is worth investigating the impact a charging scheme could have to incentivise deliveries off-peak, especially during the evening

BACK TO THE FUTURE

There is a need to return to the ethos of the 1998 White Paper on Transport, which accepted the necessity for demand management in our cities and the crucial importance of bus priority. It was right then and the passage of time has made its conclusions and recommendations even more essential.

Those cities that have embraced this agenda, such as London and Nottingham, have been successful in cutting traffic congestion. In the case of London, the early success

of congestion charging has been eroded by capacity reductions on the road network and the failure to build on the very positive legacy of the congestion charge when first introduced in 2003.

The Conservative Government in the 1990s also accepted there could not be a free-for-all in our cities and proposed a "roads hierarchy" which gave priority to pedestrians, cyclists, bus passengers and motorists, in that order [20]. This was nothing to do with being anti-car, but a logical acceptance that cars, with an average occupancy of around 1.2 for commuter journeys, are highly inefficient users of road space. One of the most precious and scarcest of resources that local authorities have at their disposal is road space. They can choose how they allocate it. The enlightened ones recognise the roads hierarchy and are not afraid to make the tough decisions.

3. BUS PRIORITY

The road network needs to move people and goods efficiently if we are to ensure the social and economic wellbeing of our communities. Buses have a vital role to play in this, as they can make excellent use of limited road space, carrying many more passengers than a private car for a given amount of space. **However, the potential benefit of the bus is stifled by traffic congestion.** Local authorities and bus operators need to work in partnership to make buses a more attractive alternative to the car by releasing them from the congestion delays experienced by other road users. This in turn will improve reliability and help make the bus an attractive choice for more car users as well as providing quicker journeys for both bus and other road users.

Experience from schemes around the country shows that bus lanes may reduce bus travel times by 7 to 9 minutes along a 10km congested route and also improve their r eliability. Reliability means buses operate in accordance with their timetables on every journey, which is important to bus users. Measures to assist buses in one metropolitan city have halved the variation in journey times that operators experienced in that corridor, enabling them to operate their buses more efficiently.

By introducing bus priority with other improvements, services can become more attractive to potential passengers. For example, a comprehensive quality corridor initiative in a major conurbation delivered a 75% increase in bus passengers over 5 years, with 20% being new customers.

IN A 2014 REPORT FOR GREENER JOURNEYS, KPMG ESTIMATED THAT BUS PRIORITY SCHEMES CAN TYPICALLY GENERATE £3.32 OF BENEFITS FOR EVERY £1 INVESTED BY THE GOVERNMENT AND IN SOME CASES £7 BENEFIT FOR EVERY £1 INVESTED [21].

This represents excellent value for money, compares well with other forms of urban transport investment, and scores more highly than many much larger transport infrastructure projects. Bus priority schemes are also cheaper to build and maintain, and quicker to implement, than many traditional transport schemes.

In the words of the Urban Transport Group:

"Bus priority is about more than smoother bus journeys. Indeed, it is about more than improving transport. It can make a considerable contribution to local economies and quality of life. Bus priority schemes are significant projects which can provide the catalyst to assess how streets function, what people and businesses want from their local area and how to resolve longstanding issues effectively. This integrated approach delivers many benefits. They range from quicker journeys for all road users to greater access to employment, better trading conditions, safer streets, and public realm that makes for more enjoyable time in our towns and cities." [22]

[20] Steven Norris:Minister for Transport.
[21] A National Statement on Local Bus Infrastructure, Greener Journeys, June 2014 http://www.greenerjourneys.com/wp-content/uploads/2014/06/12.pdf

[22] Bus priority works, Urban Transport Group, July 2014 www.urbantransportgroup.org/resources/types/reports/bus-priority-works-business-shops-communities-and-growth

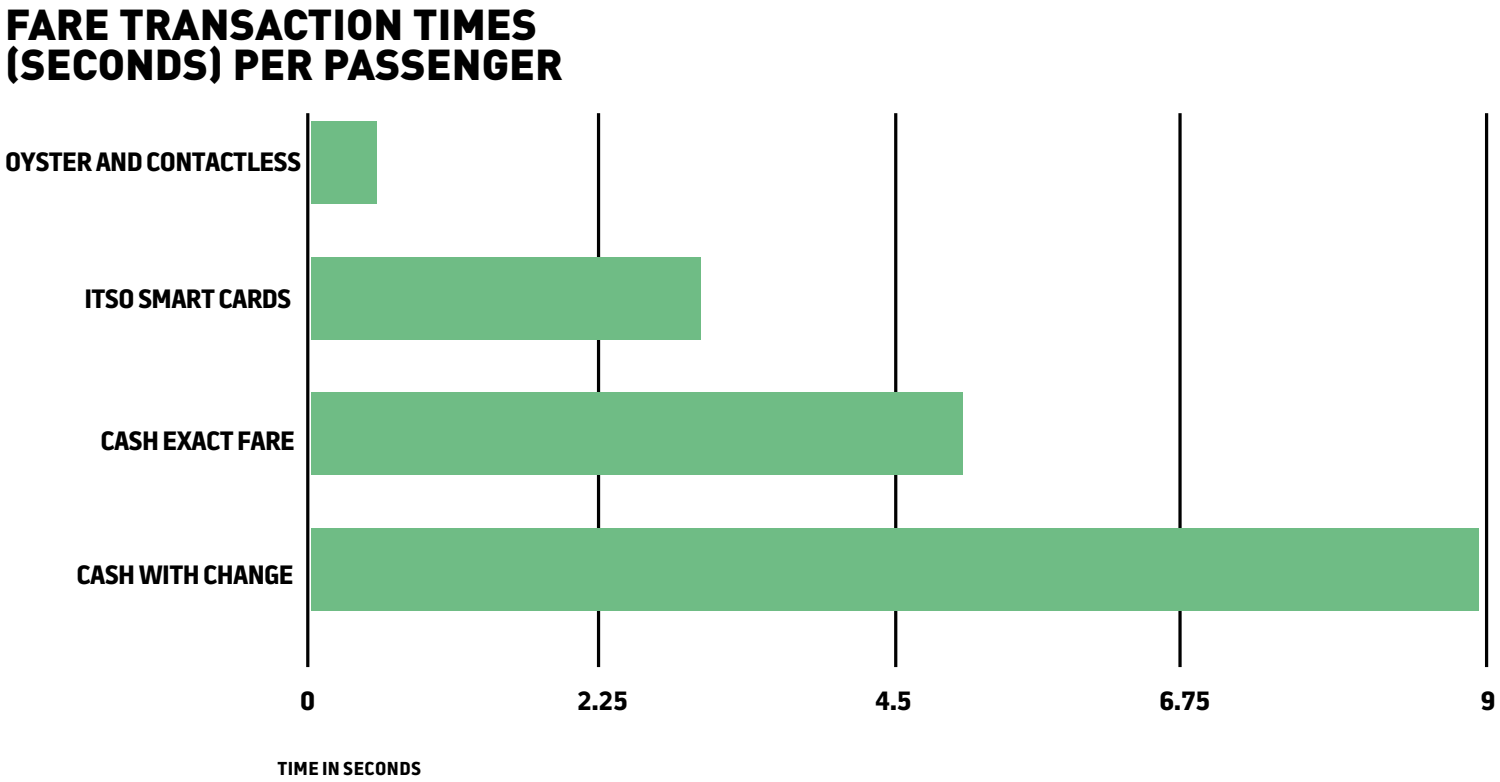
4. SPEED UP DWELL TIME AT BUS STOPS

While this report has focused on the impact rising traffic congestion has on bus journey times, in urban environments between 25% and 33% of journey time is spent picking up and dropping off passengers (dwell time).
London has led the world on cashless buses, which have had a dramatic impact on reducing dwell time at bus stops. The 0.5 seconds per transaction on London buses is unrivalled anywhere in the world. Dwell time has been cut by at least half. Transport for London believes that the total run time of buses has been reduced by between 7 and 10%.

Most of the operating cost of buses is directly driven by run time, so that translates into a straight saving of some £120-180m annually. This dwarfs the one-off cost of introducing Oyster (£50m) and contactless (£68m).

If London-style cashless buses and contactless payments could be extended to the rest of the UK bus journey times could be improved by up to 10% by halving dwell time at bus stops.

The big five bus operators in the UK have set a target to introduce contactless bus transactions by 2022. This should be the very latest date for this to be introduced UK-wide, and everything possible should be done to accelerate it. It is feasible for bus operators to achieve contactless payments on buses in the major urban conurbations within the next three years.



5. MOBILISING BUS PASSENGERS

Too little focus is placed on the importance of the bus because bus passengers carry too little weight with opinion-formers and political decision-makers. The socio-economic profile of bus passengers is very different from rail users, motorists and cyclists, with a much higher percentage of those on lower income travelling by bus. It helps to explain why fuel duty has been frozen for six consecutive years despite rock bottom oil prices: the motoring lobby is powerful. Cheaper fuel reduces the competitive position of the bus versus the car.

We need more bus champions in the UK in local, devolved and central government. The bus is the most efficient user of road space, crucial for the health of our city economies and a vital part of an environmentally-friendly local sustainable transport system.

Bus companies need to get better at communicating with their customers to keep them better informed. This would also help them to mobilise support from their customers for pro-bus measures such as bus priority. It would be a rare event for a bus passenger to lobby politicians for improved bus priority; it's much more common for non-bus users to complain about priority measures. Local politicians who are making brave decisions to allocate road space for bus passengers need as much support as they can get from their local bus companies

SUMMARY OF FIVE POINT PLAN RECOMMENDATIONS

1	**Bus speed targets**
2	**Demand management**
3	**Bus priority**
4	**Speed up dwell time**
5	**Mobilise bus passengers**

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07.
APPENDICES /CASE STUDIES

BRIGHTON

Brighton and Hove has long been considered to be a beacon of best practice on bus policy, resulting in strong bus growth and very high per capita bus use. The number of bus journeys in Brighton & Hove has doubled in the last twenty years with bus journeys rising from 22 million in 1992/93 to 44.8 million in 2012/13. This was in marked contrast to the national story on bus use where the figures showed a continuous decrease in passengers.

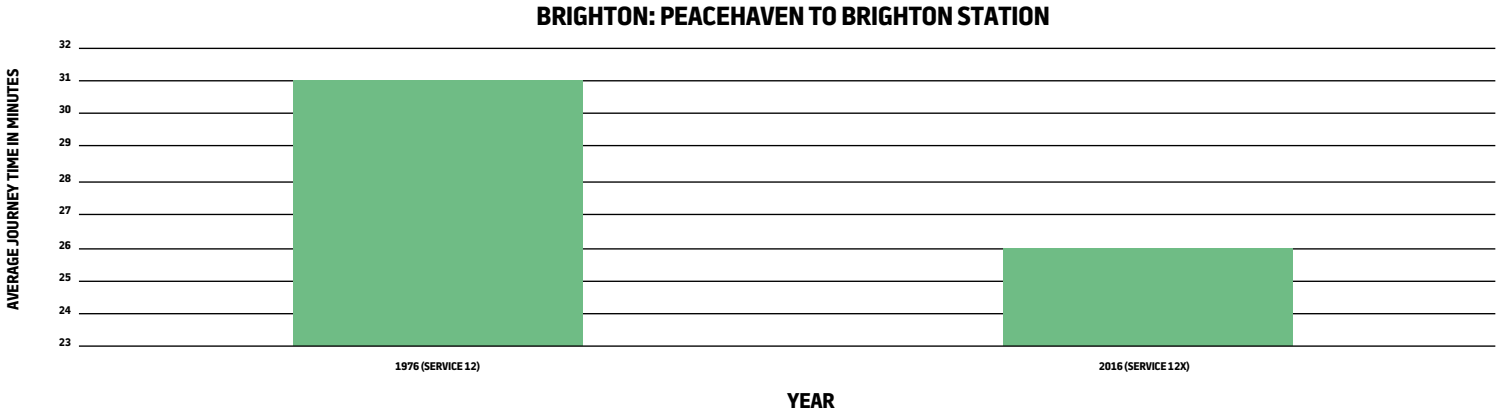
- This impressive rise in bus use has been facilitated by the favorable climate created by an excellent local bus company working in partnership with Brighton & Hove City Council, who have implemented a number of pro-bus measures, including:
- A network of priority bus lanes on key routes, such as the Western Road/North Street corridor, the A259 coast road and the A270 Lewes Road
- Real Time Information signs at bus stops that let people know when buses are due – these have also increasingly been installed in buildings so that people can time when they leave to avoid waiting for the bus. The system can also be accessed from mobile phones and Brighton & Hove Bus and Coach Company was the first bus company to launch an iphone app to do this
- Being the first council to introduce 'talking bus stops' for visually impaired people so they can access the 'real time' information and be independent travelers
- Bus priority at traffic signals which gives buses a head start in traffic, delivering pas-sengers to their destinations quicker and helping with punctuality
- In 2004, Brighton & Hove became the only English city, outside London, to have a commercially viable night bus service when the bus route N7 was launched. This was subsequently joined by other commercially operated night buses by the bus compa-ny
- A Quality Bus Partnership that has produced a number of initiatives, including mak-ing bus stops more accessible (providing a level surface from the pavement onto the bus)
- Joint work on specific projects with bus companies on improving routes, such as the Lewes Road transport corridor and the better bus area for Edward Street, Eastern Road and Valley Gardens
- Support through winning EU funding to enable the bus company's smartcard (known as 'the key') to be available on local trains and tendered bus routes operated by oth-er bus companies enabling people to prepay their journeys on a card that can be scanned on the bus. The bus company has also introduced extensive use of mobile phone based ticketing
- Breeze Up to the Downs, a successful partnership service that links buses from the centre to some of the most popular countryside destinations outside the city

The most critical of these factors behind the impressive growth has been the council's long held commitment to bus priority which has allowed for the creation of a virtuous circle whereby the bus operators have been able to invest in new vehicles, smarter ticketing, more frequent services, encouraging more people to use the bus. From the mid-1990s to date, a significant length of bus lanes have been introduced: through the city centre, the Coast Road as well as the road accessing the two universities which allowed buses to bypass long, regular traffic queues.

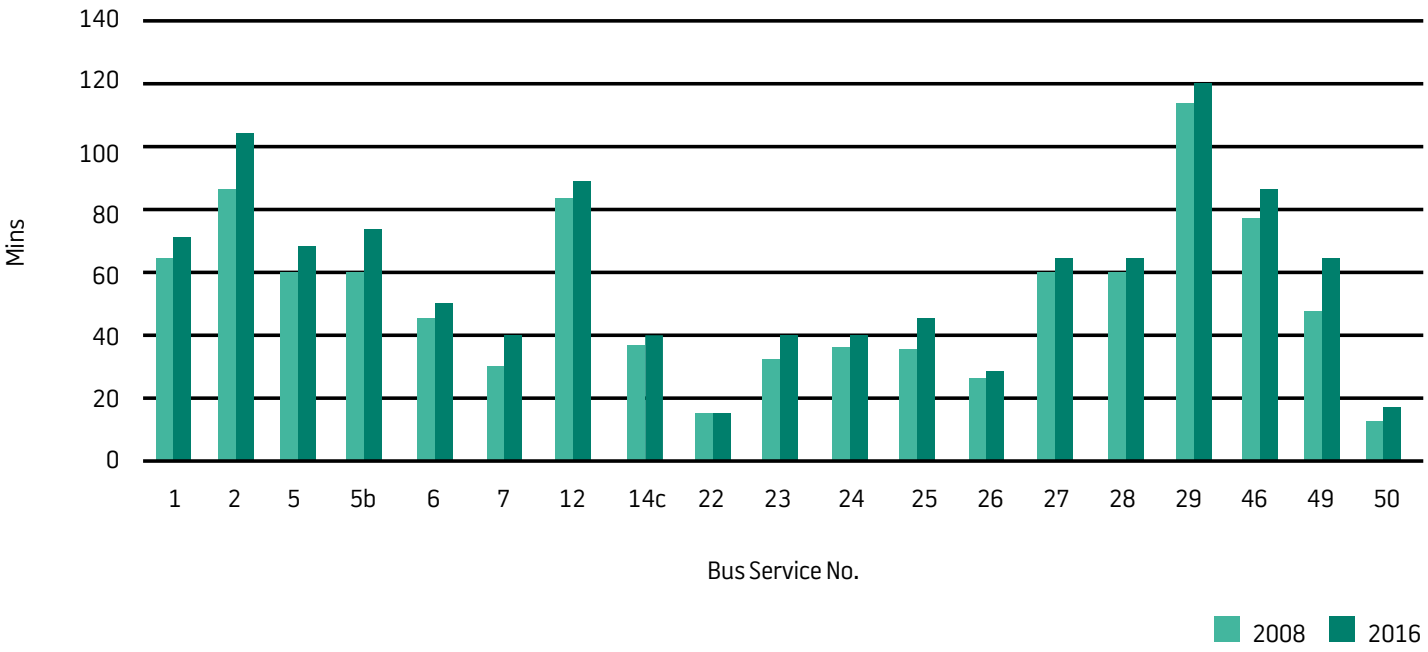
The most dramatic effects have been seen on the Coast Road where the reason for the bus lane was to bypass regular queueing traffic. On the Peacehaven to Brighton Station service (Route 12 and all its variants) since the bus lane was introduced not only are bus journey times shorter but they are much more predictable. There has been a 16% improvement in journey time since 1976 and a 4% improvement per annum. Journey time is actually 7 minutes faster today than it was in 1966. It shows what can be done and how we do not have to accept declining bus speeds as being inevitable. The number of passengers on the main route to use the bus lane has increased by 63% between 2007 and 2015, although data is not available on the extent of diversion from other modes.

In 2012 the operator carried out a simple survey on the Coast Road by counting the num-ber of vehicles and the number of occupants in each during the morning peak and found that buses made up 2% of the number of vehicles but carried 45% of the people.

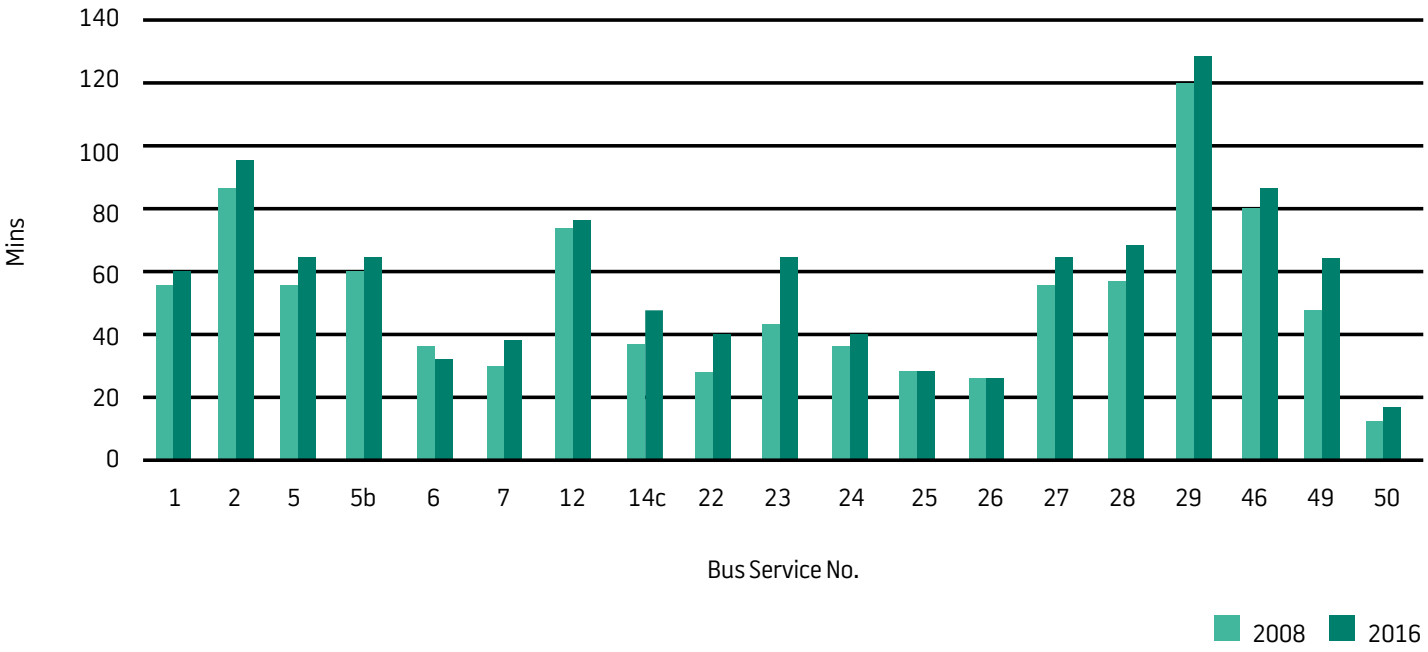
However, the south coast city has experienced a sharp increase in congestion levels over the past decade culminating in Brighton along with Gloucester coming out worst for congestion, with an average increase in journey time of 1.5% per annum. Unsurprisingly, this has had a detrimental effect on bus operations and without further action, could jeopardise the status of Brighton as a shining light in sustainable transport use.



BUS SERVICE RUNNING TIMES EASTBOUND PM PEAK: 2008 v 2016



BUS SERVICE RUNNING TIMES WESTBOUND PM PEAK: 2008 v 2016



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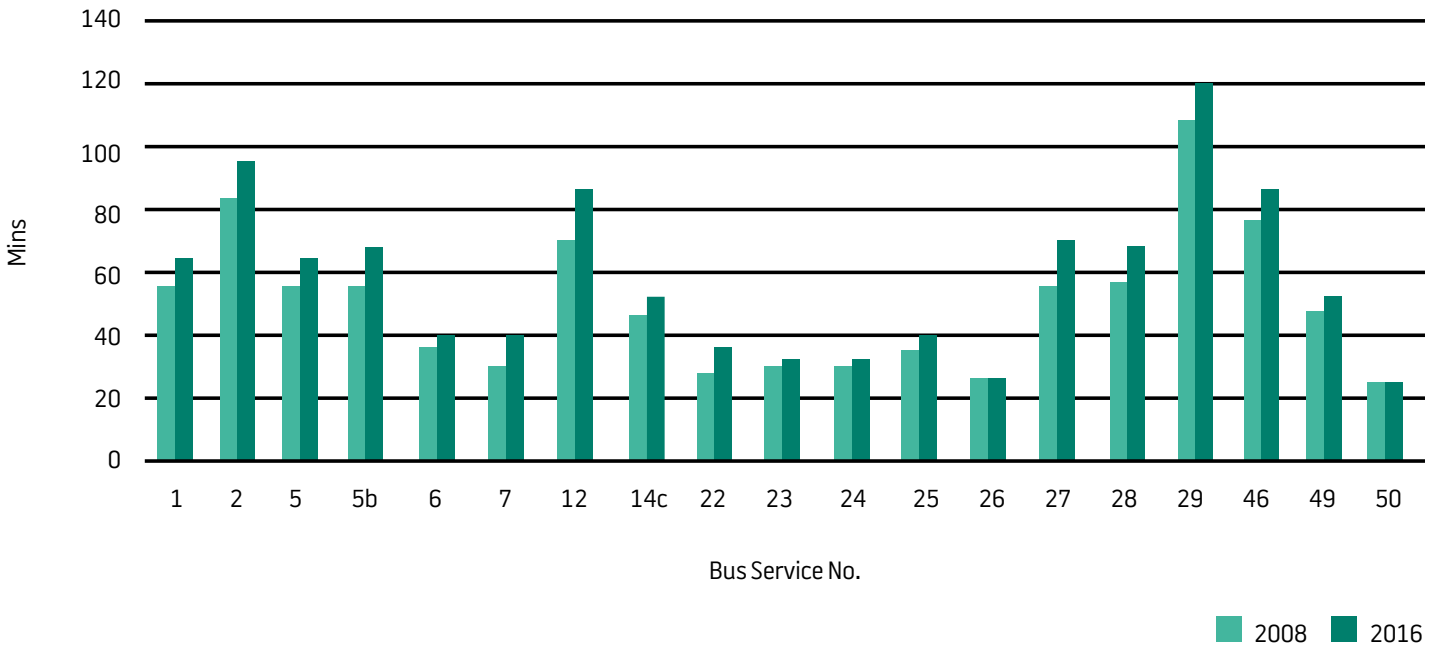
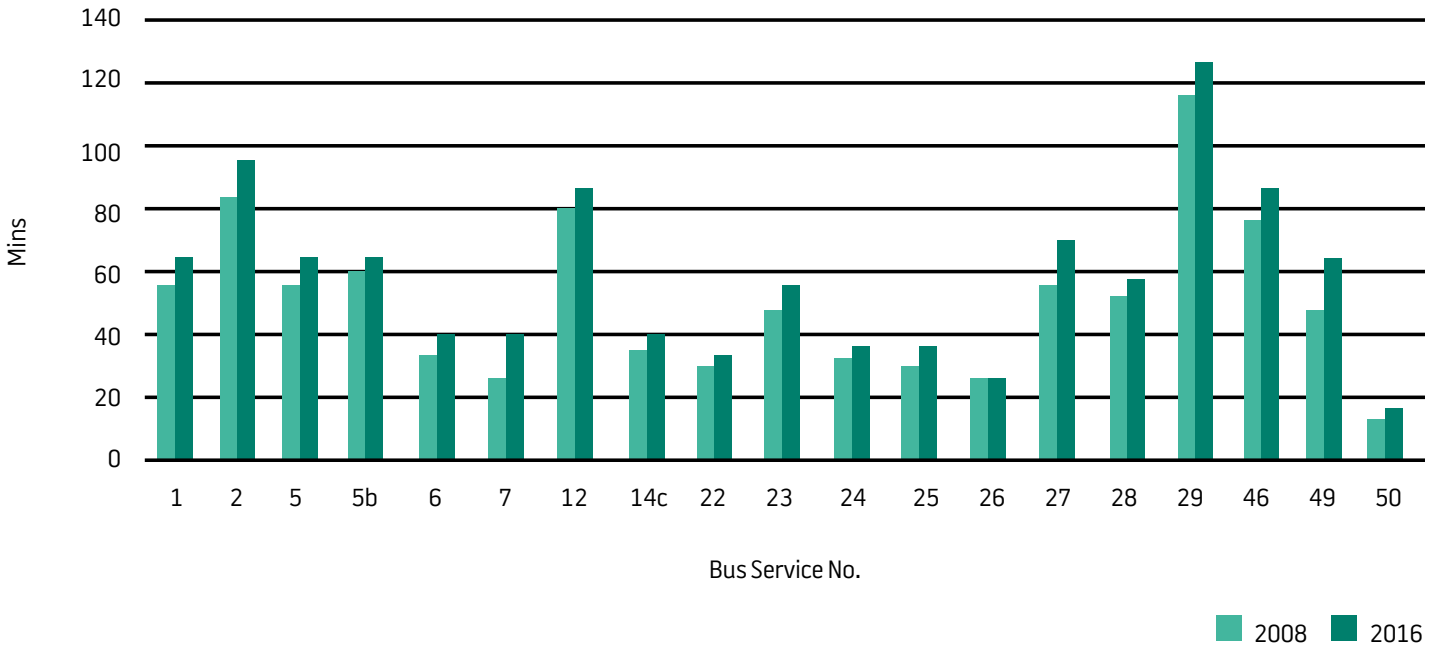


BUS SERVICE RUNNING TIMES WESTBOUND PM PEAK: 2008 v 2016



A study by one of Brighton's bus operators of running times (the maximum running time for each direction, by am peak, daytime, and pm peak) for each route shows that, on average, peak running times in the city have increased by about 13% since 2008, or put another way, bus speeds have declined by this amount.

This has led to operators having to increase the PVR just over the last few years just to maintain the required service level in the face of this congestion. Another report showing worsening services (and operational costs increases) demonstrates how although the maxi-mum running times appear reasonable, the peaks are starting earlier and finishing later. For example instead of using daytime running times until 4pm and then longer peak running times until 6pm, the longer peak running times are now needed between 3.30pm and 6.30pm.

BRISTOL

Over the last decade and in particular since the four local authorities in the West of England (Bristol, North Somerset, South Gloucestershire and Bath & North East Somerset) came to-gether to form a partnership to deliver on areas like transport, Bristol saw large improve-ments to bus priority, principally under the auspices of the Greater Bristol Bus Network.

The Greater Bristol Bus Net recognised the vital role that bus services had to play as the backbone of cost effective urban public transport systems. An effective partnership be-tween the commercial bus operator and the local authorities delivered a series of bus net-work enhancements which brought 10 key routes up to showcase standard, with:

- Over 120 new buses
- Nearly 1,000 improved bus stops - new shelters, new information panels, level ac-cess
- More than 300 new real time information displays
- New bus priority signals at junctions that turn green when buses approach helping them stay on time
- Bus priority lanes allowing buses to bypass general traffic
- Road widening in key traffic hot spots

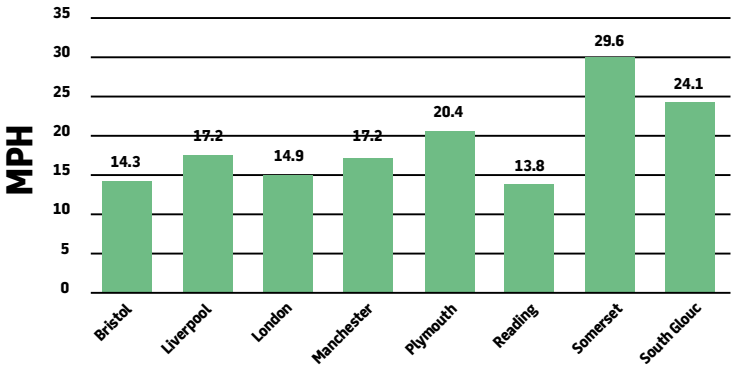
In 2017, the long gestation of the Metrobus project – high priority and high speed bus services connecting several parts of Bristol that will link in with existing bus and rail services – is set to become operational in 2017. It will be operated with modern, low-emission vehicles that will run on segregated bus ways and bus lanes which have right of way over traffic on sections of the route. Bus stops will provide electronic, real-time information displays with fast-boarding and smartcard ticketing.In 2015, the bus company carried 54 million passengers in the West of England, a 20 per cent increase from two years ago.

Despite active promotion, an increase in use of public and active transport in the city, and being selected as the European Green Capital for 2015, Bristol has a severe congestion problem with regular grid-locks an all-too-familiar feature of local life. The Department for Transport's figures show that Bristol is in fact the most congested city in the country and that traffic moves slower during peak times than any other city, including London. On A roads in peak times, the average speed of vehicles in Bristol is 14.3 mph (compared to London's average of 14.9mph). The city's latest average represents a drop from 14.5mph in June 2014 and 15mph the year before.

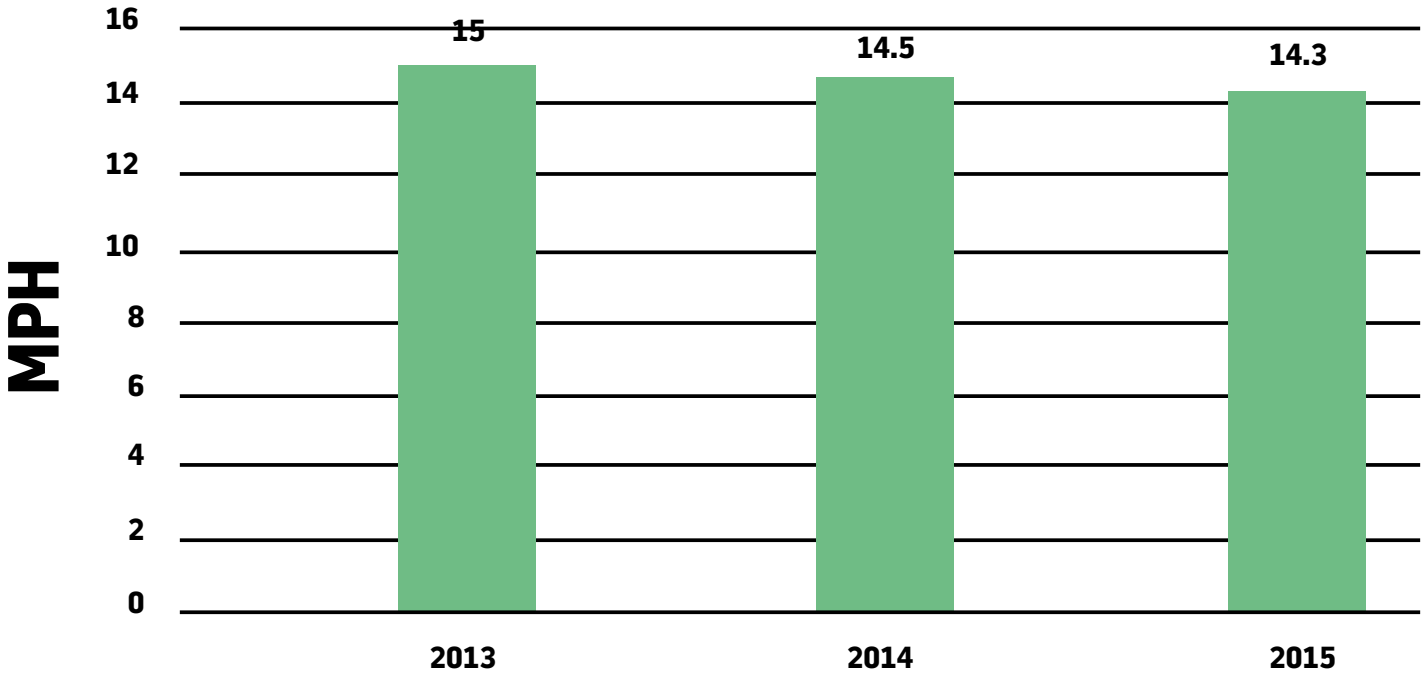
Bristol is a busy city and the urban hub of the West of England sub-region with half a million car users travelling in to the city each day. A historic deficit in transport infrastructure, with lower than average public transport for a city of its size, high levels of car ownership (during the period 2012-2015 the DVLA recorded an additional 18% of vehicles registered in the West of England partnership area), a rapidly rising population (+12,000 a year in the city alone) as well as increasing prosperity has seen traffic levels and congestion at breaking point during peak times. This has had a seriously adverse impact on bus journey times and reliability.

The reality is that Bristol's new directly elected Mayor, Marvin Rees, will have no choice but to tackle the problem head on and follow in the vein of his pro-bus and pro-public transport predecessor, George Ferguson.

AVERAGE VEHICLE SPEED IN AM PEAK



REDUCTION IN VEHICLE SPEEDS IN BRISTOL 2013-15



EDINBURGH

Edinburgh's Greenways.

This year marks the 20th anniversary of Edinburgh's radical Greenways bus priority scheme. It has won plaudits from transport professionals and central government: "Edinburgh Greenways scheme is successful" (DFT: 2010. "Bus Priority – The Way Ahead") and "Edinburgh' s Greenways have proved to be a high profile and effective form of bus priority which substantially insulates the buses using them from the worst effects of congestion"(The Scottish Executive Central Research Unit 2000).

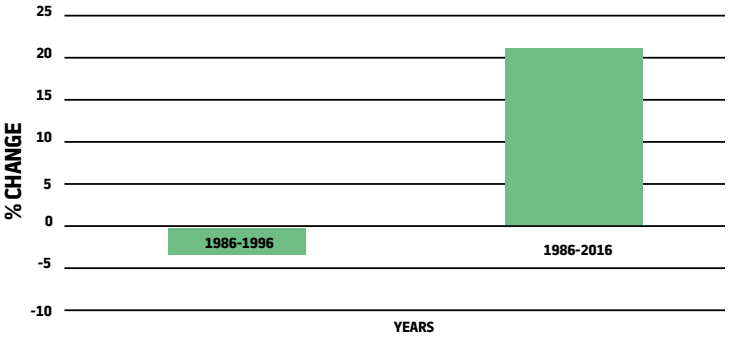
I need to declare an interest as I was the politician responsible for Greenways. While it's reassuring to receive plaudits from fellow transport professionals I still, 20 years later, get stick when I return to my native city!

