

**MEETING**

**ENVIRONMENT COMMITTEE**

**DATE AND TIME**

**THURSDAY 13TH JULY, 2017**

**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: Peter Zinkin

**Councillors**

|              |                   |                  |
|--------------|-------------------|------------------|
| John Hart    | Gabriel Rozenberg | Alison Cornelius |
| Graham Old   | Alan Schneiderman | Phil Cohen       |
| Alon Or-bach | Devra Kay         | Agnes Slocombe   |

**Substitute Members**

|                |                 |                  |
|----------------|-----------------|------------------|
| Lisa Rutter    | Stephen Sowerby | Sury Khatri      |
| Claire Farrier | Tim Roberts     | Nagus Narenthira |

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is at 10AM on 10 July 2017. Requests must be submitted to Paul Frost 020 8359 2205  
[paul.frost@barnet.gov.uk](mailto:paul.frost@barnet.gov.uk)

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

**Andrew Charlwood – Head of Governance**

Governance Services contact: Paul Frost 020 8359 2205 [paul.frost@barnet.gov.uk](mailto:paul.frost@barnet.gov.uk)

Media Relations contact: Sue Cocker 020 8359 7039

**ASSURANCE GROUP**

## ORDER OF BUSINESS

| Item No | Title of Report  | Pages     |
|---------|--|-----------|
| 1.      | Minutes of the previous meeting  | 5 - 8     |
| 2.      | Absence of Members   |           |
| 3.      | Declarations of Members' Disclosable Pecuniary Interests and Non-Pecuniary Interests |           |
| 4.      | Report of the Monitoring Officer (if any)  |           |
| 5.      | Public Questions and Comments (if any)   |           |
| 6.      | Members' Items   | N/A       |
| 7.      | Govia Thameslink Railway - Presentation  | N/A       |
| 8.      | Recycling and Waste Strategy 2016 to 2030 - Update on progress                       | 9 - 24    |
| 9.      | 201617 Annual Parking Report   | 25 - 50   |
| 10.     | Environment Committee Report - Regulatory Services Outputs 13-7-17                   | 51 - 90   |
| 11.     | Environment Committee Report on Highway Adoption Policy                              | 91 - 128  |
| 12.     | Implementation of the Council's Parks and Open Spaces Strategy                       | 129 - 190 |
| 13.     | Annual Performance Report – 201617   | 191 - 220 |
| 14.     | Brookside Walk Lighting Proposal   | 221 - 230 |
| 15.     | Tackling air pollution around Barnet's schools                                       | 231 - 264 |
| 16.     | Committee Forward Work Programme   | 265 - 268 |
| 17.     | Any Other Items that the Chairman Decides are Urgent                                 |           |

### **FACILITIES FOR PEOPLE WITH DISABILITIES**

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# Decisions of the Environment Committee

11 May 2017

Members Present:-

AGENDA ITEM 1

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

Councillor John Hart  
Councillor Dr Devra Kay  
Councillor Alison Cornelius  
Councillor Graham Old  
Councillor Alan Schneiderman

Councillor Agnes Slocombe  
Councillor Alon Or-Bach  
Councillor Peter Zinkin  
Councillor Adam Langleben

## 1. MINUTES OF THE PREVIOUS MEETING

Prior to the Committee approving the minutes of the meeting that took place on 15 March 2017, Councillor Alison Cornelius stated that an amendment should be made to the minutes. She said that in addition to the agreed recommendations as outlined at item 15 she believed that the Committee also approved the following resolution:

That the Environment Committee noted that Priory Close and Two Totteridge Roads, be amended from the list and therefore these roads be resurfaced and not receive microasphalt treatment.

This was agreed by the Environment Committee.

Councillor Kay noted in relation to her Members Item within (minute extract 6) that she wanted it conformed when the item will be reported to the Environment Committee. The Commissioning Director for Environment sated that this will be reported to the next meeting.

**RESOLVED that subject to the amendment above, the minutes of the Environment Committee held on 15 March 2017 be approved.**

## 2. ABSENCE OF MEMBERS

An apology of lateness was received from Councillor Agnes Slocombe and Councillor Adam Langleben.

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

| Councillor   | Item  | Declaration   |
|--------------|---|---|
| Peter Zinkin | Item 8 – School Parking Permit Pilot Scheme | Councillor Peter Zinkin declared a Non-Pecuniary Interest, He stated that he was associated to Rimon Jewish Primary School and represented the landlord. Councillor Zinkin took part in the consideration |

|                        |   |   |
|------------------------|---|---|
|                        |   | and voting on the item.   |
| Councillor Alon Or-bac | Item 8 – School Parking Permit Pilot Scheme | Councillor Alon Or-bac declared a Non-Pecuniary Interests. He stated that he is a School Governor at Martin Primary School. He took part in the consideration and voting on the item. |

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

None.

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

None

**6. MEMBERS' ITEMS**

None.

**7. STREET SCENE ALTERNATIVE DELIVERY MODEL - ADDITIONAL INFORMATION**

The Commissioning Director for Environment introduced the report. He provided some background information and therefore highlight the outcome of the report that was submitted to the Environment Committee on 15 March 2017. He informed the Committee that the performance of the service had been improved and requested that Members gave consideration to the recommended approach and the information within the report.

Having considered the report the Environment Committee unanimously resolved:

- 1. That Environment Committee approved option E as set out in section 1.15 to 1.29 for the Street Scene Delivery Unit services including; recycling and waste, street cleansing, and green spaces maintenance (Lots 1-3) to revert to a full In-House service**
- 2. That Environment Committee noted and agreed to the timescale, to revert to a full In-House service as set out in section 1.27, and agreed that the Streetscene ADM project had been concluded and that an implementation would now commence**
- 3. That the Committee gave a vote of thanks to the Barnet Group for their management of the Street Scene Service**

**8. SCHOOLS PARKING PILOT SCHEME**

The Chairman introduced the report and therefore captured the results of the school permit pilot scheme.

The Chairman invited Mr Daniel Hawking, the Headteacher of Childs Hill School to make a representation. The Chairman allowed Committee Members to make comments following the representation and he also permitted that questions be asked.

The Chairman moved the following two motions:

1. That bullet point one in section 1.7 be amended to read as follows:  
Ofsted registered schools located within the CPZ be eligible to apply for a school permit

This was seconded by Councillor Peter Zinkin and agreed by the Committee

2. That before school permits be issued the Commissioning Director for Environment consult with affected Ward Members, the School and report the findings back to the Committee in order for approval to be granted to award school permits.

This was seconded by Alison Cornelius and agreed by the Committee

Having considered the report the Environment Committee unanimously resolved:

1. **That the Environment Committee noted the results of the traffic survey carried out in the controlled parking zone shown in Appendix A.**
2. **That the Committee agreed to make the traffic management order permanent for the Childs Hill CPZ.**
3. **That the committee agreed to extending the scheme to all schools in the Borough that meet the scheme criteria**
4. **That the Committee agreed to the cost of the yearly annual permit price at a cost of £190 per permit per year**
5. **That the Committee agreed the scheme criteria set out in 1.7 of the report subject to the following amendment as captured above.**
6. **That the Committee agreed that before school permits be issued the Commissioning Director for Environment consult with affected Ward Members, the School and report the findings back to the Committee in order for approval to be granted to award school permits**

**9. EXTENSION OF THE CONTRACT WITH FLEET FACTORS LIMITED FOR THE PROVISION OF PARTS, GOOD & SUPPLIES FOR THE TRANSPORT SERVICES WORKSHOP UNTIL 31 DECEMBER 2018**

The Chairman introduced the report. The Commissioning Director for Environment outlined the reason for the requirement to extend the contract as documented with the report.

Having considered the report the Environment Committee unanimously resolved:

**That the Committee approved the extension of the contract with Fleet Factors Limited through the YPO framework 576, for the provision of Parts, Goods & Supplies for the Transport Services Workshop until 31 December 2018, with annual projected spend of up to £750k per annum.**

**10. FOOTWAY DAMAGE**

The Commissioning Director for Environment introduced the report and outlined the work conducted by Officers of the Council that had been completed in order to prevent damage to the footway caused by development work.

Councillor Peter Zinkin moved that in relation to recommendation 3 the following be inserted at the end of the paragraph

**'and bring the report back to committee for approval'**

This was seconded by Councillor Alan Schneiderman and agreed by the Committee.

1. That the Environment Committee noted the phased approach to prevent damage to the highway resulting from activities associated with construction work on development sites.
2. That the Environment Committee approved the following phased approaches:
  1. Phase 1 - Building Control to inform Re Highways when Notification to start work is received from owners / developers. On receipt of notification, Re Highways will inspect and take photographic evidence of the footway condition before, during and post work. The cost of repairing any damaged identified will be recovered under Section 133 of Highway Act 1980.
  2. Phase 2 - Develop a process for *limiting the weight of vehicles* using residential crossovers under Section 184 of the Highways Act 1980. This is a longer process which will require notifying (The Notice) all qualifying properties with a crossover of our intentions and any objections received referred to the Secretary of State for Transport approval as required by Schedule 14 of the Highways Act 1980 before The Notice is confirmed.
3. That the Environment Committee authorised the Commissioning Director Environment to immediately implement Phase 1 and develop the process for the implementation of Phase 2 described above and bring the report back to a Committee meeting for approval.

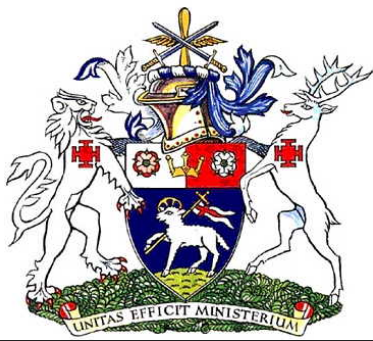
**11. HIGHWAY ADOPTION POLICY / CRITERIA**

This item was deferred to a future meeting.

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

None

The meeting finished at 7.30 pm



## Environment Committee

13 July 2017

|                                |  |
|--------------------------------|--|
| <b>Title</b>                   | <b>Recycling and Waste Strategy 2016 to 2030 - Update on progress</b>  |
| <b>Report of</b>               | Strategic Director of Environment  |
| <b>Wards</b>                   | All  |
| <b>Status</b>                  | Public   |
| <b>Urgent</b>                  | No   |
| <b>Key</b>                     | No   |
| <b>Enclosures</b>              | Appendix A – Action Plan 2016 to 2020 Progress<br>Appendix B – Risk Table for Recycling and Waste Strategy 2016 to 2030 and Action Plan    |
| <b>Officer Contact Details</b> | Nicola Cross – Strategic Lead, Clean and Green<br><a href="mailto:Nicola.cross@barnet.gov.uk">Nicola.cross@barnet.gov.uk</a> 020 8359 7404 |

### Summary

The Council agreed the Recycling and Waste Strategy 2016 to 2030 and its action plan at the meeting of the Environment Committee on 12 May 2016.

The report provides:

- a summary of the progress towards the goals of the waste strategy.
- an update on the implementation of the action plan 2016 to 2020.

### Recommendations

1. That the Environment Committee notes the progress towards the goals of the waste strategy, and the action plan 2016 to 2020.

## 1. WHY THIS REPORT IS NEEDED

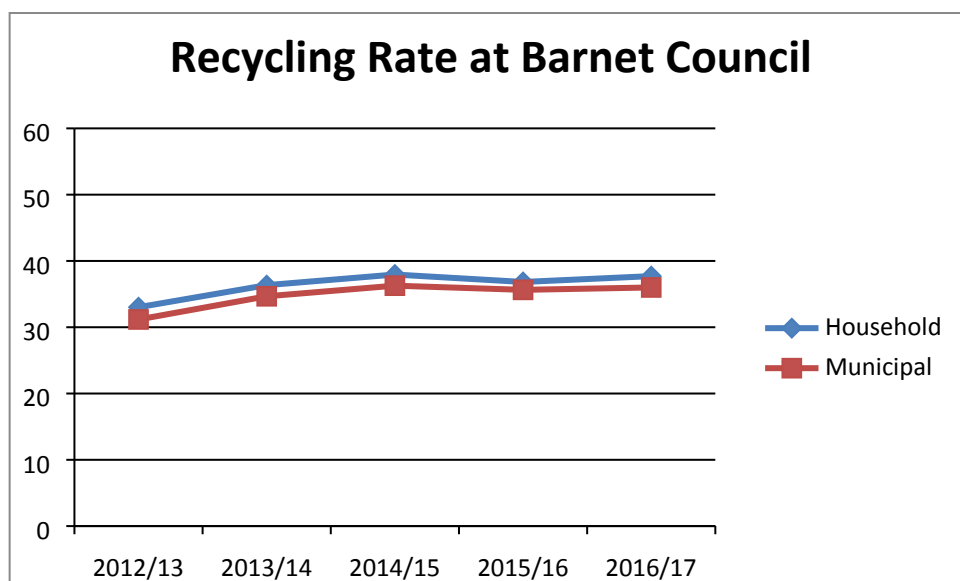
1.1 At the meeting of the Environment Committee on 12 May 2016 the Recycling and Waste Strategy 2016 to 2030 was agreed, along with the accompanying action plans which cover the time periods 2016 to 2020, 2020 to 2025, and 2025 to 2030. The overarching goal of the strategy is to recycle 50% of municipal waste by 2020. There are four aims which support this:

- Provide services that help our rapidly growing community to manage its environmental impact
- Manage the rising cost of waste collection and disposal by designing services that promote recycling and reuse and are integrated, intuitive and efficient
- Encourage all Barnet's residents, businesses and visitors to take responsibility for the waste that they produce, using enforcement where necessary
- Embrace new technologies and ways of working that help us deliver services that respond better to the needs of our community.

1.2 The four themes of the recycling and waste strategy are: responsible citizens, growing Barnet, well designed services and embrace new technologies.

### 1.3 Progress on the Recycling and Waste Strategy

1.4 The progress towards the achievement of the 50% municipal recycling target by 2020 is shown below, along with the household recycling rate:



1.5 This graph shows that although progress has been made towards the 50% target a significant step change will be required to achieve the 50% target for either municipal or household waste.

### 1.6 Progress on the Action Plan 2016 to 2020

1.7 Appendix A shows the progress on each of the 23 actions identified in the Action Plan 2016 to 2020. 3 actions have been completed (which are marked in green on the document at Appendix A) and 14 actions are currently in

progress (which are marked in blue on the document at Appendix A). 12 actions have a revised timetable as a result of linkages to other pieces of work, and these actions and their revised timetable are also set out in the document at Appendix A.

- 1.8 The report to the meeting of the Environment Committee on 15 March 2017 set out the action that was being taken for the action “Introduce time banded commercial waste collections” with the Draft Barnet Waste Regulations 2017. At that meeting it was agreed that a consultation would take place on the draft Regulations and this took place between 4 May and 14 June 2017. The findings from the consultation will help to review and inform the final Barnet Waste Regulations 2017 which will be considered by Full Council in July 2017, who will then make a decision on the adoption of the regulations.
- 1.9 One of the actions is to “Review all recycling and waste policies to check if they are fit for purpose and promote maximum recycling and an improved Streetscene, revise and update where needed, and publish in a clear and easy to understand format for approval by committee”. All existing household recycling and waste policies are currently being reviewed and it is proposed that a draft set of household recycling and waste policies are brought to a future meeting of the Environment Committee for consideration.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Recommendation 1 - It is recommended that Environment Committee notes the progress towards the goals of the waste strategy, and the action plan 2016 to 2020.

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

- 3.1 At it is less than 18 months since the recycling and waste strategy was agreed it is not considered necessary to change the strategy, therefore this option has not been recommended.
- 3.2 It was felt that it was an appropriate time to provide an update on the implementation of the entire action plan 2016 to 2020 so far, with work on individual actions being presented to the appropriate meeting as timing allowed. Consideration was given to agreeing the draft household recycling and waste policies at this meeting, but it was felt that they were not sufficiently formed.

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

- 4.1 To continue working on the actions contained in the action plan 2016 to 2020, and where appropriate to bring the results of this work to a future meeting for a decision to be made.

#### **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 tax payer

5.1.2 The Corporate Plan 2015-2020 and the 2017/18 Addendum includes the following aim:

- 50% of waste collected will be reused, recycled or composted in 2019/20.

5.1.3 There are no implications relating to the Health and Wellbeing Strategy and its stated priorities, or the future health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.

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

5.2.1 Finance and Value for Money – The 2017/18 expenditure budgets for the current services that deal with municipal recycling and waste is £5.266 million, with a further £10.466 million projected to be spent on waste treatment and disposal in 2017/18 through the North London Waste Authority (NLWA) levy.

5.2.2 The current payments for disposing of our waste are low compared to other areas of London, as the existing energy from waste facility at Edmonton EcoPark has been operating for over 40 years. However the costs are projected to increase significantly in future years as the existing facility comes to the end of it's life and a new energy recovery facility is built at Edmonton EcoPark.

5.2.3 Procurement – At this time there are no implications.

5.2.4 Staffing – At this time there are no implications.

5.2.5 IT – At this time there are no implications.

5.2.6 Property – At this time there are no implications.



5.2.7 **Sustainability** – Two of the aims of the Recycling and Waste Strategy are linked to sustainability, which are: “provide services that help our rapidly growing community to manage its environmental impact” and “encourage all Barnet’s residents, businesses and visitors to take responsibility for the waste that they produce”.

### 5.3 **Social Value**

5.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This will be done as part of any contract procurement. No contract procurement is currently planned as a result of the recommendation in this report.

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

5.4.1 There is no statutory duty for the council to produce a waste strategy. Section 32 of the Waste and Emissions Trading Act 2003 has a requirement for the North London Waste Authority and its constituent councils to produce a joint waste strategy. This joint waste strategy was produced and agreed in February 2009.

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

- Commissioning refuse and recycling, waste minimisation and street cleansing
- 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 All risks are managed using the risk management procedure, as set out in the Corporate Risk Management Framework. The risks associated with the Recycling and Waste Strategy and associated action plan are set out in the Risk Table for Recycling and Waste Strategy 2016 to 2030 and Action Plan at Appendix B. High level risks are reported as part of the Council’s quarterly performance regime.