Look how green the bus lanes are! They look nothing like this now as they are not as well maintained.

You were 15 times more likely to be caught by a traffic warden for illegally encroaching on a Greenways bus priority, compared with a conventional bus lane.

What is startling about the bus journey time data from Edinburgh is that from 1986 to 1996 all day average bus speeds – as a result of good conventional bus priority followed by Greenways – bucked the UK trend and actually improved by over 5%. It's the only conurbation wide example in the UK where bus journey times have actually improved over a prolonged period. From 1996 to 2016 journey times in Edinburgh revert to the UK wide trend and declined by 20%

EDINBURGH: % CHANGE IN AVERAGE JOURNEY TIME (AM PEAK)

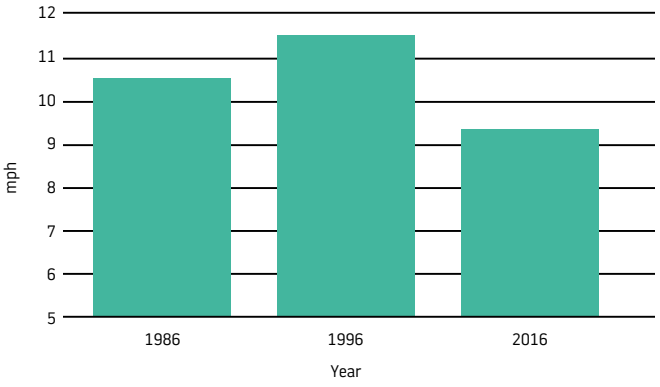


The City of Edinburgh Council needs to stand firm against those who want to dilute Greenways enforcement and point to the fact that bus speeds are now falling by 10% every decade.

Whilst the Greenways in Edinburgh were a bold and strategic way forward for the mass movement of people in the 1990's their effectiveness has declined over the last 20 years. There are a number of measures the City of Edinburgh Council can take to reverse the upward trend in bus journey times:

- Review traffic signal timings. Best practice would indicate that this should be done every three years.
- Don't become too reliant on camera enforcement of bus priority lanes. With only 9 road side camera's to enforce over 60 km of bus lanes there are too many unauthorised vehicles using them.
- Properly maintain Greenway's. They no longer look green and the white line segregating the bus lanes from general traffic should be clearer. The Council should allocate a proportion of the annual dividend they receive from Lothian Buses to finance bus lane maintenance and enforcement. It would provide the Council with a great financial return through increased patronage and higher future dividend payments. A 10% improvement in bus speeds would result in an increase in passengers of between 10% and 14%.
- The 9 month trial they have embarked upon to remove bus priority during the off-peak should not be made permanent. If it is this will lead to a permanent reduction in off peak bus speeds and patronage with a consequential impact on dividend payments.

EDINBURGH: AVERAGE SPEEDS (MPH) OFF PEAK



The data from Lothian Buses shows that bus speeds have declined by 19% over the last 20 years even during the so called off-peak! This evidence should persuade the City Council that the trial should not be made permanent.

Lothian Buses are one of the best bus companies in the UK and the vital backbone of Edinburgh's public transport system. They deserve the very best level of protection from rising traffic congestion.

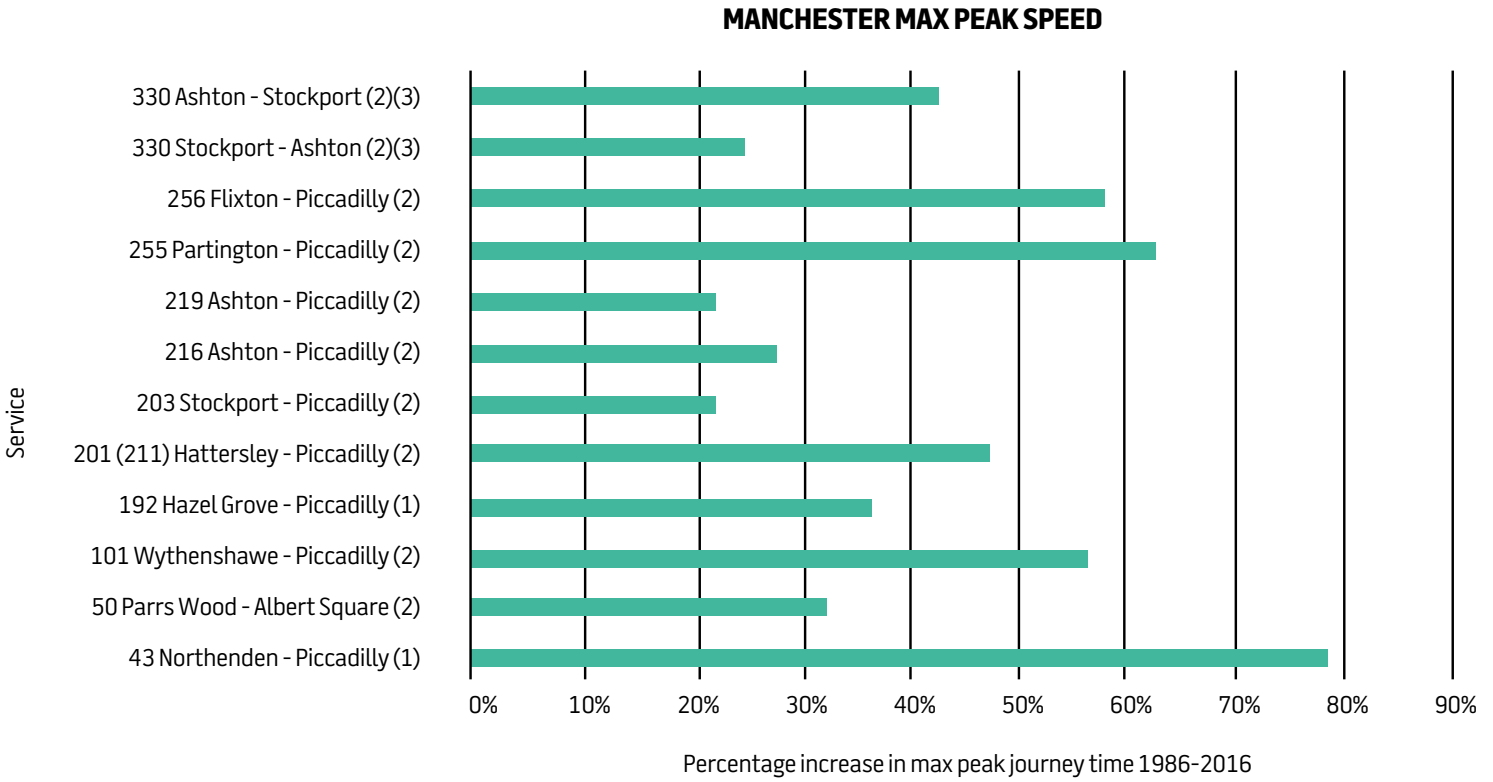
GREATER MANCHESTER

TfGM is delivering the largest contemporary urban public transport investment programme outside London, working closely with district authorities in order to create a world class public transport network in order to achieve world class city status for the city of Manches-ter. The aims of its public transport network are to increase sustainable travel and reduce car travel, cut congestion, improve the environment and allow communities to flourish. Crit-ically, its public transport system is designed to provide access to jobs and strengthen the Greater Manchester economy – the largest regional economy outside London

Data relating to travel demands to the city centre during the AM Peak period (0730-0930) show that the number of inbound movements that cross the cordon using a car has reduced by 22% (-7,123) over the period between 2006 and 2014 as investments in public transport attracts increasingly greater proportions of commuters.

Its impressive investment programme includes the expansion of Metrolink, major transport interchange facilities and extensive bus priority and busway schemes, investment to boost rail travel, significant cycling, town centre and highways improvements, and evolving inte-grated travel information systems.

However, traffic congestion on the region's highways has reached such a level that it has begun to seriously affect ridership on non-congesting forms of travel, most critically the bus. Ironically much of the congestion has been caused by disruption from the construction and development of public transport infrastructure designed to strengthen bus operations (and other public transport), which have temporarily reduced or eliminated highway capacity. Coupled with traffic growth of 4% per annum, emergency highways repairs and population (the number of city centre residents grew 177% between 2001 and 2011) and employment growth (district of Manchester has seen a 31% increase in residents of working age between 2010 and 2014), congestion has increased to unprecedented levels. This has produced extremely challenging conditions for bus companies.

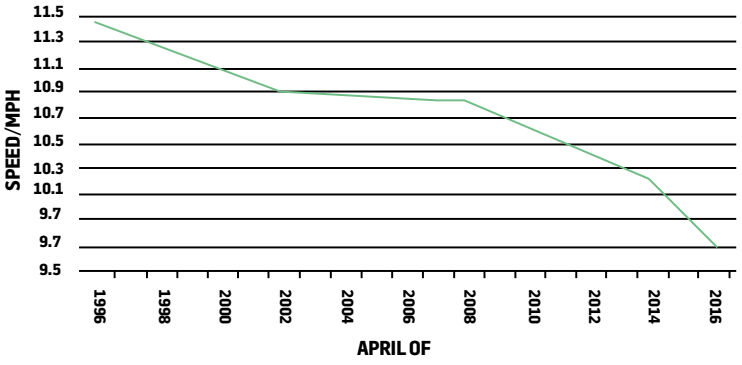


According to bus operators, this has resulted in average bus service punctuality over the last two years being reduced by 10 per cent. On the poorest performing days, this can reach 50 or 60 per cent below the regulatory target.

Bus operator data shows that this reduction in punctuality has led to longer journey times (up to 100% longer in the evening peak on cross-city routes and also longer in the mid and late evenings); gaps in service as controllers attempt to re-schedule and re-allocate resources; increased regulatory risk (3 DVSA investigations over reduced punctuality ongoing); doubling of lost mileage; a 10% increase in customer complaints; an increase in staff overtime payments (up 400% in the last quarter of 2015); and, critically, plans for permanent reductions in peak period service levels.

The same data shows additional vehicles have been deployed daily since November 2014, from at least 2 to a peak of 17 between October and December 2015. It is currently 5. Average journey speed has fallen from 11.2 mph in 1996 to 10.2 mph in 2014, and then to 9.7 mph in February 2016.

AVERAGE BUS SPEED OF MANCHESTER

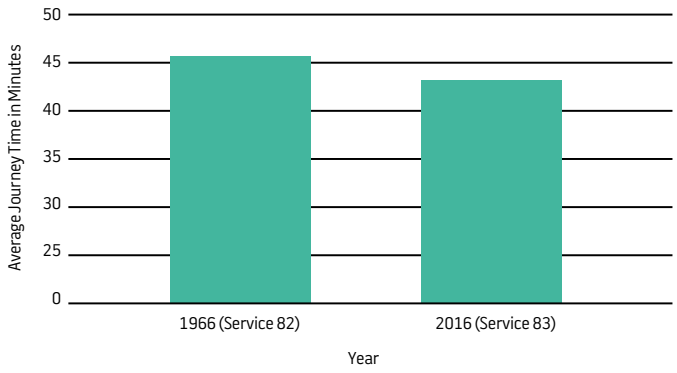


Several services have observed average peak journey time increases of between 40 and 60 per cent and from January 2016, peak period headways have been widened on several services. 89 timetables have been adjusted for headway or journey time since May 2015.

For the services in South Manchester below ,Stagecoach have added 42% more PVR's since 1986 due to impact of congestion on running time. Overall 125% more PVR's due to also increasing frequencies.

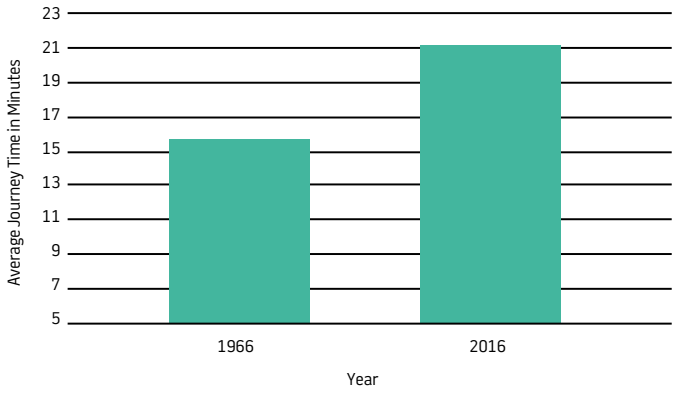
Average mileage is down by 3% year on year (4.5% after allowing for a service enhancement) and critically, passenger numbers are down by 2.4% on year (after allowing for service enhancements). These figures are despite operating hours being up by 0.4% on the year.

MANCHESTER : OLDHAM MARKET PLACE TO PICCADILLY/OLDHAM BUS STATION TO PICCADILLY (AM PEAK)



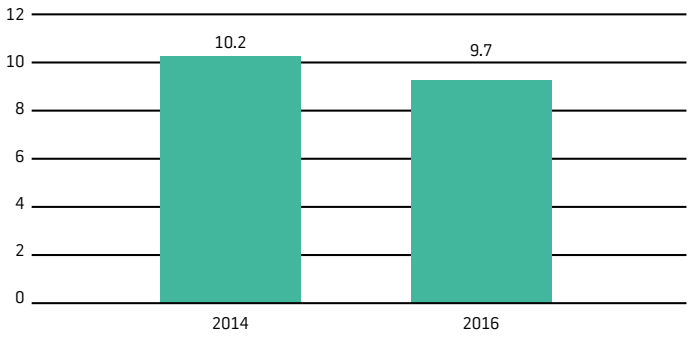
35% increase in journey time. 0.7% p.a.

MANCHESTER : RUSHOLME - ROYAL EXCHANGE/RUSHOLME - PICCADILLY (SERVICE 41 - AM PEAK)



31% increase in journey time 0.62% p.a.

MANCHESTER BUS OPERATOR SPEEDS [MPH] 2014-2016



The long term data shows a decline in bus journey times of between 0.6 and 0.7% per annum from 1966, on the two sections of route above, that I was able to compare current timetables with historic.

This compares favourably with the UK trend which is nearer 1% per annum decline.

However, it is the dramatic increase in journey times over the last few years which are much more worrying. Data shows how Stagecoach's average bus speeds decreased by 4.9% between 2014 and 2016, way above the average trend of 1% per annum for the six most congested conurbations.

TfGM publicly recognises that traffic congestion on its highways is a real challenge and is undertaking a broad programme of activity that recognises the role and further potential that buses have in helping meet the challenge of congestion and equally, the effect congestion has had on bus operations across Greater Manchester. In particular, it is recognised that there is limited resilience on key parts of the highway network, and that relatively small increases in demand can cause significant levels of congestion. Hence there is a key role for bus, functioning efficiently within a more integrated public transport network, to attract as much demand as possible thereby helping reduce highway congestion in aggregate.

Based on the success of its £88m Quality Bus Corridors implemented between 1998 and 2008, TfGM showed its continued commitment to bus priority by implementing its £122m Bus Priority Package from 2008 to date. Patronage on its QBC routes had increased by 7.9m journeys (18.6%) between March '04 and July '08 and the "gap" between car and bus journey times reduced, increasing bus competitiveness. Safety also improved in the location of major QBC schemes with an average reduction in all accidents of 19%; and average bus speed in bus lanes was 25kph, 38% faster than the average speed of 15kph where bus lanes were not provided. The study also showed marginally improved average journey times for general traffic.

These achievements led it to embark on its £122m Bus Priority Package which is one of the largest investments in Greater Manchester's bus network for decades, with over 25 miles of the network being either created or improved. The investment

will allow cross city bus services to run directly through the heart of Manchester city centre so passengers won't need to change buses. It will also improve accessibility and connectivity between areas in the north and west of Greater Manchester to the Regional Centre and Oxford Road. This includes the North West's first guided busway which opened in April 2016.

In the short term, some disruption during construction phases is inevitable, but close liaison between TfGM with all agencies including bus operators and careful forward planning will hopefully help mitigate the effects. And in the longer term, investments such as the Cross City bus priority schemes confer significant operational and efficiency advantages for bus operations.

Looking ahead, as part of the 2040 Greater Manchester Transport Strategy, assessment is underway of key locations causing bus delays. A long term strategy for bus priority investment is in development, an integral part of the Highway Strategy for Greater Manchester

HULL

Through a Quality Bus Partnership approach between Hull City Council and the two main bus operators, Stagecoach in Hull and East Yorkshire Motor Services, bus patronage has grown by 30% since 2002/3 with around 26 million bus journeys being taken on the city's combined bus network each year. This represents twice the rate of growth achieved throughout the country during the same time period. This is also the equivalent of cutting more than 3.5m car trips from the city's roads.

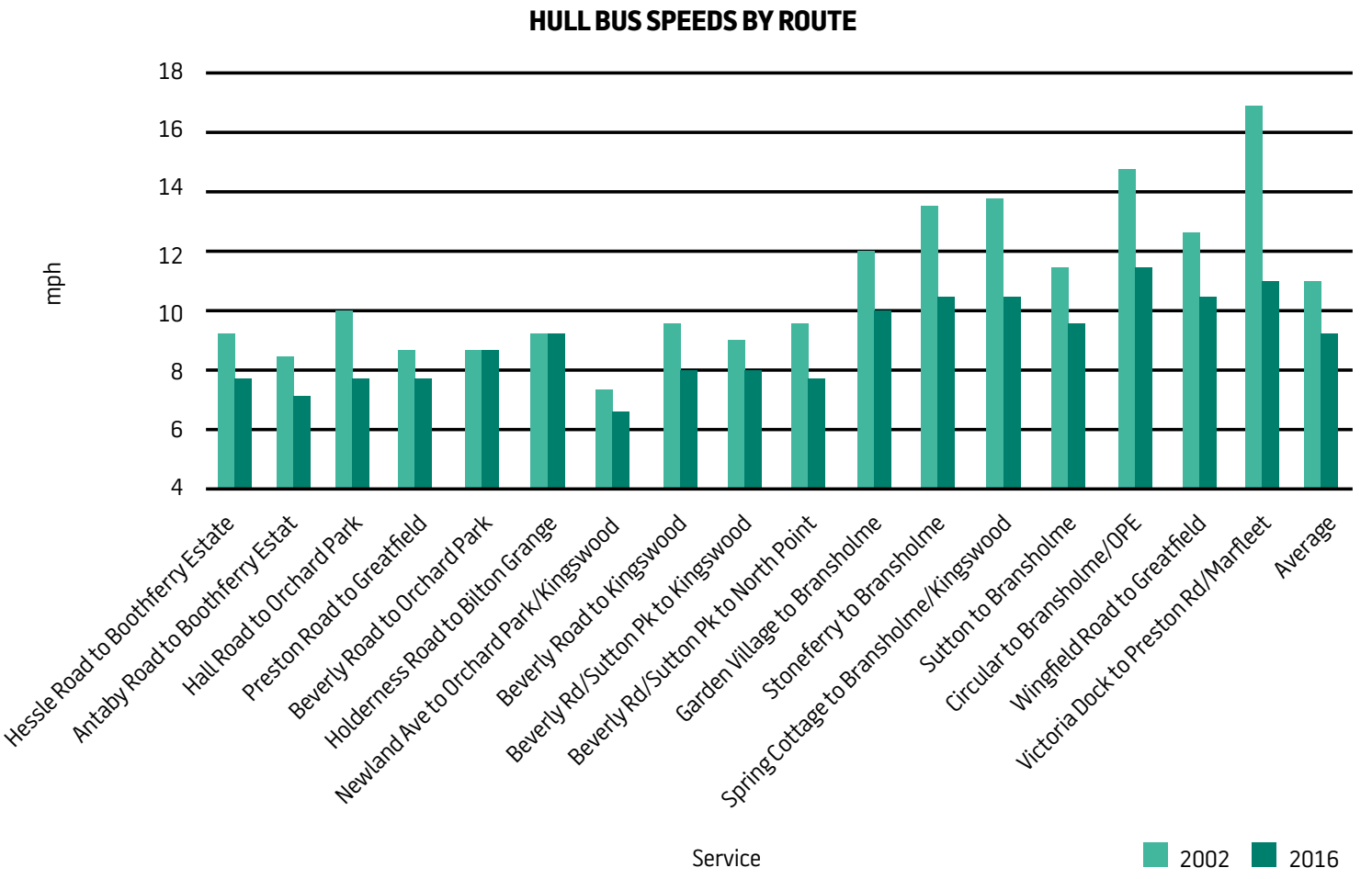
Such impressive growth has been the result of improved fares structures; Park and Ride schemes; extensive bus priority; a major new transport interchange; award winning market-ing campaigns and the bus lane enforcement scheme.

Despite such a success story, congestion in Hull is a major issue which is impacting signifi-cantly on the city's radial routes and the A63 Trunk Road Corridor. The latest research by 'Tom Tom' identifies that Hull is the sixth most congested city in the UK. There are a number of factors behind the severity of congestion levels. Car ownership and car use in Hull is growing. The city's role as a strategic port and a 'gateway to Europe' creates additional traf-fic which has to pass through the city centre to access and depart from the docks on the eastern side of the city, making the A63 trunk road the most congested part of the local road network. The reduction in Humber Bridge tolls led to a 25% increase in traffic with most vehicles going in to Hull on the A63.

According to the Tom Tom study, journey times on Hull's roads are on average 33% slower than they would be in free flowing traffic. According to the Department for Transport's Av-erage Delay on Local A Roads 2014, Hull experienced an average delay of between 60 to 90 seconds per vehicle mile which it categorizes as high levels of delay. DfT statistics show that between December 2014 and December 2015, the average speed on local roads during the weekday AM peak fell from 16.7 mph to 16.1 mph. It also shows that during the last quarter of 2015 alone, speeds fell by 1.3%.

Inevitably, Hull's congestion problem has had an adverse impact on buses. Additional buses have been added to the network simply to increase bus running times to reflect lower traffic speeds and the effect of traffic congestion. Bus operator data has quantified the effect of increased congestion by recreating and comparing the resources that would have been re-quired to run today's service levels using 2002/3 bus running times and schedules. Bus speeds have slowed from 10.8 mph to 9.1mph and the current network could be operated with 15% fewer buses in the traffic conditions experienced in 2002/3.

The city council and in particular Councillor Martin Mancey, has continued to be supportive of pro bus measures and public transport in general, which it has voiced as being the only solution to reducing some of the congestion in the city, and regularly encourages people to switch from using their cars to non-congesting modes. However, budget cuts are now biting, with the council unable to afford to submit the planning application for an additional park and ride. Given the city's strategic role as an international trading route, a continued rise in congestion is not only going to continue to negatively impact local bus services but on both the local and national economies



LONDON

In London bus speeds have been declining faster than anywhere in the UK over the last few years. This comes after decades of relative success in protecting bus passengers from traffic congestion through effective bus priority measures, such as red routes and other initiatives, and the central congestion charging zone introduced in 2003. If the average urban bus speed in the UK has historically been decreasing by almost 1% p.a., then for one-third of London bus routes the decline been more than five times this average over the past year. This has become a crisis for the capital and something the new mayor must prioritise. London, which for more than a decade has been the UK's bus success story, with passenger numbers doubling since the formation of TfL in 2000, is now facing the fastest decline in bus use anywhere in the UK.

There is a key lesson to be learned from this. You can get all the other ingredients right: modern bus fleet, cashless buses with the most advanced smartcard ticketing system in the world, a level of integration which is the envy of other UK cities, state-of-the-art passenger information at the bus stop and on mobile devices. Add to this population and employment growth and you should have a recipe for the London bus success story continuing. But all these laudable ingredients cannot offset the rapid deterioration in bus journey times.

Boris Johnson was right to warn that his successor will have to use tougher congestion charging measures to tackle London's growth in congestion, but it's a pity he did not take action on his watch. When his term as London Mayor ended, Boris Johnson warned his successor that he will have to take action to cut

traffic volumes by increasing the congestion charge. However, this solution has resulted from the decisions he took during his eight years in office. He exacerbated the problem by removing the western extension of the congestion zone and by reducing road capacity in central London by 25% on key routes through the introduction of cycle superhighways – without taking action to curtail traffic in central London. Both decisions were taken against the advice of TfL.

London Buses have undoubtedly been one of the Capital's success stories, however, recent growth in traffic and congestion over the last few years have undermined bus speeds and reliability to the degree that buses are now f acing a crisis.

The historic pattern of slowly declining patronage was dramatically reversed in the late 1990s to one of strong growth. Over the 13 years from 2000/01 to 2013/14, the number of bus journey stages in London increased by 59.9 per cent, and passenger-kilometres grew by 73.8 per cent. More than half of all bus journeys taken in England are made in London.

However, this upward trend in bus patronage levelled off in recent years and over the period between 2014/15 and 2015/16, patronage actually declined by 71 million journeys which represent a decline of 3% year on year

BUS USE IN LONDON

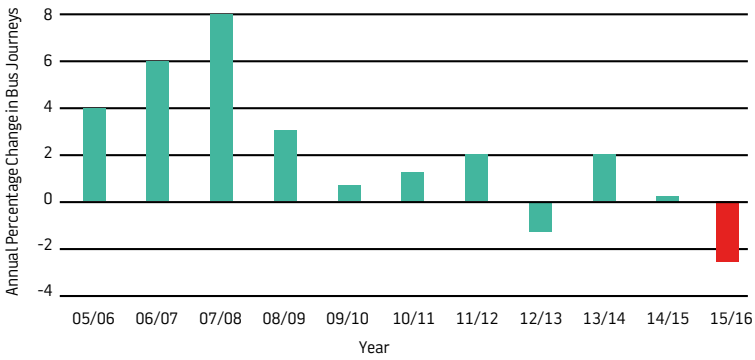
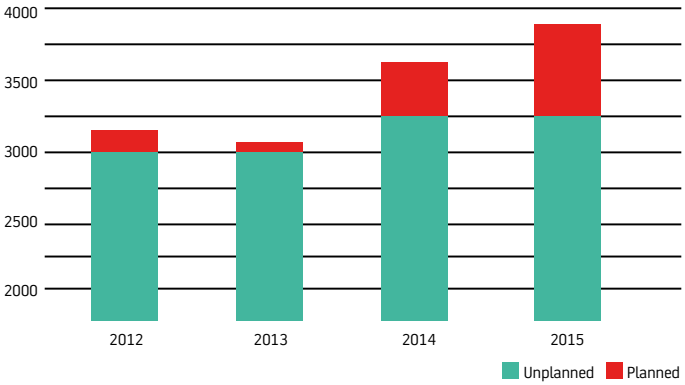


FIGURE ES4: LONDON SURFACE TRANSPORT DISRUPTION HOURS, 2012 TO 2015



ref: Inrix London Congestion trends May 2016.

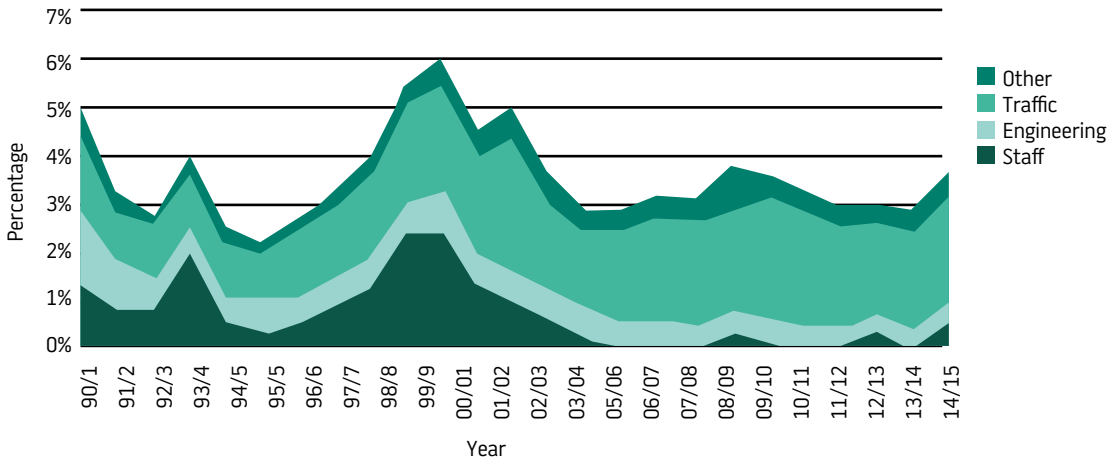
The primary cause of this significant decline in patronage is the increased road congestion caused by London's population growth and the construction of major highway and urban improvement schemes which has led to severe pressure on the road network. This has caused such a deterioration in traffic speeds and bus network reliability that frustrated passengers have stopped using the bus as much as they would have previously.

While levels of road traffic had been falling for much of the last decade, they have increased for the last few years. Car driver trips increased by 1.2 per cent in 2014, the first increase since 2009. During 2014, traffic volumes started to increase in all parts of London – by 3.4 per cent in central London, 1.4 per cent in inner London, and 1.9 per cent in outer London (1.8 per cent at the Greater London level), relative to 2013.

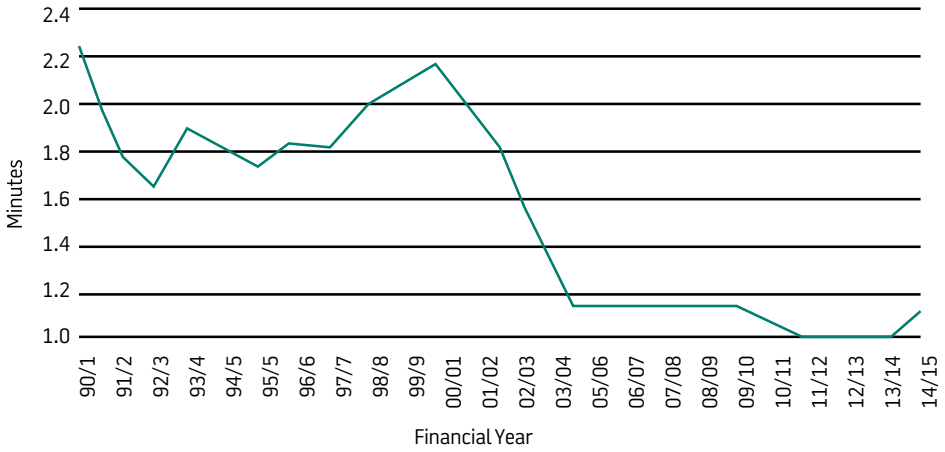
Congestion, as always, is caused by demand exceeding supply. What is interesting about the recent sharp rise in congestion in central London – increasing by 12% per annum since 2012(Inrix London congestion trends May 2016) is that it is mainly a supply side problem. Demand for road space has remained relatively flat, with the growth in LGV's and private hire being largely offset by a decline in car traffic. It is the substantial reduction in road space, with planned roadworks increasing by 362% over the last 3 years, which has led to significant increases in congestion. It is to be hoped that many of the road closures are temporary with major capital works such as Crossrail and Cycle Superhighways reducing available road space.

The knock on effect for buses in London is that bus speeds have declined faster than anywhere in the UK over the last few years. This comes on the back of decades of relative success in protecting bus passengers from traffic congestion through effective bus priority measures, such as red routes and other initiatives, and the introduction of thecentral Congestion Charging Zone (CCZ) in 2003. Speeds increased by 14.6% (comparing speeds 3 months before to 3 months after) in the CCZ following the introduction of the charge, however, since 2004 bus speeds in London have been gradually decreasing to below pre congestion-charging levels. Bus operations have suffered as a result. Bus kms lost for traffic reasons rose from 1.8% in 2012/2013 to 2% in 2014/15 and average excess waiting time (mins) on high frequency services rose from 1.02mins to 1.09mins.

LOST KILOMETRES BY CAUSE



EXCESS WAITING TIME FOR HIGH FREQUENCY BUS SERVICES



The greatest decline in speeds was noticed in Tower Hamlets and Lewisham with reductions in excess of 3% per annum, with the south-east the worst-affected region. Route level data reflects this picture, with 474 routes out of 528 considered showing a decline in speed in 2015/16, 158 of which declined by more than 5% (routes with low levels of service operated were discounted). TfL has closely monitored bus speeds in London since shortly before the introduction of the congestion charge in February 2003.

Bus speeds in Central London have declined by around 7% in the last 8 years (see graph below). Working on the basis that average urban bus speeds in the UK have historically been decreasing by around 1% per annum, then on one-third of London bus routes they have been decreasing in speed by more than five times higher than this average over the past year. The current speed of the Route 11 bus which is averaging 4mph in the peak, epitomises the level of crisis that this has become for the capital and something the new London Mayor, Sadiq Khan, must prioritise.

TfL are facing swinging cuts to their revenue budget. Public transport is expected to operate without any revenue subsidy by the beginning of the 2018/2019 financial year. London and Hong Kong will be the only major cities in the world to achieve these target. The new Mayor has committed to a fares freeze which raises the question who is going to pay for bus services in London if it is not coming from the taxpayer and passengers will not make up the difference in higher fares. The solution is to operate buses more efficiently by improving their speed. If London is to eliminate the £461 million per annum subsidy its bus network then bus speeds would have to improve by 24%.

The rise in congestion is reducing TfL's potential bus revenue and is not being fully offset with patronage gained from elsewhere on the public transport network. TfL is working to reverse the loss of bus revenue and patronage through a combination of special route relia-bility measures, improving the flow of traffic through new bus priority initiatives and through greater incentivisation of performance in outer London.

London Buses have already become the butt of media jokes in the media with speeds being compared unfavourably with a donkey (ref Sun) and a chicken (ref Hackney Advertiser). Some of these media comparisons on journey times in London are worst case scenarios and made in a jovial manner. While bus speeds in London have fallen dramatically in recent years they provide an insight into where the trends are taking us in the rest of the country unless radical action is taken especially given that congestion in inner London is projected to rise by 25% and in outer London by 15% by 2031.

London has led the world on cashless buses, which have had a dramatic impact on reducing dwell time at bus stops. The 0.5 seconds per transaction on London buses is unrivalled anywhere in the world. Dwell time has been cut by at least half. Transport for London believes that the total run time of buses has been reduced by about 7-10%.

Most of the operating cost of buses is directly driven by run time, so that translates into a straight saving of some £120-180m annually. This dwarfs the one-off cost of introducing Oyster (£50m) and contactless (£68m).

If London-style cashless buses and contactless payments could be extended to the rest of the UK, bus journey times would improve by up to 10% by halving dwell time at bus stops.

AGENDA ITEM 10

Environment Committee

14th July 2016

Title	**Car Club Expansion in Barnet**
Report of	Commissioning Director for Environment
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A - **Car Club Strategy: Technical Appendix**
Officer Contact Details	Jamie Cooke, Strategic Lead for Effective Borough Travel Tel: 0208 3592275 - 07885 213313 jamie.cooke@barnet.gov.uk

Summary

At Environment Committee on 8th March 2016, Councillor Salinger requested that a report be produced that examines the potential to expand car clubs in Barnet. This report focusses on an expansion of current car club availability, electric vehicle car clubs, the clubs and infrastructure that already exist within the borough, and the potential advantages in supporting this approach in the future.

Recommendations

1. That Committee approve the expansion of electric vehicle car clubs within Barnet on a "mixed economy basis" so that the borough can benefit from different variants of electric car club from multiple providers.