### 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 The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services. The nine protected characteristics are:

- Age
- Disability
- Gender reassignment
- Pregnancy and maternity
- Ethnicity
- Religion or belief
- Gender
- Sexual orientation

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

## 5.7 Consultation and Engagement

5.7.1 No specific consultation has been undertaken for this report or is planned to take place. In relation to the Recycling and Waste Strategy, Action Plan 2016 to 2020, where it is appropriate consultation will take place, such as the recent consultation on Barnet's Waste Regulations 2017.

## 5.8 Insight

5.8.1 No insight information has been used to produce this report. In relation to the specific actions insight will be used where appropriate.

## 6. BACKGROUND PAPERS

6.1 [Environment Committee 15 March 2017 Papers](#) – including Item 9 Enforcement and Waste Regulations and the agreement to: the procurement of a street scene enforcement contract with the view of an income share model, and noting of the draft Barnet Waste Regulations 2017 and approval of the six week public consultation.

6.2 [Environment Committee 8 November 2016 Papers](#) – including item 11 Fees and Charges and the agreement to new and above inflation fees and charges for 2017/18.

6.3 [Environment Committee 12 May 2016 Papers](#) – including Item 9 Recycling and Waste Strategy 2016 to 2030 and the agreement to adopt the Recycling and Waste Strategy 2016 – 2030 and its action plan.

6.4 [Environment Committee 8 March 2016 Papers](#) – including Item 9 Streetscene Enforcement and Item 10 Draft Street Cleansing Framework 2016 to 2025.

| Priority | Assumption       | MTFS Saving | Milestones                   |   |                            | Jun-17  |   |
|----------|------------------|-------------|------------------------------|---|----------------------------|---|---|
|          |                  |             | 1                            | 2   | 3                          | Update  | Amendments to Milestones  |
| 1        | MD1              | G2          | Initiate project May 2016    | Consultation Summer 2016                          | Action Complete March 2017 | Draft Regulations were approved for public consultation by Environment Committee in March 2017, and the consultation launched in May 2017. A voluntary time banding trial has been initiated in Mill Hill Broadway in advance of the Regulations, with further rollout planned following their approval.  | 2. Full Council to adopt Regulations in July 2017<br>3. Action complete - March 2018. |
| 1        | MD1, P3, EO1, P4 | G2          | Initiate project April 2016  | Review options for recycling services Summer 2016 | Action Complete March 2019 | The commercial waste customer management system was initially to be a stand alone procurement but has now become part of a larger project to procure a new IT system for managing all Street Scene services. This has led to a delay in the IT system being procured. Work has taken place and is ongoing to improve the service's commercial waste branding and communications with customers on all levels. | No change to milestones.  |
| 1        | P3, EO1, EO5     | G4          | Review service by March 2017 | Launch revised service April 2018                 | Action Complete March 2019 | Service will be reviewed during 2017/8, once the move to the Oakleigh Road South Depot has been completed and the impact on the collection rounds fully known.  | No change to milestones.  |

|   |    |        |                           |     |                               |   |  |
|---|----|--------|---------------------------|-----|-------------------------------|---|--|
| 1 | R1 | R1, G3 | Initiate project May 2016 | TBC | Action Complete November 2016 | <p>All existing recycling and waste policies at the Council are currently being reviewed, along with the policies at other councils. A draft set of new household recycling and waste policies for the council will be produced for consideration at the meeting of the Environment Committee in September 2017.</p> <p>A programme of implementation will then commence.</p> | <ol style="list-style-type: none"> <li>1. New policies agreed September 2017.</li> <li>2. Implementation of the policies</li> <li>3. Action complete July 2018.</li> </ol> |
|---|----|--------|---------------------------|-----|-------------------------------|---|--|

|   |              |        |                                 |     |                               |   |  |
|---|--------------|--------|---------------------------------|-----|-------------------------------|---|--|
| 1 | P3, EO1, BE1 | R1, R2 | Initiate project September 2016 | TBC | Action Complete March 2020    | <p>A project to expand recycling services was completed at the end of March 2017, involved:</p> <ul style="list-style-type: none"> <li>• 651 sites (11,743 properties) previously thought to have insufficient or no recycling were surveyed.</li> <li>• 488 of the 651 sites (8,538 properties) now have recycling.</li> <li>• 95 sites (1,878 properties) were demolished or are not flats, these do not require further action.</li> <li>• 68 sites (1,327 properties) cannot have recycling using the standard approach based either on 240 litre or 1100 litre bins. The specific issues at each site have been considered and potential solutions have been identified in each case.</li> <li>• 190 Managing Agents were written to. Agents were advised that the service would proactively roll out recycling bins (and in some cases remove some refuse bins), and this approach has resulted in a more rapid improvement to recycling services than has been the case in previous years.</li> <li>• Before the expansion project commenced, an estimated 75% of flats sites had a recycling service. At the end of this project an estimated 95% of sites now have a recycling service.</li> </ul> <p>This project surveyed 25% of existing flat sites. Any further work to rebalance the recycling and residual bin capacities at the 75% of existing flat sites not surveyed will need appropriate resources identified.</p> | <p>2. Identification of resources to continue project.</p> <p>3. Action complete March 2020.</p> |
| 1 | R5           | G3     | Initiate project April 2016     | TBC | Action Complete February 2017 | <p>Trial commenced in July 2016, and at the meeting of the Environment Committee on 15 March 2017 it was agreed that a street scene enforcement contract would be procured. The contract is currently being procured.</p>   | ACTION COMPLETED   |

|   |            |    |                               |                                    |                               |  |                               |
|---|------------|----|-------------------------------|------------------------------------|-------------------------------|--|-------------------------------|
| 1 | R5         | G3 | Initiate project April 2016   |                                    | Action Complete February 2017 | A communications campaign started in July 2016 "Keep Barnet Clean", this campaign is ongoing.  | ACTION COMPLETED              |
| 2 | D6         | G3 | Initiate project January 2017 | Review of progress Nov 2017        | Action Complete March 2018    | <p>An annual Communications Plan covering all Street Scene services is being implemented. This includes:</p> <ul style="list-style-type: none"> <li>• supporting waste minimisation activities including those led by the North London Waste Authority</li> <li>• food waste recycling (vehicle banners, supermarket roadshows, leaflet)</li> <li>• reduction in recycling contamination (web pages, Barnet First article, social media, bin stickers)</li> <li>• enforcement, flytipping, littering – the Keep Barnet Clean campaign is ongoing</li> </ul> <p>The Communications Plan will be updated on an annual basis.</p> | No change to milestones.      |
| 1 | R9         | E8 | Initiate project 2015         | Env. Committee decision March 2016 | Action Complete 2018          | A range of options have been considered for Street Scene. At the meeting of the Environment Committee on 11 May 2017 it was agreed to bring the Street Scene service in house.   | ACTION COMPLETED              |
| 2 | R2, R4, P8 | G3 | Initiate project January 2017 | TBC                                | Action Complete December 2017 | The Council continues to work closely with the North London Waste Authority who deliver a programme of waste prevention work on behalf of constituent boroughs. Appropriate links are made with regional and national campaigns.   | Action ongoing - no end date. |

|   |              |        |                                 |     |                               |   |   |
|---|--------------|--------|---------------------------------|-----|-------------------------------|---|---|
| 2 | EO5          | R1, R2 | Initiate project May 2016       | TBC | Action Complete November 2016 | Updated Planning Guidance was published on 1 April 2017 on the Council's website. This guidance now requires a 50/50 split between refuse and dry recycling bin capacity, with further requirements for internal storage, and garden waste and food waste capacity as appropriate to encourage recycling. | 2. Further work to be undertaken on planning guidance and the Local Plan<br>3. Action complete April 2018 |
| 2 | P3           | G3     | Initiate project September 2016 | TBC | Action Complete May 2017      | The Street Scene service provides detailed training manuals, regular updates on any service changes and new options for waste minimisation and reuse to the Customer Support Group. These are supported by meetings with key CSG staff.   | Action ongoing - no end date.   |
| 2 | P3           | G3     | Initiate project September 2016 | TBC | Action Complete May 2017      | Over the past 12 months options have been considered for the future delivery of the Street Scene services. Following the decision to keep the services in house an approach to working with Barnet Homes caretaking staff will be developed.  | 2. Activity to be planned during 2017/18.<br>3. Action complete September 2018                            |
| 2 | P3, EO1, EO5 | R2     | Initiate project May 2016       | TBC | Action Complete March 2017    | Over the past 12 months options have been considered for the future delivery of the Street Scene services. Following the decision to bring the services in house a review will be carried out of difficult waste types.   | 1. Initiate project September 2017<br>3. Action complete June 2018  |

|   |                  |     |                                 |     |                               |  |   |
|---|------------------|-----|---------------------------------|-----|-------------------------------|--|---|
| 2 | P3, EO1, EO5, R4 | R2  | Initiate project May 2016       | TBC | Action Complete November 2017 | Over the past 12 months options have been considered for the future delivery of the Street Scene services. Following the decision to bring the services in house, and the drafting of new recycling and waste policies, options for new systems from low rise properties will be developed.  | 1. Initiate project September 2017<br>3. Action complete September 2018                                     |
| 2 | P2, R5           | G3  | Initiate project February 2016  | TBC | Action Complete March 2017    | The draft new household recycling and waste policies, which are being considered at the meeting of the Environment Committee on 13 July, include compulsory recycling. If the policies are approved a programme of implementation, including the compulsory recycling scheme will be implemented.  | 1. New policies agreed September 2017<br>2. Implementation of the policies<br>3. Action complete April 2018 |
| 2 | EO5              | G2  | Initiate project September 2016 | TBC | Action Complete April 2018    | Initial work reviewing charging options has commenced, and will include a review of charges made by authorities across London and elsewhere in England.  | No change to milestones.  |
| 3 | P3               | E10 | Initiate project May 2017       | TBC | Action Complete March 2017    | Over the past 12 months options have been considered for the future delivery of the Street Scene services. Following the decision to bring the services in house, and the changes that have to be made to the street cleansing service to deliver the medium term financial strategy saving, a new regime is being implemented in September 2017, utilising new technology, increased monitoring and greater focus on town centres. Work is also being carried out to help residents and visitors report issues with litter bins more easily when on the go. | 2. New cleansing regime September 2017<br>3. Action complete April 2018                                     |



|   |             |    |                                 |                          |                                |   |   |
|---|-------------|----|---------------------------------|--------------------------|--------------------------------|---|---|
| 3 | P3          | R2 | Initiate project September 2016 | TBC                      | Action Complete April 2017     | The draft new household recycling and waste policies, which are being considered at the meeting of the Environment Committee on 13 July, include policies on events, with a greater emphasis on reduce, reusing and recycling waste.<br>If the policies are approved a programme of implementation will be carried out.   | <ol style="list-style-type: none"> <li>1. New policies agreed September 2017</li> <li>2. Implementation of the policies</li> <li>3. Action complete July 2018.</li> </ol> |
| 3 | P3          | E3 | Initiate project September 2016 | Contact Schools May 2017 | Action Complete September 2017 | From April 2017 changes have been made to charges for recycling and refuse collections from schools. These have been designed to continue to incentivise recycling while ensuring that the council covers the cost of the services it provides. Work is currently ongoing to support schools through site visits, capacity assessments, and changes to bin provision options. | No change to milestones.  |
| 3 | P3, EO1, P4 | R2 | Initiate project April 2017     | TBC                      | Action Complete March 2018     | A trial of recycling bins in two parks was carried out in 2016. The material collected from the recycling bins was heavily contaminated with general refuse, and therefore there has been no recycling benefit. The trial has ceased. The council will consider ways in which this work could be progressed in future.  | No change to milestones.  |
| 3 | R1, R6      | E3 | Initiate project May 2016       | TBC                      | Action Complete March 2017     | Over the past 12 months options have been considered for the future delivery of the Street Scene services, which has included the Delivery Unit reviewing the services that it provides. Following the decision to bring the services in house a transformation programme for the services will now take place, to embed ongoing service improvements and efficiencies.       | 3. Action complete September 2018   |

|   |     |   |                           |     |                              |                     |                                  |
|---|-----|---|---------------------------|-----|------------------------------|---------------------|----------------------------------|
| 1 | E02 | - | Initiate project May 2016 | TBC | Action Complete October 2016 | Work has commenced. | 3. Action complete December 2017 |
|---|-----|---|---------------------------|-----|------------------------------|---------------------|----------------------------------|

Fully resourced  
 In planning  
 Still to be resourced

ACTION COMPLETED

ACTION IN PROGRESS

## Appendix B - Risk Table for Recycling and Waste Strategy 2016 to 2030 and Action Plan

| Description  | Nature  | Initial Assessment (without controls) |            |            | Controls & mitigations in place  | Residual Assessment (with controls) |            |            |
|--|---------|---------------------------------------|------------|------------|--|-------------------------------------|------------|------------|
|  |         | Impact                                | Likelihood | Risk Score |  | Impact                              | Likelihood | Risk Score |
| Activities in the Action Plan are not implemented in a timely manner, leading to continued high levels of residual municipal waste and lower levels of recycling, which result in the non achievement of the 50% municipal recycling target and the non achievement of the 50% household recycling target, and high costs for the disposal of residual waste | Finance | 3                                     | 4          | 12         | <ul style="list-style-type: none"> <li>Recycling and Waste Strategy and associated action plan</li> <li>Working with NLWA on future tonnage and cost projections</li> <li>Keeping Members and Senior Officers up to date on future projections.</li> </ul> | 3                                   | 4          | 12         |

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|   |  |
|---|--|
|  | <p><b>Environment Committee</b><br/><b>13 July 2017</b></p>  |
| <p><b>Title</b></p>   | <p><b>2016/17 Annual Parking Report</b></p>  |
| <p><b>Report of</b></p>   | <p>Strategic Director Environment</p>  |
| <p><b>Wards</b></p>   | <p>All</p>   |
| <p><b>Status</b></p>  | <p>Public</p>  |
| <p><b>Urgent</b></p>  | <p>No</p>  |
| <p><b>Key</b></p>   | <p>No</p>  |
| <p><b>Enclosures</b></p>  | <p>Appendix A: 2016/17 Annual Parking Report</p>   |
| <p><b>Officer Contact Details</b></p>   | <p>Jamie Cooke, Strategic Lead Effective Borough Travel<br/> <a href="mailto:Jamie.Cooke@Barnet.gov.uk">Jamie.Cooke@Barnet.gov.uk</a><br/>                     0208 359 2275</p> <p>Cara Elkins, Commissioning Lead Environment<br/> <a href="mailto:Cara.Elkins@barnet.gov.uk">Cara.Elkins@barnet.gov.uk</a><br/>                     0208 359 4694</p> |

### Summary

The 2016/17 Annual Parking Report has been developed to inform Members of the Council, residents and business' of the parking activity which has taken place over the financial year, 1st April 2016 to 31st March 2017, including information about our services, policies and future initiatives for the Parking service.

The report includes information on the services in place to support Barnet residents; including Blue Badges, Designated Disabled Bays, Taxi Cards and Freedom Passes. The report also contains information on work we have undertaken with the community, as well as information and statistics on enforcement and details of technology based initiatives which have been implemented including using CCTV to monitor roads and enforce Moving Traffic Contraventions and the publishing of interactive parking data on the Open Barnet portal.

Guidance issued by the Secretary of State pursuant to s.87 of The Traffic Management Act 2004 states that each local authority with Civil Parking Enforcement should produce an Annual Report about their enforcement activities covering financial and statistical data.

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

Therefore, following approval the 2016/17 Annual Parking Report will be published on the council's website.

## **Recommendations**

- 1. That Environment Committee approves the 2016/17 Annual Parking Report**
- 2. That Environment Committee note that once the 2016/17 Annual Parking Report has been designed it will be published on the Council's website**

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

- 1.1 Barnet is the largest borough in London in terms of its population and with a number of major roads, underground stations and train stations within the borough it is a major route for London commuters, adding significantly to our residential traffic. The parking service is a vital service for the Borough enabling the safe and effective management of Barnet's road space and off street parking resource.
- 1.2 The guidance issued by the Secretary of State pursuant to s.87 of The Traffic Management Act 2004 states that each local authority with Civil Parking Enforcement should produce an Annual Report about their enforcement activities covering financial and statistical data.
- 1.3 The council is a Civil Enforcement Authority under the Traffic Management Act 2004 and is therefore required to produce an annual report. Additionally, the Council is taking steps to increase transparency and the level of data available to residents and businesses. Thus, the 2016/17 annual parking report has been produced.
- 1.4 The 2016/17 annual parking report can be seen in Appendix A.
- 1.5 Once the content of the 2016/17 annual parking report has been agreed the report shall be designed into a user friendly document before being published on the Council's website.
- 1.6 The report has been developed to inform Members of the Council, residents and businesses of the parking activity which have taken place over the financial year, 1st April 2016 to 31st March 2017, including information about our services, policies and finances as well as future initiatives for the Parking service.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 It is recommended that Environment Committee approves the 2016/17 annual parking report. This will provide data and information to members, residents and business' on the parking activity within the last financial year (in line with The Traffic Management Act 2004), and enable the report to be published on the council website.

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

- 3.1 The Committee could choose to not approve and publish the 2016/17 annual parking report, however as an annual report is required pursuant to s.87 of the Traffic Management Act 2004 and the report contains information that the Council is required to publish under Part 2 of the Local Government Transparency Code 2014, it is advised that this option is not considered.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 If the recommendation is approved, the 2016/17 annual parking report will be designed into a user friendly document and then be published on the Council's website.

## **5. IMPLICATIONS OF DECISION**

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

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

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

- 5.2.1 The draft 2016/17 financial account has been published however as the account is draft the information has not been used in this report. Links to the Open Barnet portal have been referenced for when the final financial account is published. Authorisation for spend and reporting of spend will have been undertaken in line with the council budget monitoring and reporting process.

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

### **5.3 Social Value**

- 5.3.1 The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider

social, economic and environmental benefits. This report does not relate to the procurement of services contracts.

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

- 5.4.1 The Traffic Management Act 2004 and guidance issued under section 87 of the Act by the Secretary of State for Transport states that each local authority with Civil Parking Enforcement should produce an Annual Parking Report about their enforcement activities.
- 5.4.2 The Annual Parking Report also contains information which the Council is required to publish annually on its website, (or provide a link to a place on their website to this data if published elsewhere), under the Local Government Transparency Code 2014.
- 5.4.3 The Council's Constitution (Part 15, Responsibility for Functions, Annex A) gives the Environment Committee specific responsibilities for commissioning in relation to Streetscene including pavements and all classes of roads, parking provision and enforcement, and transport and traffic management, including agreement of London Transport Strategy.

#### **5.5 Risk Management**

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

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

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



sexual orientation.

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

## **5.7 Consultation and Engagement**

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

## **5.8 Insight**

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

## **6. BACKGROUND PAPERS**

6.1 None

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# London Borough of Barnet

## Parking Services

### Annual Report

#### 2016/17

#### **Foreword**

It has been a busy year for the service and we have made good progress in improving the parking service for residents and businesses. Keeping traffic moving smoothly and safely and improving the borough's air quality continues to be a top priority for the borough.

In 2016/17 we introduced CCTV cameras at a number of locations to deter poor driving and to take enforcement measures when it is captured. The sites that were chosen for the installation of CCTV cameras are those where poor driver behaviours can cause congestion as this is detrimental to our Traffic Management responsibility. CCTV was also installed at school entrances to ensure the safety of school children when entering and exiting the school gates.

Unfortunately we made a significant mistake and cancelled a number of freedom passes for our most vulnerable residents. The Council apologised unreservedly for its mistake, and we have worked hard to improve the process for accessing freedom pass customers in the future.

We remain committed to the key priorities outlined in our Corporate Plan, the Environment Commissioning Plan and the council's Parking Policy.

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

Councillor Dean Cohen

## 1. Introduction

With the M1, M25 and A406 all running through the borough, Barnet is a major route for London commuters, adding significantly to our residential traffic. Furthermore, the thirteen Underground and three railway stations also attract commuter parking. As a large outer-London borough, Barnet has considerable variety in its environmental make-up, including diverse town centres and smaller local centres where many businesses depend on passing trade. Residents and visitors need access to a full range of local services, which include leisure, cultural, and recreational activities. It is inevitable that in a borough with high car ownership and key commuter routes, many people will seek to use their car. This could lead to significant congestion without effective traffic management and appropriate parking restrictions at key destinations.

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

- keep traffic moving,
- make roads safer,
- reduce air pollution,
- ensure as much as possible that there are adequate parking places available on the high street and
- that residents can park as near as possible to their homes.

This report covers all our parking activity over the financial year, 1 April 2016 to 31 March 2017, including information and data about our services and policies as well as future initiatives for the Parking service.

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

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

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

## 2. Parking services vision

The Parking service is customer-focussed and responds to public enquiries in a timely manner. The service is transparent, robust in enforcement thereby encouraging increased

compliance. It effectively manages our partner organisations and operates efficiently and effectively whilst ensuring value for money. For the public, roads will be safer, air pollution reduced, there will be adequate parking spaces close to the high streets and residents homes and vulnerable communities will be supported. However we recognise that there is more work to be done in improving the service and we are committing resources to this over the next 12 months.

### **3. Maintaining support to Barnet residents**

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

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

#### **3.1 Freedom Passes**

Freedom Pass is a concessionary travel scheme funded by local authorities and coordinated by London Councils. Freedom passes are available to people who are eligible for the state pension and individuals with disabilities that meet criteria set by London Councils and the Department for Transport (DfT). London Councils administer passes for older people across London, whilst Local Authorities administer passes for people with disabilities within their particular borough. Freedom passes are valid for a period of five years.

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

In 2010, 4,768 Disabled Persons Freedom Passes (DPFPs) were issued to Barnet residents, which were due to be renewed in 2015. During the transfer of services from the council to the Customer Support Group (CSG), the Freedom Pass renewals process, which was previously covered 'in house', was not initially incorporated within the contract. In order to guard against passes expiring, an agreement was reached between Barnet Council and London Councils that passes due for renewal in 2015 would be automatically renewed, and that our delivery partner, CSG, would retrospectively check eligibility of individual cases against the eligibility criteria.

Last year we made a mistake and cancelled a number of freedom passes for our most vulnerable residents. The paragraphs below give some details of what happened, and the response that the service has made in addressing the issues that were raised. The council

apologised unreservedly for its mistake, and we have worked hard to improve the process for accessing freedom pass customers in the future.

This work involved retrospectively checking eligibility for the 4,768 customers whose passes were automatically renewed. Unfortunately, residents were not informed that their eligibility would be retrospectively checked when they had their passes issued. They were also not informed, at the point of issue, that their passes could be deactivated if they did not meet the eligibility criteria. The authority recognises that the retrospective checking process resulted in 230 Disabled Persons Freedom Passes being withdrawn from residents in Barnet without appropriate guidance being provided. This situation understandably caused distress to a number of Freedom Pass holders for which the council wishes to apologise to all those residents who were affected unreservedly.

During this process, it was recognised that the current Disabled Person's Freedom Pass and associated eligibility criteria required improvement ensuring that the new criteria conforms to the Transport Act 2000 and Department for Transport Guidance. The vision for Barnet is to allow disabled persons to benefit from an easy to access process where residents are treated with respect, dignity and fairness.

The review identified that the following areas required improvement:-

- Website information and functionality
- Application forms and communication templates
- Renewals
- Telephone communication
- Re-designing applicant journeys end-to-end
- Appeals process

The improvements commenced in 2016 and are currently being introduced with completion scheduled for the end of 2017. Below are some of the improvements being made:-

- Application forms – Revised forms and guidance note have been re-designed following consultation with third sector organisations.
- Communication templates – Templates have now been created which are in plain English and are user friendly.
- Renewals – The process for renewals has been remapped making renewals for applicants who have automatically eligibility as per the s240 of the Greater London Authority Act (as amended) making the issuing of a DPFPP 'automatic' if an individual is in receipt of any of the following state benefits:
  - Higher Rate Mobility Component of the Disability Living Allowance (HRMCDLA)
  - War Pensioners' Mobility Supplement (WPMS)
  - Personal Independence Payment (PIP), with an award of eight points or more for either or both of the two relevant activities: 'Moving Around' and 'Communicating Verbally'.

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

|   |
|---|
| Assisted Travel Team<br>Tel: 020 8359 4131<br>Email: <a href="mailto:Assisted.travel@barnet.gov.uk">Assisted.travel@barnet.gov.uk</a> |
|---|

### 3.2 Blue Badge Parking Permits

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

In 2016/17, 5966 Blue Badges were issued to individuals and organisations as renewals and for new applications. The total number of badges on issue is currently 16472 Blue Badges (Date Range 12/05/2014 – 30/04/2017)

| Blue Badges Issued: 01 March 2016 – 30 April 2017 |       |
|---|-------|
| TOTAL BADGES ISSUED                               | 5966  |
| Total Individual Badges Issued                    | 5920  |
| Total Organisation Badges Issued                  | 45    |
| Total Blue Badges on issue (as of 01 May 2017)    |       |
| TOTAL BADGES ON ISSUE                             | 16472 |
| Total Individual Badges On Issue                  | 16287 |
| Total Organisation Badges On Issue                | 185   |

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

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

|   |
|---|
| Assisted Travel Team<br>Tel: 020 8359 4131<br>Email: <a href="mailto:Assisted.travel@barnet.gov.uk">Assisted.travel@barnet.gov.uk</a> |
|---|

### 3.3 Blue Badge Fraud – Working with the Police

The misuse of Blue Badges is an issue for all local authorities. In October 2015, Barnet's Corporate Anti-Fraud Team (CAFT) Team took over the responsibility of dealing with Blue Badge misuse from the Assisted Travel Team. The team have since undertaken a number of exercises alongside NSL (which is the council's external parking enforcement service provider), the Safer Neighbourhood Team and the Metropolitan Police, aimed at clamping

down on Blue Badge fraud, reducing this type of fraud for the benefit of all customers and residents in the borough.

### **3.3.1 Misuse and theft of Blue Badge parking permits**

Any misuse of a Blue Badge is an offence and it can be withdrawn under the following circumstances. It is not permissible:

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

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

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

Assisted Travel Team  
Tel: 020 8359 4131  
Email: [Assisted.travel@barnet.gov.uk](mailto:Assisted.travel@barnet.gov.uk)

### **3.3.2 Exercises to reduce Blue Badge fraud**

During the year (2016/17) CAFT conducted five intelligence led pro-active 'street' exercises across the borough – these are accompanied by NSL parking enforcement officers and Barnet Police. The exercises were reported within the Corporate Anti-Fraud Team (CAFT) Annual Report 2016-17 at [Audit Committee on 20 April 2017](#).

An overview of the five 'street' exercises are detailed below;

- The first of these exercises took place in June 2016 when CAFT officers accompanied by NSL officers and Barnet Police carried out a street based operation in the Chipping Barnet and Golders Green areas. During this exercise 66 badges were checked for validity which resulted in 6 badges being seized for misuse as the badge holders were not present, and investigations subsequently identified that 2 of those badges seized belonged to badge holders who were deceased.
- On the 29 & 30 September 2016 CAFT officers accompanied by NSL parking enforcement officers and Barnet Police carried out a street based operation in the Burnt Oak, Temple Fortune and Mill Hill areas. During this exercise 103 badges were checked for validity which resulted in 17 cases of misuse being identified. This led to 13 badges being seized; two of which were being used despite the permit holders being deceased and two had been reported stolen. The Operation also resulted in 22 parking penalty charge notices being issued: 16 of which relating to Blue Badge misuse and a further six for parking related contraventions.
- On 30 November 2016 CAFT officers accompanied by NSL parking enforcement officers and Barnet Police carried out a street based operation in the in the High Barnet area. During this exercise 62 badges were checked for validity which resulted



in 4 Blue Badges being seized due to misuse (of these 1 was a cancelled badge and 3 were valid badges but the badge holder was not present), a further 2 badges were processed for further investigation. This half day operation also resulted in 5 Penalty Charge Notices being issued for parking contraventions.

- On 23 February 2017 CAFT officers accompanied by NSL parking enforcement officers and Barnet Police carried out a street based operation in the Hendon area. During the operation 78 badges were checked which resulted in 11 Blue Badges being seized due to misuse (of these 3 were cancelled due to being reported lost or stolen and 7 were valid badges but the badge holder was not present and 1 badge was found to be a counterfeit), a further 2 badges were processed for further investigation; the operation therefore creating 13 new cases.

Overall street based operations have resulted in 34 Blue Badges being seized.

An overview of Badge Misuse and Fraud in 2016/17 can be found below.

| <b>Disabled Blue Badge Misuse and Fraud - 1st April 2016 - 31st March 2017</b> |     |  |
|--|-----|--|
| Number of carried forward Fraud investigations from previous year              | 15  |  |
| Number of new Blue Badge referrals received                                    | 187 |  |
| Number of Blue Badge cases closed  | 162 | 23 cases were successfully prosecuted and 43 were given Formal Cautions, 17 closed No fraud, 37 Warning letters issued, 34 closed insufficient evidence and 6 cases referred to the police & 2 were closed Advice and Assistance given |
| Open On-going Blue Badge investigations  | 40  | 6 cases are already with our legal team for prosecution 2 are being considered for Formal cautions and 32 are on-going investigations  |

### 3.4 Designated Disabled Parking Bays

The council decided that in order to better assist people in parking close to their homes, applications for a "Designated Disabled Parking Bay" to be provided close to the resident's home would be approved if specific conditions were met. These Designated Disabled Bays allow only the applicant's vehicle to be parked in the bay, as they would need to clearly display their Blue Badge and a specific permit applicable only to that bay, in their vehicle. As of April 2017, there were 137 Designated Disabled permit bays within the borough.

For more information and detail on the support available and to apply for a designated disabled parking bay please look at the [Barnet Council website](#).

### 3.5 London Taxicards

The London Taxicard scheme provides subsidised door to door journeys in licensed taxis and private hire vehicles for London residents who have serious mobility or visual impairments. It is funded by the London boroughs and TfL and managed by London Councils on their behalf.

You are automatically eligible for a Taxicard if you:

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

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

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

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

|  |
|--|
| London Councils<br>Address: Taxicard London Councils, 59½ Southwark St, London, SE1 0AL<br>Tel: 020 7934 9791<br>Fax: 020 7934 9591<br>Email: <a href="mailto:taxicard@londoncouncils.gov.uk">taxicard@londoncouncils.gov.uk</a> |
|--|

#### ***4. Working for the community***

Barnet undertakes initiatives each year to support residents, businesses and visitors in the borough. In 2016/17 this included, free weekend parking in pay to park bays in the lead up to Christmas and the provision of free Carers Permits for healthcare professionals undertaking essential homes visits for Barnet residents. We have continued to communicate to the public using a variety of methods (such as posters, press releases and social media) to inform the public of campaigns such as Blue Badge Fraud, a consultation on Freedom Passes and free parking at Christmas.

In 2016 the Parking service entered The Annual British Parking Awards for Partnership Working and were shortlisted as finalists. The Parking service were able to demonstrate collaborative working with a number of partners; including NSL Enforcement, CSG (Customer Support to residents and issuing of parking permits), Redcorn Recovery (Removal of untaxed, abandon and nuisance vehicles) and Regional Enterprise (A joint venture

business between LB Barnet and CAPITA that delivers all highways services, including controlled parking zones (CPZ) design and on street works). The benefits to residents of collaborative working include savings, improved responsiveness increased capacity and expertise means that more can be achieved for less.

The council has been focusing on the quick and effective removal of abandoned vehicles from the highway, car parks and other areas which fall under the responsibility of Barnet Council. Before you report a vehicle as abandoned, check what the likely indicators are first. Then determine if you still wish to submit a report. Further information can be found on the [Barnet website](#).

In addition, we have made improvements to the online self-service system for permit applications where an applicant can now obtain a virtual parking permit instantly without the need of having to wait for a paper based permit.

## **5. Using technology to improve the Parking service**

A number of technological initiatives have been undertaken in 2016/17 in order to make it easier for customers to benefit from Parking services.

### **5.1 Moving Traffic Contraventions (MTCs)**

With some of the busiest roads in London, Barnet is at risk of too many traffic accidents, too much congestion and high amounts of air pollution. From April 2016, Barnet started to issue penalty charges for Moving Traffic Contraventions. To date we have introduced 59 sites which are monitored by using CCTV traffic enforcement. The sites that were chosen as a priority are those where poor driver behaviours cause congestion and this is detrimental to our Traffic Management responsibility to keep traffic moving in addition to school entrances to ensure the safety of school children when entering and exiting the school gates. This is all part of our push to improve safety, keep traffic moving and make the borough a better place to live and travel and in accordance with our Parking Policy objectives.

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

Areas which are now being monitored are:

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

Benefits to date are:

- Considerably increased coverage of school restrictions to support safety of children and other pedestrians at more than 30 of the borough's schools
- Declining levels of contravention of yellow box restrictions to reduce congestion
- Declining levels of contravention of banned turns and entries to improve the quality of life for residents affected by motorists taking shortcuts through residential areas

To date we have seen fluctuations in the number of Penalty Charge Notices (PCNs) issued due to school holidays, the start of the new school year and as new sites were implemented. Overall, the number of PCN's issued for school sites peaked in late February 2017, with an average of 1.7 PCNs per day per school. Since that time the non-compliance rate has declined with less than 1 contravention being observed per day which also corresponds with improved compliance.

We are looking to introduce further locations in the near future, including weight restrictions preventing heavy vehicles using residential roads. We will also investigate the redeployment of some of the existing units as deemed appropriate in order to make the best use of resources as compliance is delivered.

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

## **5.2 Publishing of parking data**

As part of the council's commitment to transparency, we have created interactive dashboards which include PCN information and provide detailed information on parking enforcement in the borough. The information can be used by residents and the wider community and also provides answers to many frequently asked Freedom of Information (FOI) requests.

The dashboard reports and raw data can be found on [Open Barnet](#).

## **5.3 Parking Sensor Technology**

In October 2015 a parking sensor trial was established in Temple Fortune Town Centre, the trial has been extended to ensure that all desired features and benefits can be introduced and monitored.

The trial will involve 179 sensors being installed in all parking bays within the Town Centre boundary. The sensors record when a vehicle arrives and leaves a parking bay, enabling the council to monitor movements, parking periods and occupancy levels. As the sensors identify whether a bay is occupied, it is possible for a motorist to use the sensors' SmartApp (available to download for free on Apple IOS and Android devices) to identify where spaces exist either before travelling or as they arrive in the area. This helps reduce the amount of time spent looking for a space and is therefore more environmentally friendly and allows a motorist to find a space that is closest to their intended destination and/or is the cheapest (or even free) in the area.

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

## **6. Enforcement**

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

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

From April 2016, Barnet has started to issue Moving Traffic Contraventions, by using CCTV traffic enforcement to monitor some of our congestion hot spots and at school sites in a push to improve safety, keep traffic moving and make the borough a better place to live and travel. Further information can be found in section 5.1 of this report.

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

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

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

### **6.1 Controlled Parking Zones (CPZs)**

A CPZ is an area wide parking scheme made up of waiting restrictions (yellow lines) and parking places (bays) and which is usually subject to a general restriction. We use CPZs to ensure suitable parking is available to local residents at restricted periods as well as to ease

congestion by deterring inconsiderate and inappropriate parking while dissuading commuting motorists from driving into these areas.

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

### **6.1.1 Process for introducing a new CPZ**

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

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

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

In 2016/17 the following CPZ schemes we introduced:

- Totteridge & Whetstone Station CPZ in April 2017 (Naylor Road, Birley Road and Hayward Road N20)

- Extended the Golders Green 'H' CPZ (Granville Road, Mortimer Close NW2 ), extended the Cricklewood 'C1' CPZ (The Vale, Pentland Close, Woodvale Way NW11) and introduced a new 'CG' CPZ (Garth Road and Cloister Road NW2) in May 2016 as part of "The Vale" scheme
- Extended the Edgware 'J' CPZ into part of Mowbray Road in September 2016.