2. That the installation of electric vehicle car club infrastructure will be carefully considered by the Commissioning Director for Environment and therefore consultation will be conducted with Ward Members in making decisions related to the locations identified for the infrastructure.

1. WHY THIS REPORT IS NEEDED

1.1 Background

Car clubs are a key component of the Mayor of London Transport Strategy. Car clubs offer a flexible method of urban mobility to encourage behavioural change in travel patterns through the provision of greater choice on a journey by journey basis.

London represents 85% of the UK Car Club market. The car club Coalition (CCC) was established in September 2014 and represents Car Club operators, London Councils, the Great London Authority (GLA), Transport for London (TfL) as well as other key stakeholders.

The central vision for the CCC is to ensure one in ten Londoners by 2025 are car club members. The Vision for the CCC's car clubs strategy is based on ten key action points which include:

- Developing a monitoring framework to assess the impact of car clubs.
- Working with stakeholders to support car clubs.
- Transforming London's public sector fleets.
- Building capacity and creating a framework for policy development.
- Helping Londoners make the switch from private cars.
- Making parking management smarter and easier.
- Driving the uptake of low-emission vehicles.
- Transforming the profile of car clubs in London.
- Driving the uptake of car clubs in London's commercial fleets.
- Car club integration.

1.2 Benefits of Car Clubs

Transport for London's (TfL) 'Road Task Force Report' (RTF) estimated that:

- Congestion costs London's economy £4bn per year.
- Poor air quality from road based transport is leading to an estimated 4,200 premature deaths per year.
- London's population is forecast to grow 14% during the period 2011-2021, which could outweigh the relative decline in car ownership & usage in London witnessed over the past decade.

  The Road Task Force Report identified car clubs as a means to improve air quality and reduce congestion. Car clubs have eight principal benefits:

- Modal Shift: Car clubs alongside public transport, walking and cycling, provide an attractive mix of mobility services to promote a shift from private car use.

- Accessibility: Car clubs in areas where there are fewer public transport or alternative mode options provide access to services and opportunities.

- Air Quality: Car club cars are more efficient than private cars, especially where electric cars are employed.

- Reducing congestion: through reduced car ownership.

- Improving air quality: by reducing the number of private vehicles on the road and by switching from traditional internal combustion engine cars to electrically powered vehicles.

- More efficient/flexible use of space: by better road space management.

- Reduced need for commercial fleets: as companies can utilise car club vehicles rather than having to purchase their own fleet.

1.3 Types of car club operation

There are three main types of car club operation which cater for different types of journey requirement:

- Round–trip car sharing involves a car club member booking a specific car, located in a dedicated parking bay, for a nominated period of time and then returning the car to the same dedicated parking bay, before the end of the reserved time.

- Fixed one-way car-sharing involves a car club member reserving an available car at a designated parking bay and driving to another designated parking bay, where the reservation ends.

- Floating one-way car-sharing involves a car club member using a Smartphone application to identify a suitable vehicle, reserving that car and then driving it to their required destination within a specified geographic operating area, where the reservation ends.

At the current time, the most popular operating model in London is the 'round trip' system which has operated in London for more than a decade and also includes most peer to peer car sharing.

1.4 Existing Current car club provision in Barnet

There are three main suppliers of car clubs in Barnet:

- E-Car (electric vehicle car club);
- Zip Car (conventional car club)
- EasyCar Club (Peer to Peer Car Club Sharing)

1.5 Existing Electric Vehicle Car Clubs and Electric Vehicle Charging Infrastructure in Barnet

In December 2015, the Council, in partnership with E-Car, launched a two vehicle car sharing scheme that allows residents to hire an electric car by the hour. The cars are based at Barnet House in Whetstone where there are two electric vehicle charging points which are reserved exclusively for the E-Car Club users.

E-Car provides its members with hourly car hire 24 hours a day, all year round. Members of the car club can use the two Renault ZOE cars for £5.50 per hour or £45 a day, which includes the charge, insurance, congestion zone exemption and a source charging card (which can be used on participating charge points). Barnet also has twenty five publically available charging points outside of the car club specific devices. Four of these are council controlled electronic charging locations within the borough which are available to all members of the public.

These are located at:

- Lodge Lane Car Park, North Finchley, N12
- Finchley Road, Temple Fortune, NW11
- High Road, East Finchley, N2
- Bunns Lane Car Park, Mill Hill, NW7

Appendix A: *Car Club Strategy: Technical Appendix* provides more details of the borough's existing electric vehicle car club infrastructure.

2. REASONS FOR RECOMMENDATIONS

2.1 Recommended Option

The recommendation for the expansion of car clubs in Barnet is that the Council pursues a "mixed economy" solution whereby the borough utilises several forms of electric vehicle car clubs from multiple providers. This approach will give the borough the best opportunity to capitalise on emergent technologies in this rapidly evolving area. This approach will also involve expanding the borough's electric vehicle charging infrastructure in order to make electric vehicles a viable alternative for travel throughout the borough.

This approach will deliver the following benefits:

Congestion and parking improvements

A survey conducted by Car Plus discovered that:

- for each car club vehicle provided, 5.8 private cars had been removed from the roads by members who had sold or deferred purchase of a car.
- car club vehicles in London have an average occupancy of 2.28 against the average car which has 1.47.

The Car Club Coalition estimates that the average London resident's car is used for only 4.6 hours a week. This implies that it is parked for 97% of the time which is both an inefficient use of the road space and the vehicle itself.

All of these factors suggest that a greater uptake of car clubs in Barnet would reduce traffic congestion and ease pressure on parking resources.

Air Quality improvements

Whilst it will not be possible to control the supply of vehicle types to other car clubs and peer to peer operations, the Barnet car club market with its electric vehicles will provide considerable air quality benefits at the point of usage.

Barnet's electric vehicle car clubs will also be useful in promoting electric vehicles to a wider audience, with resulting benefits of improved air quality from electric vehicles replacing fossil fuel equivalents.

Safety Improvements

Circa 85% of London's car club vehicles meet the Euro NCAP (Crash testing) NCAP five star plus or Five Star standard rating. Another 13% of London's car club vehicles meet the acceptable NCAP four star plus standard. This means that promoting car clubs in Barnet could move residents away from ownership of older vehicles with a lesser NCAP safety rating.

Social Inclusivity

Research performed by Car Plus estimates that residents can be around £3,000 per year financially better off switching to car club membership from private vehicle ownership. Electric vehicle car clubs could enable wider access to electric car usage across the borough, with the potential for extending the benefits of electric car use to those on a lower income who cannot currently afford to own and run a motor vehicle.

Business use advantages

Croydon Council ran a pilot initiative to use car clubs for staff travel.

The results of this pilot initiative were:

- A reduction in car travel costs by 42% from £1.3m to £756,000;
- A 52% reduction in Croydon Council employee car users;
- A 42% fall in employee business miles.
- A 36% reduction in annual employee CO2 emissions.

The Croydon Council example demonstrates the many positive effects of switching fleet management to car clubs. This is something that Barnet could replicate throughout the majority of suitable local businesses as electric vehicle successes become more widespread and a greater element of consumer choice in terms of operational models are available.

Details of the Croydon example are available in Appendix A *Car Club Strategy: Technical Appendix.*

2.2 Electric vehicles and electric vehicle car clubs are a fast evolving transport mode in London. The technology involved is still relatively new and so there are many options from providers that are emerging. By adopting a mixed economy approach, Barnet can secure the most flexible service provision possible whilst emergent technology develops.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Develop conventional petrol/diesel powered car clubs

Conventional petrol/diesel powered car clubs already operate within Barnet and do so successfully. However, electric vehicle technology and electric vehicle charging points have developed a great deal recently to the point where they now offer a viable alternative to conventionally powered vehicles. Electric vehicles have significantly fewer vehicle emissions at the point of use than conventional vehicles. The Government forecasts that by 2020 plug-in vehicles will make up around 12% of the cars sold in the UK. This expansion will be due in part to advances in vehicle and battery technology and also as a response to the expansion of charging infrastructure across London and the rest of the UK.

Electric vehicles are also generally smaller than conventionally powered cars and so have the added advantage of taking up less road space. For these reasons it is recommended to develop electric vehicle car clubs rather than conventional petrol/diesel powered car clubs within the borough.

3.2 Adopt a single electric car club service provision from a sole supplier

There are advantages to allowing a single car club operator exclusive rights to operate within the borough. These advantages would be likely to include preferential rates and a uniform and easy to understand offering for Barnet residents. However, as previously stated in this report, electric vehicles and electric vehicle car clubs are relatively new and rapidly emerging areas. Therefore there is a risk of Barnet adopting one particular form of car club too soon and missing out on new developments in the sector. For this reason this option is not recommended.

3.3 Don't actively seek to develop car clubs and allow the sector to evolve without the Council's support.

This option is not recommended as electric vehicles and car clubs will have many benefits for Barnet and are likely to form an important element of the authority's forthcoming Transport Strategy. With several forms of electric vehicle car clubs and electric vehicle charging points likely to be in operation in the borough, a degree of Council support, promotion and coordination will be necessary in order to offer the best possible service to Barnet residents. Simply allowing electric vehicle car clubs to develop on their own via the

forces of supply and demand would risk an inconsistent set of services developing which may be difficult for residents to access.

4 POST DECISION IMPLEMENTATION

If the Environment Committee approve the recommendations in this report as recommended then an action plan will be formulated which will involve:

- Engagement with electric vehicle car club providers to expand current service provision within the borough.

  Work will commence to establish a comprehensive network of electric vehicle charging points (EVCPs) which are required to enable the effective operation of electric vehicles.

- Engagement with residents and resident groups to inform locations of future electric vehicle charging points.

- Engagement with development planning to ensure electric vehicle provision is made at new developments. The integration of car club places within new development planning policy is important to ensure the supply of spaces keeps pace with increasing population growth.

- Consideration of how electric car club infrastructure should be coordinated with other modes to ensure that a car club journey can be integrated with public transport and active travel modes, including cycle sharing to enable the user to prepare a seamless journey.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

Electric vehicle car clubs and electric vehicle charging infrastructure will help promote the Council's Core Values of:

- Fairness: By seeking to balance the needs of road users and provide an alternative variant of car use which will meet the needs of the organisation's wider Transport Strategy.

- Responsibility: By recognising that the existing traditional travel modes within the borough are leading to long term issues with air quality and congestion which means that action must be taken to provide and promote alternative travel modes.

- Opportunity: By making independent car travel available to those who previously could not afford it.

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

5.2.1 Funding for Electric Vehicle Car Clubs and Electric Vehicle charging Infrastructure in Barnet is available from the Office for Low Emission Vehicles. The Council will be able to utilise this funding for its infrastructure. Where electric vehicle charging points are installed in parking bays, the Council, will need to consider the potential loss of parking income and/or the requirement to provide alternative parking bays elsewhere. Thus there is likely to be cost to the Council.

5.2.2 How electric vehicle car clubs and their associated charging infrastructure are procured and the contractual arrangements around this will merit careful consideration in order to secure the most advantageous arrangements for the borough.

5.2.3 Where electric vehicle charging points are installed in parking bays, the Council, will need to consider the potential loss of parking income and/or the requirement to provide alternative parking bays elsewhere. Thus there is likely to be cost to the Council.

5.3 Social Value

Electric vehicle car clubs could enable wider access to electric car usage across the borough, with the potential for extending the benefits of electric car use to those on a lower income who cannot currently afford to own and run a motor vehicle.

5.4 Legal and Constitutional References

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

Section 16 of the Traffic Management Act 2004 states:

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

(a) securing the expeditious movement of traffic on the authority's road network; and

(b)facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing— (a) the more efficient use of their road network; or (b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority and may involve the exercise of any power to regulate or co-

ordinate the uses of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority.

5.4.2 The expansion of Car Clubs within Barnet will assist the borough with the successful execution of its Network Management duties as outlined above as Car Clubs have the potential to reduce congestion on roads by reducing direct car ownership.

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

5.5 Risk Management

5.5.1 As Electric Vehicles are such a rapidly emerging area there is a risk that the Council procures an electric vehicle solution that does not adequately meet the future needs of the borough. This risk will be mitigated by careful planning, engagement with the sector and full alignment of the initiative with the Council's overall Transport Strategy.

5.5.2 All identified risks associated with the Expansion of Car Clubs will be managed Identified risks will be managed in accordance with the Corporate Risk Management Framework.

5.6 Equalities and Diversity

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

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

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

5.6.3 Consideration will be given to how all groups in Barnet can access the new

Electric Vehicle infrastructure, including those residents who have disabilities.

5.6.4 Consideration will also be given as to how and potential removal of car parking spaces may affect specific groups within the borough.

5.7 Consultation and Engagement

Consultation will take place with Barnet residents in order to determine the most appropriate locations for the Electric Vehicle infrastructure. A wider formal consultation will also take place in relation to Electric Vehicles as part of the Public Consultation into the borough's proposed Transport Strategy. This consultation will aim to monitor and capture the views of all residents, including those on lower incomes.

5.8 Insight

5.8.1 Insight on current electric vehicle infrastructure and car club usage throughout London has been used to inform this report. This insight has been provided by a variety of sources.

5.8.2 Further insight will be used to guide future decisions to ensure that the most appropriate service provision is provided in Barnet. Where possible data and insight related to the equality impacts of car clubs will be utilised to guide the strategy and the latter electric vehicle car club implementation.

6. BACKGROUND PAPERS

Appendix A: **Car Club Strategy: Technical Appendix**

Name of Report: Car Club Strategy – Technical Appendix

Author:	*James Duggan*
Date:	*06 July 2016*
Service / Dept:	*LB Barnet Environment Commissioning*

1.1 Types of Charge Point

There are three main Electric Vehicle charging types:

- Slow (up to 3kW) which is best suited for 6-8 hours overnight;
- Fast (7-22kW) which can fully recharge some models in 3-4 hours; and
- Rapid AC and DC (43-50kW) which are able to provide an 80% charge in around 30 minutes.

1.1.1 Slow Charge Points

Slow Charging points were the first and are currently still the most common method of charging electric vehicles in the UK. The standard unit is a single-phase 13 Amp three-pin plug which typically takes 6 to 8 hours to fully charge the vehicle. Nearly all electric models can be slow charged with home or workplace overnight charging is the most common type of charging usage. The slow chargers constitute the first wave of on-street charger and are gradually being replaced by Fast and Rapid units.

1.1.2 Fast Charging Points

The fast chargers reduce EV charging times by around 50% relative to the slow charge equivalents by more than doubling the current to 32 amps (7kW). This reduces the typical overall charge time to between 3 to 4 hours. This technology is increasingly replacing the initial slow on street slow charging points. The fast charge supply is not compatible with as many types of electric vehicle as the slow charger, and often requires a separate adaptor.

1.1.3 Rapid Charging Points

There are two types of rapid chargers:

- Rapid AC Chargers (up to 43kW); and
- Rapid DC Chargers (up to 50kW)

Rapid AC chargers provide a high power alternating current (AC) supply with power ratings up to 43kW. At this level of power, an electric vehicle can typically be charged to 80% in less than half an hour. Rapid DC chargers are currently the most common rapid chargers and provide a high power direct current (DC) supply with power ratings of up to 50kW, also charging a typical electric vehicle to 80% in half an hour.

1.2 Existing Car Club Electric Vehicle Charging Points in Barnet

In December 2015, LBB in partnership with E-Car launched a two vehicle car sharing scheme that allows residents to hire an electric car by the hour. The cars are based at Barnet House in Whetstone where there are two EVCP reserved exclusively for the E-Car Club users (Figure 1 and Figure 2).

Figure 1 EVCP at Barnet House

Figure 2 Electric Car Club Vehicles at Barnet House

1.3 Other existing Electric Vehicle Charging Points in Barnet

The current publically accessible Electric Vehicle Charging Point (EVCP) locations within LBB have been collated with information from:

- SourceLondon (https://www.sourcelondon.net/); and
- ZapMap (http://www.nextgreencar.com/electric-cars/charging-points/)

In total there are twenty five publically available charging points outside the car club specific devices, which have between them fifty four charging pins.

This includes the first four council controlled EVCP locations within the Borough which are available to all members of the public.

These were located at:

- Lodge Lane Car Park, North Finchley, N12 (Figure 3)
- Finchley Road, Temple Fortune, NW11 (Figure 4)
- High Road, East Finchley, N2 (Figure 5)
- Bunns Lane Car Park, Mill Hill, NW7 (Figure 6)

Table 1 LBB EVCP locations

Figure 3 Location of Lodge Lane Car Park EVCP

Figure 4 Location of Temple Fortune EVCP

Figure 5 Location of East Finchley EVCP

Figure 6 Location of Bunns Lane Car Park EVCP

The full information is summarised Table 2 and mapped in Figure 7, where the existing LBB EVCP are shown in the brighter green (and the car club in purple).

Table 2 EVCP in Barnet Summary

Location	Postcode	Source	Owner	Devices	Slow (3kw)	Fast (7kw)	Rapid (43kw)	Rapid (50kw)
Barnet House	N20 0EJ	LBB	Barnet Council	2	2	-	-	-
LBB1_Lodge Lane Car Park, North Finchley	N12 8JR	SL/Zap	Barnet Council	1	-	4	-	-
LBB2_Finchley Road, Temple Fortune	NW11 6XL	SL/Zap	Barnet Council	1	-	2	-	-
LBB3_High Road, East Finchley	N2 9ED	SL/ -	Barnet Council	1	-	2	-	-
LBB4_Bunns Lane Car Park, Mill Hill	NW7 2GD	SL/Zap	Barnet Council	1	-	4	-	-
Brent Cross Shopping Centre	NW4 3TB	- /Zap	Private	4	-	6	-	2
Brent South Retail Park, Brent Cross	NW2 1LS	SL/Zap	Private	1	-	4	-	-
Jemca, Edgware Road, Colindale	NW9 6BH	SL/Zap	Private	1	-	2	-	-
Nissan/K Garage, Watford Way	NW7 2QR	- /Zap	Private	3	2	2	-	1
Scratchwood services	NW7 3HU	- /Zap	Private	2	-	-	1	4
Waitrose, Finchley	N12 8NR	- /Zap	Private	1	-	2	-	-
Waitrose, Mill Hill East	NW7 1GU	SL/Zap	Private	1	-	4	-	-
Waitrose, Whetstone	N20 9HX	SL/Zap	Private	1	-	2	-	-
Fire station, Finchley	N3 2RP	- /Zap	Fire Service	1	-	2	-	-
High Barnet Station, NCP	EN5 5YS	SL/Zap	TfL	6	3	5	-	-
			Total	27	7	41	1	7

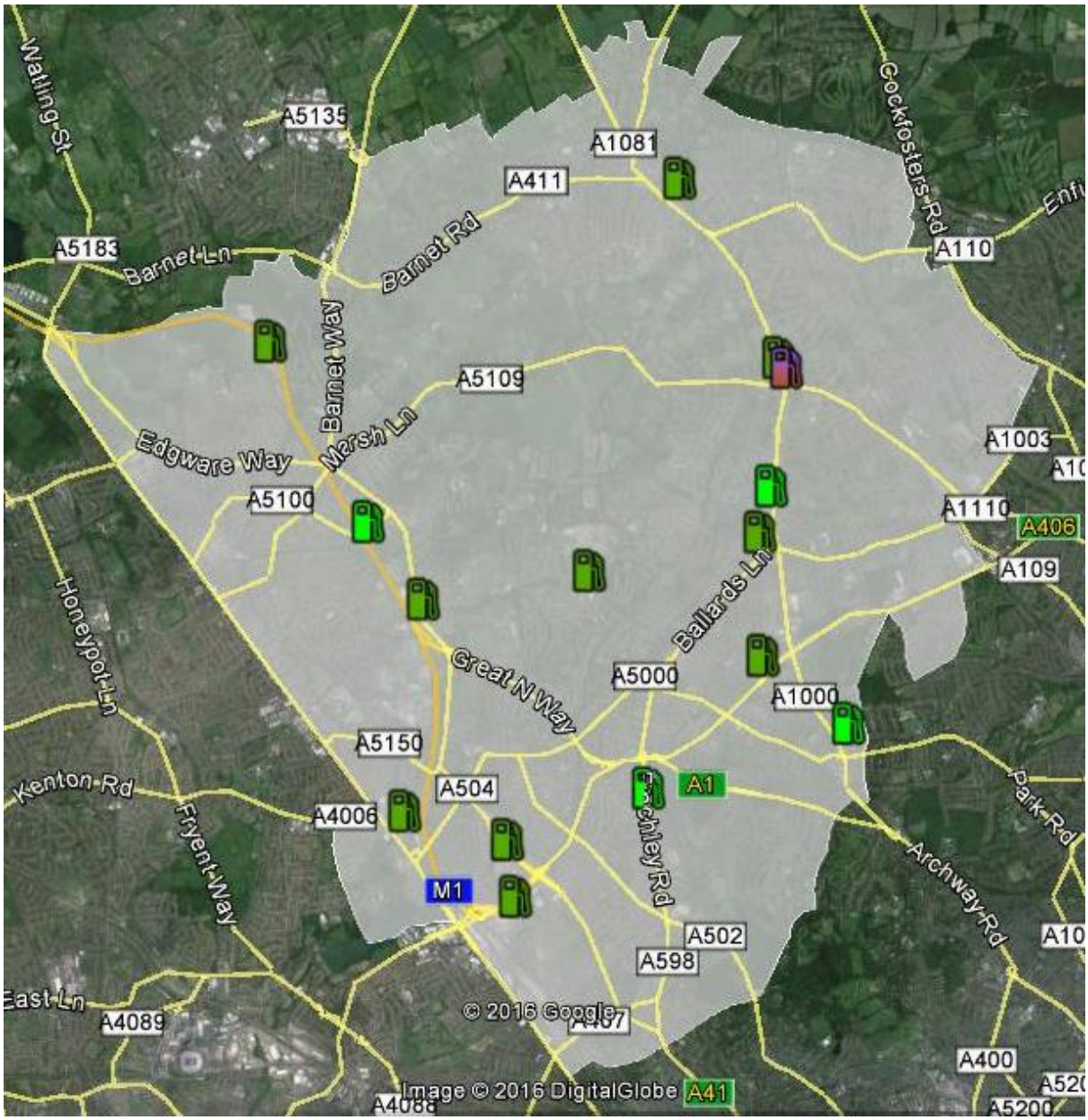


Figure 7 EVCP in Barnet Summary

1.4 Planned Electric Vehicle Charging Point provision within Barnet

The current provision is likely to be supplemented with the addition of four Chargemaster Rapid charger units and an unspecified number from BluePoint London as part of their London wide programme.

1.5 London Borough Barnet Coverage

An example of current provision is shown on the CarPlus website which collates all available car club vehicles (Figure 8).

This image shows available vehicles, including easyCar P2P sharing vehicles which form the majority of available vehicles, within a radius of two miles from the N3 postcode in West Finchley.

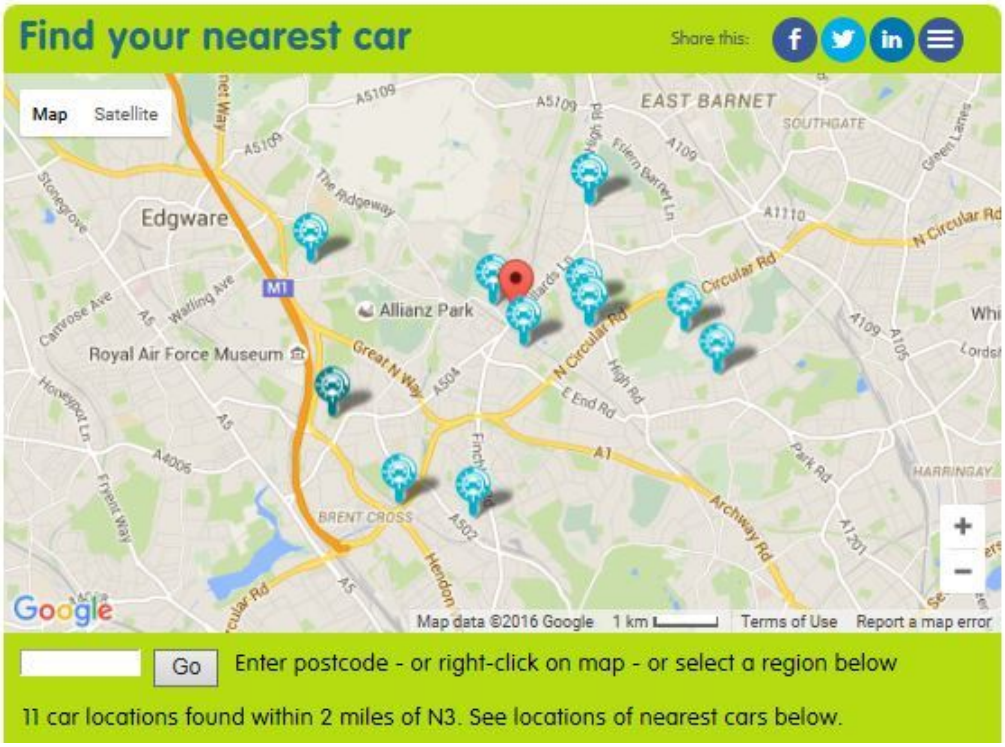


Figure 8 Car Club Vehicles near central Barnet using CarPlus

The thirteen Car Club parking spaces mentioned in the Car Club coalition report which does not include the private P2P provision, are shown in Figure 9.

This consists of 11 ZipCar locations and the two LBB/E-Car Club electric vehicles at Barnet House.

The majority of the existing provision is within London Underground catchment areas.

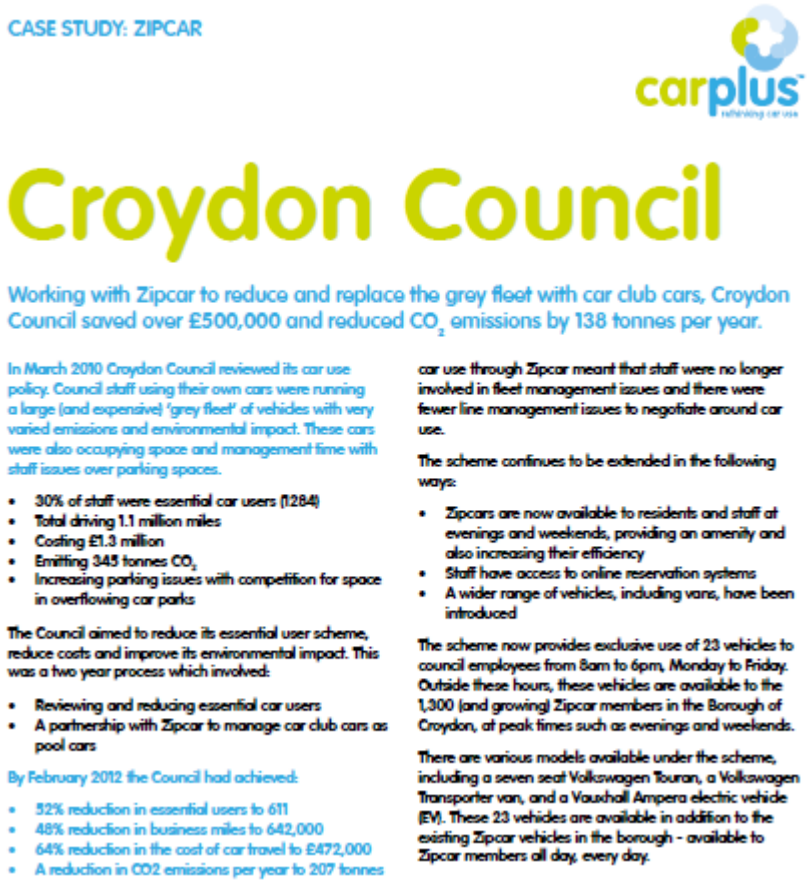
Figure 9 Car Club Bays operated by E-Car Club/ZipCar

2 Document Control

Version	v1
Date created	Wednesday, 06 July 2016
Status	Final

3 Car Club Case Study

3.1 Croydon



CASE STUDY: ZIPCAR

carplus

Croydon Council

Working with Zipcar to reduce and replace the grey fleet with car club cars, Croydon Council saved over £500,000 and reduced CO_2 emissions by 138 tonnes per year.

In March 2010 Croydon Council reviewed its car use policy. Council staff using their own cars were running a large (and expensive) 'grey fleet' of vehicles with very varied emissions and environmental impact. These cars were also occupying space and management time with staff issues over parking spaces.

- 30% of staff were essential car users (1284)
- Total driving 1.1 million miles
- Costing £1.3 million
- Emitting 345 tonnes CO_2
- Increasing parking issues with competition for space in overflowing car parks

The Council aimed to reduce its essential user scheme, reduce costs and improve its environmental impact. This was a two year process which involved:

- Reviewing and reducing essential car users
- A partnership with Zipcar to manage car club cars as pool cars

By February 2012 the Council had achieved:

- 52% reduction in essential users to 611
- 48% reduction in business miles to 642,000
- 64% reduction in the cost of car travel to £472,000
- A reduction in CO2 emissions per year to 207 tonnes

car use through Zipcar meant that staff were no longer involved in fleet management issues and there were fewer line management issues to negotiate around car use.

The scheme continues to be extended in the following ways:

- Zipcars are now available to residents and staff at evenings and weekends, providing an amenity and also increasing their efficiency
- Staff have access to online reservation systems
- A wider range of vehicles, including vans, have been introduced

The scheme now provides exclusive use of 23 vehicles to council employees from 8am to 6pm, Monday to Friday. Outside these hours, these vehicles are available to the 1,300 (and growing) Zipcar members in the Borough of Croydon, at peak times such as evenings and weekends.

There are various models available under the scheme, including a seven seat Volkswagen Touran, a Volkswagen Transporter van, and a Vauxhall Ampera electric vehicle (EV). These 23 vehicles are available in addition to the existing Zipcar vehicles in the borough - available to Zipcar members all day, every day.

Figure 10 Case Study - ZipCar/Croydon

3.2 Woking

CASE STUDY: ENTERPRISE CARSHARE

carplus

Car club pool cars

"Enterprise CarShare has helped us change how employees think of business trips. Without the perceived perk of mileage reimbursement and how it can encourage them to drive more than they need to, our employees take a more considered approach to their travel planning. In fact, many now see the programme as an additional staff benefit...We've been able to drastically cut down the grey carbon footprint,and get employees thinking about when, why and how they travel. We're driving a real cultural change." David Johnson, Corporate Strategy Manager at Woking Borough Council

Enterprise CarShare is a bespoke car sharing platform that facilitates the creation of an intelligent, virtual fleet.

Enterprise currently operates more than 133 vehicles to 23 pool car programmes in the UK across Local Government, NHS Trusts and Universities. Set up in 2007, Enterprise CarShare is the pool car product of Enterprise Rent-A-Car.

It was created to bring both economic and environmental benefits public sector in a time of austerity.

Here's why it works:

- Cleaning and maintenance of vehicles, administered local branch employees
- Self-sufficient rental process – keyless access to the reservation system
- No commitment to one vehicle—driver can select CarShare vehicle for every new rental
- Fuel card can be stored in the vehicle
- Ability to view vehicle availability - plan and book meetings appropriately
- Booking efficiency - varying from a 30 minute rental to an overnight hire
- Membership Scheme – providing heightened security and control
- Significant cost savings - enabling clearer budget control
- Comprehensive management information supplied

The operational benefits of CarShare are clear. Furthermore, Enterprise is focussed on delivering the quantifiable evidence that makes the benefits clear and transparent.

Enterprise is delighted to confirm that in existing programmes throughout the UK, CarShare has produced, savings of 20% and has reduced CO_2 emissions by 30%.

Figure 11 Case Study - Enterprise Carshare/Woking

3.3 Housing association

CASE STUDY: E-CAR CLUB

carplus

Electric car growth

E-Car Club is the UK's first entirely electric car club operator. Its cars are used in a variety of ways in residential, business and partnership schemes.

The Housing Association

Poplar Housing and Regeneration Community Association (HARCA) is a Social Landlord with 5000 properties in the south-east of Tower Hamlets.

"Poplar HARCA's partnership with E-Car and resulting electric vehicle car club has been a real success, providing a variety of benefits to our business. Access by staff to our conveniently located vehicles offers increased flexibility to business journeys that many need to take regularly. Consequently we have more face to face contact between colleagues in our hub offices and a clean, 'hi tech' and novel transport method for receiving guests and showcasing the area.

Interest from local residents has been hugely encouraging with over 80 resident car club members already and plans to explore affordability still further. With other local partners we now aim to expand the car club infrastructure significantly, maximising both its practical potential and also the powerful symbolic and educational message it conveys in tandem with our wider Green Programme."

Nick Martin, Poplar HARCA

The Resident

"I have always found it easy to use an E-Car. Simple. Just plug it in when you are finished. I mainly do the big shop and take it into the city. There's no congestion charge for E-Cars, of course. What I really like is that it's always available. And it's cheap. It saves me something like a £1000 a year not having to pay for the insurance, petrol and so on. This is one of the great plus points for the community, too. It's economical and it's green."

Sonni Clugston, London

Business user

"I work in the rail industry which produces a rather sizeable carbon footprint. We are all keen to reduce this and to be seen doing it. The E-Cars are ideal for the sorts of frequent, short to medium range journeys we often do in and around our HQ in Milton Keynes. I use the E-Cars routinely for meetings. On an average trip I'm likely to do 40-50 miles and sometimes take others with me. So, it's the reduced environmental impact that springs to mind when I think of the benefits of E-Car use. And it's no hardship. These cars are surprisingly smooth and comfortable."

William Spencer, Milton Keynes

The University

The University of Hertfordshire E-Car Club launched with with 3 cars available to hire by the hour across 2 campuses.

"The scheme has offered multiple benefits to the University; reducing the cost and environmental impact of each journey undertaken by staff for meetings, removing the need for students to bring a car to University and improve the travel choices for staff, students and the local community."

Dr Scott Capsey, University of Hertfordshire

Figure 12 Case Study - E-Car Club/Housing Association

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AGENDA ITEM 12

Environment Committee

14th July 2016

Title	**Highway Maintenance – Proposed Footway Treatment Types**
Report of	Commissioning Director for Environment
Wards	All
Status	Public
Urgent	No
Key	Yes
Enclosures	Appendix 1: Unit Costs and Suitability of Footway Types Appendix 2: Standard Footway Details Appendix 3: Accessibility and Tree Surround Details
Officer Contact Details	Richard Chalmers Richard.Chalmers@capita.co.uk Tel: 020 8359 7200

Summary

1. Following the 11th January 2016 Environment Committee decision, this report proposes footway treatment types, which are based on best practice whole life costs principles, in more detail and provides guidance for their suitability and application on the Council's footways.

2. This report also updates the Committee on the results of the treatment type trials and their service benefits and costs.

Recommendations

That the Committee:-

1. Note the trials carried out using the proposed footway treatment types, as detailed in paragraph 2.18 and Appendices 1 and 2 of this report.
2. Approves the use of the footway treatment types, as detailed in paragraph 2.18 and Appendices 1 and 2 of this report.

WHY THIS REPORT IS NEEDED

1.1 This report updates the Committee on the results of the trials carried out using four proposed footway treatment types at selected locations and seeks approval to adopt these treatment types as standardised materials for use in all future footway renewal planned maintenance schemes. These footway types are based on the highway asset management best practice concept of whole life costing.

2. REASONS FOR RECOMMENDATIONS

Network Recovery Plan

2.1 A presentation was made to the Members Working Group on the 2nd October 2014 to explain Highway Asset Management best practice and 'The case for a long term effective funding plan'. The LBB network in common with many authorities has an extensive backlog of maintenance works and high levels of customer demand for maintenance.