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

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

### 6.1.2 CPZ Permits

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

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

In 2016/17, 16571 resident permits were issued. Residents who live in a CPZ can purchase visitor vouchers, to allow guests and visitors to park in a 'resident permit holders only' or 'permit holder only' parking place during the controlled hours. Visitor vouchers can be purchased online or by contacting the council. The full-day visitor vouchers cost £1 each.

Financial information can be found in the Special Parking Account which is published on the [Open Barnet](#). For more information on Parking Permits visit the [council's website](#) or contact the Parking Permits Team below.

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

### 6.2 Penalty Charge Notice (PCN)

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

Penalty charges are:

- £110 for higher rate penalties
- £60 for lower rate penalties, and
- £130 for bus lane contraventions and moving traffic contraventions (MTC)

There's a 50% discount if you pay the charge within 14 days from the date of service of the penalty charge notice.

In 2016/17, 213, 761 PCNs were issued.

| <b>Enforcement statistics for 1 April 2016 to 31 March 2017</b> |         |
|---|---------|
| <i>London Borough of Barnet</i>                                 |         |
| Higher differential level parking PCNs under the TMA 2004       | 111,898 |
| Lower differential level parking PCNs under the TMA 2004        | 39,469  |
| Bus lane PCNs issued under the LLAA 1996                        | 6,368   |
| Moving Traffic PCNs issued under the LLA & TfL Act 2003         | 56,026  |
| Total PCNs  | 213,761 |

The London Tribunals consider appeals against penalties issued for parking, bus lane and moving traffic contraventions in London as well as penalties issued for failing to pay a charge at the Dartford river crossing.

The London Tribunals comprise individually appointed independent adjudicators and a small team of administrative staff who work on their behalf.

Adjudicators consider appeals in relation to Penalty Charge Notices (PCNs) issued by Barnet Council and other councils in London for parking, bus lane and, in Wales, moving traffic contraventions (such as box junctions and no right turns).

The number of 'appeals allowed' are those cases which are heard by an adjudicator where the case was ruled against the council. For the purpose of these statistics, this category also includes cases that Barnet has not contested and not just those found in the appellant's favour by the adjudicator. The number of 'appeals refused' relates to those cases which are heard by an adjudicator where they found against the appellant.

From 213,761 penalty charge notices issued, 2355 appeals were logged with London Tribunals. It is worth noting that cases logged in 2016/17 (may not be heard in the same year)



The outcome of appeals is broken down in Table A

| Year    | Total Appeals Lodged | Appeals Allowed | Appeals Refused | The Authority did not contest (DNC) * |
|---------|----------------------|-----------------|-----------------|---------------------------------------|
| 2016/17 | 2355                 | 846             | 1137            | 496                                   |
| 2015/16 | 1574                 | 592             | 755             | 168                                   |
| 2014/15 | 2011                 | 914             | 946             | 565                                   |

\*DNC is the total amount of cases that were not contested by the Authority as additional evidence may have been provided to the adjudication service which were not presented to the authority.

### 6.3 Useful Do's and Don'ts for not getting a PCN

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

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

## 7. Car Parks

Within Barnet there are 24 council car parks across the borough available for use by residents, businesses and the public.

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

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

## 8. Finance

### 8.1 Special Parking Account

The Special Parking Account provides a breakdown of income and expenditure on the council's parking account. The breakdown of income includes details of revenue collected from on-street parking and Penalty Charge Notices.

The Special Parking Account is published each financial year on [Barnet's Open Data Portal](#).  
*(Note: At present the 2016/17 Special Parking Account has not yet been published)*

### 8.2 Section 106 contributions

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

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

In 2016/17 the S106 contribution of £58,211 of S106 was made available specifically for parking schemes in defined areas of the borough. The money will be spent on waiting restrictions, residents parking and permit exemption.

### 8.3 Fees and Charges

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

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

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

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

The fees and charges for 2017/18 were agreed at [Environment Committee](#) in November 2016. For parking the changes relate to the resident parking permit.

#### 8.4 Comparison of Resident Parking Permit prices

As noted in the 2015/16 report, in comparison to three neighbouring London borough's (Enfield, Harrow and Brent) it can be seen that overall Barnet's charges for annual resident parking permits are predominantly lower than neighbouring boroughs.

#### London Borough of Barnet Annual [Resident Permit Fees](#)

| Emissions band  | Cost           | Diesel surcharge | Additional car surcharge (2nd, 3rd, 4th permit) |
|---|----------------|------------------|---|
| Green annual permit: gCo2 emissions 110 or below              | Free of charge | +£10 per vehicle | +£10 per vehicle                                |
| Lower band emissions permit: gCo2 emissions of 111 – 150      | £45            | +£10 per vehicle | +£10 per vehicle                                |
| Middle band emissions permit: gCo2 emissions of 151 – 200     | £52.40         | +£10 per vehicle | +£10 per vehicle                                |
| Higher band emissions permit: gCo2 emissions of 201 and above | £85            | +£10 per vehicle | +£10 per vehicle                                |

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

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

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

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

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

| Vehicle emissions:  | Low            | Standard  | High      |
|---|----------------|-----------|-----------|
| Vehicle emissions (gCO2/km) of passenger vehicles registered on or after 1 March 2001                             | Less than 110  | 110-200   | 201+      |
| Cylinder capacity of engine (cc) of passenger vehicles registered before 1 March 2001 and goods carrying vehicles | Less than 1101 | 1101-2400 | Over 2400 |
| <b>Duration 12 months</b>   |                |           |           |
| 1st permit (£)  | 25             | 85        | 228       |
| 2nd permit (£)  | 41             | 126       | 269       |
| 3rd permit (£)  | 82             | 167       | 310       |

## 9. Delivering Customer Service

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

### *Customer Care Charter: our promise to you*

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

We strive to be an organisation which is:

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

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

If an individual that is deemed as 'Vulnerable' Barnet operates a Customer Advocacy Service to help and assist an individual on a one to one basis. To access this service, please send your [request online](#), contact the Assisted Travel Team on the details below or go to Barnet House (Monday to Friday) and request to speak to a representative of the Customer Advocacy Team.

Assisted Travel Team  
Tel: 020 8359 4131  
Email: [Assisted.travel@barnet.gov.uk](mailto:Assisted.travel@barnet.gov.uk)

## 10. Comments, compliments and complaints

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

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

All comments, compliments or complaints should be sent to:  
Email: [first.contact@barnet.gov.uk](mailto:first.contact@barnet.gov.uk)  
Tel: 020 8359 2000  
Complete the [online form](#)

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

## 11. Set up of the Parking service

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

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

Key contact details can be found below:

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

Tel: 020 8359 2000

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

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

Email: [barnet@nslservices.co.uk](mailto:barnet@nslservices.co.uk)

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

Design Team (Parking)

Traffic and Development Section

Email: [highwayscorrespondence@barnet.gov.uk](mailto:highwayscorrespondence@barnet.gov.uk)

Tel: 020 8359 3555

All other parking queries:

Tel: 020 8359 7446

Email: [parking.permits@barnet.gov.uk](mailto:parking.permits@barnet.gov.uk)

Abandoned vehicle queries:

Tel: 020 3375 4242

Email: [barnetnuisancevehicles@nslservices.co.uk](mailto:barnetnuisancevehicles@nslservices.co.uk)

Assisted Travel Team

Tel: 020 8359 4131

Email: [Assisted.travel@barnet.gov.uk](mailto:Assisted.travel@barnet.gov.uk)

## 12.Future Initiatives and Actions

As noted in our Parking policy the council is committed to our aims to: keep traffic moving, make roads safer, reduce air pollution, ensure as much as possible that there are adequate parking places available on the high streets and that residents can park as near as possible to their homes.

As a result, we have a number of future initiatives which we hope to implement including:

- Continue the introduction of car club initiatives in the borough
- Expansion of electric vehicle charging points in the borough with a £400,000 investment
- The production of a Long Term Transport Strategy for the borough
- Procurement of a new enforcement contract

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

|   |  |
|---|--|
|  | <p><b>Environment Committee</b></p> <p><b>13 July 2017</b></p>   |
| <p style="text-align: right;"><b>Title</b></p>                                    | <p><b>Regulatory Services Operations Report 2016/17</b></p>  |
| <p style="text-align: right;"><b>Report of</b></p>                                | <p><b>Strategic Director of Environment</b></p>  |
| <p style="text-align: right;"><b>Wards</b></p>                                    | <p>All</p>   |
| <p style="text-align: right;"><b>Status</b></p>                                   | <p>Public</p>  |
| <p style="text-align: right;"><b>Urgent</b></p>                                   | <p>No</p>  |
| <p style="text-align: right;"><b>Key</b></p>                                      | <p>No</p>  |
| <p style="text-align: right;"><b>Enclosures</b></p>                               | <p>Appendix 1 – Regulatory Services Operations Report 2016/17<br/>Appendix 2 – Food Law Enforcement Plan 2017/18</p> |
| <p style="text-align: right;"><b>Officer Contact Details</b></p>                  | <p>Rick Mason – <a href="mailto:rick.mason@barnet.gov.uk">rick.mason@barnet.gov.uk</a> 020 8359 7865</p>             |

|   |
|---|
| <p><b>Summary</b></p>   |
| <p>This report provides members of the Environment Committee with a summary of the activity undertaken by Regulatory Services (excluding Private Sector Housing) in the financial year 2016/17. It also provides details of the food law enforcement plan produced in accordance with the requirements of the Food Standards Agency, which is approved by officers under delegated powers, but provided to the Committee for information and comment.</p> |

|   |
|---|
| <p><b>Recommendations</b></p>   |
| <p><b>1. That the Environment Committee note the Regulatory Services operations report for 2016/17 in Appendix 1 and the Food Law Enforcement Plan for 2017/18 in Appendix 2.</b></p> |

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

- 1.1 Regulatory Services are delivered by Re (Regional Enterprise) Ltd under the Development & Regulatory Services contract. Regulatory Services are responsible for delivering a complex and wide ranging set of activities. These activities are delivered to protect the health, safety and welfare of Barnet residents and visitors to the borough and to ensure that consumers are protected. This report is to provide Members with information about those activities.
- 1.2 Component services comprise Community Protection, incorporating Trading Standards, noise and anti-social behaviour; Environmental Health functions of Scientific Services (pollution control), Public Health and Nuisance and Food and Health & Safety. (Note: Health & Safety responsibility relates to the enforcement of the Health & Safety at Work etc Act 1974 and associated regulations at premises which fall to the local authority for enforcement. These include premises such as shops and offices, amongst others. Premises such as construction sites and manufacturing premises are enforced by the Health & Safety executive (HSE). Recent changes in national priorities for enforcement of health and safety, set by the HSE have reduced the amount of proactive inspections required to be carried out, with, except for the highest risk premises, no inspection being carried out without a reason, such as a complaint or targeted survey for example).
- 1.3 Regulatory Services also deliver private sector housing (enforcement and grants) and licensing functions. These activities are under the remit of the Housing Committee and the Licensing Committee respectively and are not included in this report.
- 1.4 Regulatory Services also manage and operate Hendon Cemetery & Crematorium.
- 1.5 The teams are responsible for application and enforcement of a wide range of regulatory legislation to deliver important public health outcomes and contribute to reduced likelihood, frequency and severity of reliance on more acute health services. Officers operate inspection programmes targeted at premises posing the greatest risk and a reactive response service to investigate complaints, outbreaks and accidents involving the many people living, working and visiting Barnet. The service also delivers proactive public health interventions in partnership with the wider public health community and government agencies. At times, the service is called upon to take immediate action to halt imminent risks to health and in some cases officers are involved in serving enforcement notices, the emergency closure of premises, prohibition of dangerous activities and the prosecution of offenders.
- 1.6 It is often the case that Regulatory Services may only be highlighted when things go wrong, such as a food poisoning outbreak, or other major incident. However this does not mean that these services do not play a vitally important part in ensuring residents are kept safe and well. The fact that in 2016/17 there were no significant public health or safety incidents, or outbreaks of



infectious disease are testament to the good work that goes on behind the scenes to tackle issues such as the causes of ill health, accidents and rogue trading in the borough.

- 1.7 Regulatory Services do not solely undertake regulatory activity. The approach to achieving desired outcomes involves a combination of providing advice and support to aid compliance, but where this is not effective, or where matters warrant immediate action, then enforcement action is taken.
- 1.8 Key headlines from the operations report at Appendix 1 are as follows:
- Of 2208 complaints received about noise, 71% were about noise originating from residential premises.
  - 39% were about loud music from residential premises
  - 26% were about noise from construction sites
  - 16% of all nuisance complaints were about waste on private land
  - The noise team and the licensing team jointly served a closure notice on Guns and Smoke, Church Passage, High Barnet in relation to significant nuisance from the premises.
  - The noise team and the licensing team worked together to review the premises licence for The Wallace, 1023 Finchley Road in relation to noise from music at the premises. The licence was revoked by the Sub Committee.
  - In terms of noise outcomes, the team were able to resolve the majority of issues informally and the remainder with the use of 28 enforcement notices.
  - Proactive work has been undertaken with Thames water to try and streamline the process for dealing with misconnections in the borough where they have been identified as causing pollution to watercourses.
  - In February officers were involved in a cross agency operation organised by the Police in Burnt Oak looking at accumulations and public health issues.
  - Officers continue to work closely with Street Scene, Refuse and Community Safety to ensure that the most effective solution is found for dealing with problem cases and areas.
  - There have been 229 cases of anti-social behaviour reported to the Community Protection (Regulation) team. A total of 9 Community Protection Notice warnings were issued.
  - The ASB team have been working closely with Green Spaces and other partners in relation to on-going issues with illegal raves at Scratchwood. The ASB team have been supporting the work of both the Joint Tasking Group (JTAG) and the Multi Agency Risk Assessment Committee (MARAC) by regularly attending meetings and undertaking project work related to issues of ASB around the Borough.
  - 1,264 cases have been reported to the trading standards team during the year.
  - The trading standards team remain 97% effective in their interventions in 16/17 with only 3% of cases where the team investigated the matter resulting in a repeat complaint within 12 months.
  - A targeted week of action undertaken at the end of June 2016. This resulted in a 100% compliance rate in relation to membership of redress scheme and fee information, which is one of the highest compliance rates seen across

London. The week of action has significantly impacted on levels of complaints.

- A week of week of action on electric safety of goods took place at the start of March 2016. 22 premises were visited, issues found at 5 (23%). Issues related to cord sets, adaptors and travel plugs. Emerging trend that retailers are using eBay and other pound shops to source their stock.
- In relation to illicit tobacco an Intelligence package was used to target the *Wagtail* operation in June 2016. A further week of action was undertaken focused on the Golders Green area at the end of August 2016. High levels of compliance found due to previous advice and operations undertaken in June. The premises found with high levels of illicit or counterfeit tobacco had a review of their premises licence submitted and all premises have had their licence revoked as a result.
- There has been a 73% reduction in complaints following the 2016/17 project work in relation to counterfeiting.
- A number of test purchase operations were undertaken for underage sales in 16/17 and followed up with significant formal action.
- The Trading Standards team concluded a lengthy and complex fraud investigation, resulting in the successful conviction against Martin Marcus, who ran fraudulent letting agencies. He was convicted at Harrow Crown Court and sentenced to four and a half years imprisonment in June 2016
- A total of 1006 food hygiene inspections were carried out with 100% high risk inspected and only 16 medium risk premises missed that were due an inspection.
- 808 lowest risk premises were overdue an inspection and a plan has been put in place for 2017 to address these premises.
- A total of 4 food establishments were subject to Voluntary Closure agreements.
- A total of 7 food establishments were subject to Hygiene Emergency Prohibition Notices, which were all confirmed by the Magistrates Court, with Prohibition Orders being issued until the premises were deemed to no longer provide a continuing risk to health.
- 25 food establishments received formal Hygiene Improvement Notices and 656 establishments received a written warning. No food hygiene prosecutions were taken in 2016/17.
- For Food Standards, all 5 high risk A category premises were inspected on time in 2016/17.
- 3 establishments were subject to formal enforcement (seizure, detention or surrender of food) and 69 establishments were subject to formal written warnings. No food standards prosecutions were taken in 2016/17.
- 144 food samples were taken for analysis or examination in 2016/17.

- Four gold awards and four silver awards under the Health Catering Commitment were presented in person at a ceremony which took place in September by Councillor Hart, Chairman of the Health and Wellbeing Board.
- A total of 27 visits to premises serving shisha were completed during the year and at year end 52% were compliant compared to 43% at year start. A Public Health anti-shisha-smoking campaign gained major publicity and recognition aimed at reducing attendance at shisha premises as that was seen as key to reducing smoking related ill health.
- . The Scientific Services team completed 100% due inspections and issued permits for prescribed (polluting) processes such as Dry Cleaners (67), Petrol Stations (23), Cremators (5) and others (6).
- Advice was provided to Planning on 776 Planning Application consultations, an increase of 117 on the previous year.
- The Scientific Services team produced a 2016 annual status report for air quality monitoring in Barnet which revealed that overall, air quality had improved in Barnet by up to 30% over the last 10 years until 2015.
- In the 2016 the results showed the air quality improvements were not continuing now at all monitoring sites. Monitoring results from locations near busy roads continue to fall outside of National objectives for Nitrogen Dioxide and to a lesser extent Fine Particles (PM10).
- The team submitted an air quality action plan for 2016-21 to reduce air pollution which was accepted by the GLA and DEFRA leading to the award of “Cleaner Air Borough” status. This has been updated with measures undertaken in the last year.
- The team have recruited a North London Construction dust enforcement officer, funded by the Mayor’s Air Quality Fund to make sure all the non-road mobile machinery (NRMM) on major construction sites is using the latest, cleanest equipment to reduce emissions and ensure the builders use dust suppression on the earth works and demolition which reduces coarser dust. The officer will not have any enforcement powers with respect to waste management sites.

## **2. REASONS FOR RECOMMENDATIONS**

2.1 The content of this report is provided for information and noting.

2.2 The work of the Council as a Food Authority is regulated by the Food Standards Agency. The Framework Agreement on official feed and food law controls, by local authorities, sets out what the Food Standards Agency expects from local authorities in their delivery of official controls on feed and food. (Feed relates to animal feeding stuffs). The Framework Agreement specifies that Food Authorities should have a Service Plan that sets out how, and at what level, official feed and food controls will be provided, in accordance with the Codes of Practice. Service plans are an expression of

local authorities' own commitment to the development of the feed and food service. However, it is also important to consider the use made of the plans by the Food Standards Agency, which will require information about official feed and food control activities in a common format to enable it to assess local authorities' delivery of the service. Authorities have the flexibility to decide locally whether or not service plans should be approved at Member level. Through delegated powers, officers have approved the Plan included at Appendix 2.

- 2.3 In March 2017 the Food Standards Agency notified the authority of its intention to conduct an audit of the management of food law enforcement on 17th May 2017. At the time of writing this report the final version of the FSA report had not been received, however some recommendations from the draft report have been included in the Service Plan in relation to inspection and interventions at lowest risk Category D and E premises. The final outcome of the audit will be reported in a subsequent report to the Environment Committee. The draft audit report suggests that the information recommended to be included in the Service Plan should be made available to Members to consider and so it is included with this report for noting.

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

- 3.1 Not to report on these activities means that the work of these important services will not be evident to the Committee.

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

- 4.1 No implementation is required as this report is for noting.

### **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 Regulatory Services contribute to the Corporate Priorities in the following ways:

#### Responsible growth and regeneration

- 5.1.3 By providing advice to developers and Planners throughout the planning process to ensure that developments are designed in such a way as to prevent detrimental effects upon the environment, ensure a good quality of

residential living accommodation where residents are not exposed to excessive noise or pollution and meet regulatory requirements.

#### Managing demand for services

- 5.1.4 By working with businesses to ensure the highest levels of compliance means that the risk posed by those businesses is reduced and so the need for regulatory visits is reduced as are the number of reactive visits as a result of complaints (service requests).
- 5.1.5 A safe and healthy environment and safe and compliant businesses will in turn ensure residents are safer and less likely to suffer effects of ill health, which would otherwise place demands on other services such as the NHS and social services.
- 5.1.6 A responsive and effective pest treatment service will ensure that pests are adequately controlled and eradicated, resulting in less complaints and need for enforcement action.
- 5.1.7 Effective licensing and conditions applied to licences will ensure that licensed premises support the local economy and also operate in a way that does not have an adverse impact on residents, leading to complaints that require investigation.
- 5.1.8 Working with multi-site businesses in Primary Authority relationships ensures that the businesses are in receipt of assured advice that is applied across their estate and so reducing the regulatory burden on the business and both Barnet and other enforcing authorities.

#### More resilient communities

- 5.1.9 Effective regulatory services help to provide a safer and healthier environment and so build resilience into communities as they need to seek the support of the council to resolve issues that would otherwise affect them.
- 5.1.10 The Joint Health & Wellbeing Strategy 2015-2020 sets out the following aim:

##### 1. Keeping Well

Based upon a strong belief that 'prevention is better than cure', the JHWB Strategy aims to begin at the very earliest opportunity by giving every child in Barnet the best possible start to live a healthy life. It aims to create more opportunities to develop healthy and flourishing neighbourhoods and communities as well as to support people to adopt healthy lifestyles in order to prevent avoidable disease and illness.

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

- 5.2.1 Regulatory Services are delivered by Re (Regional Enterprise) Ltd under the Development and Regulatory Services contract and the staff and resources are managed by Re. Performance of the service is monitored through a

comprehensive range of key performance indicators and through performance reports submitted to the council under the terms of the contract. These reports provide a wide range of quantitative and qualitative data detailing both operational outputs and the outcomes achieved as well as customer satisfaction data. This report does not seek to exhaustively replicate these reports, instead providing more of an annual summary.

5.2.2 In 2016/17 all of the comprehensive suite of KPIs for Regulatory Services were met, except one, which was due to the failure to respond to a single urgent request the same day. Detail of KPI performance is reported through the Policy & Resources Committee.

5.2.3 The cost of delivering Regulatory Services is part of the management fee paid to Re to deliver the whole of Development & Regulatory Services.

5.2.4 In terms of resources, the total of FTE for the whole of Regulatory Services, which includes Licensing, Private Sector Housing, Land Charges and commercial growth activity, is 83.95. At 31<sup>st</sup> March 2016 there were 8.8 FTE vacancies across all teams.

### 5.3 Legal and Constitutional References

5.3.1 Council constitution Section 15 - Responsibility for functions states that the Environment Committee includes specific responsibilities for commissioning Environmental Health Services (excluding Private Sector Housing).

5.3.2 It goes on to state that Environmental Health functions, include the regulation of the following:

- Food hygiene, safety and standards, including composition and labelling.
- Infectious Disease Control
- Drinking Water Quality
- Animal Feeding stuffs
- Health and Safety at Work where the Council is the Enforcing Authority
- Animal Health and Welfare
- Business training and advice
- Air Quality
- Contaminated Land
- Pollution Control
- Electromagnetic radiation
- Exhumations
- Statutory Nuisance, including noise, smoke, dust and odours
- Drainage
- Anti-social behaviour
- Pest Control
- Health Promotion in relation to any of the matters included above

5.3.3 Trading Standards functions, include regulation of the following:

- Age Related Sales
- Metrology

- Fair Trading
- Safety
- Quality
- Consumer Protection

## 5.4 Risk Management

5.4.1 Many of the functions of Regulatory Services are statutory and so the Council must undertake the statutory duties and functions set out in legislation. The Council has contracted the delivery of the services to Re. The services are comprehensively described in the service output specifications that form part of the contract to ensure that the Council's statutory duties are met. Staff delivering statutory functions are jointly employed between Re and London Borough of Barnet and when exercising statutory powers, do so solely as an employee of the Council.

5.4.2 Recruitment to vacant posts has become an issue across the country in Regulatory Services as there is a shortage of suitable qualified staff for the number of positions available. Failure to recruit to vacancies will place achievement of KPIs and meeting customer service standards at risk. Re are working closely with recruitment colleagues to find suitable candidates for vacancies.

5.4.3

## 5.5 Equalities and Diversity

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

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

5.5.2 The relevant protected characteristics are:

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

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

5.5.4 Regulatory Services are services which can be accessed by all residents and businesses within the borough. Regulatory sanctions may be more difficult for those on low incomes. Sanctions are only taken against those who break the law and so can be avoided if there is a willingness to comply.

## 5.6 **Consultation and Engagement**

5.6.1 None in connection with this report.

## 6. **BACKGROUND PAPERS**

6.1 None



## Appendix 1

### **Regulatory Services Operations Report** **April 2016 – March 2017**

This report sets out data for key activities performed and principal outcomes achieved by Regulatory Services in the year April 2016– March 2017.

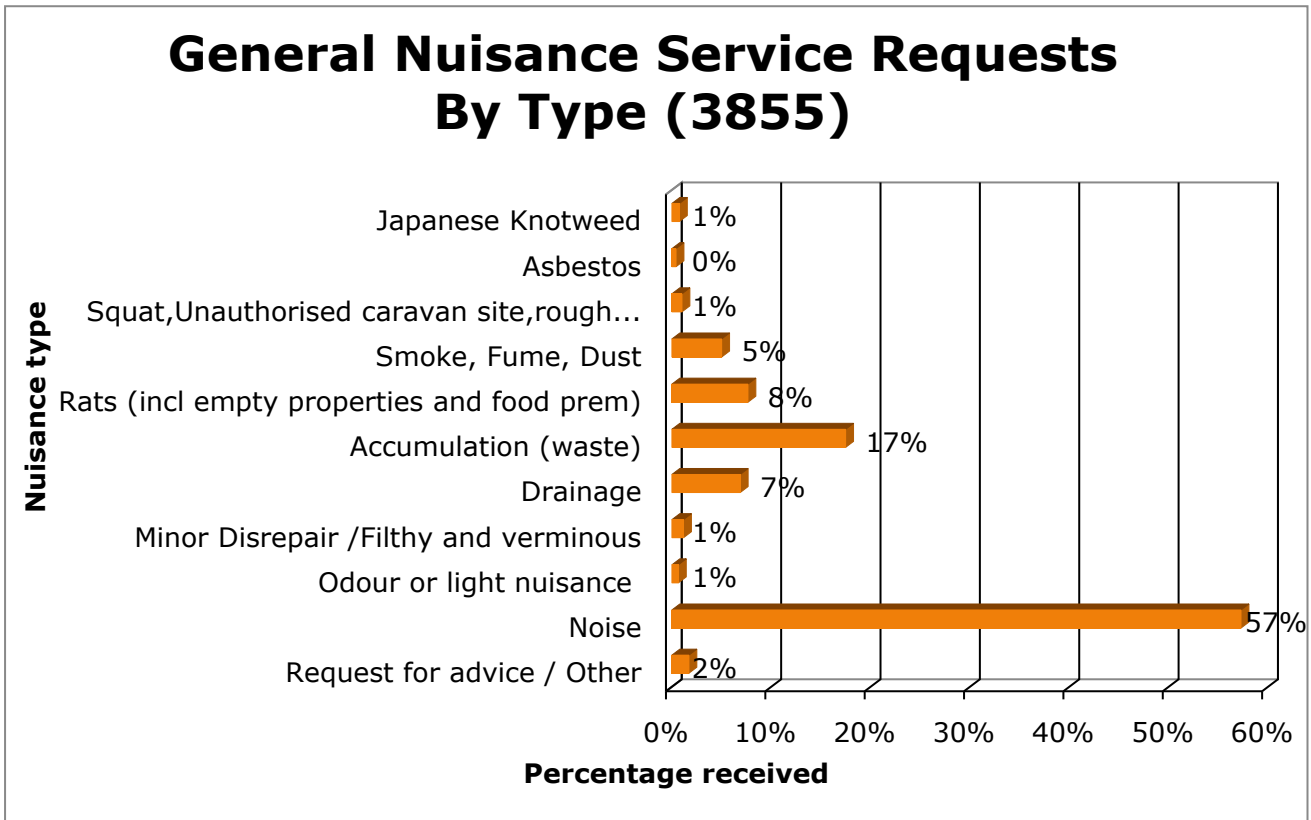
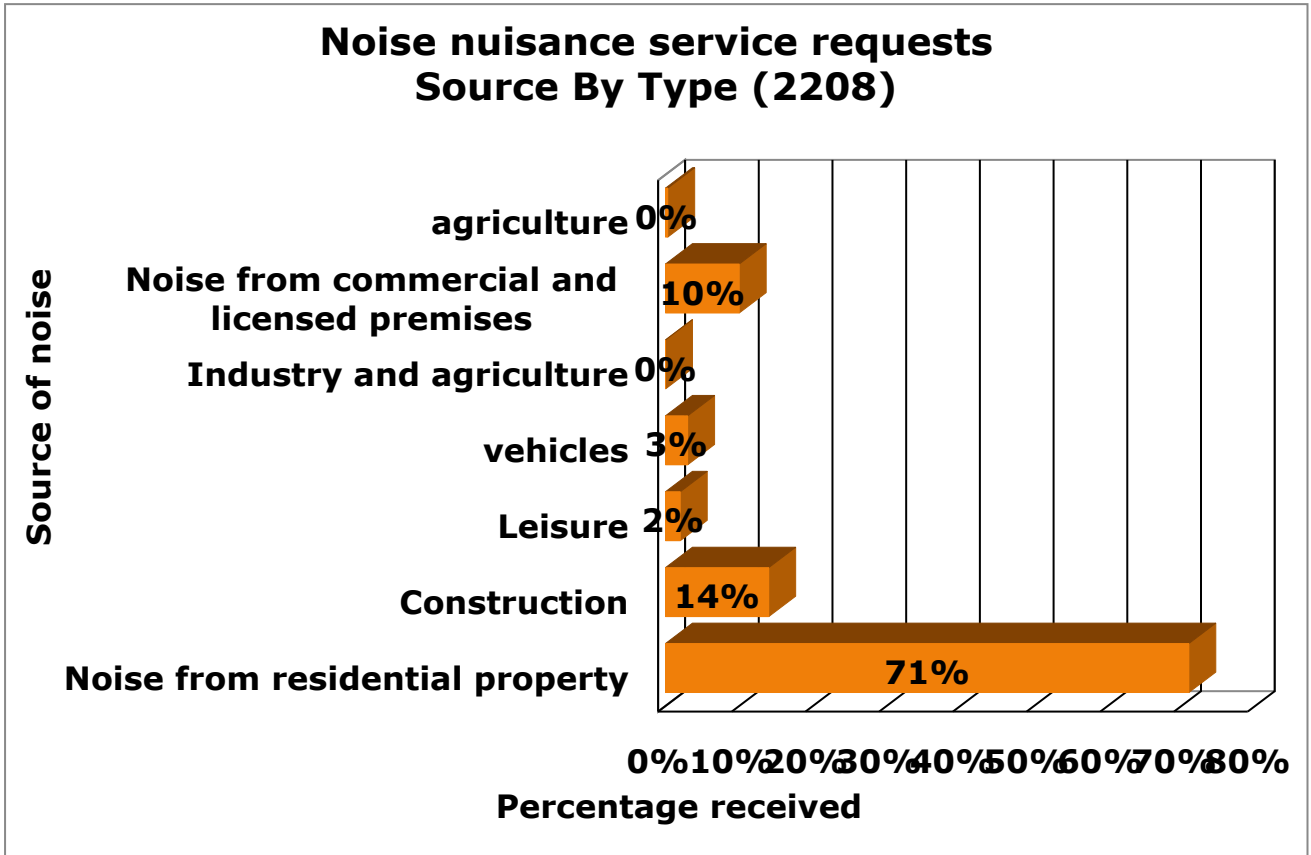
Regulatory Services activity is wide ranging in scope and activity is determined by a number of factors:

- Statutory duty
- Inspection or intervention programmes based upon national guidance or codes of practice
- Proactive or intelligence led intervention
- Service requests (complaints about someone, somewhere, or something but not about the Council or its services)

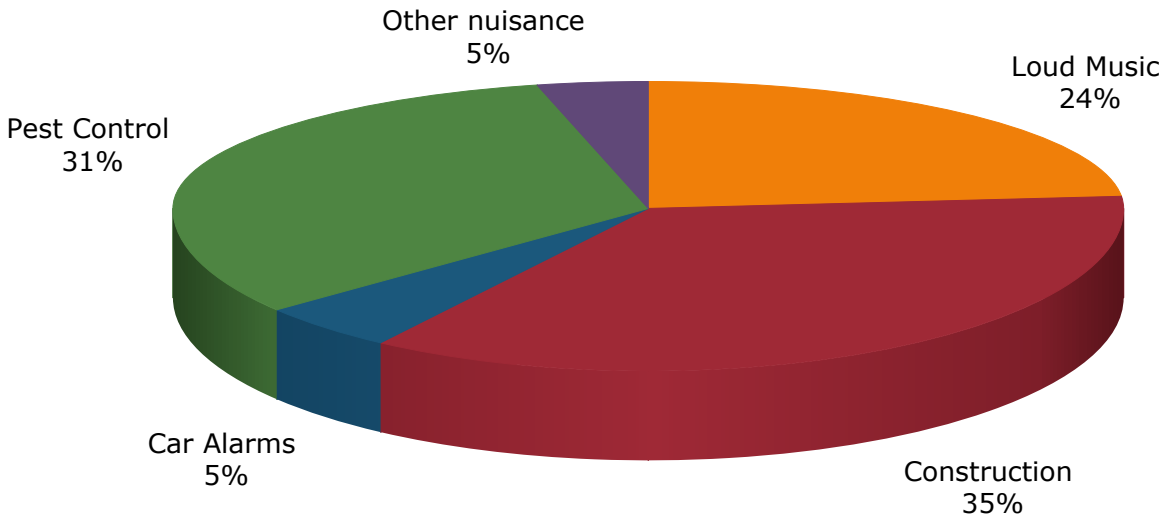
### **Noise, Nuisance & Public Health**

The noise & nuisance function is split between the Community Protection (Regulation) team who predominantly handle noise nuisance and anti-social behaviour and the Housing Enforcement team who deal with the majority of other nuisance types. The Scientific Services team also handle some nuisance issues relating to more complex construction site or plant noise (expressed separately). A total of 3204 service requests were received and investigated within the year (3,466 2015/16), resulting in a total of 42 enforcement notices served, which is an increase on last year (23).

| <b>2016/17 Noise Nuisance Type</b> | <b>Percentage</b> |
|------------------------------------|-------------------|
| Loud Music Residential             | 39%               |
| Construction                       | 26%               |
| Barking Dog                        | 8%                |
| Loud Music Commercial              | 6%                |
| People Noise - Vocal               | 5%                |
| House Alarm                        | 3%                |
| People Noise - Movement            | 2%                |
| Car Alarm                          | 2%                |
| Loud televisions                   | 2%                |
| D I Y                              | 2%                |
| Commercial Alarm                   | 1%                |
| Deliveries or Collections          | 1%                |
| Light Nuisance                     | 1%                |
| Cockerels                          | 1%                |



## Nuisance Enforcement Action Profile - notices served (42)



### Work of note:

The noise team and the licensing team jointly served a closure notice on Guns and Smoke, Church Passage, High Barnet in relation to significant nuisance from the premises.

The noise team and the licensing team worked together to review the premises licence for The Wallace, 1023 Finchley Road in relation to noise from music at the premises. The licence was revoked by the Sub Committee.

\*There is an outstanding appeal in relation to this decision

The Noise team have been working closely with Saracens in relation to summer events at Allianz Park to ensure that the noise nuisance to local residents is minimised.

In terms of outcomes, the team were able to resolve the majority of issues informally and the remainder with the use of an enforcement notice. There were no prosecutions or work in default conducted during FY 16-17.

Officers have continued to work on a reactive basis dealing with service requests relating to rough sleepers/encampments, public health, nuisance and anti-social behaviour issues as they occur, hitting over 96% of service standards. The Public Health and Nuisance Team have also proactively been referring relevant properties to the Empty Property Team and the HMO licensing Team. Officers have been trained to ensure that they are aware of the new Additional HMO licensing criteria. Proactive work has been undertaken with Thames water to try and streamline the process for dealing with misconnections in the borough where they have been identified as causing pollution to watercourses. In February officers were involved in a cross agency operation organised by the Police in Burnt Oak looking at accumulations and public health issues. Officers continue to work closely with Street Scene, Refuse and

Community Safety to ensure that the most effective solution is found for dealing with problem cases and areas.