2.2 The discussion highlighted that a strategy is needed that is based on understanding and projecting the long term **whole life costs** of keeping an asset safe and serviceable during its 30-40+ year life i.e. not only the initial construction cost.

2.3 The presentation highlighted key factors to be taken into account regarding the toolbox of cost effective Network Recovery Plan footway maintenance treatments to account for whole life costs and recover the backlog:-

(i) The current backlog of maintenance requires at least £13m per annum of capital investment for planned maintenance (carriageway and footway) plus annual revenue reactive expenditure. Notwithstanding the current £50m investment over 5 years this level of year on year investment is not sustainable and therefore funding pressures will always exist and maintenance treatments must therefore be affordable. The current 5 year capital funding must be maximised.

(ii) The size of the footway network across the whole Borough is 3.5 million square metres. In recent years less than 1% of the total surface area of footways has benefited from planned maintenance each year. This has been as a result of a tendency to reconstruct complete lengths of footways at a high average square metre repair cost – typically >>£75/sq.m.

(iii) This approach resulted in >>99% of LBB footways not receiving any planned maintenance each year despite a significant demand from all wards. As a result LBB has to fund an annual reactive repair budget in excess of £1m for footway repairs to meet its statutory safety requirements. In 2015-16 with an injection of £7.7 m funding and a changing approach to treatments this percentage has only increased to just under 4%. However, the percentage

treated needs to be much higher to achieve the necessary network recovery plan as part of the LBB Highway Asset Management Plan**.**

(iv) To significantly increase the surface area of the footway network to be treated will necessitate the more affordable and sustainable repair treatment options and more preventative maintenance. Complete reconstruction 'dig out' of footways is (a) not necessary and (b) not affordable. Sections of existing footway which remain serviceable and stable will not be replaced in the initial five year plan.

Whole Life Costing of Footways

2.4 The primary purpose of the footway is to provide a safe surface for pedestrians to walk on. The 'definitions' of safe are dealt with via the Highways Act 1980 and Code of Practice guidance and in the LBB Inspection Manual. A system of scheduled safety inspections based on a risk management approach is in place to ensure LBB can apply its' Section 58 defence if claims are made against the authority. This legal duty applies to LBB's 3.5 million square metres surface area of footways.

2.5 Paragraphs 2.6 – 2.23 discuss a range of issues and factors that need to be taken into account when considering whole life costs and of standardised treatment options that are affordable. The proposed footway treatment types are included at Appendix 2.

Design Suitability

2.6 There are two commonly used construction types for pedestrian footways:-

- concrete paving slabs (various sizes) including concrete modular bricks or blocks
- flexible construction – tarmac/bituminous/asphalt materials

Numerous styles and combinations of these construction types exist across the UK network and within LBB. This is inevitable given that many footways have been in place for more than 40 years.

2.7 Flexible construction (usually referred to as tarmac/asphalt) unit rates are generally lower than precast concrete slab construction. Unit rates can sometimes be affected by local commercial supply chains. The current LBB LoHAC contract has unusually slightly lower rates for slab constructions when compared to tarmac/asphalt. However, these rates need to be disregarded as the current contractor has advised that the rates as tendered some years ago are not commercially sustainable. An open market re-procurement is being undertaken to obtain a representative cost rate comparison between the proposed footway treatment types details (Appendix 2) for precast slabs and tarmac that can be applied to the LBB Network Recovery Plan footway programme. Such analysis will include specific network recovery footway treatment standard details that can help LBB achieve the percentage surface area preventative maintenance targets for the next 4 years of the 5 year plan.

2.8 A brand new footway, such as those now being built on new developments or regenerations projects, has a design life of 25 years before needing significant

resurfacing or reconstruction works. The Authority is legally responsible under the Highways Act for keeping the footway safe and increasing maintenance works will be needed as the footway gets older. The reality of funding levels for highway maintenance is that footways will actually need to be maintained for at least double their design life i.e. more than 50 years. The case for effective funding actually identified that at pre NRP levels of funding and areas being treated each year *"Barnet residents can expect their footways to be resurfaced every 140 years"* due to lack of investment and restrictions of budget.

2.9 The Council has a duty under Section 41 of the Highways Act 1980 to maintain the highway. LBB has adopted an inspection regime which meets the recommendations of "Well Maintained Highways", the Code of Practice for Highway Maintenance which allows the Council to maintain a defence from third party claims under Section 58 of the Highways Act 1980. For example the busiest town centre footways are inspected monthly and footways with less usage, such as in some residential areas, less frequently. These inspections generate repair works and the management, inspection and repair costs are part of the whole life costs.

2.10 Safety defects in pedestrian footways are mainly caused by damage from vehicles – cars and vans and heavy goods vehicles driving on the footway or regularly parking on the footways. Another major cause of damage is urban street trees and their root systems. These causes of damage generate a regular need for inspections, member and customer requests for service via the Customer Hub and the web based Report IT system, and regular instructions to contractors for repair works. All of these have a financial cost and contribute to the direct whole life cycle cost. Currently LBB has to make available a reactive annual budget of £1.9m for safety defect repairs of which over £1m is spent on footway repairs. The average cost of a reactive safety temporary defect repair to a localised cracked slab or a pothole is £57 (*Annual Local Authority Road Maintenance (ALARM) Survey 2015)*.

2.11 Safety defects also create the potential for claims (indirect Whole Life Cycle costs) to be made against the Highway Authority which creates a cost liability for LBB. The annual financial liability for LBB for footways is on average £450,000 per year with the most expensive claims usually sustained by personal injury. In urban locations such as LBB this cost is a major part of the whole life cost consideration.

2.12 The cumulative cost of the initial construction cost plus the total cost of reactive maintenance (direct costs) to the footway together with any claim liabilities (indirect costs) during its 25-30 year design life is the total **whole life financial cost**. The best practice approach is to minimise the whole life cost**.**

2.13 In addition to the direct financial costs are a range of indirect costs not readily measured, but nevertheless important. These include the costs of processing customer service requests and complaints, ad-hoc inspections and investigating and preparing reports to defend insurance claims.

Adoption of Standardised Footway Maintenance Design Specifications

2.14 The choice of footway treatment types has a significant impact on the financial liabilities for a Highway Authority over an extended period of time. Research organisations including the Transport Research Laboratory (TRL) which advises key organisations on maintenance policy and strategy have analysed the relative costs between slabs and flexible construction. The whole life costs for slab construction footways in urban environments were found to be higher due to the increased incidence of repairs and claims.

2.15 Concrete slab footways can have many benefits if placed in the right environment but they are not suited to being overrun by cars or heavy goods vehicles which inevitably crack the slabs and damage the underlying foundations causing a weakness that leads to safety defects or a visually unattractive cracked surface whilst still remaining serviceable. They are not suited to narrow footways due to bonding patterns and also footways with trees with growing roots that need to be accommodated. They also do not cope well with being excavated by statutory undertakers laying new services or making repairs. When slabs are laid in locations not well suited such as those described above they can also result in complaints for disability access groups. **Slab construction footways with some or all of these unsuitable characteristics represent a heightened risk to the authority with an increased probability of claims and reactive maintenance costs.**

2.16 The role of the Operational Network Hierarchy is also a factor in the choice of repair options as it identifies locations with high pedestrian activity and probability of risk. The hierarchy used in conjunction with the key factors such as footway width, trees in the footway, parking on the footways (whether formal or informal), vehicular crossings to properties and the like will guide the best choice of material to minimise whole life costs and risks. **These factors where present would dictate that a flexible bituminous type footway construction is best suited to long term maintenance and managing the risk of safety defects.** The proposal for flexible tarmac construction can include some form of design that incorporates elements of block paviors for vehicle crossings or for small areas of decorative features to enhance the visual appearance of the area and improve the cosmetic appearance of the street scene.

2.17 A study undertaken in 2006 by the Independent Transport Research Laboratory (TRL) which was reported to the 11th January Environment Committee in detail, modelled the whole life costings over a forty year period of bituminous tarmac footways compared with paved footways. When average costs and typical maintenance regimes were used to model the whole life costs, it was discovered that the whole life costs of the bituminous tarmac footway were 77% of those of the paved footway. Furthermore, when the estimated costs of accidents and insurance claims were factored into the model, the whole life costs of the bituminous tarmac footway were found to be 52.9% of those of the paved footway.

Standardised Designs

2.18 Appendix 1 shows a comparison of unit costs and the conditions that are best suited for the various Footway Types. Appendix 2 details proposals for four footway treatment types each with their own construction cost, anticipated whole life time cost and other advantages and disadvantages specific to their intended locations:

Type 1: All ASP Paving:

Although under the current contractual arrangements paving is marginally cheaper to install, it suffers from many disadvantages including: a larger whole lifetime cost, an incompatibility with urban trees whose roots rapidly damage the paving, an incompatibility with footway parking, vehicle crossovers and vehicle overruns (due to the inflexible nature of the slabs which are rapidly compromised by the weight of vehicles). Therefore this type is recommended for use mainly in town centres and footways which will have no vehicle overrun or maybe susceptible to tree root damage.

Type 2: All Asphalt:

This type is recommended for residential roads as it offers value for money from an initial cost perspective and is less expensive under the current LoHAC contract to install than type one. Additionally it requires less whole life cost maintenance when compared to paving. This type has other advantages including flexibility which makes it suitable for use with urban trees and vehicle crossings, footway parking and vehicle overruns.

Type 3: Asphalt footway with block paving crossovers and margins:

This type shares many of the benefits of type 2 above, however it is the most expensive of the options to install, mainly due to the increased quantity of block paving required.

Type 4: Asphalt footway with block paving crossovers:

This type also shares many of the benefits of type 2 and is currently slightly cheaper under the current LoHAC contract rates. However, when the current contract is re-procured this type could become more expensive under new contractual arrangements. This type also has the advantage of breaking up the area of asphalt footway with the block paving and improving the overall appearance.

Exceptional Enhancements

2.19 Whilst the types above will be suitable for the vast majority of residential areas it is recognised that some developments and conservation areas might benefit from enhanced materials which are sympathetic to their environment. This approach will need to be considered carefully and agreed with Ward Members on a case by case basis due to the higher capital cost of these materials and the increased revenue cost of maintaining them. As part of the whole life costing decision it is also recognised that the condition and appearance of footways can contribute to the overall image of an Authority helping to support

growth, regeneration and people wanting to work and live in the Borough. For this reason the concrete paving slab including concrete brick or block pavior type construction is favoured and suited to the busiest economic town centres. The Operational Network Hierarchy identifies the 22 LBB designated town centres as the highest category of footways and it is in these locations that precast concrete slabs are deemed appropriate.

Future Arboricultural Policy

2.20 Urban street trees and their root systems are a major cause of damage to footways which increases the authority's maintenance burden and exposure to public liability insurance claims. However, this damage can be vastly reduced by an effective tree management plan which involves such measures as tree pits and the careful selection of tree species for when new trees are planted. A more significant issue is how established mature trees should be managed when it becomes evident they are causing damage to footways. A working group of officers has been established to review these issues and produce a tree policy for the Borough. This policy will aim to reduce the damage caused by trees, but will crucially also recognise the important role that trees play as valuable Borough assets and the numerous benefits they provide for our residents and visitors. It is worth noting that the asphalt footway construction is especially suitable to environments where urban trees are present.

2.21 Appendix 3 details three materials that are being trialled in the Borough and have been approved by the Council's Tree officer. The edge restraint around the tree will comprise of either a wooden or metal strip adjacent to the paving or asphalt footway and one of the following 3 treatments to allow the tree roots to grow with minimum future maintenance costs:

- Breedon Gravel – a granular material that is compacted and laid flush to the adjacent paving. However, it can overspill on to the surrounding area if frequently trafficked by pedestrians, but can be topped up for future maintenance when necessary.
- Porous paving – this is usually made up of a type of resin bound material containing a coloured aggregate. It is a permeable material with a high quality finish, but is expensive and can only be installed in good weather conditions by specialist contractors. It usually comes with a guarantee for newly installed trees, but will need maintenance as the tree grows.
- Composting mulch – this is the cheapest of the 3 options, can allow for tree growth and be topped up for future maintenance. However, it can easily be disturbed by pedestrian traffic or animals, become unsightly and a regular maintenance issue.

Conclusions and Proposals

2.21 To achieve the LBB Network Recovery long term strategy objectives and best value expenditure requires a maintenance regime that adopts the application

of an asset management whole life costs principles. through cost effective standardised maintenance designs.

2.22 The optimum whole life cost footway treatment standard details default to bituminous/asphalt type products as this approach delivers better long term whole life costs and risk management. The full range of standardised footway details and their associated characteristic and benefits is included at Appendix 2.

2.23 Designated parts of the LBB operational network hierarchy will continue to be maintained using slab construction. Such locations will be identified in the Developer Design Guide and will include the 22 designated shopping town centres.

2.24 Following a request by the 11th January 2016 Environment Committee the following trials using the standardised footway types have been completed:

Standardised Footway Type	Treatment Type	Location
Type 1	All ASP (rigid paving slabs)	Netherfield Road, N12 High Street, Edgware HA8
Type 2	All asphalt (flexible blacktop material)	Brunswick Park Rd, N11 Ashley Lane, NW4
Type 3	Asphalt with grey block paving margin & vehicle crossovers	TBC
Type 4	Asphalt with grey block paving vehicle crossovers	Goodyers Gardens, NW4 Gresham Gardens, NW11 Dersingham Road, NW2

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not applicable to this report

4. POST DECISION IMPLEMENTATION

4.1 The LBB Highway Asset Management Network Recovery Plan planned maintenance programme will be implemented in accordance with whole life costs principles.

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 local partners to create the right environment to promote responsible growth, development and success across the borough. In particular Barnet's local environment will be clean and attractive, with well-maintained roads and pavements and flowing traffic.

5.1.2 The proposal will also contribute to the Council's Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent.

5.1.3 The Highway network is the Council's most valuable asset and it 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 and it is imperative that the additional investment by the Authority provides the best treatment for the borough's footways.

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

5.2.1 This policy aims to ensure optimum value for money from expenditure for LBB Highway Maintenance Managed Budgets and the £50 million of funding for the LBB Network Recovery Plan. Detailed financial scheme costs will be included in the relevant yearly planned maintenance works programme report seeking approval from the Environment Committee.

5.2.2 The 5 year Network Recovery Plan for planned maintenance as informed by the Operational Network Hierarchy supports optimum value for money from the expenditure for LBB Highway Maintenance Budgets by providing:-

- cost effective whole life costs (over 20 years) through maintenance treatments suited to the footway conditions, in particular, instances of footway parking and vehicle overrun.
- a positive transformation from costly and disruptive reactive maintenance 'patching' to planned maintenance.
- reducing LBB financial risk of insurance claim incidences.

5.2.3 The Network recovery plan capital investment will also contribute to delivering a £0.550m saving on reactive highways repairs which is to be achieved from 2019/20.

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 Maintaining the highway so as to allow safe passage of traffic is a statutory duty of the local authority under the Highways and Traffic Management Acts. Section 58 of the Highways Act 1980 provides a statutory defence to an action against a highway authority in respect of damage resulting from their failure to maintain a highway maintainable at public expense if the authority had 'taken such care as in all the circumstances was reasonably required to secure that the part of the highway to which the action relates was not dangerous for traffic'. In determining whether the defence applies, the court shall have regard to the following matters:- (a) to the character of the particular highway and the traffic that might reasonably be expected to use it; (b) the standard of maintenance appropriate for a highway of that character and used by such traffic, (c) the state of repair in which a reasonable person would have expected to find the highway, (d) whether the highway authority knew, or could reasonably have been expected to know, that the condition of the part of the highway to which the action relates was likely to cause danger to users of the highway; (e) where the highway authority could not reasonably have been expected to repair that part of the highway before the cause of action arose, what warning notices of its condition had been displayed.

5.4.2 The Council's Constitution (Responsibility 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 to highways maintenance and the selection of footway materials based on the use of Whole Life Cycle Costing will ensure that the correct treatments are used to provide best value for money thereby minimising future maintenance costs and future third party claims on newly constructed areas of footways.

5.6 Equalities and Diversity

5.6.1 Street design should be inclusive, providing for all people regardless of age, gender or ability. There is a general duty for public authorities to promote equality under Section 149 of the Equality Act 2010. 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.

5.7 **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 and footways affected by the works. Additional communication and engagement will be undertaken on any changes to existing construction materials and the planned maintenance programme periodically updated and included on the LBB website will include materials types.

5.8 Insight

5.8.1 The principle of whole life costs is informed by a significant and ongoing analysis of reactive safety defects, claims and risks.

6. BACKGROUND PAPERS

6.1 Case for Effective Funding – Members Working Group 2nd October 2014.
6.2 Environment Committee 27th January 2015 – Highways Planned Maintenance Programme.
6.3 Environment Committee 10th November 2015 – Highway Network Recovery Planned Maintenance Programme and LIP and Section 106 2015-16 Q2.
6.4 Environment Committee 11th January 2016 – Highway Network Recovery Planned Maintenance programme and LIP and Section 106 2015-16 Q3.

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Unit Costs and Suitability of Footway Types

APPENDIX 1

TYPE	DESCRIPTION	UNIT COST	CONDITIONS				CASE STUDY
			ONH (LOCATION)	FOOTWAY WIDTH	VEHICLE CROSSOVERS	VEHICLES ON FOOTWAY*	
FW T1	All ASP	£68.25/ sq.m.	300 – 600	> 1.2m	No	No	Netherfield Road, N12/ High Street Edgware, HA8
FW T2	All Asphalt	£62.86/ sq.m.	100 – 300	Any	Yes	Yes	Brunswick Park Road, N11 Ashley Lane, NW4
FW T3	Asphalt with block margin and crossovers	£70.62/ sq.m.	200 – 500	> 1.2m	Yes	Yes	Site still to be agreed
FW T4	Asphalt with block crossovers	£67.89/ sq.m.	100 – 400	Any	Yes	Yes	Goodyers Gardens, NW4 Gresham Gardens, NW11 Dersingham Road, NW2

*Overrun on corners or narrow roads and footway parking.

Highway Trees Treatment Types

DESCRIPTION	UNIT COST **	CONDITIONS
Breedon Gravel (Gold)	£38.76/ sq.m.	Conservation areas. Not suitable in town centres or near schools, but to be agreed on a site by site basis.
Porous Paving Surround (Black)	£117.54/ sq.m.	To be considered in all areas, but to be agreed on a site by site basis.
Composting Mulch	£27.86/ sq.m.	To be considered in all areas, but to be agreed on a site by site basis.

**Costs include material supply and lay.

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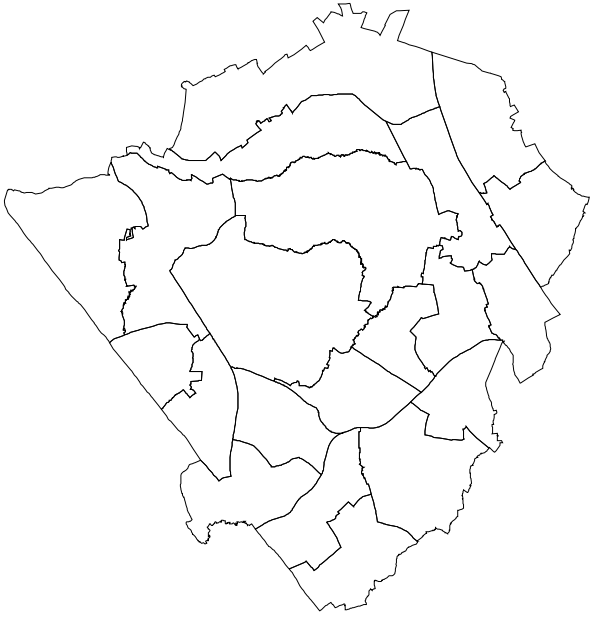
Standard Footway Details

Network Recovery Programme

May 2016

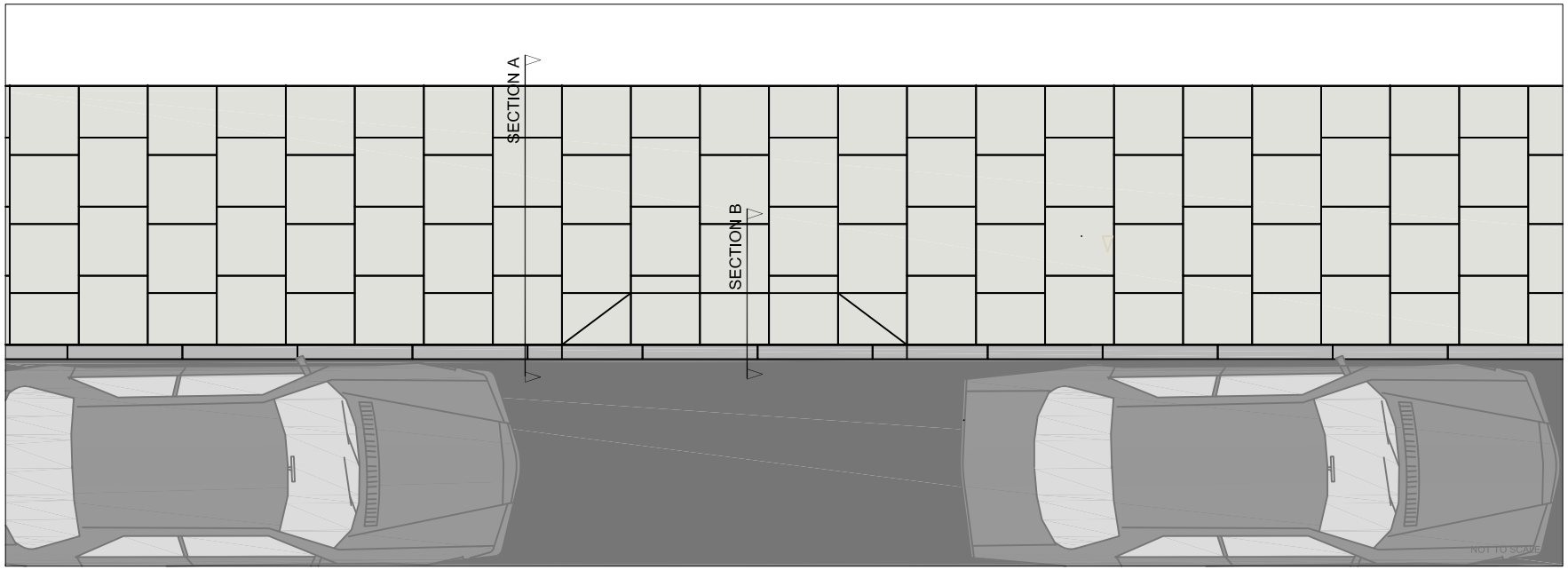


Footway Type 1: All ASP

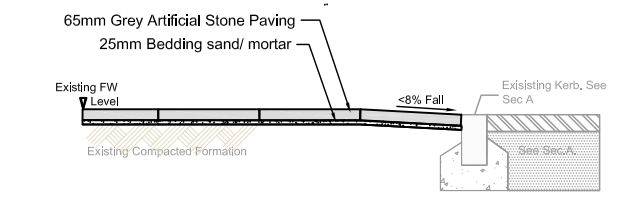
Case Study: High Street Edgware, HA8

Footway Type 1: All ASP

Unit Cost: £68.25/sq.m.



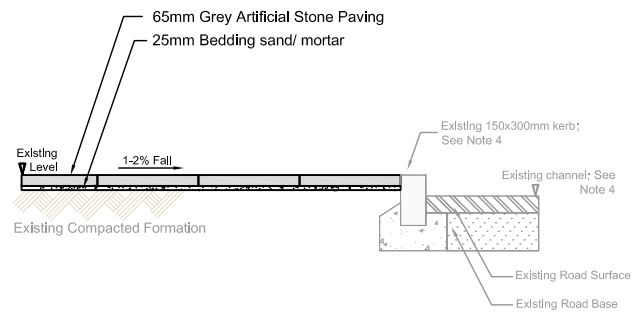
SECTION B: DROP KERB FOR PEDESTRIAN USE TRANSVERSAL DETAIL



NOT TO SCALE

SEE SEPARATE DETAIL FOR ACCESSIBLE PEDESTRIAN CROSSINGS

SECTION A: TYPICAL TRANSVERSAL DETAIL FOR FOOTWAY TYPE 1



NOT TO SCALE

CASE STUDY: NETHERFIELD ROAD, N12

CONDITIONS

- Location: ONH 300 to 600 – **Town Centres** and areas of historic significance
- Footways wider than 1.2m
- NO Footway Parking
- NO Highway Trees
- NO Vehicle Crossovers
- NO Vehicle Overrun

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

All footway relay works will be carried out to comply with H&S regulations, Traffic Management Act 2004, New Roads and Street Works Act 1991, Street Works (Registers, Notices, Directions and Designations) (England) Regulations 2007, Street Works (Charges for Unreasonably Prolonged Occupation of the Highway) (England) Regulations 2009, The Transport for London Lane Rental Scheme;
Failure to comply with the Acts or Regulations outlined above will lead to charges being imposed on the *Contractor* in line with the fines associated with the relevant legislation

NOTES:

1. These details illustrate standard footway construction and are for guidance only. They should be read in conjunction with each scheme's Location and Extents Plan, the relevant Bills of Quantities and the Operational Network Hierarchy (ONH) Review and Management Plan.

2. Planned maintenance footway relay depths will vary depending on existing footway and environmental conditions, and will be agreed prior to construction starting. Sections A and B (1&2) show typical relay depths, with existing formation (not excavated) shown in lighter grey.
New footways will be constructed to full depth in accordance with appropriate design standards (see separate drawing).

3. Pavement designed to comply to the Design Manual for Road and Bridges, and the DfT's Guidance on the use of Tactile Paving Surfaces and Manual for Inclusive Mobility.

4. Existing kerbs and ASPs to be reused in situ whenever possible and when instructed. New materials will only replace existing ones when there is a change to material specifications, or existing material is no longer in a safe, usable condition. This document shows typical kerb arrangement. Kerb details (materials and kerb face) may vary.

5. Footway Verge - Footway widths across the borough are varied. Width of all verges will be optimised to minimise the number of flags or pavers that must be cut down from their original size, allowing for a minimum ASP area width of 1.2m and a maximum verge width of 1m.

6. Vehicle Crossovers - When new crossovers are instructed to be constructed as part of footway relay works, approved widths and confirmation of payment will be provided by the Crossover Team. All existing crossovers will be reinstated to their original width, unless otherwise specified. New and existing crossovers will comply with the guidelines set in this document, and no gradients greater than 10% (1 in 10) will be constructed.

7. Tree pits - Size of tree pit will vary depending on location and site constraints. Tree pits to be reconstructed to original widths, to comply with guidelines set in this document (See Tree Pit Details drawing). Care should be taken to avoid any damage to trees by the contractor as part of the footway relay works and LB Barnet's Green Spaces Team to be contacted prior to any work commencing around any highway tree.

8. Footway Gradients - In order to ensure footways remain accessible to all users, the following gradients will not be exceeded:
- Footway length of 1m and below: preferable 8% gradient; max. gradient of 10% (1 in 10)
- Footway lengths over 1m: preferable 1 to 2% gradient; max. gradient of 2.5% (1 in 40)

9. Edge Restraints - Where the back of the footway does not meet a wall or building, concrete edging will be installed.

10. Unit Costs - Rates shown are relevant to the LoHAC tender documents. No allowance has been made for restrictive working
Rates may vary in future years of NRP.

11. New Developments - Footways constructed as part of new developments shall be built to full depth adoptable standards to meet relevant design criteria. Highways Development Control Team shall be contacted prior to implementation of any works in and around new developments.

REVISION

Revision Details	Design/Check	Date	Rev.
Initial Issue	MDM/ CC	11.11.15	0
Draft 1	MDM/ CC	07.12.15	1
Draft 2 - Tree Detail Added	MDM/ CC	19.02.16	2
Draft 3 - Tactiles Details Added	MDM/ CC	13.05.16	3
Draft 4 - Unit Cost Ammended	MDM/ CC	02.06.16	4

Purpose of issue

CONSULTATION

Client:

BARNET LONDON BOROUGH

PLANNED MAINTENANCE
STANDARD FOOTWAY DETAILS

Drawing title

FOOTWAY TYPE 1: ALL ASP

Scale @ A3 1:1000

Design	Drawn	Checked	Approved
MDM	MDM	CC	RC
Date: 11/11/15	Date: 11/11/15	Date: 11/11/15	Date: 11/11/15

Re CAPITA BARNET

2016/17_FW DETAILS- T1

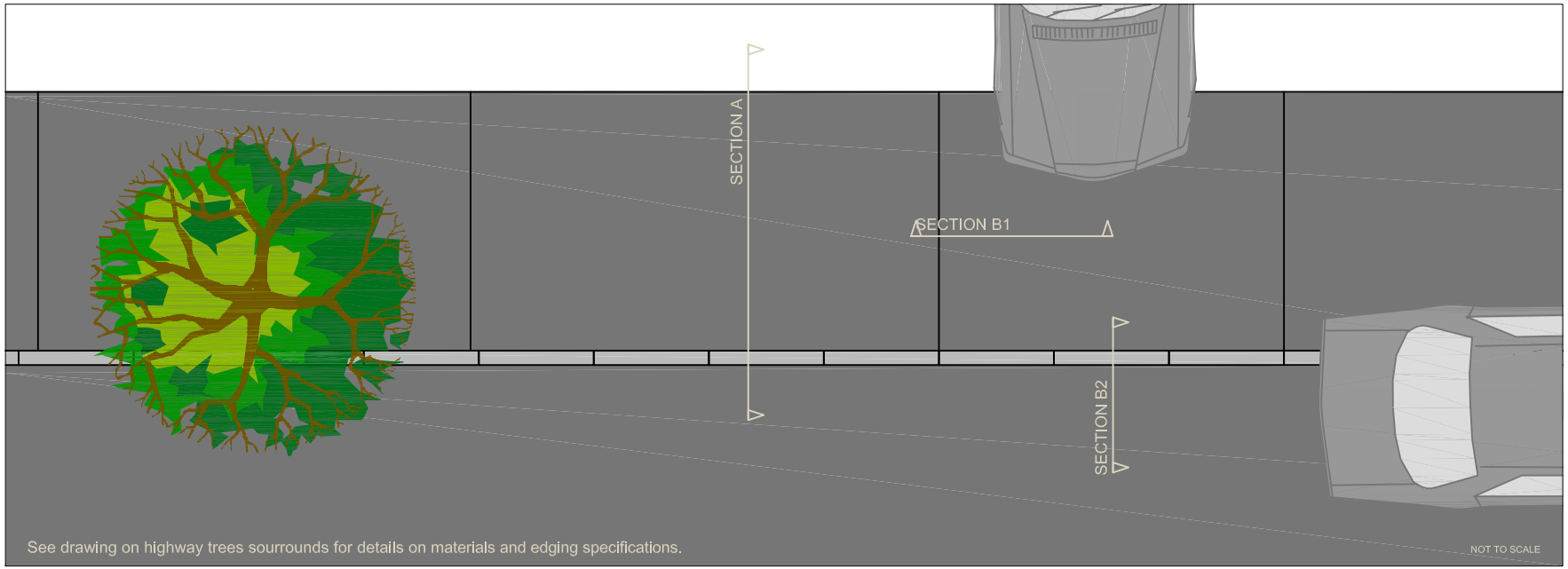
Rev. 4

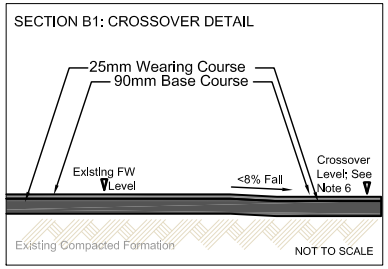
Footway Type 2: All asphalt

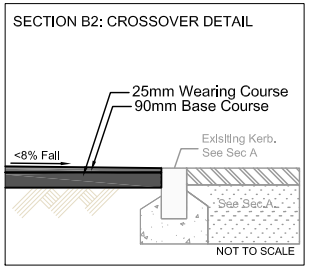
Case Study: Brunswick Park Road, N11

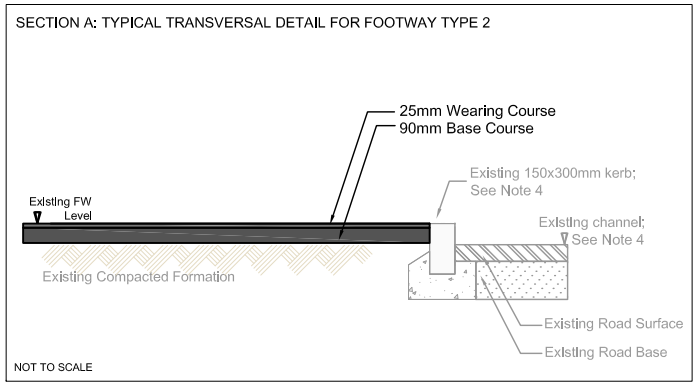
Footway Type 2: All Asphalt

Unit Cost: £62.86/sq.m.









CASE STUDY: BRUNSWICK PARK ROAD, N11

CONDITIONS

- Location: ONH 100 to 300 – **Residential and/ or Rural Areas**
- Footways of any width
- Footway Parking
- Highway Trees
- Vehicle Crossovers
- Vehicle Overrun

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

All footway relay works will be carried out to comply with H&S regulations, Traffic Management Act 2004, New Roads and Street Works Act 1991, Street Works (Registers, Notices, Directions and Designations) (England) Regulations 2007, Street Works (Charges for Unreasonably Prolonged Occupation of the Highway) (England) Regulations 2009, The Transport for London Lane Rental Scheme;
Failure to comply with the Acts or Regulations outlined above will lead to charges being imposed on the *Contractor* in line with the fines associated with the relevant legislation

NOTES:

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2. Planned maintenance footway relay depths will vary depending on existing footway and environmental conditions, and will be agreed prior to construction starting. Sections A and B (1&2) show typical relay depths, with existing formation (not excavated) shown in lighter grey.
New footways will be constructed to full depth in accordance with appropriate design standards (see separate drawing).

3. Pavement designed to comply to the Design Manual for Road and Bridges, and the DfT's Guidance on the use of Tactile Paving Surfaces and Manual for Inclusive Mobility.

4. Existing kerbs to be reused in situ whenever possible and when instructed. New materials will only replace existing ones when there is a change to material specifications, or existing material is no longer in a safe, usable condition.
This document shows typical kerb arrangement. Kerb details (materials and kerb face) may vary.

5. Footway Verge - Footway widths across the Borough are varied. Width of all verges will be optimised to minimise the number of flags or pavers that must be cut down from their original size, allowing for a minimum ASP area width of 1.2m and a maximum verge width of 1m.

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9. Edge Restraints - Where the back of the footway does not meet a wall or building, concrete edging will be installed.

10. Unit Costs - Rates shown are relevant to the LoHAC tender documents. No allowance has been made for restrictive working
Rates may vary in future years of NRP.

11. New Developments - Footways constructed as part of new developments shall be built to full depth adoptable standards to meet relevant design criteria. Highways Development Control Team shall be contacted prior to implementation of any works in and around new developments.