### ***Anti-social behaviour***

There have been 229 cases reported to the Community Protection (Regulation) team. A total of 9 Community Protection Notice warnings were issued. These continue to be a very successful form of preventative action.

Work of note:

The ASB team have been working closely with Green Spaces and other partners in relation to on going issues with illegal raves at Scratchwood.

The ASB team has been working closely with the police, Barnet Homes and the noise team in relation to 2 ongoing and complex ASB cases.

The ASB team have been supporting the work of both the Joint Tasking Group (JTAG) and the Multi Agency Risk Assessment Committee (MARAC) by regularly attending meetings and undertaking project work related to issues of ASB around the Borough

In terms of outcomes, the team were able to resolve the majority of issues informally and the remainder with the use of an enforcement notice. There were no prosecutions or work in default conducted during FY 16-17.

### **Trading Standards**

1,264 cases have been reported to the trading standards team during the year, leading to investigations into potential offences as shown in the list below.

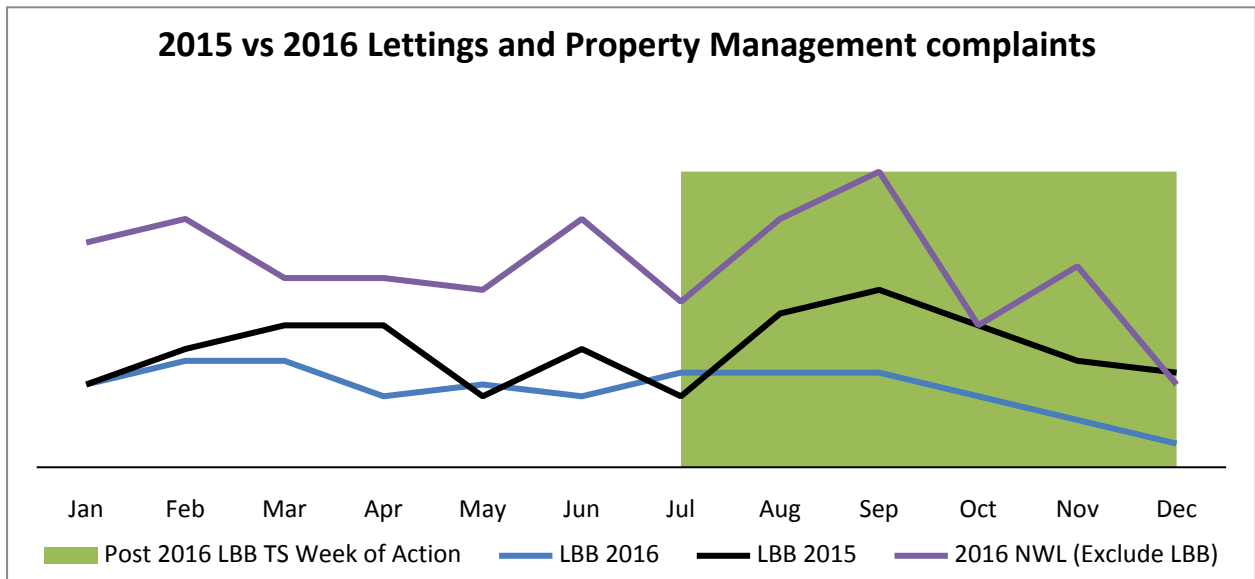
- False claims of membership of trade associations.
- Non-compliance with E commerce legislation
- Letting agent malpractice
- Misleading advertising
- Underage sales
- Counterfeit items
- Consumer Protection Regulations Offences
- Possible fraud

The trading standards team remain 97% effective in their interventions in 16/17 with only 3% of cases where the team investigated the matter resulting in a repeat complaint within 12 months.

## Trading Standards Operations/Focus areas

### (1) Letting Agents

A targeted week of action undertaken at the end of June. This resulted in a 100% compliance rate in relation to membership of redress scheme and fee information which is one of the highest compliance rates seen across London. The week of action has significantly impacted on levels of complaints. Particularly when compared with the rest of North West London.



Note: Complaints against NWL traders (exclude LBB) from Jul2016 continue to increase except Oct and Dec 2016.

### (2) Electrical safety

A week of week of action took place at the start of March 2016. 22 premises were visited, issues found at 5 (23%). Issues related to cord sets, adaptors and travel plugs. Emerging trend that retailers are using eBay and other pound shops to source their stock. Further work is planned in this area.

### (3) Counterfeiting, Illicit tobacco and Underage sales

In relation to illicit tobacco an Intelligence package was created. This was then used to target the Wagtail operation in June 2016. A further week of action was undertaken focused on the Golders Green area at the end of August 2016. High levels of compliance found due to previous advice and operations undertaken in June.

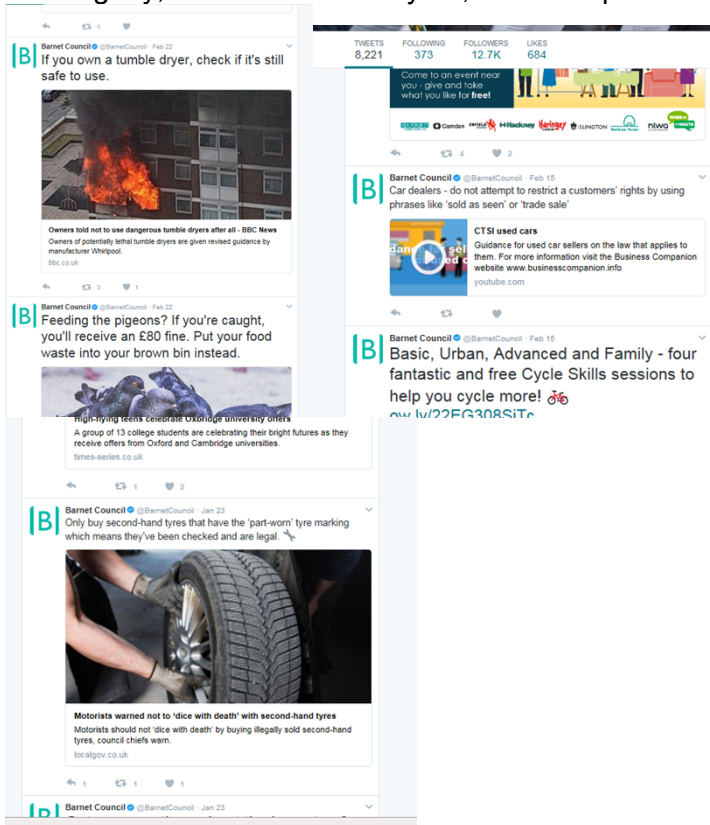
The premises found with high levels of illicit or counterfeit tobacco had a review of their premises licence submitted and all premises have had their licence revoked as a result of this.

\*Some of the decisions are currently under appeal.

There has been a 73% reduction in complaints recorded by CACS. This would appear to be a positive result of the 2016/17 project work in relation to counterfeiting

#### (4) Social Media

Tweets have been made in relation to education of consumers around banking scams, distraction burglary, second hand car tyres, electrical product safety, and letting agents.





London Borough of Barnet is working with RE (Regional Enterprise) Ltd, a new joint venture between the council and Capita plc.

### **(3) Scams and Rogue traders**

Barnet was identified as the scam hotspot for London in March 2015. Therefore this was a big focus for the team in relation to focusing of resources. As a result we have seen a decrease in the level of scam complaints in 16/17. Unfortunately there is evidence that there are a number of known rogue traders targeting the Barnet area. This will be a particular focus for 17/18.

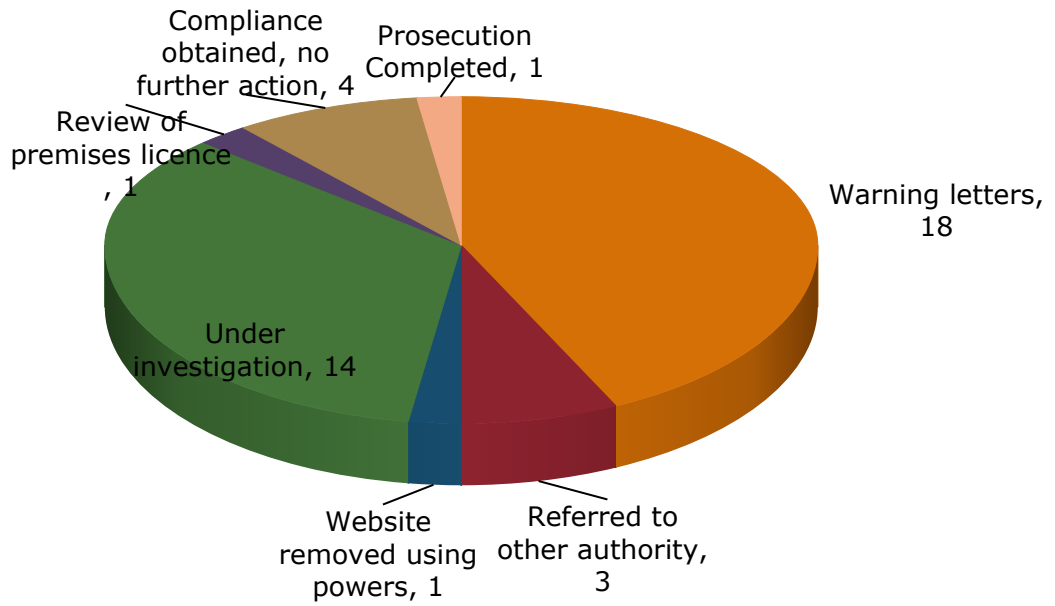
### **(4) Underage sales**

Reducing underage sales of knives, alcohol, cigarettes and fireworks remains a priority for the team. The team worked closely with the police licensing team in relation to this. A number of test purchase operations were undertaken in 16/17 and followed up with significant formal action.

#### ***Crown Court Prosecution: Letting Agent Fraud***

The Trading Standards team concluded a lengthy and complex fraud investigation, resulting in the successful conviction against Martin Marcus, who ran fraudulent letting agencies. He was convicted at Harrow Crown Court and sentenced to four and a half years imprisonment in June 2016. No costs are awarded in custodial cases and investigations led to no assets remaining that could be subject to Proceeds of Crime Act. This case also prompted an operation to tackle rogue letting agents as reported in the 2015/16 report.

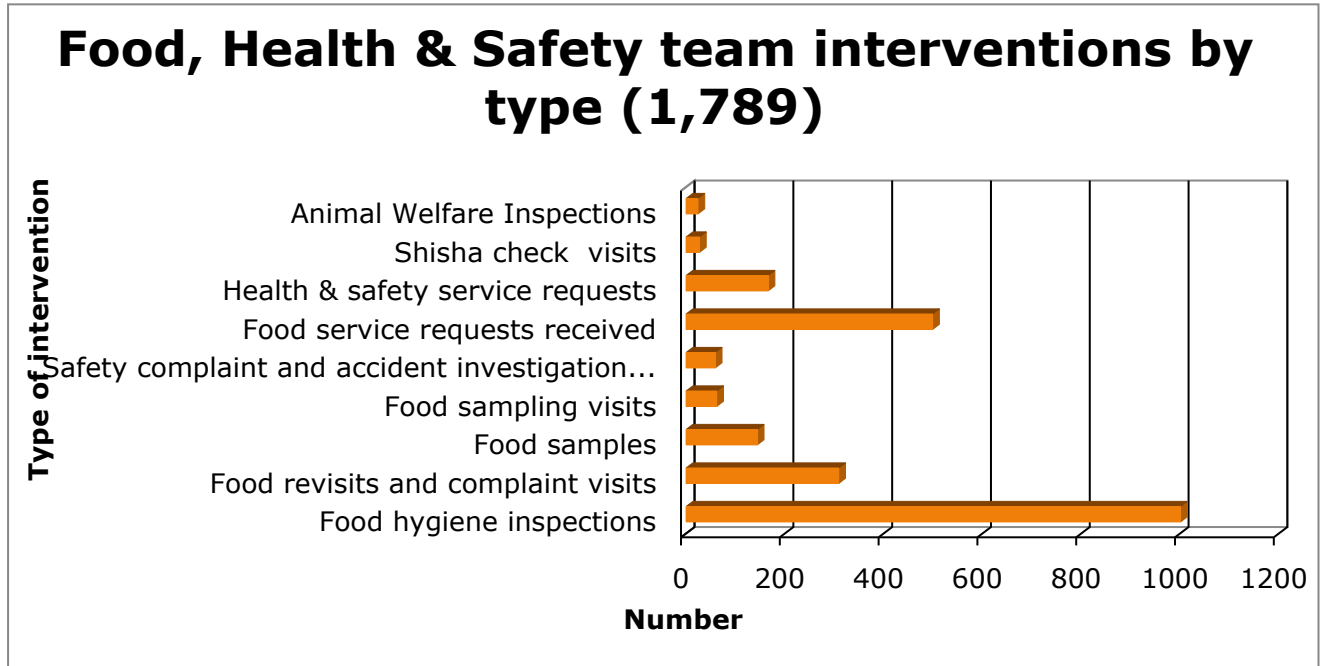
## Trading Standards enforcement profile





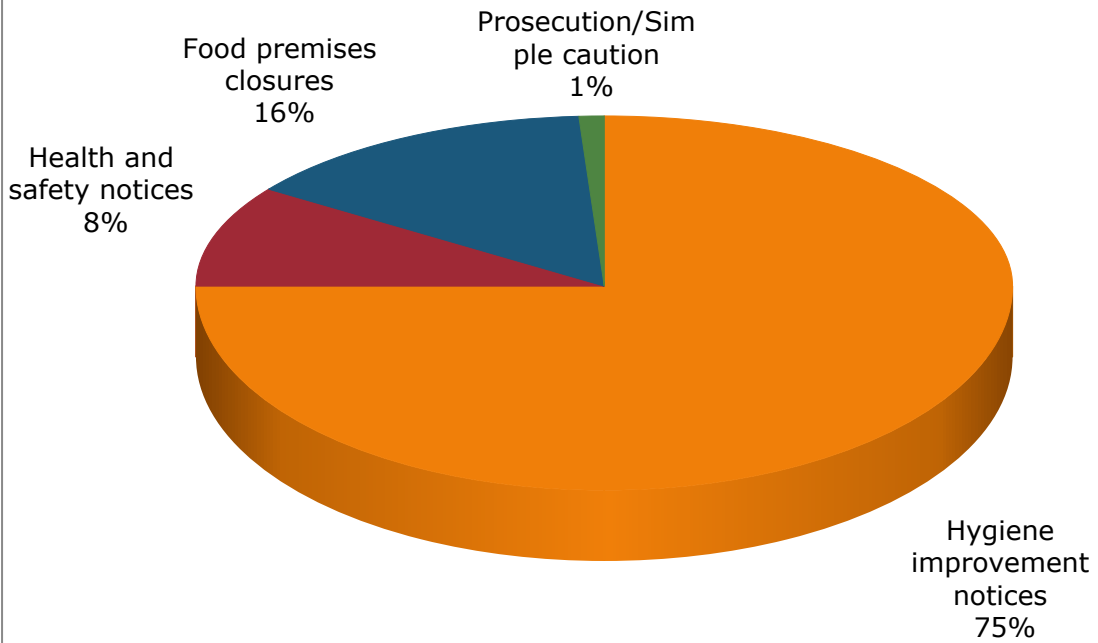
## Food, Health & Safety

The Food, Health & Safety team perform a range of proactive and reactive interventions within food premises and workplaces. The findings of food inspection are used to populate the national Food Hygiene Rating Scheme (FHRS) which publishes hygiene data online and a sticker should be placed on the door of each establishment. The team also handle applications for animal welfare and special treatment licences.



In the majority of cases, contraventions identified were resolved by informal warning letter however a range of enforcement actions were required in more serious cases.

## Food, Health & Safety Enforcement Action Profile





London Borough of Barnet is working with RE (Regional Enterprise) Ltd, a new joint venture between the council and Capita plc.

Under the Food Law Code of Practice, Food Authorities must provide data to the Food Standards Agency on an annual basis as part of the Local Authority Enforcement Monitoring System (LAEMS).

<https://www.food.gov.uk/enforcement/monitoring/laems/mondatabyyear/enforcement-data-2015-16>

2016-17 data has yet to be published by the FSA.

Key data submitted to LAEMS is summarised below:

### Food Hygiene

Food hygiene interventions deal with issues such as cleanliness, safe handling practice and structure of establishments.

Total number of food establishments in Barnet subject to Food Hygiene intervention: 2,561

Total percentage of rated premises that were broadly compliant with food safety law for food hygiene: 91.58%\*

The average for 33 London authorities was 87.86%.

\*The term 'broadly compliant' means a premises that scores no more than 10 (reverse scale) for an assessment of hygiene, structure and confidence in management under the Food Law Code of Practice.

Premises rated 'A' are the highest risk premises

| Total % of Interventions achieved - premises rated A | Total % of Interventions achieved - premises rated B | Total % of Interventions achieved - premises rated C | **Total % of Interventions achieved - premises rated D | **Total % of Interventions achieved - premises rated E | Total % of Interventions achieved - premises not yet rated |
|--|--|--|--|--|--|
| 100.00   | 100.00   | 94.48  | 54.95  | 2.45   | 90.96  |

\*\*Expressed as a percentage of those due inspection in year and overdue inspection from previous years.

Interventions not carried out related to low risk Category D and E premises, with 16 compliant Category C premises not receiving an intervention within the 28 day target window.

A total of 4 establishments were subject to Voluntary Closure agreements.

A total of 7 establishments were subject to Hygiene Emergency Prohibition Notices, which were all confirmed by the Magistrates Court, with Prohibition Orders being issued until the premises were deemed to no longer provide a continuing risk to health.

25 establishments receiving formal Hygiene Improvement Notices and 656 establishments received a written warning. No prosecutions were taken in 2016/17

### Food Standards

Food Standards interventions deal with issues such as food composition, labelling and descriptions, such as those on menus, including allergen information.