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Draft 3 - Tactiles Details Added	MDM/ CC	13.05.16	3
Draft 4 - Unit Cost Ammended	MDM/ CC	02.06.16	4

Purpose of issue
CONSULTATION

Client:
BARNET LONDON BOROUGH

PLANNED MAINTENANCE
STANDARD FOOTWAY DETAILS

Drawing title
FOOTWAY TYPE 2: ASPHLAT

Scale @ A3 1:1000

Design	Drawn	Checked	Approved
MDM	MDM	CC	RC
Date: 11/11/15	Date: 11/11/15	Date: 11/11/15	Date: 11/11/15

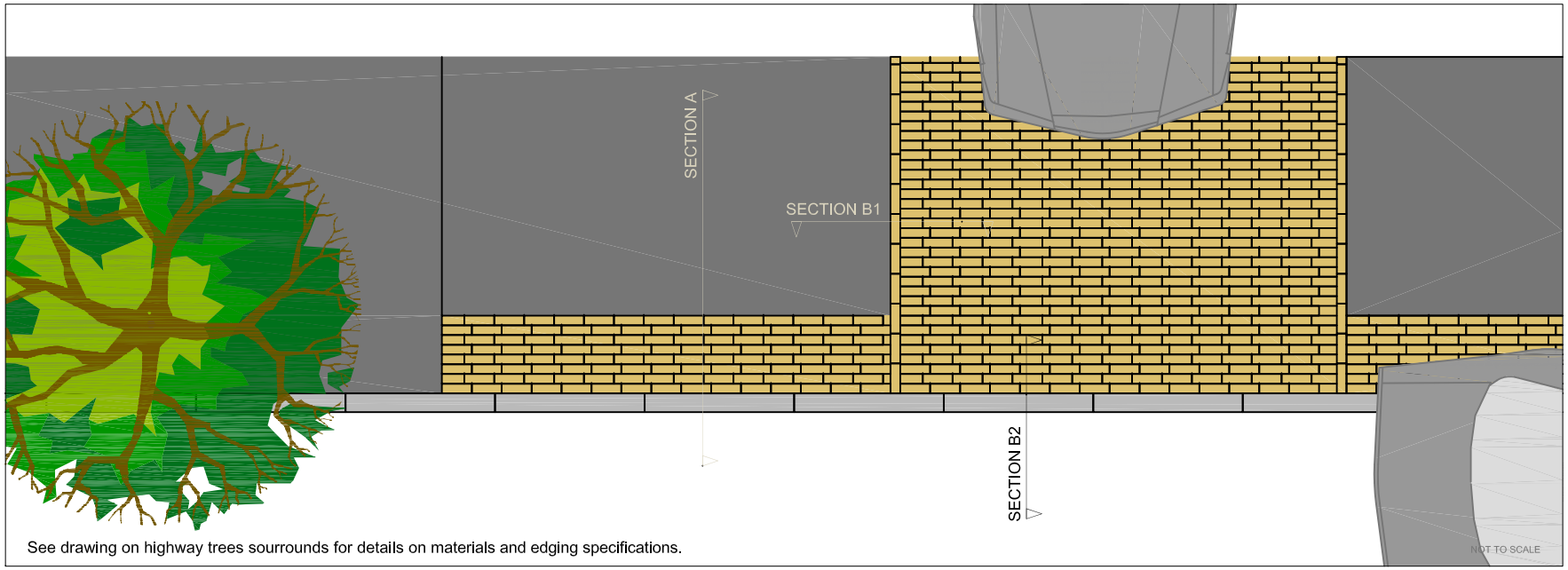
Re CAPITA BARNET

2016/17_FW DETAILS- T2 | Rev. 4

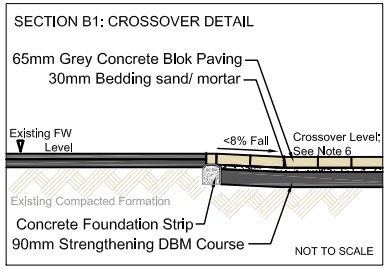
To Be Agreed

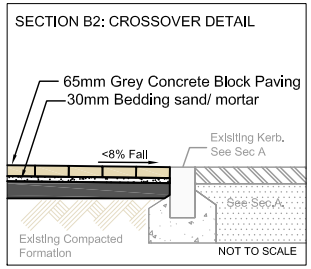
Footway Type 3: Asphalt Footway with Block Crossovers and Margins

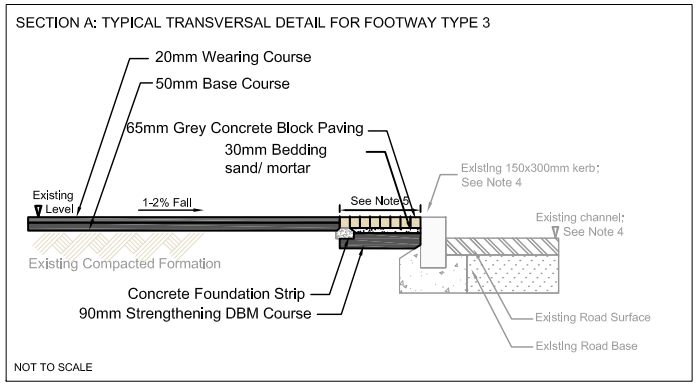
Unit Cost: £70.62/sq.m.



See drawing on highway trees sourrounds for details on materials and edging specifications.







TO BE AGREED

CASE STUDY: SITE TO BE AGREED

CONDITIONS

- Location: ONH 200 to 500 – **Residential Areas**
- Footways wider than 1.2m
- Footway Parking
- Highway Trees
- Vehicle Crossovers
- Vehicle Overrun

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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New footways will be constructed to full depth in accordance with appropriate design standards (see separate drawing).

3. Pavement designed to comply to the Design Manual for Road and Bridges, and the DfT's Guidance on the use of Tactile Paving Surfaces and Manual for Inclusive Mobility.

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Draft 3 - Tactiles Details Added	MDM/ CC	13.05.16	3
Draft 4 - Unit Cost Ammended	MDM/ CC	02.06.16	4
Draft 5 - Trial site TBA	MDM/ CC	24.05.16	5

Purpose of issue
CONSULTATION

Client:
BARNET LONDON BOROUGH

PLANNED MAINTENANCE
STANDARD FOOTWAY DETAILS

Drawing title
FOOTWAY TYPE 3: ASPHALT WITH BLOCK CROSSOVERS AND MARGINS

Scale @ A3 1:1000

Design	Drawn	Checked	Approved
MDM	MDM	CC	RC
Date: 11/11/15	Date: 11/11/15	Date: 11/11/15	Date: 11/11/15

Re CAPITA BARNET
Asset Management
Highways, 17th Floor Barnet House
1255 High Road Whetstone
London N20 0EJ

2016/17_FW DETAILS- T3

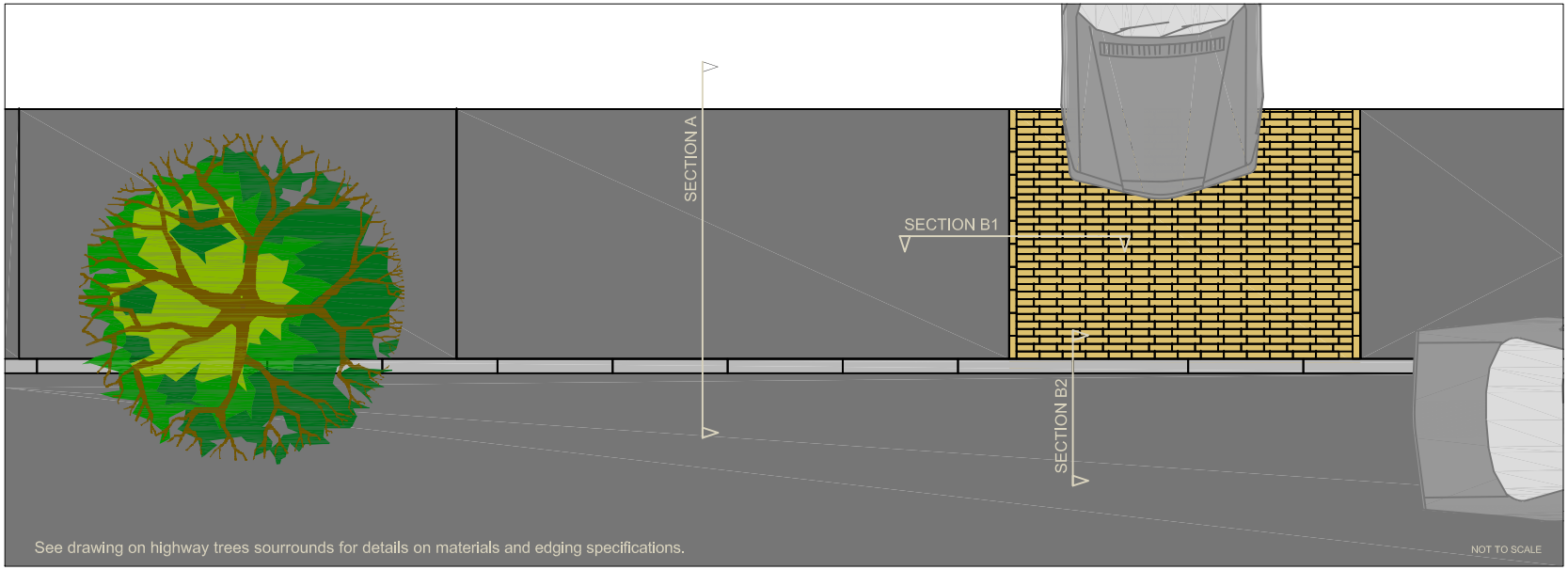
Rev. 5

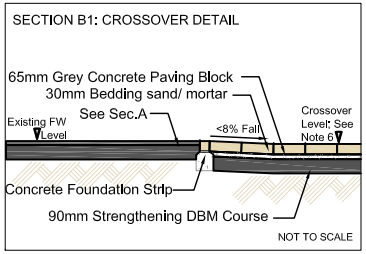
Footway Type 4: Asphalt footway with concrete block paving crossovers

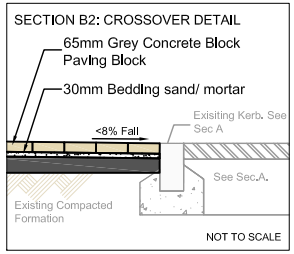
Case Study: Goodyers Gardens, NW4

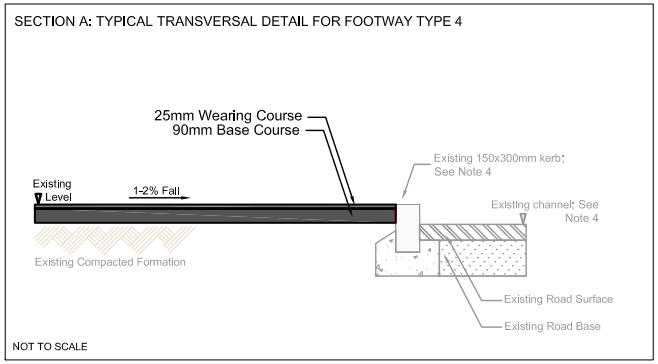
Footway Type 4: Asphalt Footway with Block Crossovers

Unit Cost: £67.89/sq.m.









CASE STUDY: GOODYERS GARDENS

CONDITIONS

- Location: ONH 100 to 400 – **Residential Areas**
- Footways of any width.
- Footway Parking
- Highway Trees
- Vehicle Crossovers
- Vehicle Overrun

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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9. Edge Restraints - Where the back of the footway does not meet a wall or building, concrete edging will be installed.

10. Unit Costs - Rates shown are relevant to the LoHAC tender documents. No allowance has been made for restrictive working
Rates may vary in future years of NRP.

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Draft 3 - Tactiles Details Added	MDM/ CC	13.05.16	3
Draft 4 - Unit Cost Ammended	MDM/ CC	02.06.16	4

Purpose of Issue

CONSULTATION

Client:

BARNET LONDON BOROUGH

PLANNED MAINTENANCE
STANDARD FOOTWAY DETAILS

Drawing title

FOOTWAY TYPE 2: ASPHLAT

Scale @ A3 1:1000

Design	Drawn	Checked	Approved
MDM	MDM	CC	RC
Date: 11/11/15	Date: 11/11/15	Date: 11/11/15	Date: 11/11/15

Re CAPITA BARNET

2016/17_FW DETAILS- T2 | Rev. 4

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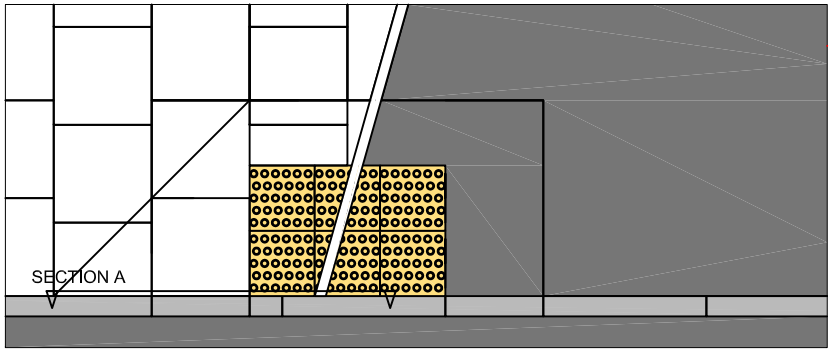
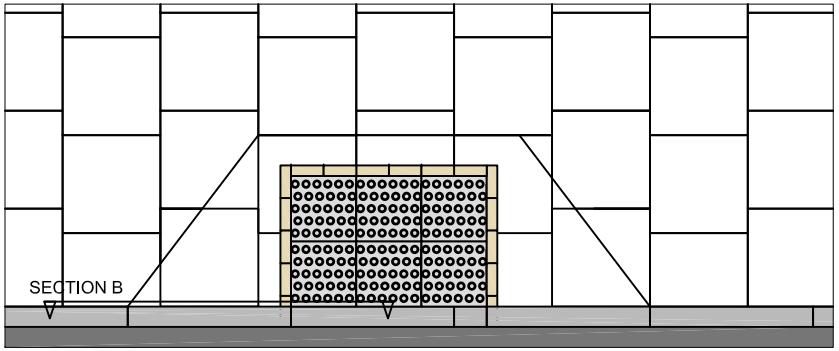
Accessibility Details

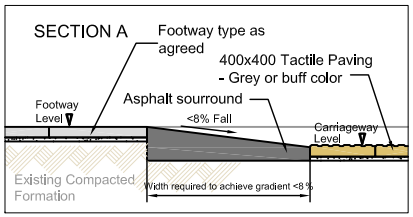
Uncontrolled Crossings

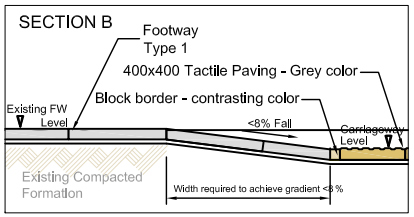
ASP/ Asphalt Footways



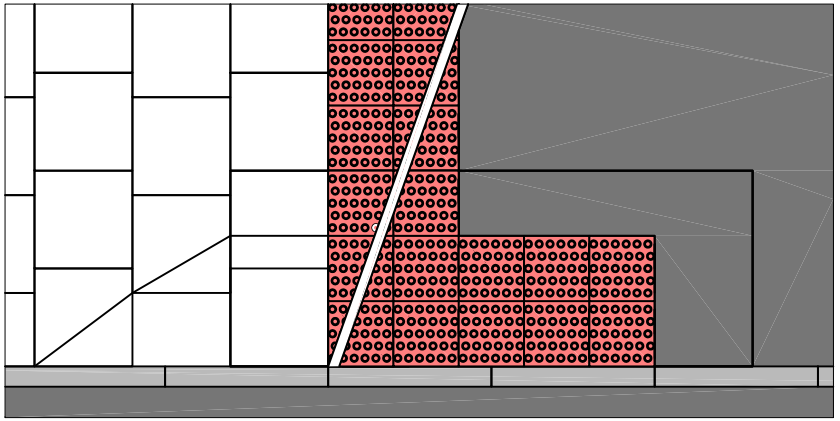
Conservation Areas







Controlled Crossings



GEOMETRY AND POSITIONING

· Back of tactiles to be at right angles to the crossing path. This may not be parallel to the kerb line.

· Red blister paving to be used at controlled crossing at all locations.

· At controlled crossings the base of the L shape to be positioned against the kerb line, and to be no narrower than 2 tactile tiles (800mm)

· When possible tactiles to reach back of footway and/or building line. If this is not possible, a minimum depth to allow for a gradient >8% will be installed.

· Grey tactiles installed in an ASP footway must be surrounded by a contrasting color (such as aphalt or buff colored blocks) to alert partially sighted users

· To minimise the risk of trip hazards, no paving slabs should be cut to a size smaller than 1/3 of its original size.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Failure to comply with the Acts or Regulations outlined above will lead to charges being imposed on the *Contractor* in line with the fines associated with the relevant legislation

NOTES:

1. These details illustrate standard footway construction and are for guidance only. They should be read in conjunction with each scheme's Location and Extents Plan, as well as the relevant Bill of Quantities and the Operational Network Hierarchy (ONH) Review and Management Plan.

2. Relay depths will vary depending on existing footway and environmental conditions, and will be agreed prior to construction starting.

3. Pavement designed to comply to the Design Manual for Road and Bridges, and the DfT's Guidance on the use of Tactile Paving Surfaces and Manual for Inclusive Mobility.

4. Footway Gradients - In order to ensure footways remain accesible to all users, the following gradients will not be exceeded:
   - Footway length of 1m and below: preferable 8% gradient: max. gradient of 10% (1 In 10)
   - Footway lengths over 1m: preferable 1 to 2% gradient: max. gradient of 2.5% (1 In 4)

5. Unit Costs - Rates shown are relevant to the contractor and materials used for the 2015/16 programme. Fees and a 2% allowance for a 2016/17 price fluctuation have been included, but no allowance has been made for restrictive working
Rates may vary in future years of NRP.

BLISTER PAVING COLORS PALETTE	
Red with contrasting surround	Controlled crossings only
Grey with contrasting surround	Uncontrolled Crossings in conservation areas
Buff with contrasting surround	Uncontrolled Crossings

REVISION

Revision Details	Design/Check	Date	Rev.
Initial Issue	MDM/ CC	03.05.16	0
Draft 1	MDM/ CC	02.06.16	1
Draft 2	MDM/ CC	13.06.16	2
Draft 3	MDM/ CC	01.07.16	3

Purpose of issue

CONSULTATION

Client: BARNET LONDON BOROUGH

PLANNED MAINTENANCE
STANDARD FOOTWAY DETAILS

Drawing title

ADDITIONAL DETAILS: CONTROLLED AND UNCONTROLLED CROSSINGS

Scale @ A3 1:1000

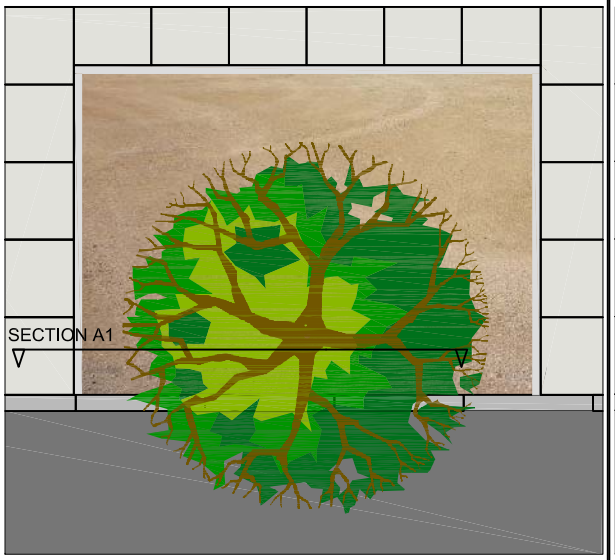
Design	Drawn	Checked	Approved
MDM	MDM	CC	RC
Date: 03/05/16	Date: 03/05/16	Date: 03/05/16	Date: 03/05/16

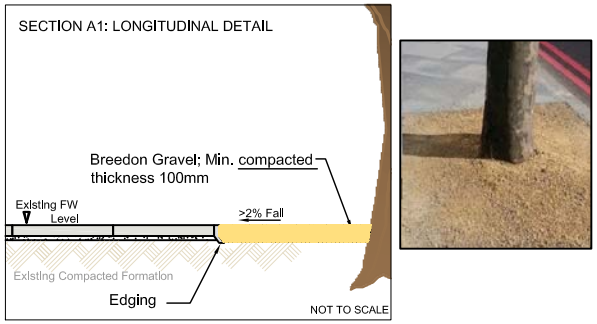
Re CAPITA BARNET

2016/17_FW DETAIL_TACTILES | Rev. 3

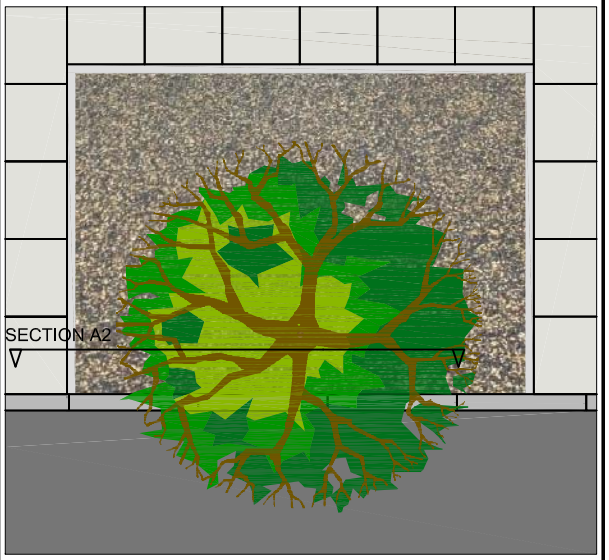
Tree Surround Detail

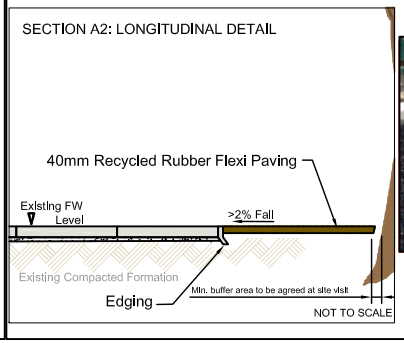
Breedon Gravel - £38.76/sq.m.



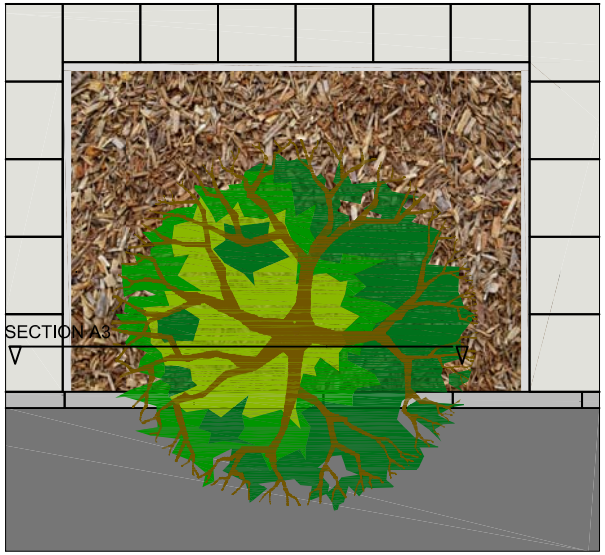


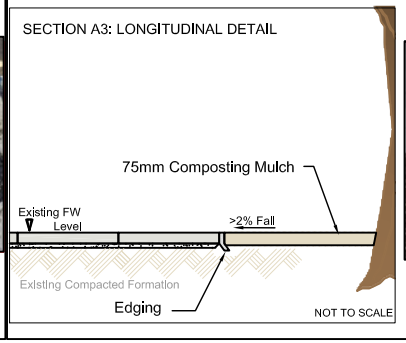
Porous Paving - £117.54/sq.m.





Mulching Compost - £27.86/sq.m.





TREE PITS SIZE
Existing tree pits to be reconstructed to original size, unless otherwise specified by LB Barnet Tree Section. Footway either side to be constructed to agreed Footway Type Specification

EDGING To be agreed with LB Barnet Tree Section on a site by site basis:
Wood: to be considered in conservation areas
Metal: to be considered in all sites
Note height difference between edging and existing footway to be <20mm.

MATERIALS
To be agreed with LB Barnet Tree Section on a site by site basis:
Breedon Gravel: to be considered in conservation areas. Not suitable for town centres or near schools
Porous Paving: to be considered in all areas
Composting Mulch: to be considered in all areas

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

All footway relay works will be carried out to comply with H&S regulations, Traffic Management Act 2004, New Roads and Street Works Act 1991, Street Works (Registers, Notices, Directions and Designations) (England) Regulations 2007, Street Works (Charges for Unreasonably Prolonged Occupation of the Highway) (England) Regulations 2009, The Transport for London Lane Rental Scheme.
Failure to comply with the Acts or Regulations outlined above will lead to charges being imposed on the *Contractor* in line with the fines associated with the relevant legislation

NOTES:

1. These details illustrate standard tree sourround construction and are for guidance only. They should be read in conjunction with each scheme's Location and Extents Plan, as well as the relevant Bill of Quantities.

2. Pavement designed to comply to the Design Manual for Road and bridges, and the DfT's Manual for Inclusive Mobility.

3. Tree pits - Tree pits to be reconstructed to original widths, to comply with guidelines set in this document.
Care should be taken to avoid any damage to trees by the contractor as part of the footway relay works and LB Barnet's Green Spaces Team to be contacted prior to any work commencing around any highway tree. (tree details have still to be agreed with Green Spaces)

4. Footway Gradients - In order to ensure footways remain accesible to all users, the following gradients will not be exceeded:
- Footway length of 1m and below: preferable 8% gradient; max. gradient of 10% (1 in 10)
- Footway lengths over 1m: preferable 1 to 2% gradient; max. gradient of 2.5% (1 in 40)

5. Unit Costs - Rates shown are relevant to the contractor and materials used for the 2015/16 programme. Rates may vary in future years of NRP. Costs for tree sourround materials relate to material supply and lay, and an adequate base must be in place in advance.

REVISION

Revision Details	Design/Check	Date	Rev.
Initial issue	MDM/ CC	22.04.16	0
Draft 1 - Unit costs added	MDM/ CC	23.05.16	1
Draft 2	MDM/ CC	13.06.16	2
Draft 3	MDM/ CC	15.06.16	3
Draft 4	MDM/ CC	17.06.16	4
Draft 5	MDM/ CC	01.07.16	5

Purpose of Issue
CONSULTATION

Client:
BARNET LONDON BOROUGH

PLANNED MAINTENANCE
STANDARD FOOTWAY DETAILS

Drawing title
ADDITIONAL DETAILS:
HIGHWAY TREES

Scale @ A3 1:1000

Design	Drawn	Checked	Approved
MDM	MDM	CC	RC
Date: 22/04/16	Date: 22/04/16	Date: 22/04/16	Date: 22/04/16

Re CAPITA BARNET

2016/17_FW DETAILS_TREES | Rev. 5

AGENDA ITEM 13

Environment Committee

14th July 2016

Title	**Parking in and around the Burnt Oak Town Centre**
Report of	Commissioning Director for Environment
Wards	Burnt Oak
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A **Environment Committee meeting dated 08 March Members Item 6(d).**
Officer Contact Details	Paul Bragg, paul.bragg@barnet.gov.uk, 0208 359 7305

Summary

This report is in response to a Member's item from Councillor Farrier concerning parking in Burnt Oak and specifically the role that Watling Car Park plays in providing parking provision to the area.

The report identifies the current usage of the car park and the parking behaviour occurring in and around Burnt Oak Town Centre. The report identifies the reasons for this parking behaviour and the possible options to influence this. The options presented will also aim to provide suitable parking provision that will benefit the Town Centre whilst enabling local residents to be able to park as close to their properties as possible, which is an objective of Barnet's parking policy.

Recommendations
1. That the Environment Committee approve the formulation of detailed proposals, as indicated in this report, which will benefit local residents via increased management of the high parking demand in the Burnt Oak Town Centre area.
2. That the Environment Committee approves a recommendation that officers be given the authority to formulate and finalise options to manage the parking in the roads local to the Burnt Oak Town Centre and encourages the use of the Watling Car Park. That Committee also provides officers with the authority to commence two linked informal consultations, one with local residents and the second with local traders and businesses.
3. That the outcome of the informal consultations and a finalised option proposal be reported to a future Environment Committee in order to gain authority to progress to a statutory consultation on the preferred option to manage local parking.

1. WHY THIS REPORT IS NEEDED

1.1 This report is in response to a Members item (Item 6 (d) which was discussed at the 8th March 2016 Environment Committee meeting. The request was to remove car park charges as it was felt that this would improve the quality of life for all residents within the area. The Committee heard from the Commissioning Director for Environment that making the car park free would likely not assist local residents and in particular local businesses as the car park would become full of commuter vehicles. The Committee approved a recommendation that officers investigate the parking arrangements in and around the Burnt Oak Town Centre and bring a further report back to the Committee which outlines the potential changes that would be available to improve residential parking in Burnt Oak.

1.2 The Parking provision in Burnt Oak Town Centre is served by a number of on-street pay and display parking bays along Watling Avenue, outside the parade of shops. However, these bays are limited in number due to the proximity of the underground station, the bus stop and the need to keep the area immediately outside of the station clear of parked vehicles for safety reasons.

1.3 The largest car parking provision is provided by the Watling Car Park which is directly behind the shops and accessed by car from Barnfield Road. The shops can be accessed from the car park via a footpath and alleyway although there is a substantial difference in levels which means it is necessary to walk up a flight of steps and hence this is not easily accessible for those who have mobility issues. Those car park users who are unable to use the steps do not have the option of a lift and as such would need to walk to the car park entrance at Barnfield Road and along a short section of the road before reaching the Watling Avenue shopping parade.

1.4 The Watling Car Park incorporates 208 parking spaces. Of these 4 are reserved for disabled drivers with the remainder available for general use on a pay and display basis.

1.5 The current charges for parking in the on-street bays and the car park are as follows:

On-Street Spaces – 52 number of available spaces
Up to 15 minutes: £0.50
Up to 30 minutes: £1.00
Up to 1 Hour: £2.00
Up to 90 minutes: £3.00

Car Park Spaces – 204 number of available spaces
Up to 2 Hours: £1.00
Up to 4 Hours: £1.50
Over 4 Hours: £2.00

1.6 Historical parking transactions and evidence from site surveys shows that the On-Street parking bays are very well utilised with a regular turnover of vehicles.

1.7 By contrast the historical transaction data related to the car park and site surveys shows that the car park is very much under-utilised at present. During a midweek survey conducted mid-morning there was 88 vehicles parked in the pay and display bays and one vehicle parked in the disabled bays. However, there is a clear reason for this, as unusually at a major transport hub (underground station) location, the local residential roads are not subject to parking restrictions.

1.8 From site surveys of the surrounding residential streets it is clear that motorists and in particular commuters using the Burnt Oak underground station choose to park in these unrestricted roads (usually all day) in order to avoid parking charges. This makes these local streets heavily parked which in turn prompts the following concerns:

- Vehicles are parked nose to tail and therefore local residents will find it difficult to park outside their own properties during the day. This is understandably a frustration for local residents.

- Some vehicles park very close or even encroaching onto dropped kerbs making it hazardous to access and exit property driveways safely and at times this can be so extreme as to be obstructive.

- Due to the narrow roads and the way in which vehicles park there are very few passing points available and this leads vehicles travelling in opposing directions being unable to pass each other. Vehicles have to reverse long distances and drive partially and in some cases fully onto the footpath in order to allow another vehicle to pass causing a safety hazard for pedestrians. This also has the potential damage to the footway as well as causing delayed journeys, congestion and frustration for motorists.

- Some vehicles park partially on the footpath at locations where this is not intended. This causes damage to the footpath and/or grass verges which creates safety hazards for pedestrians, increases liability claims, increases maintenance costs and generally looks unsightly.

  The roads where the above problems were evident are listed below:

  - Barnfield Road
  - Silkstream Road
  - Gasgarth Road
  - Playfield Road
  - Millfield Road
  - Gervase Road
  - Gunter Grove
  - Thirlby Road
  - Gilbert Grove
  - Forscue Road
  - Parkcroft
  - Blessbury Road
  - Littlefield Road
  - Boston Road
  - Colchester Road

  The following two roads were also heavily parked nose to tail, however due to the wide width of the road, passing concerns were not applicable:

  - Watling Avenue
  - Orangehill Road

1.9 Due to the number of traders and businesses operating in the area it is also likely that a number of the cars parked in the surrounding residential roads are business vehicles and staff working for local businesses. This will clearly be placing additional strain on the parking provision in the surrounding residential roads if they choose not to park in the car park.

1.10 The car park is in a good condition with a level and freshly tarmaced surface with the bays marked out with clearly visible white lines. The car park should be deemed to be a safe place to park as it is well lit and is protected by a well-positioned CCTV camera. On that basis the underutilisation of the car park can only be attributable to the ease of parking locally in residential streets without any charges applying.

1.11 On the basis that the charges in the car park are the lowest in the borough it is unlikely that lowering the charges would make much of a difference in terms of increasing usage.

1.12 If the charges were to be lowered it would be likely that the costs associated with maintaining the car park would exceed the income generated from parking charges even if the current usage were to double. If the charges were removed completely this would place a pressure on

the parking budget as the costs of maintenance would not be offset by any form of income.

1.13 In most other areas of the borough where a transport hub exists and these problems are evident the most obvious solution has been to introduce a Controlled Parking Zone (CPZ) for the surrounding and adversely impacted roads.

1.14 The introduction of a CPZ would align with the Parking Policy commitment to ensure that residents can park close to their properties. Currently with commuter vehicles and likely business vehicles parked nose to tail in the roads surrounding the Town Centre and specifically the underground station this is not possible. By introducing restrictions, which only need to be for one hour, the commuters and business related vehicles would be encouraged into using the available spaces in the car park.

1.15 The agreed parking Policy introduced in October 2014, following approval by Environment Committee, identifies the process to be followed in order for a controlled parking zone to be introduced.

1.16 It is understood that residents have previously expressed unwillingness for a CPZ to be introduced and on that basis alternative options would need to be explored for this location. However, it is important that any option proposed would need to be sufficient in order to address the safety concerns that have been highlighted in paragraph 1.8 above.

1.17 It may be prudent as part of a more detailed review of potential options to conduct an informal consultation process on the possible options and include in this the option of introducing a CPZ as it may be that residents views may have changed since this was last considered.

1.18 As traders and businesses may also be suffering from the local parking situation, it would be beneficial to carry out a consultation with them to ascertain where the vehicles related to their businesses are parking at present and to determine their views on the problems they are currently experiencing due to the local parking behaviour.

1.19 Other options that could be drawn up for consideration would include:

- A solution that directs vehicles to park in specific sections of a road with the addition of small sections of yellow line restrictions to ensure appropriate passing points are available for through traffic. This could potentially include, where footpath width allows, some partial footway parking bays being introduced as is currently the case in Barnfield Road. In addition restrictions could be extended across dropped kerbs to improve the access and egress from property frontages.

- A solution to encourage business vehicles to make use of the Watling Car Park and hence free up space on the local residential roads. This could include allocating a section of the car park for Business Permit holders only. This has proven to be a popular addition in the car parks at North Finchley Town Centre. This could potentially be extended to allowing businesses to buy a pre-determined number of additional business permits that could be allocated by the businesses to regular customers. The current cost of an annual Car Park Business Permit (£350) would amount to a significant saving on the current all day parking charge.

2 REASONS FOR RECOMMENDATIONS

2.1 The recommendations seek to address the parking issues/concerns being experienced in and surrounding the Burnt Oak Town Centre for both local residents and businesses.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Alleviating the parking pressure and safety concerns in residential streets by reducing or removing charges in the Watling Car Park in order to encourage increased usage. This is not recommended as the charges are already low, especially for all day parking at only £2. Any further reductions in the charges would lead to a further cost being incurred due to the need for on-going maintenance in order to keep the car park in an acceptable, safe and compliant condition.

3.2 As well as a reduction in parking income there would be an impact in terms of a reduction in enforcement income in a situation where charges are removed.

4 POST DECISION IMPLEMENTATION

4.1 Should the recommendations of this report be approved officers would commence preparing a number of potential options to be included in separate but linked consultations with local residents and businesses. The results of informal consultations and further recommendations will also be reported back to a future Environment Committee.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

Improving parking and traffic conditions in these roads and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority "A Successful London Suburb" and contributes 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 costs of reviewing and preparing potential options and conducting consultations with local residents and businesses will be dependent on the extent of consultation that this approach involves. This work will be conducted by Re as part of business as usual activity.

5.2.2 Should the ultimate outcome lead to either the introduction of a CPZ or a range of restrictions, it will require the making of relevant Traffic Management Orders, writing to any objectors and to all properties that were previously consulted and the work to introduce new road signs and road markings. The cost of this work will be dependent on the number of roads to be included and therefore this will not be known until after final proposals are agreed and the informal consultations with local residents and businesses have been carried out

5.2.3 Subject to prioritisation of other reviews the costs associated with consultation and implementation will be funded from the 2016/17 Local Implementation Plan (LIP) allocation for Parking Reviews.
The likely cost of conducting site visits, feasibility, initial design of options, informal consultation and analysis will be in the order of £20,000.

5.2.4 Any works arising would be carried out under the existing LoHAC term maintenance contractual arrangements and through the Council's internal DLO contractor. The likely costs (dependent on the extent of roads) associated with implementing a CPZ through the making of a Traffic management Order and the subsequent placing of parking bays and appropriate signage is in the order of £30,000.

5.2.5 Any additional road markings and associated signage will require on-going routine maintenance which will be met by the Special
Parking Account.

5.3 Social Value

Not applicable for this report.

5.4 Legal and Constitutional References

5.4.1 Section 16 of the Traffic Management Act 2004 places an obligation on local traffic 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 acting in its capacity of Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders and exercise its functions in relation to Traffic Management Orders through the
Road Traffic Regulation Act 1984 ("the 1984 Act").
Section 122 of the 1984 Act imposes a statutory duty on the Counci so as to secure (so far as practicable having regard to the matters specified in Section 122(2) below) the

expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate
parking facilities on and off the highway. Section 122(2) specifies the matters to be have regard to as:
(a) the desirability of securing and maintaining reasonable access to premises;
(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
(c) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
(d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
(e) any other matters appearing to the local authority to be relevant.

5.5 Risk Management

5.5.1 It is not considered that the issues involved are likely to give rise to policy considerations as any proposal to improve parking provision in the area will be complimentary to the commitments made in the Parking policy and will assist in meeting statutory obligations to improve the traffic flow by helping to disperse local traffic into the wider network of local roads and car parks.

5.5.2 It is considered that the issues involved in proposing or introducing a CPZ and/or additional parking restrictions may lead to some level of public concern from local residents who feel that they do not wish for a CPZ to be introduced, 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 in accordance with the Council's standard process ensures that members of the public have had the opportunity to comment in any statutory consultation on any proposed CPZ.

5.6 Equalities and Diversity

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

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

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 any parking scheme design and resultant traffic movements will benefit all road users equally as they would improve safety and traffic flow at those locations. An equalities impact assessment will be carried out should any final proposals include any option that will have adverse impacts on any vulnerable groups.

5.7 Consultation and Engagement

5.7.1 Consultations will be carried out to determine the level of support for proposed options and to establish the extent by which these should be introduced. The extent will include the number of roads to be included, the hours that any introduced restrictions will be operative and if appropriate the type and number of parking bays to be implemented in each road.

5.7.2 Any CPZ would be introduced in accordance with the agreed process as included within the Parking Policy and will be complimentary to other parking policy commitments. The Policy was introduced following a detailed consultation process.

5.8 Insight

The statistics and observations detailed in this report were informed through analysis of parking payment transactions, parking maps and on site observations of the parking behaviours in the area.

6 BACKGROUND PAPERS

Appendix A: Environment Committee meeting dated 08 March Members Item 6(d).

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	Environment Committee **8 March 2016**
Title	**Member's Item – Burnt Oak car park – Councillor Claire Farrier**
Report of	Head of Governance
Wards	All
Status	Public
Enclosures	None
Officer Contact Details	Paul Frost, Governance Service Team Leader Email: Paul.Frost@Barnet.gov.uk Tel: 020 8359 2205

Summary

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

Recommendations

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

1. WHY THIS REPORT IS NEEDED

Councillor Farrier has requested that a Member's Item be considered on the following matter:

'*Residents in roads around Burnt Oak station, where there are no parking restrictions, are facing the problem of commuter parking on weekdays when Burnt Oak car park, where charges apply, is almost empty. At the weekends when the car park is free, it is often full. Residents have mounted a successful campaign against introducing a controlled parking zone in Burnt Oak. I therefore ask officers to investigate the usage of Burnt Oak car park, the pressure of parking on roads surrounding Burnt Oak station and to prepare a report on options for removing parking charges from Burnt Oak car park.'*

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.

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AGENDA ITEM 14

Environment Committee

14 July 2016

Title	**Footway Parking Review Update**
Report of	**Commissioning Director for Environment**
Wards	**All**
Status	**Public**
Urgent	**No**
Key	**No**
Enclosures	Appendix A – Review of 71 prioritised roads and receommended actions Appendix B – List of 71 roads Appendix C – Ward Members comments Appendix D – Section 8.10 & 8.11 and Appendix 12 of Parking Policy Appendix E – Examples of requests for Footway Parking Enforcement
Officer Contact Details	Mario Lecordier, Interim Lead Commissioner, Environment Mario.lecordier@barnet.gov.uk – Tel 020 8359 5258 Paul Millard, Project Manager, Commissioning Group Paul.millard@barnet.gov.uk -

Summary

This report details the outcome of the review of footway parking in the 71 roads prioritised for review as previously noted to this committee, together with suggested officer recommendations. It also contains Ward Member comments on the proposals / recommendations as detailed in Appendix C of this report.

Recommendations

1. That Environment Committee notes the contents of this report and appendices.

2. That the Environment Committee resolves to authorise the parking of vehicles completely on or part of the footway in Barnet in accordance with Section 15(4) and 15(5) of the GLC General Powers Act 1974, beginning with the 71 roads listed in Appendix B of this report where identified.

3. That the Environment Committee resolves to authorise the enforcement of footway parking by the Parking Enforcement Contractor in roads where footway parking is not permitted in line with the Council's Parking Policy following the actions set out in Paragraph 3.

4. That the Environment Committee considers and approves the recommended options listed in Appendix A of this report in relation to the proposed measures to regulate footway parking in the 71 prioritised roads, subject to consultation and Equality Impact Assessments (EQIA) at an estimated total one off cost of £244,417.11 to be met from the special parking Account reserves.

5. That subject to no objections being received from residents and businesses during the consultation process, and no adverse impacts being identified in the EQIAs, the Commissioning Director is authorised to proceed with implementation in consultation with Ward Members.

6. That the Environment Committee notes and considers the legal implications and risk to the Council given in Paragraphs 9 of this report if a resolution not to enforce footway parking is passed.

7. That the Environment Committee approves the process for considering new requests for footway parking as detailed in Paragraph 4 of this report.

8. That authority is delegated to the Commissioning Director Environment to agree and implement, in consultation with the chair of the Environment Committee, the outcome of all future footway parking reviews subject to the process detailed in paragraph 4 of this report.

1. WHY THIS REPORT IS NEEDED

1.1 By virtue of section 15(1) of the Greater London Council (General Powers) Act 1974, ("the 1974 Act") it is an offence for a person to park a vehicle with one or more wheels on a footway in London except for certain vehicles, for example the emergency services. Section 15(4) of the 1974 Act enables a highway authority to authorise the parking of vehicles on such footway by resolution from a specified date. Section 15(5) of the 1974 Act requires the highway authority to place traffic signs to indicate where footway parking is permitted in accordance with current design standards. Barnet Council is such a highways authority.

1.2 Barnet Council has an informal footway parking enforcement amnesty in 71 roads as listed in Appendix B of this report. These roads have not been formally exempted from the London Wide footway parking ban and this report details the review undertaken together with the necessary measures and recommendations to formally exempt these roads to meet the requirements of the Council's agreed Parking Policy.

1.3 The Environment Committee approved the Council's new Parking Policy in November 2014 and an action plan detailing a work plan to implement this Policy was approved in January 2015. Section 8.2 of the Policy states that the Council's Parking Enforcement contractor will enforce footway parking across the borough. Sections 8.10 and 8.11 specifically states why footway parking enforcement is needed. An extract of these sections and Appendix 12 of the Parking Policy is attached as Appendix D of this report. This report provides an update to the progress of the implementation of that action plan.

1.4 There are a number of elements to the action plan which include:

- An update to the progress made with regard to reviewing the previously agreed priority backlog of 71 roads where footway parking has historically been allowed to take place;
- Process for dealing with new requests for permitted footway parking in addition to the 71 roads identified.

2. REASONS FOR RECOMMENDATIONS

2.1 The recommendations are required to allow the Council to undertake footway parking enforcement in roads where footway parking is not permitted.

2.2 The recommendations are also required to allow officers to implement the measures detailed in Appendix A of this report which will formalise footway parking arrangement in some of the 71 roads and allow enforcement to take place in line with the Council's Parking Policy.

2.3 The Council regularly receives requests for footway parking enforcement from residents who are forced to walk in a live carriageway because of cars parked either wholly or partially on the footway. Examples of requests for enforcement are given in Appendix E. Footway parking obstructs the safe passage of pedestrians in particular for the blind or the partially sighted, the disabled, the elderly and those in wheelchairs as well as mothers with buggies and pushchairs.

2.4 The Council has a duty to ensure the safety of all road users including pedestrians. In addition, the Council must also have regard to the Public Sector Equality Duty in Section 149 of the Equality Act 2010 which requires that equality of opportunity is available for all.

2.5 Footway Parking often leads to damage to the footway fabric which in turn increases the maintenance burden and could become an insurance liability to the Council as a result of trips and falls.

3. Methodology Used in reviewing the backlog of 71 prioritised roads.

3.1 A review of existing parking provision in the 71 roads listed in Appendix B using the agreed criteria in the Council's Parking Policy was used to develop a parking design solution that formalises the parking provision in each road giving due regard to the need for pedestrian movements. A schedule of work, subject to the approval of this report, will be developed where footway parking is permissible and does not impact on pedestrians or cause prohibitive cost damage to the existing paved areas.

3.2 The review took place between August and October 2015 and consisted of the following activities:

- Site survey
- Developing detailed design solution to allow footway parking (where possible and legal) by the introduction of relevant bay markings and signs
- Identifying locations where footway parking will not be allowed as the road does not meet the Policy criteria to allow footway parking
- Identifying an alternative parking solution for the roads that do not meet the criteria, such as, for example the need for waiting and loading restrictions to prevent obstructive on-street parking
- Providing estimated costs to include:
  - Costs for signs and lines works(Capital)
  - Fees (staffing costs) to oversee the works (Revenue)

3.3 The outcome of the survey and design work resulted in four types of recommendations being made. These are:

- **Option A** – Roads where the introduction of yellow lines in part of the road can accommodate on-street parking spaces.
- **Option B** – Roads where footway parking can be implemented and maximises parking spaces at additional cost e.g. where the footway needs strengthening.
- **Option C** – Roads where no further action is required
- **Option D** – Roads where further investigation is required e.g. where an alternative solution could be provided with further detailed investigations.

3.4 The review was completed in October 2015 and It was originally proposed to report the outcome of this review to the November 2015 Environment Committee. The report was however withdrawn to allow Members whose

Ward were affected by the review to comment on the outcome and recommended actions before a decision is taken. Comments received from individual Ward Members are given in Appendix C of this report.

4. New footway parking requests and investigations

4.1 Following the review of the initial 71 roads, the council will consider new requests for footway parking and deal with any referrals from the Parking Enforcement Contractor, NSL, of all instances of unauthorised footway parking to the Council for investigation. These will be considered after the 71 prioritised roads review has been completed and will be logged as new sites for investigations.

4.2 If a new request is made for footway parking, until the investigation is completed and a decision made whether to permit footway parking in a given road, footway parking will not be permitted and the applicant will be informed accordingly.

4.3 The process for dealing with new requests for footway parking to be permitted will be as follows:

- Reported unauthorised footway parking and requests for footway parking from residents will be forwarded to the Council for investigations.
- These will be logged as new sites for investigation.
- Officers will assess the location against agreed Policy criteria and make recommendations to the Commissioning Director on whether footway parking should be permitted and whether complimentary measures will be required e.g. the need to introduce parking restrictions, yellow lines or strengthen the footway or alternative solutions considered.
- Ward members will be consulted on the proposals in the first instance.
- Once agreed with Ward Members all frontages in the road will be consulted on the proposals.
- Any objections received from residents / businesses during the consultation stage will be reported to the Commissioning Director Environment for resolution in consultation with Ward Members.
- Funding for footway strengthening to accommodate footway parking will need to be referred to the relevant Area Committees or the Environment Committee. Where footway strengthening is deemed necessary officers will coordinate this work with the annual footway relay programme to avoid abortive work. Schemes consisting of only lines and signs will be funded from the Special Parking Account (SPA).

- Where it is considered that the criteria is not met to implement footway parking, residents (of that road) will be informed and advised that footway parking will be actively enforced.

4.4 Once a solution is agreed and implemented, particularly in roads where parking enforcement has not previously taken place, the Council will write to all residents with frontages advising of enforcement actions should unauthorised footway parking continue. All residents with frontages and ward members will receive a warning letter two weeks prior to enforcement starting.

5. POST DECISION IMPLEMENTATION

5.1 Officers will develop a register of where footway parking will be permitted and continue to monitor progress on both the 71 priority roads and any new requests received to ensure that all subsequent signs, lines and pavements works are carried out within budgets, design standards and the Council's Parking Policy. All new requests will be batched and periodically reported to the relevant Area Committees for information.

5.2 The implementation of the agreed measures for the initial 71 roads will be, subject to the outcome of any required statutory consultation and equality impact assessments for the introduction of yellow lines and the resolution of any objections received, inclement weather and whether any additional works will be required due to the presence of utility services in the footway.

6. IMPLICATIONS OF DECISION

6.1 Corporate Priorities and Performance

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

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

5.2 The implementation of the agreed Footway Parking options detailed in Appendix A will ensure that the Council achieves value for money by grouping the work into parcels of work which is more efficient to plan and manage. The grouping of works also ensures that the works are joined up with any existing planned pavement works so that both sets of work can be carried out at the same time. This will also ensure that residents are least impacted and best value is achieved.

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

7.1 The one off costs of the recommended options is estimated at £244,417.11

detailed in Appendix A of this report. These will be funded through the Special Parking Account reserve set aside for parking related work. The costs could vary from £0.021m to £0.652m depending on which option is chosen (the lower amount being the cheapest option and the higher amount being the most expensive). Some options remain without costs

7.2 Estimated costs of the recommended option for the necessary statutory processes, including advertising, printing and all officer time which would be rechargeable, including consideration of any comments received and report-writing will be met from Special Parking Account reserve.

7.3 Future maintenance following implementation of the measures will be contained within existing budgets within the Special Parking Account (SPA). Any income generated through the issuing of PCNs for parking non – compliance would also be attributable to the SPA.

8 Social Value

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

9 Legal and Constitutional References

9.1 This report requests that resolutions be passed to enforce unauthorised footway parking and further pursuant to section 15(4) of the 1974 Act, acting as Highways Authority, to authorise the parking of vehicles on a footway or part of a footway from a date specified in such a resolution. If such authorisations are given, then the highway authority must place traffic signs located near the footway in question to indicate the exemption. The request is further to a resolution of the Environment Committee in November 2015 as described above in this report.

9.2 In the making of such resolution the Council must also have regard to the public sector equality duty in section 149 of the Equality Act 2010 and must exercise its functions having regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic (e.g. disability) and persons who do not share it.

9.3 The Traffic Management Act 2004 places an obligation 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.

9.4 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

9.2 It is an offence under section 15(1) of the 1974 Act for a person to park an unauthorised vehicle with one or more wheels on a footway except for certain vehicles, subsection 15(30) of the 1974 Act provides for a number of exemptions for particular circumstances such as an emergency. A local authority may prosecute in respect of any such offence which is committed in its area.

9.5 The implications of no such resolution and not enforcing the legislative requirements of unauthorised footway parking are;

a) the possibility that a private action may be brought against the Council in respect of an accident, of particular concern are parents walking child buggies, older persons and/ or young children placed in the position of walking on the road due to a car obstructing the footway; and / or

b) a potential Judicial Review in relation to the Council's decision to take no action.

9.6 Under the Council's Constitution, 15A - Responsibility for Functions, the Environment Committee has specific responsibility in relation to parking provision and enforcement. The committee can also "(8) Authorise procurement activity within the remit of the Committee and any acceptance of variations or extensions if within budget in accordance with the responsibilities and thresholds set out in Contract Procedure Rules."

9.7 The Council's Constitution, at 15B – Delegated Authority to Officers, sets out circumstances and the manner in which delegated powers can be exercised.

9.9 In order to introduce these measures the Committee must pass a resolution that the parking of vehicles on, or on part of the footway, grass verge, garden, space or land and as referred to in section 15(1) of the 1974 Act be authorised in the areas shown on the attached plans pursuant to Section 15(4) of the 1974 Act.

9.10 Pursuant to the 1974 Act, one month before the measures take effect, the Council is required to publish:

a) a notice of the passing of the above resolution; and
b) an explanation of the general effect of the provisions of section 15 of the 1974 Act that will be coming into effect by the introduction of the footway parking scheme;
c) in a newspaper circulating throughout the whole of Greater London (The London Gazette) one month prior to the resolution coming into effect.

9.11 The legislation makes no statutory provision for objections to such an intended resolution

10 Risk Management

8.1 A risk management exercise on each scheme will be undertaken to ensure

the safety of all road users is safeguarded prior to implementation.

9. Equalities and Diversity

9.1 Section 149 of the Equality Act 2010 sets out the Public Sector Equality duty which requires public authorities to have due regard to the need to:

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

9.2 The relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and maternity, religion or belief, sex and sexual orientation. The duty also covers marriage and civil partnership, but to a limited extent.

9.3 Where officers make a recommendation to allow footway parking, in addition to consultation on the proposed scheme, an Equality Impact Assessment will be carried out to consider any potential adverse impacts on any of the protected groups. The outcome of this will be taken into account and adjustments made as appropriate in order to make a final decision on the proposal. The Council's Parking Policy seeks to ensure that where footway parking is permitted; adequate footway width is available for use by pedestrians, wheelchair users, the less able and mothers with push chairs and buggies.

10. Consultation and Engagement

12.1 Consultation and engagement with residents and Ward Councillors will be undertaken following approval of a preferred option by the Committee or Commissioning Director. Where objections are received these will be reported to this committee or Commissioning Director for consideration and resolution.

13. Insight

13.1 Site survey data has been used to inform the development of the proposals.

14. BACKGROUND PAPERS

14.1 PARKING POLICY 2014 - www.barnet.gov.uk/parking

APPENDIX A

Review of footway parking in the agreed list of 71 roads

			OPTION A			OPTION B				
	Road	**Ward**	**Type of scheme for option A**	**Number of kerbside car spaces option A**	**Estimated cost of option A**	**Type of scheme for option B**	**Number of kerbside car spaces option B**	**Estimated Cost of option B**	**Recommendation**	**Comments**
1	Arlington Road N14	Brunswick Park	Double yellow lines on one side of the road	60	£644.00	Footway parking bays	51	£15,010.00	**Option A**	
2	Brunswick Grove N11	Brunswick Park	N/A	0	£0.00	N/A	0	£0.00	**Option D - No action recommended**	No footway parking issue was apparent on site visits
3	Burlington Rise EN4	Brunswick Park	Alternating double yellow lines on one side of the road.	30	£428.00	Footway parking bays	31	£6,223.70	**Option A**	
4	Cecil Road N14 (Referred to as Cecil Park on original	Brunswick Park	Alternating double yellow lines on one side of the road.	32	£291.00	Footway parking bays	38	£9,147.79	**Option B**	

	list.									
5	Chase Way N14	Brunswick Park	Alternating double yellow lines on one side of the road.	32	£615.00	Footway parking bays	18	£20,854.30 (Footway Strengthening costs included)	**Option A**	
6	Dene Road N11	Brunswick Park	Alternating double yellow lines on one side of the road.	27	£339.00	Footway parking bays	39	£7,752.00	**Option B**	
7	Derwent Avenue EN4	Brunswick Park	Alternating double yellow lines on one side of the road.	53	£777.00	Footway parking bays	41	£36,640.22 (Footway Strengthening costs included)	**Option A**	
8	Linden Road N11	Brunswick Park	Double yellow lines on one side of the road and sections of double yellow lines on both sides of the road.	14	£291.00	Footway parking bays	14	£1,745.00	**Option A**	Cost of reinforcing footway
9	Marlborough Avenue N14	Brunswick Park	Double yellow lines on one side of the road.	19	£276.00	N/A	0	£0.00	**Option A**	

10	Summit Way N14	Brunswick Park	Double yellow lines on one side of the road	44	£714.00	Footway parking bays	48	£32,667.35 (Footway Strengthening costs included)	**Option B**	
11	The Woodlands N14	Brunswick Park	Alternating double yellow lines on one side of the road.	42	£657.00	Footway parking bays	36	£16,245.43 (Footway Strengthening costs included)	**Option A**	
12	Avondale Avenue EN4	Brunswick Park	Double yellow lines on one side of the road	46	£784.00	Footway parking bays	55	£13,073.90 (Footway Strengthening costs included)	**Option B**	
13	Gallants Farm Road EN4	Brunswick Park/East Barnet	Double yellow lines on one side of the road.	98	£1,490.00	Footway parking bays	78	£88,317.30 (Footway Strengthening costs included)	**Option A**	
14	Angus Gardens NW9	Burnt Oak	Double yellow lines on one side of the road.	21	£254.00	Footway parking bays	12	£ 5,956.90 (Footway Strengthening costs included)	**Option A**	
15	Blundell Road HA8	Burnt Oak	Alternating double yellow lines on one side of the road.	91	£1,172.00	Footway parking bays	0	£0.00	**Option A**	
16	Cressingham Road HA8	Burnt Oak	Alternating double yellow lines on one side of the road.	21	£301.00	N/A	0	£0.00	**Option A**	

17	Edwin Road HA8	Burnt Oak	Alternating double yellow lines on one side of the road.	15	£306.00	Footway parking bays	15	£1,583.00	**Option A**	
18	Fortescue Road HA8	Burnt Oak	Alternating double yellow lines on one side of the road.	58	£507.00	N/A	0	£0.00	**Option A**	
19	Kirton Walk HA8	Burnt Oak	Double yellow lines on both side of the road	0	£153.00	N/A	2	£0.00	**Option E - Investigate alternative option**	Due to the narrowness of the public carriageway and the public footpath it is not possible to provide on street parking. However there are sections off street along Kirton Walk where vehicles can park. . There is also an opportunity to convert the grassed areas managed by housing allow parking with the aid of grass Crete.
20	Colin Close NW9	Colindale	Double yellow lines on one side of the road.	7	£110.00	N/A	0	£0.00	**Option A**	
21	Hillfield Avenue NW9 (Referred to as Hillfield Road NW9	Colindale	Double yellow lines on side of the Road	23	£332.00	Footway parking bay signs	13	£2,002.32	**Option A**	

	which does not exist)									
22	Orchard Gate NW9	Colindale	Double yellow lines on one side of the road and a section of double yellow lines on both side of the road.	10	£205.00	Proposed parking bays on reinforced greenspace using Grasscrete.	4	£2,725.50	**Option A**	
23	Silkfield Road NW9	Colindale	Alternating double yellow lines on one side of the road.	22	£422.40	Footway parking bays	21	£3,223.92	**Option A TBC by client**	
24	Southbourne Crescent NW4	Colindale	No further action	0					**Option D - No action recommended**	
25	Woodfield Avenue NW9	Colindale	Alternating double yellow lines on one side of the road.	28	£384.00	Footway parking bays	39	£12,104.17 (Footway Strengthening costs included)	**Option B**	
26	Colney Hatch Lane N11 Colney Hatch Lane - Between Woodhouse Road and	Coppetts	Double yellow lines on side of the Road	42	£380.00	Footway parking bays	45	£7,697.26	**Option A**	

	Asher Loftus Way.									
27	Crescent Road N11	Coppetts	N/A	0	£0.00		0	£0.00	**Option D - No action recommended**	No footway parking issue was apparent on site visits
28	Elm Way N11	Coppetts	Double yellow lines on one side of the road and a section of double yellow lines on both sides of the road.	8	£202.00	N/A	0	£0.00	**Option A**	
29	Brookhill Road EN4	East Barnet	Double yellow lines on one side of the road.	23	£281.72	N/A	N/A	N/A	**Option A**	At present vehicles are allowed to park 4 wheels on the footway on street between No 67 Brookhill Road and BrookHill Close. However there are no regulatory bay markings and associated signs to advise motorists that they are allowed to park on the footway at this location. Therefore it is recommended that bays and signs are introduced on street as part of of option A at a cost of £936

30	Daneland EN4	East Barnet	Alternating double yellow lines on one side of the road.	73	£1,120.00	Footway parking bays	58	£26,367.87 (Footway Strengthening costs included)	**Option A**	
31	Linthorpe Road EN4	East Barnet	Alternating double yellow lines on one side of the road.	34	£560.00	Footway parking bays	31	£32,800.42 (Footway Strengthening costs included)	**Option A**	
32	Mansfield Avenue EN4	East Barnet	Alternating double yellow lines on one side of the road	60	£768.00	Footway parking bays	47	£52,617.16 (Footway Strengthening costs included)	**Option A**	
33	Vernon Crescent EN4	East Barnet	Alternating double yellow lines on one side of the road and sections of double yellow lines on both sides of the road.	26	£698.00	Footway parking bays and double yellow lines	54	£52,292.00 (Footway Strengthening costs included)	**Option B**	
34	Victoria Road EN4	East Barnet	Double yellow lines on both sides of the road.	14	£631.00	N/A	0	£0.00	**Option A**	

35	Brim Hill N2	East Finchley	N/A	0	£0.00	N/A	0	£0.00	**Option D - No action recommended**	This road falls within the East Finchley 'M' Controlled Parking Zone, part of which operates Monday to Friday 2pm to 3pm, and part operates Monday to Saturday 10am to 6.30pm. Parking places are marked out on the highway and no footway parking issues were noted during Officers' investigations
36	Broadfields Avenue HA8 (South of A41)	Edgware	N/A	0	£0.00	N/A	0	£0.00	**Option D - No action recommended**	This road is being investigated for possible waiting restrictions or CPZ extension)
37	Bushfield Crescent HA8	Edgware	Alternating double yellow lines on one side of the road.	74	£383.00	Footway parking bays	67	£10,206.00 (of which £4,100 id for footway strengthening)	**Option A**	
38	Parkside Drive HA8	Edgware	Alternating double yellow lines on one side of the road.	34	£597.00	N/A	0	£0.00	**Option A**	
39	Manor View N3	Finchley Church End	Refresh existing double yellow line on Manor View	9	£100.00		4		**Option A**	

40	Eastholm NW11	Garden Suburb	Double yellow lines on one side of the road.	19	£412.00	N/A	0	£0.00	**Option A**	
41	Westholm NW11	Garden Suburb	Double yellow lines on one side of the road.	16	£328.00	N/A	0	£0.00	**Option A**	
42	Edrick Walk HA8	Hale	Double yellow lines on both sides of the road.	0	£364.00	N/A	0	£0.00	**Option E - Investigate alternative option**	Due to the narrowness of the public carriageway and the public footpath it is not possible to provide parking on street parking. However there are sections off street along Walter Walk where vehicles can park. There is also an opportunity for the grassed areas managed by housing to allow parking with the aid of Grass Crete.
43	Laleham Avenue NW7	Hale	Double yellow lines on one side of the road.	29	£310.00	Footway parking bays (Grasscrete)	57	£6,866.00	**Option B**	
44	Rudyard Grove NW7	Hale	Alternating double yellow lines on one side of the road	25	£281.38	Footway parking bays	22	£5,650.20	**Option A**	

45	The Meads HA8	Hale	Double yellow lines on one side or both side of the road.	6	£1,914.00	Footway parking bays	55	£6,215.00	**Option B**	
46	Walter Walk HA8	Hale	Double yellow lines on both sides of the road.	0	£458.00	N/A	0	£0.00	**Option A**	
47	Selvage Lane HA8	Hale/Mill Hill	Alternating double yellow lines on one side of the road.	31	£800.00	Footway parking bays	29	£12,300.12	**Option A**	
48	Sunny Gardens Road NW4	Hendon	Proposal to amend existing time plate situated alongside existing footway parking bays on street at Sunny Gardens Road between Sunningfield Crescent and Nursery Walk NW4	0	£750.00	N/A	0	£750.00	**Only signs need to be changed**	

49	Westhorpe Gardens NW4	Hendon	Double yellow lines on one side of the road.	21	£250.00	N/A	0	£0.00	**Option A**		
50	Bulwer Road EN5	High Barnet	Alternating double yellow lines on one side of the road.	25	£273.00	Footway parking bays	34	£48,788.47 (Footway Strengthening costs included)	**Option B**		
51 52 53	Calvert Road EN5 High Barnet Puller Road EN5 High Barnet Seabright Road EN5 High Barnet		Officers are currently developing proposals to pilot a Shared Space scheme aimed at retaining and at maximising existing parking provision. The proposals will be discussed and agreed with Ward Members prior to consulting residents.								
54	Rockways EN5	High Barnet	Alternating double yellow lines on one side of the road.	35	£548.00	N/A	0	£0.00	Option A		
55	St Marks Close EN4	High Barnet	Double yellow lines on one side of the road.	12	£179.00	N/A	0	£0.00	**Option A**		

56	Colenso Drive NW7	Mill Hill	Alternating double yellow lines on one side of the road.	25	£553.00	N/A	0	£0.00	**Option A**	
57	High Street NW7	Mill Hill	Double yellow lines on one side of the road.	22	£194.00	N/A	0	£0.00	**Option A**	
58	Hammers Lane NW7	Mill Hill	Double yellow lines on one side of the road	75	£1,306.00	N/A	N/A	N/A	**Option A**	
59	Daws Lane NW7	Mill Hill	N/A	0	£0.00	N/A	0	N/A	**Option D - No action recommended**	No footway parking issue was apparent on site visits
60	Brookfield Avenue NW7	Mill Hill	Alternating double yellow lines on one side of the road.	30	£592.00	Footway parking bays	38	£23,567.33 (Footway Strengthening costs included)	**Option B**	
61	Lullington Garth N12	Mill Hill/Totteridge	Double yellow lines on one side of the road.	46	£818.00	Footway parking bays	48	£14,448.00 (Footway Strengthening costs included)	**Option A**	
62	Wycherley Crescent EN4	Oakleigh	Double yellow lines on one side of the road.	21	£441.00	Footway parking bays	26	£7,071.00	**Option B**	
63	Pyecombe Corner N12	Totteridge	Double yellow lines on both side of the	4	£338.00	N/A	0	£0.00	**Option A**	

			road.							
64	Twineham Green N12	Totteridge	Footway parking bays and double yellow lines.	9	2,196.00	See option A	0		**Option A**	
65	Hillside Gardens EN5	Underhill	No action is required as this section of Hillside Gardens is wide enough to accommodate parking on both sides of road without causing any major obstruction issues.	0	£0.00	No action is required as this section of Hillside Gardens is wide enough to accommodate parking on both sides of road without causing any major obstruction issues.	0	£0.00	**Option D - No action recommended**	Part of this road falls within the Chipping Barnet 'C'' Controlled Parking Zone, which operates Monday to Saturday 8am to 6.30pm. In the CPZ parking places are marked out on the highway and no footway parking issues were noted during Officers' investigations. Outside of the CPZ, although some vehicles were seen to be parked partially on the footway, it is considered that there is no need for motorists to do this and that traffic can flow even if parked fully in the road.
66	Sellwood Drive EN5	Underhill	Alternating double yellow lines on one side of the road.	26	£624.00	Proposal to amendment existing footway parking bay layout. Furthermore	22 (14 new bays plus 8 existing bays)	£4,074.00	**Option A**	

						formal existing parking bay layout with regulatory footway parking signage				
67	Vyse Close EN5	Underhill	Double yellow lines on both sides of the road.	2	£242.00	N/A	0	£0.00	**Option A TBC by client**	
68	Hendon Wood Lane NW7	Underhill/ Hale	N/A	0	£3,509.00	N/A	0	£0.00	**Option D - No action recommended**	This road is rural in nature, with existing white lines on both sides along the length of the road. No footway parking issues were noted upon Officer investigations. No action is considered necessary.
69	Courthouse Gardens N3	West Finchley	Double yellow lines on one side of the road	20	£265.00	Footway parking bays	19	£5,206.60 (Footway Strengthening costs included)	**Option A**	
70	Courthouse Road N3	West Finchley	Double yellow lines on one side of the road	33	£473.00	Footway parking bays	21	£23,606.75 (Footway Strengthening costs included)	**Option A**	

71	Cardrew Avenue N12	Woodhouse	Alternating double yellow lines on one side of the road.	18	£148.00	N/A	0	£0.00	**Option A**	

Appendix B

List of 71 Roads

Backlog of Roads Footway Parking		
Ref	**Street name**	**Post Code**
1	Angus Gardens	NW9
2	Arlington Road	N14
3	Avondale Ave	EN4
4	Blundell Road	HA8
5	Brim Hill	N2
6	Broadfields Avenue	HA8
7	Brookhill Road	EN4
8	Brunswick Grove	N20
9	Bulwer Road	EN5
10	Burlington Rise	EN4
11	Bushfield Crescent	HA8
12	Calvert Road	EN5
13	Cardrew Ave	N12
14	Cecil Park	
15	Chase way	N14
16	Colenso Drive	NW7
17	Colin Close	NW9
18	Colny Hatch Lane	N11
19	Courthouse Gardens	N3
20	Courthouse Road	N3
21	Crescent Road	N11

22	CRESSINGHAM ROAD	HA8
23	Daneland	EN4
24	Dene Road	N11
25	Derwent Avenue	EN4
26	Eastholm	NW11
27	Edrick Walk	HA8
28	EDWIN ROAD	HA8
29	Elm Way	N11
30	Fortescue Road	HA8
31	Gallants Farm Road	EN4
32	Hendon Wood Lane	NW7
33	High Street	NW7
34	Hilllfield Road	NW9
35	Hillside gardens OS CPZ	EN5
36	Kirton Walk	HA8
37	Laleham Avenue	NW7
38	Linden Road	N11
39	Linthorpe Road.	EN4
40	Lullington Garth	N12
41	Manor View	N3
42	Mansfield Avenue	EN4
43	Marlborough Avenue	N14
44	Orchard Gate	NW9
45	Parkside Drive	HA8
46	Puller Road	EN5

47	Pyecombe Corner	N12
48	Rockways	EN5
49	Rudyard Grove	NW7
50	Sebright Road	EN5
51	Sellwood drive	EN5
52	Selvage Lane	HA8
53	Silkfield Road	NW9
54	Southbourne Crescent	NW4
55	St Marks Close	EN4
56	Summit Way	N14
57	Sunny Gardens Road (out of CPZ)	NW4
58	The Meads	HA8
59	The Woodland	N14
60	Twineham Green	N12
61	Vernon Crescent	EN4
62	Victoria Road	EN4
63	Vyse Close	EN5
64	Walter Walk	HA8
65	Westholm	NW11
66	Westhorpe Gardens	NW4
67	Woodfield Avenue	NW9
68	Wycherely Crescent	EN4
Reviews of Footway parking from Consultation Comments		
69	Hammers Lane	NW7

70	Daws Lane	NW7
71	Brookfield Avenue	NW7
72	Edgeworth Close	

Appendix C

Ward Member Consultation

Ward Consulted	Ward Members Comments	Officer Response
Brunswick Park	**Received on 11th April 2016** Would you please let me know when Whitehouse Way will be considered as the Chipping Barnet Area Committee agreed to add this to the list. Thank you, **Received on 11th April 2016** It was agreed at the environment committee that once the the first batch of 71 roads have been dealt with these roads will be considered. Would you please let me know when Whitehouse Way will be considered as the Chipping Barnet Area Committee agreed to add this to the list. Thank you, **Response received on 11th April.** Residents of Whitehouse Way are not in favour of Footway parking enforcement as the road is not wide enough.	Response provided on 11 April 2016.