Intervention (or inspection) frequencies for food hygiene are generally greater than for food standards and so the hygiene intervention programme drives the standards programme, with combined inspections being undertaken wherever possible to minimise the number of visits and burdens upon businesses.

All 5 high risk A category premises were inspected on time in 2016/17. Category B premises due or overdue inspection will be inspected at their next hygiene inspection. 128 were completed and at year end there remained 156 to be effected at the next hygiene inspection.

3 establishments were subject to formal enforcement (seizure, detention or surrender of food) and 69 establishments were subject to formal written warnings. No prosecutions were taken in 2016/17.

### Food Sampling

The team undertake sampling of food stuffs, usually as part of a coordinated programme managed either nationally by the FSA, or regionally by the London Food Liaison Group (LFCG) and occasionally as ad-hoc investigative or complaint samples.

144 samples were taken in 2016/17 of which;

90 were foods or food contact surface swabs for microbiological contamination  
54 other contamination, composition or labelling and presentation

In 2015/16 the average number of samples across 33 London authorities was 80.9, although 2 authorities took over 400 samples each.

### Public Health Projects

The Food, Health & Safety Team undertook 2 projects in conjunction with the Barnet and Harrow Public Health Team as part of the Environmental Health support for the Health & Wellbeing Strategy.

### Healthier Catering Commitment (HCC)

Barnet is a participant in the London HCC scheme, which works with businesses to introduce steps to provide nutritionally healthier food options for their customers. The focus in 2016/17 was to create a gold and silver award extension to the scheme locally and to convert some businesses with subsequent publicity. Four gold awards and four silvers were presented in person at a ceremony which took place in September by Councillor Hart, Chairman of the Health and Wellbeing Board. The press attended and articles appeared in the Barnet First circular and on the LB website: <https://www.barnet.gov.uk/citizen-home/news/Small-changes-making-a-big-difference-to-becoming-a-healthier-Barnet.html>

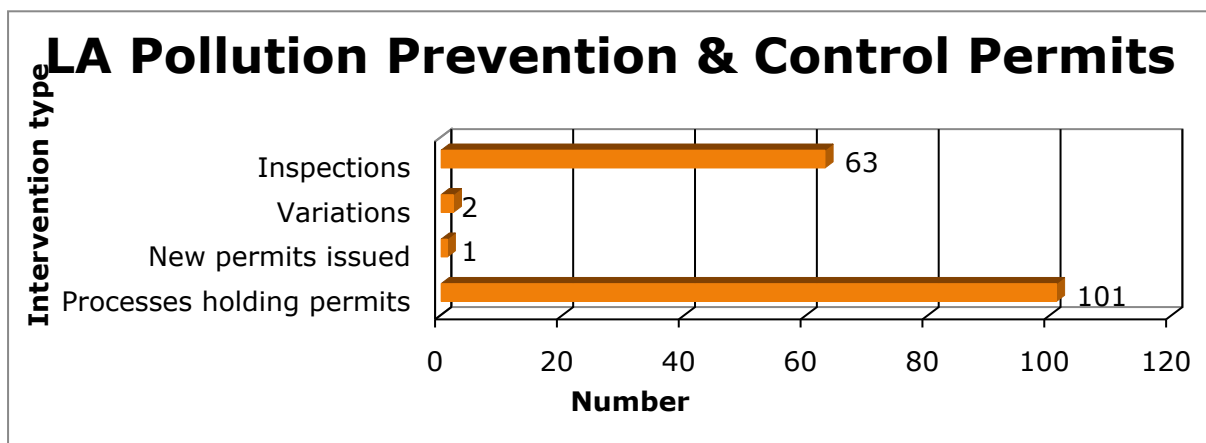
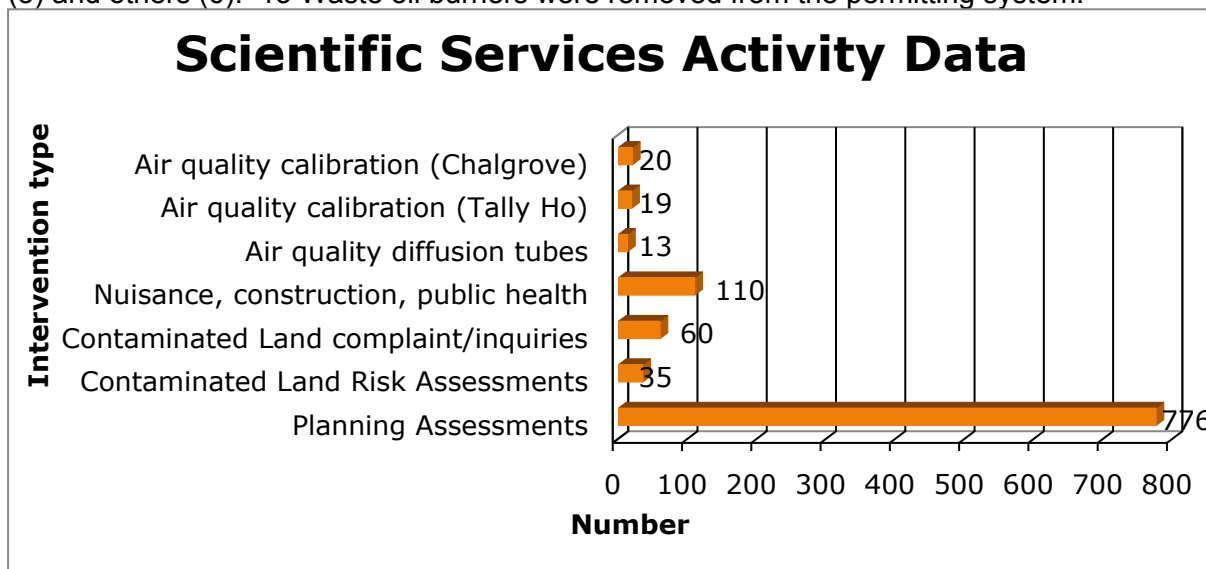
### Tobacco Control project

Concentrating on premises serving shisha, the team undertook a programme of interventions to ensure that premises are compliant with smoke free legislation. A total of 27 premises visits were completed during the year and at year end 52% were compliant compared to 43% at year start. A Public Health anti-shisha-smoking campaign gained major publicity and recognition aimed at reducing attendance at shisha premises as that was seen as key to reducing smoking related ill health. The team assisted with targeting and messaging in this campaign.

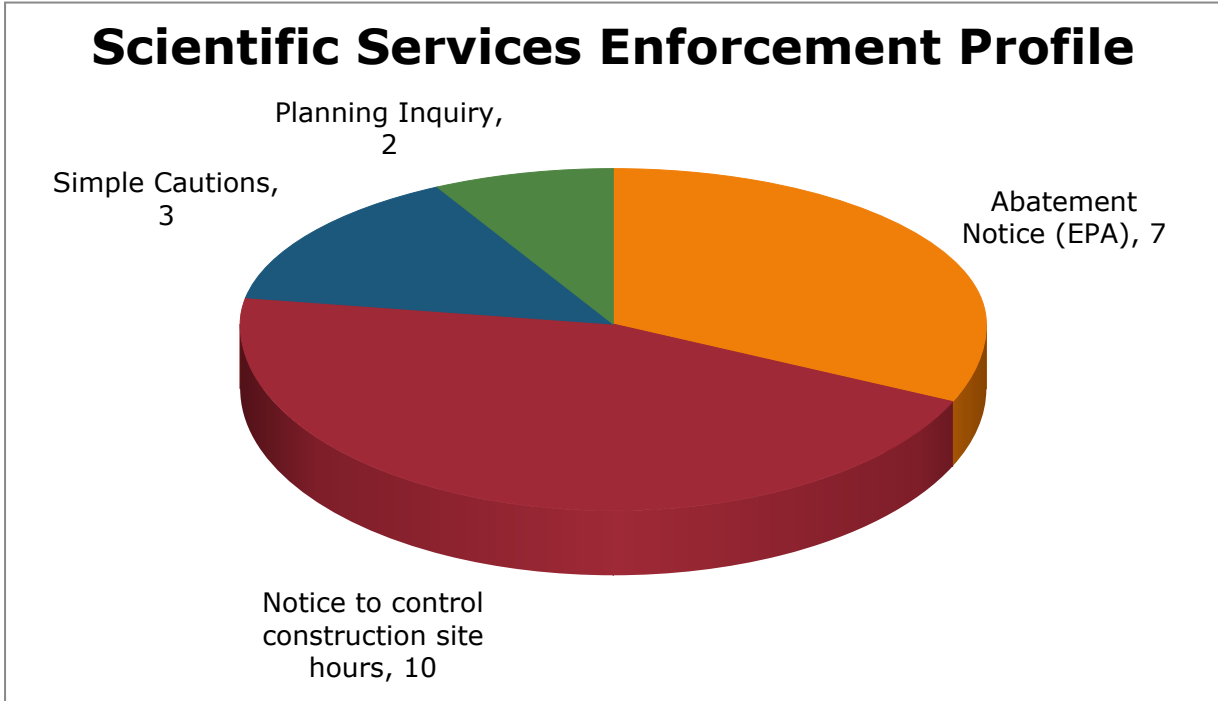
### **Scientific Services**

The Scientific Services team are responsible for responding to planning consultations to help ensure the prevention of nuisance, air quality and contaminated land problems from the outset of new developments, reducing the demand on acute nuisance services.

The Scientific Services team are also responsible for issuing and regulating permits for prescribed (polluting) processes such as Dry Cleaners (67), Petrol Stations (23), Cremators (5) and others (6). 13 Waste oil burners were removed from the permitting system.



Whilst the majority of non-compliance issues are resolved through informal enforcement action, the team resorted to formal enforcement in the more serious cases as shown.



The Scientific Services team produced a 2016 annual status report for air quality monitoring in Barnet which revealed that overall, air quality had improved in Barnet by up to 30% over the last 10 years until 2015. In the 2016 the results showed the improvements were not continuing now at all monitoring sites. Monitoring results from locations near busy roads continue to fall outside of National objectives for Nitrogen Dioxide and to a lesser extent Fine Particles (PM10). The team submitted an air quality action plan for 2016-21 to reduce air pollution which was accepted by the GLA and DEFRA leading to the award of “Cleaner Air Borough” status. This has been updated with measures undertaken in the last year.

The team have recruited a North London Construction dust enforcement officer who has been visiting sites in Barnet since January 2017 to enforce a reduction of dust and emissions from smoky equipment. The funding for this role is from the GLA for one officer shared between 4 Boroughs, for which Barnet/Re are leading and it is for construction sites only (this does not include waste management sites, such as Donoghues in Claremont Road NW2, which should be dealt with under their licence by the Environment Agency).

In Barnet 12% of fine particulates (PM10) and Nitrogen Dioxide pollution is from the exhaust emissions from construction vehicles and stationary plant such as generators and JCB’s etc. The dust enforcement officer’s role is to make sure all the non-road mobile machinery (NRMM) on major construction sites is using the latest, cleanest equipment to reduce emissions and ensure the builders use dust suppression on the earth works and demolition which reduces coarser dust. The officer will not have any enforcement powers with respect to waste management sites.



London Borough of Barnet is working with RE (Regional Enterprise) Ltd, a new joint venture between the council and Capita plc.

A Consolidated Procurement vehicle delivery feasibility study to reduce the amount of congestion in the borough has been carried out and it is with stakeholders to sponsor it corporately to then the GLA release funds to implement the project. These projects will lead to substantial improvements in air quality in the borough as 12% of poor air quality is from dust and construction equipment emissions and there are 30% more HGV and LGV's in Barnet in last 15 years.

The Scientific Services team completed 100% of LAPPC inspections for prescribed processes that emit air pollution such as cement works, dry cleaners and vehicle paint sprayers with a detailed survey soon to be submitted to DEFRA. The CIEH noise survey 2016-17 shows that enforcement work in last 10 years has reduced noise complaints in Barnet from 3600 in 2006 to 2208 in 2016-17 in total but with only 1341 new complaints – which is significantly lower - whilst the Barnet population has increased significantly. The team are continuing working to deliver a review of potentially contaminated sites under the Contaminated Land strategy to reduce potential property blight and protect human health.

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## **Appendix 2**

### **London Borough of Barnet FOOD LAW ENFORCEMENT SERVICE PLAN 2017/2018**

#### **INTRODUCTION**

This Service Plan has been prepared in accordance with the Food Standards Agency's (FSA) Service Planning Guidance for Food Law Enforcement. The Plan provides:

- An insight into the activities and management of the Food Safety team;
- An opportunity to consider key service delivery issues and priorities;
- A reference point for measuring future review and change and for managing performance and targets;
- A link with the Council's Corporate aims and objectives.

#### **1.0. SERVICE AIMS AND OBJECTIVES**

##### **1.1. Aims & Objectives**

Food, Health and Safety (FHS) delivery is focussed on the themes of maintaining the right environment for a strong and diverse local economy and promotion of family and community well-being and encouraging engaged, cohesive and safe communities. A high percentage of the work completed by FHS is planned and proactive and is targeted at maintaining or improving public health and safety which enables financial savings for other services/organisations, for example the NHS. The work plan below incorporates our Key Performance Indicator driven priorities and a selection of areas within the service output specification which, in the professional opinion of the service leads, merit particular focus.

The priority activities for the Food, Health and Safety service are;

- Working with Re and CSG colleagues to improve service access for customers and improving customer satisfaction with the services
- Delivering the statutory planned food hygiene, food standards and health and safety intervention programmes.
- Delivering successfully against the relevant Key Performance Indicators and Performance Indicators
- Balancing the regulatory and collaborative relationships with businesses and related agencies in the borough in a way that promotes the health and well-being of residents and consumers whilst supporting businesses wherever possible.
- Working with the Barnet and Harrow Public Health team to assist in meeting the JSNA priorities particularly on the anti-obesity and anti-smoking agendas
- Ensuring staff are professionally and culturally developed to deliver high quality services and successful business case implementation with income growth

- Maximising the use of Council funds to deliver a targeted and effective food sampling programme and advice service to business to secure greater compliance with food standards requirements
- Maintaining the high level of business compliance with food hygiene requirements in the borough with resources focused on improving those businesses with the lowest standards of compliance.
- Working with the Council, Re colleagues and external partners to discourage frequent offenders in the business sector
- Monitoring the growing threat from organised food fraud in London.
- Assisting in the Council's drive to control the growth in non-compliant shisha business and to raise public awareness of the dangers of shisha smoking.
- Development and delivery of a package of commercial services to support business compliance and growth.

In relation to food in particular, the Food Safety service aims to work in partnership with local people, other agencies, businesses and staff to protect consumers within the Borough to ensure that all foods imported, produced, stored, handled, distributed, sold and consumed within the Borough, are safe to eat and meet compositional, quality and labelling requirements.

In order to achieve this the following will be provided:

- Information, advice and guidance for local businesses to facilitate compliance with legal responsibilities and promote good practice;
- Planned risk-based inspection programme of food premises, which includes food hygiene, food standards as well as health & safety at those premises for which the Council has enforcement responsibilities;
- Investigation of complaints, referrals and notifications;
- Investigation of cases and outbreaks of Foodborne Infectious Diseases;
- Annual programme of Food Sampling to complement the inspection programme and to develop background information on food quality and safety;
- Training initiatives for business;
- Immediate response to national Food Alerts

All interventions with businesses and members of the community are carried out with regard to the local authority's commitment to equality of opportunity for local people as stated in the Equal Opportunities Policy.

## **1.2. Links to Corporate Objectives and Plans**

The Food Safety Team directly supports the corporate strategic priority objectives for Development and Regulatory Services for 2017/18, which are:

- To maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough.
- To maintain the right environment for a strong and diverse local economy.
- To promote family and community well-being and encourage engaged, cohesive and safe communities.

### **1.3 Strategic challenges**

- Economic downturn resulting in reduced business income and lower investment in safety and hygiene measures eg pest control
- Government drive to reduce burdens on business contradicts public expectation of high standards for health, safety and hygiene.
- Increasing population - Barnet's population is expected to grow by 60-70,000 over the next 20 years. Within that, the number of children and older people will increase significantly. This means that Barnet will probably need significantly more food outlets and workplaces to match the needs of the changing population.
- Change in customers' expectations – customers expect a higher quality of service in line with the “immediate” culture that new technology innovation has brought e.g. immediate access 24/7 to report issues, monitor case progress and provide feedback.
- Lifestyle changes – significantly increasing obesity, particularly in young people, and the attendant public health implications

## **2.0. BACKGROUND**

### **2.1. Profile of the Local Authority**

Barnet is situated on the northern edge of Greater London and is the third largest London Borough covering a total area of about 33.5 square miles. In 2015 the population was estimated at 380,000 with a growing population of young people, particularly children of school age. The population includes a total of around 35% of ethnic minorities.

The Borough is a mix of rural and residential with the majority of businesses located in high streets and shopping centres in a number of town centres. The significant majority of food businesses fall within the catering and retail sectors. There is a small number of food manufacturers and wholesalers in the borough based mostly in commercial estates and providing a range of ready prepared foods for local retailers and caterers. An approved, medium sized, but rapidly growing, producer of bread and ready to eat salads and cold dishes is the only significant manufacturer in the borough.

### **2.2. Organisational Structure**

The Food, Health and Safety team is part of the Regulatory Services division also comprising, Private Sector Housing, Community Protection (Regulation) and the Scientific Services teams. The food team is led by a Group Manager who reports to the Director of Regulatory Services.

The work of the section is supported by the services of the public analyst, Public Analyst Scientific Services Ltd. and the Public Health England, North East and North Central London Health Protection Team based in Victoria with the central laboratory

within the borough in Colindale. These services are run by accredited laboratories with appropriately qualified staff that are able to offer expert advice to the authority. Please refer to Annexe 1 for Organisational Structure Chart.