	I also hope that residents on all the roads provided on the list have been consulted by letter. I would be grateful for confirmation of this please. Kind regards Sent from my iPad **Received on 11th April 2016** Dear Mr Lecordier, I completely concur with Cllr Levine's comments below re Whitehouse Way. This was agreed at the January meeting of the Chipping Barnet Area committee. You may wish to refer to the minutes of this meeting for clarification and/or speak to Lisa Wright. Regards, **Received on 23rd April 2016** I would want to see residents consulted on these proposals in Brunswick Park. I believe there will be concern over options which result in a significant loss of parking spaces.	
Burnt Oak	No response received	
Colindale	No response received	
	Received on 11th April 2016 I am surprised by the list having been a councillor for 18 years during which time pavement parking has been allowed also on:	

Coppetts	The Vale George Crescent both N10 Lyndhurst Road Woodleigh Hollickwood Thurlestone Ferrestone all N12 The roads off Balmoral Avenue N12 – although this is subject to a parking review anyway.	Officers have only reviewed the 71 roads listed in Appendix B as agreed at a previous meeting of the Environment Committee.
East Barnet	No response received	
East Finchley	No response received	
Edgware	**Received on 15th April 2016** Dear Mario, Further to our telephone conversation and as requested by you this is to confirm the following with regard to the proposals you have sent us. 1. I am assuming that it is Broadfields Avenue leading onto Hale Lane and Station Road Edgware to which you are referring. I also note that as yet there are no proposals on which you require comment from us. 2. I would appreciate more information as to the specific safety issues with regard to Bushfield Crescent which have engendered this proposal before commenting on it.	The response is noted and officers will fully consult with Ward Members and residents before any final decision is made,.

	3. I am completely opposed to the proposals for Parkside Drive which I feel would cause unnecessary upset and inconvenience to local residents. Many thanks,	
Finchley Church End	**Received on 17th April 2016** Dear Mario We only have one footway parking scheme in Finchley Church End Ward and on the whole this has worked very well. If I understand the Appendix correctly you are proposing to end this. Please do not change the current situation – the prime purpose of the parking is to secure greater safety for children entering and leaving Akiva and St Theresa's schools. Even with the parking area there is still a reasonably wide footpath between the parked cars and the boundaries of the properties. There is absolutely no reason to change. If we do stop the footway parking there will be a huge outcry from the schoolchildren's parents and the local residents. Thanks and regards	Footway parking is not legally permitted in this road. The risk and implications of not enforcing footway parking are given in paragraph 9 of this report.
Garden Suburb	**Received on 11th of April 2016** These are very narrow roads . I would be reluctant to see the elimination of some parking places John	It is intended to maximise or retain the same amount of available parking spaces where possible.
Hale	No response received	

Hendon	No response received	
High Barnet	**Received 11th April 2016** We have already stated that footway Parking in puller, sebright and calvert Roads in high barnet is the only safe Way for traffic to be managed on ths One-way system. I have lived in sebright Road since 1988 and I can assure you This is the only solution to this old Problem which rears its ugly head From time to time dependent on the 'New boys' in administration. Leave Well alone. Kind regards **Received on 18th April 2016** Dear Mario Lecordier, Thank you for your email. As nothing has been done since 1974 I suggest that should continue. The one-size-fits-all-one approach of 1974 doesn't fit these roads. The law allows for exemption if expressly permitted by the local authority - which they have. The residents have not asked for anything. Introducing yellow lines will reduce parking availability and seriously irritate residents. It will probably affect house prices and hinder residents in their day-to-day lives. If there was a busy health clinic on Calvert with many people moving up and down Sebright and Puller to get to it then I could see the needs for measures. But not many push a pram or a wheelchair down the road. The only complaints I've had is when the wheelie bins are left on the pavement, rather than being returned to the house entrance.	Footway parking is not legally permitted in these roads. The risk and implications of not enforcing footway parking are given in paragraph 9 of this report.

	There are far more important matters in need of finance - a vast amount of road and pavement maintenance, line painting, removing unnecessary double yellow lines and pot hole filling to name a few. Please leave this lose-lose exercise alone until everything else in Barnet is perfect. Regards, **Received on 22nd April 2016** Dear Mr Lecordier This may look very nice on what is obviously parking on one side of the road with a wide width and a park on the other side. Puller, Calvert and Sebright Roads are on a narrow one-way system, heavily built up on both sides, and nobody wants a car parked outside their window. Are you and your officers in cloud cuckoo land, what part of "leave these streets alone" do you not understand. The way it is now is the only way it works until such time as it is not Viable any longer. These are heavily congested roads, very much in demand because of the nature of the small cottages and the proximity to two/four of the Most outstanding schools in Barnet. Things are not going to change, it is already a one-way system. Kind regards **Received on 22nd April 2016** I would back this completely, we, as ward councillors, have said many times, one size does not fit all. Please leave these roads, and Wentworth alone Sent from my iPad On 22 Apr 2016, at 16:45,	

	Dear Mr Lecordier This may look very nice on what is obviously parking on one side of the road with a wide width and a park on the other side. Puller, Calvert and Sebright Roads are on a narrow one-way system, heavily built up on both sides, and nobody wants a car parked outside their window. Are you and your officers in cloud cuckoo land, what part of "leave these streets alone" do you not understand. The way it is now is the only way it works until such time as it is not Viable any longer. These are heavily congested roads, very much in demand because of the nature of the small cottages and the proximity to two/four of the Most outstanding schools in Barnet. Things are not going to change, it is already a one-way system. Kind regards	
Mill Hill	**Received 24th May 2016** Dear Mario Further to below I was passing Burnt Oak and reminded me that the road Barnfield Rd, Edgware, Greater London HA8 0AY has pavement parking bays marked but is not on the list of 71 roads. Hence my request that my feeling is that there may be many such others. Hope helpful. **Received 16th May 2016** Dear Mario Apologies for delay. I have managed to get some time to have a quick look at this. My Initial thoughts: I note the streets listed for Mill Hill Ward in Appendix 2. However I wonder whether previously agreed are all in the list as I recall e.g.	

	Stanhope Gardens (off Flowers Lane, NW7) being a narrow road and had asked for dispensation. Also I am sure that in this review there are Roads in the Saracens CPZ may have been missed e.g. Bunns Lane (where there are Bays marked on the pavement for parking) is not shown on the list. So question is how many more have been missed from this review / list which should have been on the list provide. Before we rush on suggest that we take stock and check. Early this year I had also asked for The Reddings, NW7 to be similarly added to the list following representation by Cllr Scannell who lives in The Reddings, NW7 and had raised this issue with me after her neighbour who contacted her because her son has received TWO parking tickets for parking on the pavement outside their home. As this road is so narrow people have to park with two wheels on the pavement so that other people can drive and traffic can flow through, including ambulances and fire engines. She thought that this road was exempt from ticketing because of this.... If the road isn't exempt then it should be!! I added my support to this request. I am generally supportive of this and did speak in favour as I have done so previously and had before advised highways that the subject of Footway Parking was discussed in the February 2011 meeting of the Hendon Area Environment Committee and which was then fully supported by Committee members. Many roads in Barnet are very narrow that it is impossible for normal traffic to flow (let alone Utility Vehicles etc.) if we keep insisting on parking on street level only - just defies common sense. All such roads by default should be on this list unless with agreement with Ward Councillors to Enforce. Hope above clear and happy to discus further.	Officers have only reviewed the 71 roads listed in Appendix B as agreed at a previous meeting of the Environment Committee.
	Received on 12th April 2016 Can I please have a comprehensive list of all the roads in Oakleigh Ward, where in the past elected members have instructed the parking service NOT to issue tickets to cars	

Oakleigh	parked on the pavement. Given that you want a response to Jamie Blake's letter by 22nd April, I trust this information can be supplied without delay. **Received on 17th May 2016** Can I respectfully suggest that you try harder. The list does exist. Try asking the parking enforcement officers…… Not very long ago I spoke with a member of the parking enforcement team in the street about why he had not ticketed a car in a particular road….not in my ward.. He said that it was on the list of exempted roads…. I expressed surprise so whilst we stood chatting he checked with his superiors who confirmed the status of the road in question. Having represented the area for over 30 years….you will understand that the vast majority of the roads are covered by the arrangements were made decades ago….long before computers ….and not even I have kept such correspondence. The lists do exist, and I would like an up to date copy. **Received on 4th June 2016** Mr Lecordier, One of the assets of being a very long standing Councillor is that we often know more about these sorts of matters than officers who do not have that length of experience With the greatest of respect the lists do exist and should be shared with all Councillors and made available to members of the public. There are probably 71or more roads in my ward alone…..and hundreds in all across the Borough where elected Members have in the past been consulted and agreed that pavement parking is to be allowed in the public interest…even without the roads being formally marked as such..	Officers are not aware of the list of roads requested.

	As I have said before…. Not only did I have a copy….I am deeply sorry that I can not now put my hand on it……but I have in the past waved it around at meetings of the old Area Forum… when other councillors claimed not to know anything about the list. Further it was not that long ago that I stopped a traffic warden……enforcement officer…..and asked him why certain cars were not being booked in a part of a road which I thought would not have been included,….He spoke to someone in his control room who confirmed that the road was on the list….and that whilst parts of the road are wide enough officers had agreed not to issue notices to part of the road thus avoiding any arguments about whether or not the road had been exempted. (The road in question is not one of your 71. Can I respectfully suggest that you need to take another look . I look forward to receiving the list without further delay.	
Totteridge	No response received	
Underhill	No response received	
West Finchley	**Received on 27th April 2016** Mario Many thanks for extending the deadline. These proposals have generated a considerable amount of comment and concern from residents - more so than any recent issue in West Finchley. The local West Finchley Residents Association and it's members have shown a great deal of interest as well. The RA has arranged a public meeting for residents for next Tuesday 3rd May at the Gordon Hall, Huntley Drive N3 1NX, next to West Finchley	Officers attended an evening meeting on 3rd May

	tube station, at 8.30pm to allow residents to discuss the proposals ahead of the deadline. This was the only time that the local hall was available. The RA have asked if a council officer would be able to attend. Given the sensitivities it would be really good if representative of the council could be there to help explain the options. Everyone wants to come up with a solution that makes the situation better for residents and not worse and the meeting could be useful in helping to identify a scheme that has the maximum local support. I'd be grateful if you could consider this request. Many thanks	2016 with ward Members and residents which was chaired by the resident's association to discuss the proposed measures in Courthouse Gardens and Courthouse Road in West Finchley ward. Officers were asked to consider the following: • Speeding – Request for 20mph Zone • Request for parking controls to remove commuter parking (possible CPZ) • Maintain the current level of on-street parking • The double yellow lines proposals were not supported except at junctions. • Parking and speeding enforcement required to improve safety
Woodhouse	No response received	

APPENDIX D - Extract from Parking Policy

8.10 Footway Parking Enforcement

Footpaths must be kept safe for pedestrians to use. Unauthorised footway parking creates an obstruction hazard for pedestrians and can make it difficult for a pushchair or wheelchair to pass safely without needing to divert into the road. Vehicles parked on the footway, can also cause particular problems for blind, disabled and older people.

8.11 Footway Parking

Many complaints are received from pedestrians, wheelchair users and those using pushchairs about inconsiderate car drivers who are parked on our footways, causing them to use the carriageway to get past.

In 1974 it became an offence to park a vehicle with ‘one or more wheels on any part of an urban road other than a carriageway’ in London (i.e. footway, grass verge, garden, space or land). The offence subsequently became decriminalised under the Road Traffic Act 1991 when local authorities were given powers to enforce footway-parking contraventions.

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Unauthorised footway parking also causes increased maintenance costs and additional risks to the public. Damage to paving and grass verges caused by parked vehicles costs the Council thousands of pounds each year and such damage can create trip hazards resulting in injury. It is therefore important that those vehicles which are parked on the footway are enforced appropriately through the issue of a PCN.

The Council have provided some designated footway parking in certain roads. These are clearly defined as bays and marked on the footway with white lines. It is usual in these situations for the footway to have been strengthened to ensure that no damage is caused by the weight of parked vehicles. Where vehicles are parked in such bays they are considered to be parked compliantly. However, where vehicles are not parked properly within a marked bay, i.e. where one or more wheels outside of the bay markings this is considered to be non-compliant and a PCN will be issued.

The Council will ensure footway parking only happens where it can be undertaken safely. In addition, these proposals will ensure that parking places are properly signed and marked where necessary to ensure that cars do not park in such a way as to cause an obstruction and that there is clarity on enforcement See Appendix 13 for further information.

Appendix 12 – Parking on footways and verges

Legal position

Parking on footways and verges whether wholly or partly is banned throughout London, unless signs are placed to allow parking.

667 –Vehicles permitted to park partly on the Footway

668- vehicles permitted to park wholly on the Footway

The ban requires that each road be reviewed on an individual basis to determine whether or not footway parking should be permitted, and a Council resolution passed in respect of any roads that are to be exempted from the general footway parking ban. The ban is specified in Section 15 of the Greater London Council (General Powers) Act, 1974.

Reasons for the footway parking ban

Many of Barnet's streets were laid out in the 1920's and 30's when there were many less cars than today and therefore parking on footways and verges has been a serious and growing problem. There are a number of reasons why the ban was introduced including:

- **Preventing obstruction to pedestrians**.
  Cars and other vehicles parked on footways can make life difficult and dangerous for pedestrians. In particular causing obstructions for the partially sighted, parents pushing buggies, the elderly and disabled people in wheel chairs and electric carts; forcing them off the footway and requiring them to to use the carriageway.
- **Preventing danger to other road users**.
  Parking on footways especially near to junctions is a specific hazard for other road users. Not only can it block vehicular movement but there is potential for impairing the view of other drivers navigating the carriageway. Many junctions have double yellow lines and loading restrictions for this reason.
- **Preventing damage to the footway**.
  Unlike road surfaces, footways and verges are not designed to take the weight of cars or other motor vehicles. Much of the damage to Barnet's footways (cracked or sunken paving slabs etc.) is caused by vehicles driving over or parking illegally on the footway. Repairs cost Barnet taxpayers millions of pounds each year, and tripping on damaged footways is the cause of many pedestrian injuries.
- **Maintaining footways as an amenity**.
  The presence of cars and other vehicles parked on footways, verges and other pedestrian areas is detrimental to the urban environment. The pavement surface is often soiled by oil stains leading to an unpleasant walking environment.

How the Council controls footway parking

Footway parking is prohibited in Barnet with the exception of locations where either

(a) Parking bays have been formally introduced (and backed by a Traffic Management Order) or
(b) An informal amnesty applies.

When formally exempting roads from the footway parking ban, the Council will take into account the following criteria:

- The width of the road and the appropriate clearance widths required (this will vary on the type of road and its usage).
- The volume and nature of traffic using the road.
- Access requirements for emergency vehicles.
- The width of the pavement.
- Safety considerations for pedestrians and other drivers.
- The implications of any exemption for footway parking in terms of traffic and pedestrian movement.
- Whether or not there is off-street or alternative parking available nearby.
- Whether alternative measures can be introduced, such as –
    - Banning parking on one side of the street while permitting it on the other.
    - Introducing one-way working and permitting carriageway parking on both kerbs.

The desirability of allowing footway parking (both formal and informal) will be reviewed commencing during 2015/16 and formal signed parking arrangements put in place where required. This will ensure that all drivers and pedestrians are clear where parking on footways and verges is allowed. Details of the review methodology are given below.

Pending the review of footway parking within the Borough; which will result in clearly showing where vehicles can or cannot park via signage or bay markings, Civil Enforcement Officers will enforce against footway parking:-

- In any roads where the vehicle is seen to be seriously impeding the movement of pedestrians
- In roads where footway parking is prohibited
- In roads where signage or bays do not permit footway parking
- In roads with a wide carriageway where there is no objective reason why the motorist should have chosen to park on the footway

Footway Parking Review Methodology

A review of footway parking needs to operate within the context of the Council's wider approach to waiting restrictions and traffic management. The requirement for parking has to be balanced against the Council's Network Management Duty, which requires us to expedite the movement of traffic including pedestrians. Other policies and legislative requirements (e.g. Equality Act 2010) are applicable. The following sections lay out how the review will be implemented however as the changes would require funding the progress of the changes proposed will be planned over time.

This review therefore sets out an approach to easing parking problems in conjunction with ensuring traffic movement (including pedestrians) is given sufficient priority. The approach will involve the following steps:

- Establish criteria that a street must meet if footway parking is to be formally permitted, the criteria should allow the majority of cases to be assessed without additional work being required.
- Any street identified (either by the Council or residents) as potentially suitable for footway parking should be assessed against the criteria. This will include a preliminary bay layout design.
- Once a street has been confirmed to be suitable for exemption from the footway parking ban, residents are consulted on whether they would like bays to be marked out or whether they would prefer for the ban to be enforced.
- If the consultation outcome is positive the process for implementing bays will proceed. If not, residents will be informed that footway parking enforcement will commence.

Potential benefits of the approach

Establishing consensus amongst residents will allow positive action to be taken. Maintaining sufficient road width will help to reduce congestion and improve safety – this will be particularly beneficial on roads with bus services and where emergency service vehicles are at risk of delay. Clearly marked bays and enforcement will result in better management of parking and less obstruction of footways. Resolving the current uncertainty will make it easier for Civil Enforcement Officers to know where to enforce and for residents to know where they can and cannot park.

Practical considerations

The primary reason for considering footway parking would be where there is a demand for on-street parking and the road isn't wide enough to permit parking on one or both sides of the carriageway without traffic movement being obstructed. It therefore follows that the review of footway parking, as with other parking restrictions, needs to be based on an assessment of carriageway width for different types of road. Busier roads will require a greater width of clear carriageway to reduce the risk of vehicles being unable to pass each other without having to stop. On quieter roads, where residential amenity may be more important than through movement of traffic, reduced carriageway widths may be acceptable as long as they are still accessible to vehicles such as dustcarts and emergency services.

The following table sets out the minimum clear carriageway widths – these are widths which will be sought as minimums when considering the introduction of parking controls (including footway parking) on existing streets and are not intended to be used for any other purpose.

Table 1 – Minimum clear carriageway width (two-lane roads only*)

Road types	Type 1	Type 2	Type 3	Type 4
Road class	All 'A' roads including those included within the Strategic Road Network (SRN). Also 'B' roads and unclassified roads with higher volumes of traffic, including a high proportion of larger vehicles.		Other 'B' roads and unclassified roads, especially those providing access to other residential areas.	Other roads.
Typical examples	SRN Most bus routes	Busy urban roads with substantial volume of non-residential traffic. Low frequency bus routes.	Busier residential roads	Low traffic volume Cul-de-sacs Serves less than 100 dwellings if not a cul-de-sac
Minimum clear carriageway width	6.0m	6.2	4.8	3.7
Notes	Suitable for high volumes of larger vehicles.	Enables the larger vehicles to pass each other.	Allows 2-way residential traffic.	A sufficient number of passing places (min width 5.5m) must also be available.
*Roads with more than two lanes are likely to require the additional capacity to cater for the volume of traffic or traffic control measures (e.g. traffic signals, bus lanes). Special consideration will be required.				

Where the minimum clear carriageway width shown in table 1 cannot be achieved with on-street parking, consideration will be given to the introduction of footway parking and/or parking controls. A standard width of 1.8m to be allowed for parked vehicles (3.6m where parking will be on both sides of the road).

Footway parking will only be considered in areas where this is an appropriate solution. It will normally be necessary for the following conditions to apply:

- Vehicles parked on the footway would not cause undue problems for pedestrians
- There is a history of significant levels of parking on the footway
- Parking demand cannot be met by on-carriageway parking (while maintaining the required minimum clear width)
- There is insufficient private off-street parking space available.
- There is insufficient spare on-street parking capacity on immediately adjacent roads.

In addition, where parking demand is lower, but on-carriageway parking may obstruct access by the emergency services or impede movement of buses and larger vehicles, footway parking will be considered even if the other conditions are not met.

Consideration also needs to be given to achieving consistency with surrounding roads to avoid confusing residents. Although footway parking areas will be clearly signed, some drivers may not understand why footway parking is allowed on one road, but not another. The application of this policy using agreed criteria will help to address this issue.

Design considerations

Where a street has met the conditions for footway parking to be considered as an option, the following design criteria will need to be met.

Footway requirements:

Footway type	**High footfall**	**Medium/Low footfall**
Location	Town centres or within 200m of a station entrance	All other locations
Normal minimum footway width to be maintained	2.0m	1.5m
Exceptional minimum footway width (to overcome obstacles or pinch points – max length 6m)	Not appropriate	1.0m*
*Where the footway width is less than 1.2m the passage of wheelchairs and prams/pushchairs requires special consideration. Some users may need to enter the carriageway to pass parked vehicles – the appropriateness of this should be assessed on a case by case basis with particular consideration for safety issues. Any sections of footway less than 1.2m wide should start and end with a section of dropped kerb in order to allow affected users to leave and re-join the footway.		

Parking bay requirements:

Bays must be marked and signed in accordance with the Traffic Signs Regulations and General Directions.

- Bays must be no less than 1.8m wide
- No part of the bay may be more than 30m from a sign (i.e. the maximum distance between signs is 60m)
- Kerb face height shall be 75mm or less
- Bay layouts will need to protect existing accesses, trees and street furniture

- Where the road is marked with a centre line, this may need to be moved to reflect the centre of the clear carriageway

In addition, the footway construction type and materials will need assessment to confirm whether they can sustain loads resulting from footway parking. Where this is not the case, strengthening of the footway may be necessary. Footways which are not designed to take vehicle loadings may be more prone to damage. However, in many roads, unauthorised parking on the footway has been taking place for a number of years, often with little or no damage to the footway. Therefore, on roads where footway parking already occurs, or in locations where the footway is unlikely to need strengthening work, formalised footway parking may be introduced without strengthening work being carried out at first, but the footway must be inspected after one month (and thereafter in accordance with the cyclic inspection regime) to confirm that footway parking is not resulting in damage. Full or potential reconstruction of the footway should also be considered where work is required to achieve the maximum 75mm kerb height.

Enforcement requirements:

Footway parking requires signage which may be visually intrusive. Bay layouts should consider the need to reduce signage wherever possible. Mixing footway parking and on-carriageway parking along a length of road may lead to an unattractive street scene and confusion of motorists. If isolated sections of the carriageway on a street are wide enough to permit on-carriageway parking, consideration should be given to whether continuing the footway parking would be appropriate to maintain consistency. If all or part of the road is in a conservation area additional design and layout considerations may apply. Liaison with the Council's Design and Heritage Group may be necessary as part of the initial process.

Parking on one or two sides:

Where the combined footway and carriageway width does not permit parking on both sides of the road an assessment must be made on which side the parking should be placed. This assessment will depend on footway widths, off-street parking (crossovers) and maximising the availability of parking. The decision will depend on the individual circumstances of each case. Waiting restrictions will usually be required on the opposite side of the road. Alternating parking from one side to the other should generally be avoided.

Where circumstances would permit parking on both sides of the road an assessment should be made of the best distribution of space across the width of the road. For example, having partial footway parking bays on both sides of the road may give a more balanced appearance and be less disruptive for footway users than having full-footway bays on one side of the road and on-carriageway parking on the other.

If unacceptable levels of displaced parking would result from removing parking on one side of the street, this may constitute an exceptional circumstance (see below). Alternatively, enforcement (and/or waiting restrictions on both sides) may be the only option.

Exceptional circumstances

Where a street does not meet the criteria for footway parking but where any enforcement action would create a situation where access for emergency vehicles is obstructed and/or the capacity of

the highway is reduced below its functioning level then other options may need to be considered. In very exceptional circumstances it is possible that a 'shared surface' approach may be considered.

Review delivery

The following actions will be required to deliver the review of footway parking. A programme will be drawn up setting out the roads to be considered and in which order:

- The first roads will be those currently on the informal 'do not enforce' list drawn up following complaints from residents and members.
- The second priority will be roads where 'legal' footway parking already exists, but where markings, signs and bay layouts need amending.
- The third priority will be roads identified following consultation with the emergency services, parking enforcement and refuse, as well as locations identified as pinch points.

The programme will take into account the footway resurfacing programme wherever possible, to avoid any duplication of works. A formal process will be required to consult residents and for a formal decision to be made on whether or not to proceed with any scheme.

Where physical works are required to implement a scheme, an appropriate funding source will be identified. In order to control overall costs, an annual budget for schemes will be established from existing highways expenditure and schemes will then be prioritised for implementation within this budget as part of the annual programme.

Environmental issues

In some locations it may be deemed appropriate or necessary to utilise grass verges to facilitate parking where it would not be desirable to convert these verges to hard surface areas. Wherever possible, grass verges in the borough should be preserved to maintain the character of Barnet roads. However, where off-carriageway parking is necessary, consideration needs to be given to maintaining rain permeable areas and green areas within the street scene. The most appropriate solution will depend on the circumstances at each location. However, solutions may include the use of 'hardened' grass surfaces, or establishing grassed areas that are currently paved. In developing any solution, it will be important to give due consideration to the on-going maintenance obligations and physical appearance of any such conversion to ensure minimal future costs are incurred. Footway parking bay layout will be designed to ensure the protection of street trees.

APPENDIX E – Examples of requests for Footway Parking Enforcement

From:
Sent: 05 June 2016 22:55
To: Hooton, John
Cc: Law, Lucy
Subject: Vehicle parking obstructions at Greenway Close NW95AZ

Dear John,

I am a resident at greenway close colindale nw95az. There have been a massive increase in numbers of vehicles parking outside the driveway (including on the pavement) on this greenway close which is blocking the pedestrian walk/pavement and residential cars entering in and out. This is having a serious impact on our everyday lives including having visitors coming to us which includes the disabled/elders or children on buggies. In an emergency if our vehicles are blocked this could mean we are unable to drive to the nearest hospital or obstruction of the fire brigade or ambulance to the rescue inside each house. The safety and peace of the environment is currently under threat therefore could you please address this by ensuring a yellow line parking restriction is present in order to avoid any unnecessary danger to the public.

From: Rutter, Cllr Lisa
Sent: 11 December 2015 02:00
To: Members Enquiries; Wild, John
Subject: Oxford Avenue

I was called today to visit Oxford Avenue by a resident;
When I attended, I was met by several other residents who informed me of the following complaints;

1. Vehicles (cars and vans) are parking daily on the foot way causing problems for pedestrians and mothers with prams and disabled people in wheel chairs. These vehicles are non residents parking to catch train for work. I have taken 3 photos which shows the problems.
2. One of the photos (photo 3) shows a bay where cars are parked. These bays are passing bays but non residents are parking there all day as they think it is a parking bay.
3. There are double yellow lines which are faded and need to be re painted. Residents would also like some time restrictions if possible.

* I would be grateful if this matter can be looked into please as soon as possible especially the white van in photo 1 which is parked every day at number 1 Oxford Avenue.

* Can we please start putting some warning penalty tickets on all the vehicles which are parked on the footway in Oxford Avenue.

* I would also be grateful if the double yellow lines can be repainted
* Can we please consider a sign in the bays to stop vehicles from using it as a parking bay
* Can we also consider some parking restrictions

Kind regards

Cllr. Lisa Rutter
Brunswick Park Ward
London Borough of Barnet

From:
Sent: 19 March 2016 12:34
To: cllr.z.zubairi@barnet.gov.uk
Subject: This morning's meeting

Dear Councillor Zubairi
It was a pleasure meeting with you today to discuss the pavement parking issue in Kestrel Close.
I have attached photos to this email. The photos show cars parked on the pavement of Kestrel Close which prevents pedestrians, especially those of us with push chairs from exiting by the pavement.
the two main dangers and hazards that the cars parking on the pavement cause are:
1. Monday to Friday non residents are parking their cars on the pavement which leads to pedestrians not being able to exit via the pavement. this creates a hazardous and unsafe exit for the residents. push chairs are not able to pass through as the width between the cars and the fence is too small for a pushchair or wheelchair to exit. This means that pedestrians must exit via the road or cross over to the other side which in itself is dangerous because there is a bend which cars turn into.

2. On a number of occasions, refuse lorries have been unable to maneuver their vehicles into the close to collect the refuse because the cars parked on the pavement prevent the truck from entering. this has lead to extra work and time for the refuse collectors because they have to wheel the bins from further away to the lorry which is stuck at the opening of the close.
If there is anything else that you need from us, please do not hesitate to contact me directly.

Kindest regards

From: Sowerby, Cllr Stephen
Sent: 28 May 2016 07:10
To: parking clientteam
Cc: Salinger, Cllr Brian; Rajput, Cllr Sachin; Members Enquiries
Subject: Re: Footway parking on Langton Avenue, N20 Your Ref: 101000792474

Dear Mr Moorwood,

Please can you inform me how often the CEOs will be visiting Langton Avenue to check for footway parking and issue tickets? I assume at least once a day.

Regards,

Cllr Stephen Sowerby
Member for Oakleigh Ward
London Borough of Barnet

From: REYNOLDS, Katherine [mailto:reynoldsk@parliament.uk]
Sent: 23 May 2016 12:36
To: Members Enquiries
Subject: ----------Babington Road, London, NW4 4LD

Dear Sir/Madam,

Matthew Offord MP has been contacted by the above named constituent regarding parking in Babington Road.

As I understand it, Mr ---------- alleges that his neighbour parks on the pavement outside his house, making it very difficult for Mr ---------- and his wife to pass the car on the pavement. Mr ----------alleges that he has made repeated attempts to contact the council but to no avail, and is now concerned as his wife, who uses a wheelchair, is struggling to pass the car on the safety of the pavement.

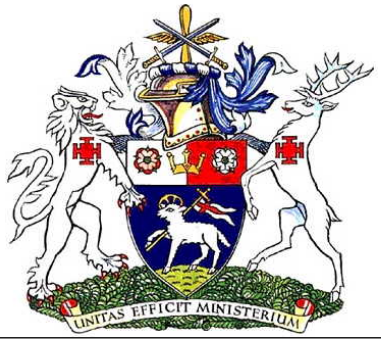
In order for Dr Offord to respond to his constituent, I would be grateful for any comments you may have on the matter.

Kind regards,

Katherine Reynolds

Caseworker
Office of Matthew Offord
Member of Parliament for Hendon
House of Commons, London, SW1A 0AA
T: 020 7219 7083 | E: katherine.reynolds@parliament.uk

AGENDA ITEM 16

	**Environment Committee** **14 July 2016**
Title	**Referred Item from the Hendon Area Committee - Abercorn Road, Traffic Management Scheme**
Report of	Head of Governance
Wards	Mill Hill
Status	Public
Enclosures	Appendix A – Report submitted to the Hendon Area Committee, 30 March 2016 Appendix B – Appendix submitted to the Hendon Area Committee, 30 March 2016
Officer Contact Details	Sher Odoffin, Governance Officer Email: sheri.odoffin@Barnet.gov.uk Tel: 020 8359 3104

Summary

This item provides Members of the Environment Committee with information relating to a report which details the feasibility study undertaken to address the traffic and safety concerns raised regarding Abercorn Road and its junctions with Firth Lane and Dollis Road, NW7 considered by the Hendon Area Committee on 30 March 2016. This report was considered and subsequently referred to the Environment Committee for consideration.

Recommendations

1. **That the Environment Committee note that Abercorn Road, Traffic Management Scheme was reported to the Hendon Area Committee on 30 March as outlined in section 1 of this report and Appendix A and B.**
2. **That the Environment Committee provide instruction to the Commissioning Director for Environment to outline options for funding the Abercorn Road, Traffic Management scheme from an agreed budget prior to progressing the scheme to detailed design, public consultation and implementation.**

1. WHY THIS REPORT IS NEEDED

1.1 The Head of Governance was notified of the Hendon Area Committee considered a report on the findings of a feasibility study on the traffic issues affecting Abercorn Road in Mill Hill, NW7. A number of costed recommendations were presented and the Hendon Area Committee selected a recommendation that was above the £25,000 approval limit of the Committee.

1.2 The report recommended a referral to Environment Committee which the Committee supported. It was acknowledged that funding may need to come from LIP and TfL allocations and as already allocated for the year 2016/17, the funding may need to be allocated from the 2017/18 pot. The Committee noted however that this did not preclude some works taking place incrementally and over two financial years accessing some finding via the Area Committee to commence part of the works.

1.3 The Hendon Area Committee referred the Abercorn Road, Traffic Management Scheme to the Environment Committee following discussion and consideration. The minutes of the meeting on 30 March 2016 **Resolved** that:

1. The Hendon Area Committee noted the detail of the feasibility study as outlined in this report in relation to Abercorn Road and its junctions with Frith Lane and Dollis Road, NW7

2. The Hendon Area Committee noted the above in 1, give instruction to the Commissioning Director for Environment to escalate the proposal within the report to the Environment Committee to consider options for funding the scheme from an agreed budget prior to progressing the scheme to detailed design, public, consultation and implementation.

3. The Hendon Area Committee agreed to refer this item to the next Environment Committee meeting.

1.4 Having been put to the vote, the motion was declared carried and became the substantive motion. The Environment Committee is therefore requested to consider the report recommendations and determine within the remit of its terms of reference.

2. REASONS FOR RECOMMENDATIONS

2.1 The Committee are requested to give consideration to the recommendations in the report and provide instruction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 As set out in Appendix A

4. POST DECISION IMPLEMENTATION

4.1 As set out in Appendix A

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 As set out in Appendix A

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 This decision is in line with the Council's Constitution, Responsibility for Functions and is therefore in the remit of the powers of the Environment Committee.

6. Risk Management

6.1.1 None in the context of this report.

7. Equalities and Diversity

7.1.1 The Environment Committee has the terms of reference as outlined in the Councils Constitution to consider a wide range of issues all of which must be considered for their equalities and diversity implications.

8. Consultation and Engagement

8.1.1 None in the context of this report.

9. Insight

N/A

10. BACKGROUND PAPERS

10.1 Hendon Area Committee, 30 March 2016, Agenda Item 12, http://barnet.moderngov.co.uk/documents/s32907/Minutes%20of%20Previous%20Meeting.pdf

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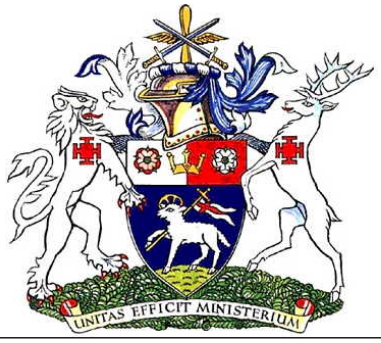	**Environment Committee** **30 March 2016**
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1.4 Having been put to the vote, the motion was declared carried and became the substantive motion. The Environment Committee is therefore requested to consider the report recommendations and determine within the remit of its terms of reference.

2. REASONS FOR RECOMMENDATIONS

2.1 The Committee are requested to give consideration to the recommendations in the report 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 via the petitions progress, 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 This decision is in line with the Council's Constitution, Responsibility for Functions and is therefore in the remit of the powers of the Environment Committee.

6. Risk Management

6.1.1 None in the context of this report.

7. Equalities and Diversity

7.1.1 The Environment Committee has the terms of reference as outlined in the Councils Constitution to consider a wide range of issues all of which must be considered for their equalities and diversity implications.

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9. Insight

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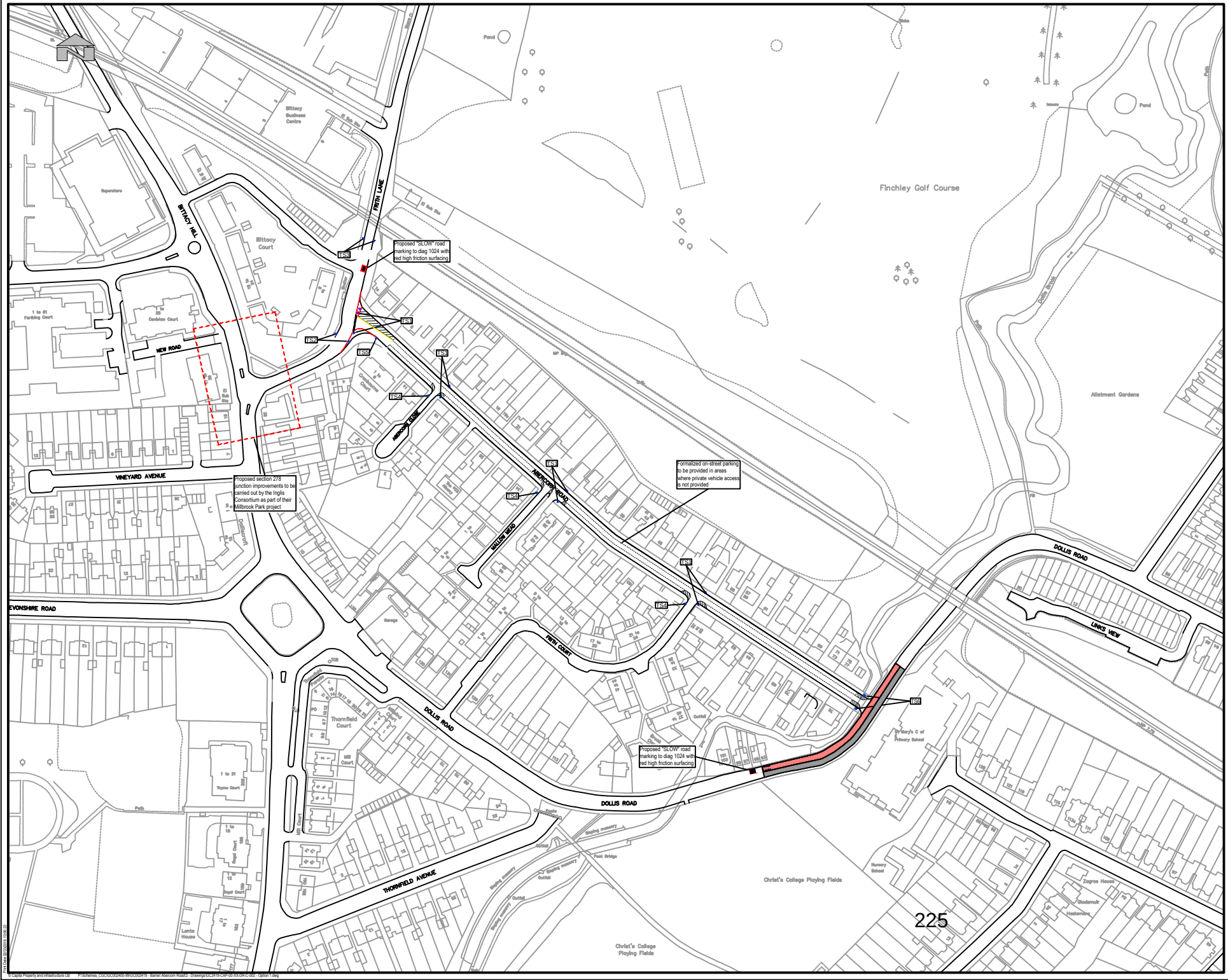

Rev	Drwn	Chkd	Apprd	Description	Date

Purpose of Issue
Feasibility Study

Classification
Commercial in Confidence

Client
London Borough of Barnet

Project
Abercorn Road

Drawing
Option 1

Scale @ A1	Drawn	Checked	Approved
1:1,000	CF	HT	LS

Project No.	Date
GC/002419	01-MAR-2016

Drawing Identifier
Project - Originator - Zone - Level - File Type - Role - Number
GC2419-CAP-00-XX-DR-C-002

BS1192 Compliant revision
P00

CAPITA
Civil Engineering
St David's House, Pascal Close, St Mellons, Cardiff, CF3 0LW
029 2080 3500
www.capitaproperty.co.uk
Capita Property and Infrastructure Ltd.

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AGENDA ITEM 17

Environment Committee

14 July 2016

Title	**Annual Performance Report – 2015/16**
Report of	Comissioning Director for Environment
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A: Environment Committee Commissioning Plan - Annual Performance Report 2015/16
Officer Contact Details	Kitran Eastman – Strategic Lead, Clean and Green Tel: 0208 359 2803. Email: kitran.eastman@barnet.gov.uk

Summary

On 11 June 2015 the Environment Committee approved a five-year Commissioning Plan for the period 2015-20. The Commissioning Plan set out the Committee's priorities and outcome measures for; parking, waste and recycling, parks and green spaces, street cleansing, cemetery and crematoria, highways and regulatory services. All Theme Committees agreed five-year Commissioning Plans.

This report provides a review of the Environment Committee Commissioning Plan for 2015/16 (Appendix A), against the commissioning intentions and outcome measures.

Recommendations

1. **That the** Environment **Committee note the contents and progress on the Environment Committee Commissioning Plan in 2015/16 (Appendix A)**.

1. WHY THIS REPORT IS NEEDED

1.1 The **Environment Committee Commissioning Plan 2015-20** was approved in June 2015. It sets strategic priorities and outcome measures for parking, waste and recycling, parks and green spaces, street cleansing, cemetery and crematoria, highways and regulatory services – with targets to be refreshed annually. The strategic priorities are:

- Driving an increase in overall resident satisfaction with Barnet as a place to live to amongst the highest of any Outer London borough
- Increasing recycling rates and minimising tonnages collected
- Meaningful and ongoing engagement with residents across the borough around waste minimisation activity resulting in changing resident behaviour and high levels of satisfaction with the service
- With the help of residents protecting, conserving and enhancing green space and the leafy character of Barnet for current and future generations
- Supporting and improving the health and wellbeing of the population, by providing safe green spaces to play, participate in sports and physical activity, walk and cycle
- Delivering Cemeteries and Crematoria Services that are high quality and efficient, and respond to changing resident preferences in dealing with the deceased respectfully
- Ensuring that Highway services in the borough – including both roads and pavements – are maintained to a high quality, and that improvements in quality and capacity are focused on areas where highest growth is expected, and of highest strategic importance. Always focusing on safety in every aspect of service delivery
- Making Regulatory services high quality and efficient, whilst prioritising attention on key risks to health and safety, so that they do not impose unnecessary costs or burdens on businesses who want to grow or relocate to the borough.

2. Review of Commissioning Plan for 2015/16

2.1 Appendix A provides a review of the Commissioning Plan for 2015/16, against each of the commissioning intentions and outcome measures.

21 commissioning intentions are included in the Commissioning Plan

- **71% (15)** are Green
- **29% (6)** are Green Amber.

28 outcome measures (indicators) are included in the Commissioning Plan

- **61% (17)** are “on or above target” and
- **39% (11)** are “off target”.

28 outcome measures have been given a Direction of Travel status:

- **60% (15)** have an “improved or maintained” DOT
- **40% (13)** have a “worsened” DOT.

Parking

Driving and parking in London is a highly emotive subject, with the demands of the motorist to get to their destination quickly and parking easily competing

with need for better air quality, pedestrian safety, traffic control and a finite supply of parking spaces. Barnet's Parking Policy seeks to balance a number of these conflicting demands and priorities. The council's 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.

- Resident **satisfaction with parking** (30%) has improved by 13 percentage points from 2012, but is still below the London Average. The complex nature of the service delivery model will be examined in 2016 to deliver further improvements in satisfaction. The Environment Committee has recently agreed an extension to the Enforcement Contract to enable work to take place across a number of North London authorities to look at this.
- Roll-out of the **electronic parking permit system** has been problematic, resulting in some residents being unable to renew or apply online. This has now been resolved and improvements made to the webpages to make it easier for residents to access information and complete transactions.

Waste and Recycling

The waste sector as a whole continues to face a number of policy and cost challenges including the achievement of 50% recycling by 2020, potentially higher recycling targets for 2030 set by the EU, and the prospect of restrictions on the end disposal of certain waste types, for example landfill bans. The focus of the approach around waste and recycling is on enabling residents to change behaviours in relation to waste collection and disposal, to ensure food waste is minimised, recycling is maximised, and to reduce the total amount of waste produced by each household in the Borough to the lowest level possible. The waste service continues to work in partnership with the North London Waste Authority (as the statutory waste disposal authority) to ensure that a 'whole systems' approach is delivered in order to avoid 'cost shunting' between disposal and collection**.**

- Resident **satisfaction with refuse and recycling services** (78%) has improved by 2 percentage points from 2014. Satisfaction with recycling services (75%) is 9 percentage points above the London average; and satisfaction with refuse services (80%) is 11 percentage points above the London average.
- The **recycling rate** has dropped slightly to 37.95%; attributed to an overall reduction in food and garden waste recycling. An improvement plan has been put in place to encourage behaviour change and increase levels of recycling – and the **Recycling and Waste Strategy** has been approved by the Environment Committee on the 12 May 2016, following consultation with residents and Members.
- A policy and plan for the transformation of **commercial waste services** has been approved by the Environment Committee on 8 March 2016. This will provide opportunities for transformation and improve the offer to local businesses – and new policies, such as time-banded collections and compulsory commercial waste recycling, will be linked with environmental enforcement relating to business waste, to ensure all businesses deal with waste appropriately.

Parks and Green Spaces

Parks and Open Spaces have a really positive impact on the quality of life of Barnet residents. However, it is too simplistic to assume this can be achieved without regular and targeted intervention that begins with a clear vision of what we want from our parks and open spaces and includes investment and proactive management of the asset.

- The **Parks and Open Spaces Strategy** has been approved by the Environment Committee on the 12 May 2016, following consultation with residents and Members. The strategy will enable the parks service to address strategic issues such as developing a stronger asset management approach for managing the buildings and facilities provided within the parks and open spaces, and attracting much needed new investment, which will help drive usage, improve utilisation across the parks service portfolio, and increase income opportunities.
- Nine locations for new **Outdoor Gyms** in parks have been identified, with three of these being delivered via regeneration projects. Of the remaining six, funding has been secured for three; and the other three will be delivered by Greenspaces. The locations have been selected to ensure that all Barnet residents are within a one mile walking distance of the facilities.

Street Cleansing

Borough cleanliness remains an important priority for the council and Street Scene services given the role it plays in driving public satisfaction with the local environment. The way streets and other public spaces are cared for has an impact on every household within the borough, the success of businesses operating in the locality and the attraction of visitors to the area. The quality of the local environment, in particular the standard of street cleansing, is one of the main barometers used by the public to judge how well an area is being managed and its suitability as a place in which to live, work or visit.

- Satisfaction with **street cleaning** (52%) has remained lower than the London average (55%). A Street Scene enforcement policy and procedure has been agreed by Environment Committee on 8 March 2016. The Committee also agreed a six month pilot starting in June for issuing Fixed Penalty Notices in the main town centres. The council's overarching enforcement policy has been submitted to Policy and Resources Committee on 17 May 2016.
- An alternative approach for the annual **leaf clearance** for streets using in-house grounds maintenance resources has been trialled in 2015. The alternative approach was a success with the leaves cleared within the usual period and with no increase in complaints.

Cemetery and Crematoria

Barnet strives to achieve the highest possible standards in meeting the needs of the bereaved in the delivery of cemetery and crematorium, and related services.

- In January 2016, the Hendon Cemetery and Crematorium went fully paperless with its Burial and Cremation Administration (BACAS) system. Bookings in hardcopy have now stopped and all deceased funerals and details are registered on the electronic system.

- Barnet has received positive feedback from a survey of Funeral Directors served by the Hendon Cemetery and Crematorium. Staff have been highly commended for the quality of the service, with 87% of respondents stating that the service met their needs either "very well or extremely well" and were "very satisfied" with the service.

Highways

The Traffic and Development section is responsible for Parking Design, Traffic Schemes, Highways Planning, Development Control, Travel Planning, Road Safety Education and the Highway Maintenance programme. Work within the section is aimed at enhancing the quality of life for all within the Borough resulting in a safer, more attractive area to live, work and visit, and providing an improved quality of service.

- Challenges in Highways in relation to delivering the £15m Network Recovery Plan and complaints about **surface dressing**. A detailed action plan has been put in place to address problems with surface dressing – and prior to seeking approval for the planned maintenance work programme for 2016/17, ward Members were briefed on potential elements of the programme in each ward and feedback taken on board.
- High level of satisfaction with **street lighting** (71%), with a 2 percentage point improvement on 2014 and remaining on par with the London average.

Regulatory Services

The service covers Environmental Health, Trading Standards and Licensing.

- The multi-agency Joint Tasking Group has been successfully re-launched in March 2016, creating a proactive multi-agency (Re, Community safety, London Fire Brigade and the police) response to issues within the borough.
- There has been a 16% increase in safety complaints to **Trading Standards** this year; with 20% of all complaints related to safety and in particular to electrical products. There has also been a 17% increase in complaints related to second hand car sales. Hotspot areas for rogue traders have been identified and resources targeted in this area. Posts have been made on social media about avoiding rogue traders, and talks have been held with vulnerable people – resulting in a 9% decrease in complaints made by residents in this area compared with last year.
- The **Licensing** team have continued to undertake successful out-of-hours visits in conjunction with the police; and premises are being dealt with to ensure they comply with licensing regulations.

2 REASONS FOR RECOMMENDATIONS

2.1 A key element of effective strategic and financial management is for the council to have comprehensive business plans in place that ensure there is a clear strategy for addressing future challenges, particularly in the context of continuing budget and demand pressures (resulting from demographic and legislative changes), delivering local priorities and allocating resources effectively.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 There is no statutory duty to publish Committee Commissioning Plans but it is considered to be good practice to have comprehensive business plans in place for each Committee – which set out priorities and how progress will be measured – to ensure that the council's vision for the future is clearly set out and transparent.

4 POST DECISION IMPLEMENTATION

4.1 Any revisions to the Commissioning Plan will be communicated internally and with key stakeholders.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 This report invites Members to note progress on the Commissioning Plan in 2015/16.

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

5.2.1 In addition to continuing budget reductions, demographic change and the resulting pressure on services pose a significant challenge to the council. The organisation is facing significant budget reductions at the same time as the population is increasing, particularly in the young and very old population groups.

5.2.2 The Commissioning Plan has been informed by the council's Medium Term Financial Strategy, which sets out the need to make savings of £81m by 2020.

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. 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 must be considered in terms of the council's legal powers and obligations, including its overarching statutory duties such as the Public Sector Equality Duty.

5.4.2 The council's Constitution, in Part 15 Annex A, Responsibility for Functions, states the functions of the Environment Committee, including:

(11) To receive reports on relevant performance information on Delivery Units providing services under the remit of the Committee.

5.5 Risk Management

5.5.1 The council has an established approach to risk management. Key corporate risks are assessed regularly and reported to Performance and Contract Management Committee on a quarterly basis.

5.6 Equalities and Diversity

5.6.1 The general duty on public bodies is set out in section 149 of the Equality Act 2010.

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

a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
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.

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

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

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

5.6.5 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to tackle prejudice; and promote understanding.

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

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

5.6.8 It also covers marriage and civil partnership with regard to eliminating discrimination.

5.6.9 In agreeing the Corporate Plan, the council is setting an updated strategic equalities objective and reiterating our commitment to delivering this. The strategic equalities objective is as follows:

- Citizens will be treated equally, with understanding and respect, and will have equal access to quality services which provide value to the tax payer.

5.7 Consultation and Engagement

5.7.1 The original Corporate Plan and Commissioning Plans were informed by extensive consultation through the Budget and Business Planning report to Council (3 March 2015).

5.7.2 The consultation aimed to set a new approach to business planning and engagement by consulting on the combined package of the Corporate Plan, Commissioning Plans, and budget. In particular it aimed to:

- Create a stronger link between strategy, priorities and resources
- Place a stronger emphasis on commissioning as a driver of the business planning process.
- Focus on how the Council will use its resources to achieve its Commissioning Plans.

5.6.3 To allow for an eight week budget consultation, consultation began after Full Council on 17 December 2014 and concluded on 11 February 2015. Further consultation on the budget for 2016/17 has been undertaken following Policy and Resources Committee on 16 December 2015.

6 BACKGROUND PAPERS

6.1 Environment Committee Commissioning Plan 2015-20.

Appendix A: Environment Committee Commissioning Plan - Annual Performance Report 2015/16

The tables below provide a review of the Environment Committee Commissioning Plan for 2015/16, against each of the Commissioning Intentions and outcome measures for the following service areas:

- Parking
- Waste and recycling
- Parks and green spaces
- Street cleansing
- Cemetery and crematoria
- Highways
- Regulatory services

Parking			
Commissioning Intention	**RAG**	**Commentary**	**Service**
Outsourced service contributing to £5.9m per annum savings whilst improving performance and overall quality of the service and delivering our aims to: - • keep traffic moving, • make roads safer, • reduce air pollution, • ensure as much as possible that there are adequate parking places available on the high street and • that residents can park as near as possible to their homes.	***Green***	The outsourced service is on track to achieve the £5.9m per annum savings. • Parking transactions on streets - increased parking activity is in line with the intentions of the Parking Policy, which sets out a desire to increase occupancy to 85% of parking bays being occupied. • Parking restrictions and effective enforcement act as a deterrent to people who park non-compliantly, whilst assisting in keeping traffic moving, reducing congestion and air pollution and contributing to making roads safer. Over the last 12 months restrictions have been reviewed, appropriate amendments made and new restrictions added, where deemed appropriate. • Controlled parking zones (CPZ's) have been reviewed, adjusted and enforced on a regular basis ensuring an adequate balance between tackling the demands of road space and ensuring residents can park as near as possible to their homes.	Parking

Ref		Indicator	Period covered	2014/15 Result	2015/16 Target	2015/16 Result	Direction of Travel	Benchmarking	Service
CPI	PI/S1	Parking transactions in town centres and on street	Apr 2015 - Mar 2016	N/A	1,650,326	2,024,492 (G)	N/A	Not available	Parking
N/A	PI/S2	Parking transactions in car parks	Apr 2015 - Mar 2016	N/A	278,036	517,610 (G)	N/A	Not available	Parking
SPI	PI/S3 (RPS)	Percentage satisfied with parking	Autumn 2015	29%	28%	30% (G)	Improving	Not available	Parking
SPI	PI/C3	Response processing in time	Apr 2015 - Mar 2016	99%	99%	99.87% (G)	Improving	Not available	Parking
SPI	TBC (RPS)	Percentage concerned about traffic congestion	Autumn 2015	21%	Maintain	26% (G)	Worsening	Not available	Parking

Waste and Recycling			
Commissioning Intention	**RAG**	**Commentary**	**Service**
Reuse, recycle or compost 50% of all household waste by 2020.	***Green***	The Recycling and Waste Strategy was agreed at Environment Committee in May 2016, following work done in 2015/16. The new strategy has the core aim to recycle 50% of municipal waste by 2020, and the action plan within the strategy sets out key areas to achieve the target.	Street Scene
Minimise the amount of municipal waste being sent to landfill	***Green***	Waste being sent to land fill has decrease as new Energy from Waste Facilities have come on stream	Street Scene
Provide a waste collection service that is accessible and easy to use, that encourages residents to recycle their waste effectively	***Green***	Following a review of the service, the commercial clinical waste service has been stopped as it was not considered to be commercially viable. On-going reviews of other services are forming part of the Alternative Delivery Model (ADM) Project.	Street Scene
Provide waste services to local businesses that are cost effective and that allows them to manage their waste sustainably.	***Green Amber***	In March 2016, the Environment Committee agreed a policy and plan for the transformation of commercial waste services. This will be linked with environmental enforcement, relating to business waste, to ensure all businesses deal with waste appropriately.	Street Scene

Commissioning Intention	RAG	Commentary	Service
Alternative delivery model contributing to £5.9m per annum savings by 2019/20 whilst improving performance and overall quality.	***Green***	Soft Market Testing was completed in January 2016. This information has informed the next stage of the ADM project. The ADM timetable for assessing in-house proposal has been agreed and is scheduled for November 2016. An Outline Business Case is being prepared.	Street Scene
Encourage residents to change behaviours in relation to waste	***Green***	The results of the trial did not show a clear route to behavioural change. Further work will be developed as part of the Recycling and Waste Strategy, which was agreed at Environment Committee in May 2016.	Street Scene

Ref		Indicator	Period covered	2014/15 Result	2015/16 Target	2015/16 Result	Direction of Travel	Benchmarking	Service
CPI	SS/C1	Waste tonnage - residual per household	Oct 2015 - Dec 2015	159.94 (Q3 2014/15)	142.77	162.49 (R)	Worsening	Not available	Street Scene
CPI	SS/C2	Waste tonnage- recycling per household	Oct 2015 - Dec 2015	89.16 (Q3 2014/15)	103.25	93.59 (RA)	Improving	Not available	Street Scene
CPI	SS/S3	Percentage of household waste sent for reuse, recycling and composting	Oct 2015 - Dec 2015	35.79%	42.0%	37.95% (RA)	Improving	Not available	Street Scene
CPI	SS/S4 (RPS)	Percentage of residents who are satisfied with refuse and recycling services	Autumn 2015	76% (Autumn 2014)	80%	78% (G)	Improving	Not available	Street Scene
MPI	SS/S5	Recycling participation (blue bin)	Apr 2015 - Mar 2016	N/A	71%	85% (G)	N/A	Not available	Street Scene

Parks and Green Spaces			
Commissioning Intention	**RAG**	**Commentary**	**Service**
Create a high quality physical environment that contributes to the quality of life of residents and visitors	***Green Amber***	Project to review the management of the bowling greens is started in April 2016 – with the transfer to take place in Q4 2016/17.	Street Scene
Manage and maintain parks and open spaces that support healthy living and contribute to building a thriving local economy	***Green Amber***	In January 2016, the Environment Committee requested a review of the events policy in the parks. This will be completed by summer 2016.	Street Scene
Work with partners to secure investment in new public spaces	***Green Amber***	The Parks and Open Spaces Strategy was agreed at Environment Committee in May 2016, following work done in 2015/16. Further work will progress linking parks to stronger communities and volunteer programmes. These are included in the Action Plans for the strategy.	Street Scene
Implement relevant delivery models that deliver a stable and sustainable financial position	***Green***	The Street Scene Alternative Delivery Model Project is on track. High level options have been identified and reviewed, and an activity based costing exercise has been completed. The Outline Business Case 1 will be reviewed by Environment Committee in September 2017.	Street Scene
Build stronger local communities by promoting volunteering and other forms of community engagement	***Green***	The Parks and Open Spaces Strategy was agreed at Environment Committee in May 2016, following work done in 2015/16. Further work will progress on reviewing funding streams and governance models. These work programmes are included in the Action Plans for the strategy.	Street Scene
Alternative delivery model contributing to £5.9m per annum savings by 2019/20 by 2019/20 whilst improving performance and overall quality.	***Green***	Soft Market Testing was completed in January 2016. This information has informed the next stage of the ADM project. The ADM timetable for assessing in-house proposal has been agreed and is scheduled for November 2016. An Outline Business Case is being prepared.	Street Scene

Ref		Indicator	Period covered	2014/15 Result	2015/16 Target	2015/16 Result	Direction of Travel	Benchmarking	Service
CPI	SS/S1 (RPS)	Percentage of residents who are satisfied with parks and open spaces	Autumn 2015	72% (Autumn 2014)	72%	67% (GA)	Worsening	London 68% (Autumn 2014, RPS)	Street Scene

Ref		Indicator	Period covered	2014/15 Result	2015/16 Target	2015/16 Result	Direction of Travel	Benchmarking	Service
CPI	SS/C3	Percentage satisfied (parks, playgrounds and open spaces) - users	Autumn 2015	70%	76%	67% (R)	Worsening	Not available	Street Scene
MPI	SS/S2	Percentage of households which have used parks, playgrounds or open spaces in the last 12 months	Autumn 2015	73.5% (Autumn 2014)	86%	69% (R)	Worsening	Not available	Street Scene

Street Cleansing			
Commissioning Intention	**RAG**	**Commentary**	**Service**
Maintenance of a clean and well cared for local environment, and public spaces, that enhance local areas and support economic wellbeing.	***Green***	First draft of Borough Cleansing strategy completed at the end of January 2016.	Street Scene
Relevant and targeted enforcement that promotes prevention of forms of anti-social behaviour.	***Green***	Adoption of new Street Scene Enforcement Policy by Environment Committee in March 2016. Committee agreed to a trial for enforcement in March 2016. This will commence in July 2016 following a communications campaign.	Street Scene
Build stronger local communities by promoting volunteering and other forms of community engagement	***Green Amber***	The Parks and Open Spaces Strategy was agreed at Environment Committee in May 2016, following work done in 2015/16. Further work will progress on reviewing funding streams and governance models. These work programmes are included in the Action Plans for the strategy.	Street Scene
Alternative delivery model contributing to £5.9m per annum savings by 2019/20 whilst improving performance and overall quality.	***Green***	An Alternative Delivery Model PID has been drafted; and a project delivery team established.	Street Scene

Ref		Indicator	Period covered	2014/15 Result	2015/16 Target	2015/16 Result	Direction of Travel	Benchmarking	Service
CPI	SS/S6 (RPS)	Percentage of residents who are satisfied with street cleaning	Autumn 2015	53% (Autumn 2014)	58%	52% (R)	Worsening	London 55% (Autumn 2014, RPS)	Street Scene

Ref		Indicator	Period covered	2014/15 Result	2015/16 Target	2015/16 Result	Direction of Travel	Benchmarking	Service
CPI	SS/S7	Percentage of unacceptable levels of litter	Apr 2015 - Mar 2016	2.67%	3%	3.76% (GA)	Worsening	Not available	Street Scene
CPI	SS/S8	Percentage of unacceptable levels of detritus	Apr 2015 - Mar 2016	9.17%	14%	10.67% (G)	Worsening	Not available	Street Scene
CPI	SS/C4	Percentage concerned about litter/ dirt in streets (in top 3)	Autumn 2015	19%	17%	17% (G)	Worsening	Not available	Street Scene

Cemetery and Crematoria			
Commissioning Intention	**RAG**	**Commentary**	**Service**
Outsourced service contributing to £3.9m per annum savings whilst improving performance and overall quality.	***Green Amber***	Cemetery and Crematoria are contributing towards the savings by commercialising the services to guarantee the income, improving the services and adding extra choices.	Re

Ref		Indicator	Period covered	2014/15 Result	2015/16 Target	2015/16 Result	Direction of Travel	Benchmarking	Service
SPI	Re HCC01	Meeting religious burial needs	Jan-Mar 2016	100%	95%	100% (G)	Same	Not available	Re
SPI	Re HCC04	Charter for the Bereaved	Apr 2015 - Mar 2016	Silver	Gold	Gold (G)	Improving	Not available	Re

Highways			
Commissioning Intention	**RAG**	**Commentary**	**Service**
Outsourced service contributing to £3.9m per annum savings whilst improving performance and overall quality.	***Green***	The outsourced service is delivering the guaranteed savings. With regards to performance and overall quality there has been clear improvement over the last year and new processes / governance introduced which will provide scope for	Re

Commissioning Intention	RAG	Commentary	Service
		further improvements.	
Street lighting contributing to £5.9m per annum savings by 2019/20 whilst improving performance and overall quality.	***Green***	Following the decision to not progress with refinancing the PFI project due to this option being identified as not financially viable an alternative method to deliver the £150K saving is currently being pursued. This includes making operational changes to the maintenance requirements which will require the approval of the PFI funders. The funding consortium is made up of 4 banks and the proposed changes requires the approval of each bank before the change control can be implemented. As this will be a time consuming exercise actions have been taken to ensure that some initial savings can be realised and these include the following: • Conducting trials of the operational changes • Replacing illuminated bollards for non-illuminated bollards • Replacing footpath lanterns to low energy LED lanterns Progressing discussions with Enfield Council and the PFI service provider on the possibility of joining up contract management functions.	Re

	Ref	Indicator	Period covered	2014/15 Result	2015/16 Target	2015/16 Result	Direction of Travel	Benchmarking	Service
KPI	KPI 1.2 NM (Re/S7)	Annual Programme relating to Carriageway Resurfacing schemes	Apr 2015 - Mar 2016	100.0%	100.0%	100.0% (G)	Same	Not available	Re
KPI	KPI 1.3 NM (Re/S8)	Annual Programme relating to Footway Relay schemes	Apr 2015 - Mar 2016	100.0%	100.0%	100% (G)	Same	Not available	Re

	Ref	Indicator	Period covered	2014/15 Result	2015/16 Target	2015/16 Result	Direction of Travel	Benchmarking	Service
KPI	NM KPI 2.2	Make Safe within 48 hours all intervention level potholes reported by members of the public	Jan-Mar 2016	98.74%	100%	98% (GA)	Improving	Percentage of CAT 1 defects made safe within response times Bridgend 97.26% Highest in group 100% Average of Group 90.85% Lowest in group 62.19% (2013/14, APSE Performance Network (Wales)	Re
KPI	KPI 1.1 NM	Implementation of the Annual programme relating to highway safety inspections	Jan – Mar 2016	97.9%	100%	97.36% (R)	Worsening	Not available	Re
SPI	PI/C6	Percentage satisfied (Street Lighting)	Autumn RPS	68%	72%	71% (GA)	Improving	Not available	Parking
SPI	TBC (RPS)	Percentage concerned about roads and pavements (in top 3)	Autumn 2015	TBC	TBC	29% (G)	Improving	Not available	Re

Regulatory Services			
Commissioning Intention	**RAG**	**Commentary**	**Service**
Outsourced service contributing to £3.9m per annum savings whilst improving performance and overall quality.	***Green***	Regulatory services are contributing towards the savings by adding premium services, which enables protection of front line services whilst increasing the capacity to do more.	Re

	Ref	Indicator	Period covered	2014/15 Result	2015/16 Target	2015/16 Result	Direction of Travel	Benchmarking	Service
SPI	Re EH02I	Compliance with Licensing Requirements for Houses in Multiple Occupation (HMOs) – Licenced HMOs meeting legal standards	Jan-Mar 2016	723.24%	60%	80% (G)	Improving	Not available	Re
SPI	Re EH02D	Food Sampling Inspections	Jan-Mar 2016	136.4%	100%	150% (G)	Improving	Not available	Re
SPI	Re SLKPI02	Appropriate response to statutory deadlines	Jan-Mar 2016	100%	100%	100% (G)	Same	Not available	Re

Key:

Ref
CPI = Corporate Plan Indicator for 2016/17
SPI = Commissioning Plan Indicator for 2016/17

RAG Rating	Percentage of Targeted Improvement Achieved	
Green	100% or more	Target is met or exceeded
Green Amber	>80% <100%	Target not met, but 80% or more of targeted improvement achieved
Red Amber	>65% <80%	Target not met, but 65-80% of targeted improvement achieved
Red	<65%	Target not met, and less than 65% of targeted improvement achieved

AGENDA ITEM 18

Environment Committee

14 July 2016

Title	**Environment Committee Work Programme**
Report of	**Commissioning Director – Environment**
Wards	All
Status	Public
Key	No
Enclosures	Appendix A - Committee Work Programme July 2016 - May 2017
Officer Contact Details	Paul Frost Governance Service Team Leader Paul.frost@barnet.gov.uk

Summary

The Committee is requested to consider and comment on the items included in the draft 2016/17 work programme highlighted in appendix A.

Recommendations

1. **That the Committee consider and comment on the items included in the 2016/17 work programme.**

1. WHY THIS REPORT IS NEEDED

1.1 The Environment Committee Work Programme 2016/17 indicates forthcoming items of business.

1.2 The work programme of this Committee is intended to be a responsive tool, which will be updated on a rolling basis following each meeting, for the inclusion of areas which may arise through the course of the year.

1.3 All Themed Committee work programmes are being reviewed for 2016/17. Following the Annual Council meeting on 24 May 2016 all work programmes will be published on the Council's website. Therefore the Committee are requested to note the draft work programme as appended.

1.4 The Committee is empowered to agree its priorities and determine its own schedule of work within the programme.

2. REASONS FOR RECOMMENDATIONS

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

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 N/A

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

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

5.4 Risk Management

5.4.1 None in the context of this report.

5.5 Equalities and Diversity

5.5.1 None in the context of this report.

5.6 Consultation and Engagement

5.6.1 None in the context of this report.

6. BACKGROUND PAPERS

6.1 None.

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London Borough of Barnet

Environment Committee Work Programme

July 2016 - May 2017

Title of Report	Overview of decision	Report Of *(officer)*	Issue Type (Non key/Key/Urgent)
Title of Report	**Overview of decision**	**Report Of** *(officer)*	**Issue Type (Non key/Key/Urgent)**
15 September			
Draft Playing Pitch Strategy	Draft Street Cleansing Framework 2016 to 2025 Playing Pitch Strategy	Commissioning Director Environment	Non-key
Cycling in Barnet	To discuss capital cycling projects and support for cyclists across the Borough	Commissioning Director Environment	Non-key
Street Scene Alternative Business Model (ADM)	To consider a report on the Outline Business Case I for the Street Scene ADM	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
Cemetaries and Crematoria	Update report on the capital project developments in Hendon Cemetery	Commissioning Director Environment	Non-key
Silkstream and Montrose Park	To be confirmed	Commissioning Director Environment	Non-key
Proposed Parking Review of the North Finchley Controlled Parking Zone - Cost Estimate	To outline a review of parking in North Finchley Controlled Parking Zone (CPZ) and the cost estimates for carrying out the review including an informal consultation.	Commissioning Director Environment	Non-key

Title of Report	Overview of decision	Report Of *(officer)*	Issue Type (Non key/Key/Urgent)
Title of Report	**Overview of decision**	**Report Of** *(officer)*	**Issue Type (Non key/Key/Urgent)**
8 November			
Fees and Charges	To be confirmed	Commissioning Director Environment	Non-key
Streetscene Enforcement	To be confirmed	Commissioning Director Environment	Non-key
Q2 2016/17 Performance Report	To be confirmed	Commissioning Director Environment	Non-key
11 January 2017			
Playing Pitch Strategy – Final Approval	To be confirmed	Commissioning Director Environment	Non-key
15 March 2017			
Street Scene Alternative Business Model (ADM)	To consider a report on the Outline Business Case II for the Street Scene ADM	Commissioning Director Environment	Non-key
11 May 2017 – Items to be allocated			

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