### **2.3 Scope of the Food Enforcement Service**

The main areas of responsibility for the Food Safety Service are:

- Planned Food Hygiene and Food Standards inspections and assessment of compliance with food hygiene and food compositional and labelling legislation;
- Investigating complaints and referrals from the public and businesses regarding food and food premises;
- Enforcement of food safety and standards law;
- Providing information, advice and guidance to local food businesses and the public;
- Investigating cases and outbreaks of Foodborne Infectious Diseases;
- Responding to national Food Alerts;
- Registering food businesses, and issuing approval for premises under product specific hygiene legislation;
- Operating inland imported food control at retail and catering establishments
- Undertaking an annual programme of food sampling;
- Enforcement of occupational health and safety legislation including accident investigation
  - Health promotion including the London Healthier Catering Commitment and hygiene training activities;
  - Acting as the Primary Authority for McDonalds and the Jewish Care charity;
  - Enforcement of smoke free legislation
  - Monitoring local drinking water quality and liaising with local Water Companies, particularly on incident and outbreak management.

### **2.4 Demands on the Food Enforcement Service**

The main demands on the food service at the end of 2016/17 were:

- A total of approximately 2610 food premises in the borough of which 2420 are in the hygiene inspection programme, including;
- 64 Manufacturers & Packers
- 3 Approved Premises under EC Regulation 853/2004 (meat products manufacture)
- 26 Importers, Wholesalers and Distributors
- 595 Retailers
- 1735 Restaurant & Catering Premises

In addition the team deals with 31 food importers based in the borough where food is not actually present on the business premises.

The Food Safety team is based at Barnet House, 1255 High Road, London N20 0EJ and the offices are open between 9 am and 5 pm Monday – Friday for personal callers (although staff will often be working outside of these hours). A general

contact number of 020 8359 7795 is in use for the Food Safety team. In the event of an out-of-hours emergency, a duty officer is available on 020 8359 2000.

## 2.5 Enforcement Policy

The Regulatory Services Directorate, in which the food team is located, has adopted the principles laid down in the Enforcement Concordat and Regulators Code which state that enforcement must be fair, consistent and equitable.

A general, member endorsed enforcement policy is in force as well as a service specific policy for Development and Regulatory Services (DRS) copies of which are available on request from the offices at Barnet House. The DRS policy outlines the enforcement options available for dealing with problems relating to non-compliance with the legislation and can be found at Annexe 2.

## 3.0. SERVICE DELIVERY

### 3.1. Food Premises Inspections

The Food Service is obliged to implement inspection programmes relating both to food hygiene and to food standards. Food standards inspections focus on food composition, quality and labelling rather than safety and are generally required at a lower frequency than food hygiene inspections

All food premises are rated according to their level of risk, as defined by the Food Standards Agency Code of Practice. The risk rating determines the frequency and nature of the interventions that are classed as official controls.

### 3.2 Inspection Performance 2016/17

The table below provides a summary of our target performance and 2016/17 delivery for food hygiene inspections:

| Category                | Intervention Type and 2016/17 performance target                  | Required Frequency (Months) | Number completed | Number Outstanding at year end |
|-------------------------|---|-----------------------------|------------------|--------------------------------|
| A                       | Full hygiene inspection within 28 days of due date                | 6 months                    | 37               | 0                              |
| B                       | Full hygiene inspection within 28 days of due date                | 12 months                   | 84               | 0                              |
| C non-broadly compliant | Full hygiene inspection within 28 days of due date                | 18 months                   | 37               | 0                              |
| C broadly compliant     | Full hygiene inspection within 2 months maximum of the due date   | 18 months                   | 237              | 16                             |
| D                       | Full inspection prioritising the most overdue and highest scores. | 24 months                   | 305              | 250                            |
| E                       | Partial inspection on a sample basis                              | 36 months                   | 14               | 558                            |

|         |  |           |     |    |
|---------|--|-----------|-----|----|
|         | or when other intelligence indicates.                          |           |     |    |
| Unrated | Full hygiene inspection within 28 days of knowledge of trading | N/A trade | 292 | 29 |

As the table shows, in addition to businesses that form part of the programme, approximately 292 unrated, ie new food businesses, were inspected in 2016/17 and a further 29 were still to be inspected at year end.

The prioritisation of higher risk businesses resulted in 250 lower risk D rated businesses being overdue at the end of the year. A further 558 lowest risk due and overdue E rated businesses did not receive an intervention albeit full inspection is not a requirement of the Food Law Code of Practice. We plan to address these outstanding matters in 2017/18 as set out in para 3.4 below.

**The table below provides a summary of our target performance and 2016/17 delivery for food standards inspections:**

| Category | Intervention Type and 2016/17 target  | Required Frequency (Months) | Number completed |
|----------|---|-----------------------------|------------------|
| A        | Full standards inspection within 28 days of due date  | 12 months                   | 3                |
| B        | Full standards inspection no later than the time of the next due hygiene inspection             | 24 months                   | 92               |
| C        | Full standards inspection at minimum of 10% of those inspected for hygiene estimated at 60.     | Local strategy              | 85               |
| Unrated  | Full standards inspection within 28 days of knowledge of trading at time of hygiene inspection. | N/A                         | 301              |

### 3.2 Other interventions

During the same period, 2016/17, the local authority also dealt with a range of incidents and enquiries. These are set out in the following table.

| Type of Incident / Action          | Number |
|------------------------------------|--------|
| Food premises hygiene complaints   | 157    |
| Food item complaints               | 227    |
| Primary Authority enquiries (Food) | 12     |
|                                    |        |

|  |     |
|--|-----|
| FSA Food alerts for action   | 5   |
| Training courses   | 38  |
| Advisory visits  | 16  |
| Composition/labelling samples and Microbiological food samples/surface swabs | 144 |

### 3.3 Food enforcement interventions

During the course of delivering the food safety service, officers will resort to formal action in circumstances indicated in the enforcement policy. Details of formal action taken in year 2016/17 are set out in the following table:

| Type of formal action                            | Number |
|--|--------|
| Hygiene Improvement Notice                       | 48     |
| Remedial Action Notice                           | 0      |
| Suspension/withdrawal of Approval status         | 0      |
| Emergency Prohibition Notice & Prohibition Order | 8      |
| Voluntary closure                                | 5      |
| Seizure/detention of food                        | 3      |
| Voluntary surrender of food                      | 2      |
| Simple Caution                                   | 0      |
| Prosecution                                      | 0      |
| Prohibition of people following prosecution      | 0      |

### 3.4 Planned inspections 2017/18

The programme of food hygiene inspections is set out below, prioritised as resources permit in line with corporate KPI targets and the Food Law Code of Practice. There is a backlog of overdue lower risk premises interventions from 2016/17 and before, which will be addressed. Using the flexibilities in the Food Law Code of Practice we aim to catch up on D rated interventions and address the need to establish the current status of the E-rated businesses. For example the Code permits D rated businesses to receive a non-inspection intervention alternating with a standard inspection every 2 years, this will be adopted. If any of the status checks reveal that a business has poor hygiene or that the inherent risk at the premises has changed due to change of use, a full inspection will be undertaken.

**The food hygiene inspections due and overdue in 2017/18 are set out below with the performance targets for the year:**

| Category                | Intervention Type and 2017/18 target   | Required Frequency (Months)         | Number due and overdue from previous years |
|-------------------------|--|-------------------------------------|--|
| A                       | Full hygiene inspection within 28 days of due date   | 6 months                            | 20 (10 premises)                           |
| B                       | Full hygiene inspection within 28 days of due date   | 12 months                           | 97   |
| C non-broadly compliant | Full hygiene inspection within 28 days of due date   | 18 months                           | 54   |
| C broadly compliant     | Full hygiene inspection within 2 months maximum of the due date  | 18 months                           | 337  |
| D                       | Short status check visits if inspected in last 30 months (est. 265), otherwise full inspection (est. 200).   | 24 months                           | 465  |
| E                       | Partial inspection of selected business types or when other intelligence indicates – otherwise an alternative non-inspection intervention to check on status | 36 months                           | 638  |
| Unrated                 | Full hygiene inspection within 28 days of knowledge of trading   | Within 28 days of starting to trade | 300 (est)                                  |

**The food standards inspections due in 2017/18 are set out below with the performance targets unchanged from last year:**

| Category | Intervention Type and 2017/18 target                 | Required Frequency (Months) | Number due |
|----------|--|-----------------------------|------------|
| A        | Full standards inspection within 28 days of due date | 12 months                   | 5          |



|         |   |                                  |           |
|---------|---|----------------------------------|-----------|
| B       | Full standards inspection no later than the time of the next due hygiene inspection             | 24 months                        | 90 (est)  |
| C       | Full standards inspection at not less than 10% of those visited for hygiene.                    | Local strategy                   | 60 (est)  |
| Unrated | Full standards inspection within 28 days of knowledge of trading at time of hygiene inspection. | Within 28 days of starting trade | 300 (est) |

### 3.5 Food complaints

The investigation of customers' complaints regarding food safety is an important area of work for the team. The local authority has a response target of up to 5 days for such complaints. Alleged food poisoning outbreaks and potential chemical poisonings for example will be same day responses, lower risk issues like mislabelling would be 5 days. In 2016/17 the local authority dealt with 384 food complaints of which 157 related to the hygiene of premises and 227 to food items.

### 3.6 Primary Authority Principle

The Principle is overseen by Regulatory Delivery, a central government agency, to aid consistent enforcement where businesses operate in various enforcement authority areas. Regulatory Delivery is part of the Department for Business, Energy & Industrial Strategy. The scheme provides participating businesses with a single local authority source of guidance and advice and provides a system for the resolution of disputes. The guidance and advice the local authority provides must be taken into consideration by officers carrying out inspections and dealing with instances of non-compliance.

London Borough of Barnet fully endorses the Primary Authority (PA) principle and currently acts as PA for McDonalds Ltd and the Jewish Care charitable organisation. We handled 12 enforcing authority colleague enquiries regarding McDonalds in 2016/17 and expect around the same volume in 2017/18.

### 3.7 Advice to business

The service provides advice and support for all food businesses on request. In 2016/17 100 advice and information requests were recorded. Information is available on the local authority website and enquirers are often directed to the FSA web pages for more information. Officers are available to visit businesses to advise on any aspect of food safety and hygiene where personal contact would be warranted by the potential health risk of non-compliance. 16 site visits were conducted to advise on food safety in more detail.

### 3.8 Food sampling

A food sampling programme is produced every year which outlines the local authority's sampling strategy and approach to specific local and national demands.

The North West London Sector Liaison Group, in partnership with the London Food Co-ordinating Group co-ordinate much of the sampling programme. The co-ordinated surveys are developed by the group to incorporate priorities identified by Public Health England and the Food Standards Agency.

In 2016/17 13 surveys were undertaken including microbiological safety of food produced by local manufacturers and sandwich makers, allergens in take-away meals, non-permitted colouring matter in tikka masala dishes, toxins in imported nut products, and authenticity of wines and spirits. The Food Safety Team took 144 food samples altogether, of which 120 were planned survey samples and 24 were in response to complaints, investigations or inspection findings. Full results are not yet available for all of these samples.

Microbiological examinations are undertaken by PHE laboratory at Colindale which is within the borough. In 2015/16 the Food Safety Team took 41 food samples for microbiological checks, 36 of which were reported as satisfactory and only 5 unsatisfactory.

Other food samples are sent to the Public Analyst at Public Analyst Scientific Services Ltd for food testing. The analysis includes testing for food composition and contamination. Samples from food complaints are also submitted for analysis. For the period 2015 to 2016 31 food samples were submitted for analysis of which 14 were unsatisfactory in some respect. 8 of these were prepared dishes which failed on compositional standards, mostly due to the presence of allergens.

In 2017/18 the sampling surveys will include microbiological quality of sushi rice, canned cheese, sandwiches in sandwich bars, and foods in some of our worst rated premises for hygiene. 2017/18 surveys will also include analysis of contamination, labelling and/or composition of butter, colours in confectionery, wines and spirits, and foods sold as free of certain allergens.

### **3.9 Control and investigation of outbreaks and food-related infectious disease**

The Food Safety team will investigate food-related infectious disease notifications in accordance with procedures agreed with the Consultant in Communicable Disease Control (CCDC). The response to notifications of illness will be dependant on the severity of illness ranging from same day in the case of serious infections e.g. E. coli, typhoid to 5 days for medium to low risk infections eg Salmonella and Campylobacter.

Investigation of outbreaks will be in accordance with the Outbreak Control Plan agreed with Public Health England and will commence on the day of receipt of notification.

The table below summarises the number of cases notified to Barnet in 2016/17:

| <b>Disease</b>           | <b>Number</b> |
|--------------------------|---------------|
| Campylobacter            | 218           |
| Salmonella               | 43            |
| Suspected food poisoning | 4             |
| Norovirus                | 5             |
| Hepatitis A              | 15            |
| Shigella Dysentery       | 34            |
| E. coli                  | 17            |
| Cryptosporidium          | 5             |

|                 |    |
|-----------------|----|
| Bacillus cereus | 1  |
| Giardia         | 7  |
| Rotavirus       | 13 |
| Listeria        | 1  |
| Legionella      | 2  |

There were two significant outbreaks of illness in 2016/17. One involved a public house in N11 where EHOs found that hygiene conditions were sufficiently poor to merit immediate closure of the kitchen due to an on-going risk of food poisoning to customers. The closure was endorsed by Willesden Magistrates in a formal hearing on 12th January and costs were awarded to the council of £1400. However, the investigations were inconclusive about the cause of the alleged outbreak. From our discussions with the complainant it seems quite possible this was a community viral infection by the winter vomiting Norovirus which spread through the family at the heart of the allegation. This sort of outbreak is not uncommon at this time of year and complainants often wrongly link it to the last meal they ate out. A second outbreak was linked to a local football club event where food was brought in from a neighbouring authority area and incorrectly transported, stored and handled. The mishandling was attributed to the caterer from outside the borough and formal investigations by the authority concerned were completed using our local findings.

### **3.10 Food safety incidents**

Food alerts are issued by the Food Standards Agency to relate information on national food issues to local authorities, the majority being for information only. Food alerts for action require officers to undertake a wide variety of courses of action dependent upon the issue at hand. In 2016/17 there were 5 national food alerts requiring action that were given preliminary assessment by the food team. None of them was found to require local action.

### **3.11 Liaison with other organisations**

The service is committed to maintaining close liaison with appropriate peer groups and colleagues in order to compare performance and/or identify best practice, maintain consistency and to facilitate co-ordinated actions where necessary.

- A senior officer attends quarterly meetings with the Association of London Environmental Health Managers.
- The Food Group Manager attends the London Food Coordinating Group (LFCG) attended by, amongst others, FSA, PHE and Public Analyst
- The Group Manager also attends and chairs the NW London Food Liaison Group, which is attended by neighbouring authorities as well as a representative from the Public Analyst and PHE
- Every two months the Food Team Leader will attend the Infectious Disease Control Forum with representatives of Public Health England and local sector boroughs.
- All officers receive the EHCNet email system used by Environmental Health departments across the country to communicate on, amongst other things, food safety matters.

### **3.12 Food safety and food standards promotions**

Barnet participates in the Food Standards Agency National Food Hygiene Ratings Scheme. The scheme is designed to provide information about business hygiene standards to members of the public but is also a useful tool to drive up performance standards of food businesses. Over 2000 current Barnet business hygiene ratings are posted on the FSA website.

In 2012 Barnet signed up to the London Healthier Catering Commitment (HCC) scheme in partnership with Barnet and Harrow Public Health (BHPH) team. This is a voluntary award scheme for catering outlets in London. The scheme is promoted by Environmental Health Officers and Local Authorities across London to encourage businesses to play their part in improving the healthiness of everyday food through simple, affordable and achievable steps.

In 2015/16 the scheme was enhanced in Barnet to allow businesses to make additional commitments through launching two new Silver and Gold award levels, thus encouraging businesses to think more widely about their role in the community and their impact on their customers' health and so reduce health inequalities, and costs associated with these, and improve the well-being of the borough as a whole.

In 2016/17 the Food Team and a BHPH Health Improvement Officer agreed to continue raising the profile of the scheme by visiting caterers to explain the scheme and offer support where needed. Social media, press releases and a trader guidance material was used to publicise the scheme. The focus was on elevating standard award holders to silver and gold standards and gaining maximum publicity for this to give the scheme more status and consumer interest. This was achieved in the summer with an award ceremony celebrating four gold and four silver award winners with press coverage. In 2017/18 we aim to convert a minimum of 20 businesses to at least standard award level of which at least 5 to be in the hard to convert group. We will continue to seek gold and silver award candidates and we will publicise success with another award event and press releases. A parallel project in schools on the reduction in consumption of trans-fats will identify the fast food outlets most used by pupils with a view to targeting some of these.

The food team also runs a low cost course on food allergen control to enable businesses and food handlers generally to appreciate the technicalities of preparing, labelling and advertising of foods in relation to their allergen content.

## **4.0 Resources**

### **Staffing resource**

In the food team there are 10 full and part-time operational food officer posts, including the Team Leader and a Group Manager. These staff are engaged in all the activities listed in section 2.3 above. The full time equivalent (FTE) resource is 7 FTE food officers as the 1FTE manager and the 1 FTE team leader posts are not generally expected to deliver field activities. Of those 7 FTE field staff it has been calculated that approximately 75% of their time is given to delivering the food service plan activities listed in Section 3 of this plan. Therefore the resource engaged specifically in food safety/food standards work is as set out in the following table. The

calculated FTE demand imposed by the 2017/18 food service planned activities is also shown:

| <b>Officer Post</b>                                | <b>FTE Resource</b> | <b>FTE Demand</b> |
|--|---------------------|-------------------|
| Environmental Health Officers/Food Safety Officers | 5.25                | 5.17              |

A structure chart is available in Appendix 1

It is estimated that recruitment lag and maternity leave accounted for an approximate 0.75 FTE shortfall in 2016/17. This quite closely equates to the resource demand of the missed lower risk premises interventions. It is becoming increasingly difficult to recruit to qualified food officer posts in Barnet, as it is in many London Boroughs and recruitment strategies will be examined.

The FSA has advised that an analysis of the resource demand is required for the planned qualitative and quantitative monitoring programme for the interventions in Section 3. This analysis reveals that a minimum management resource of 0.15 FTE will be required depending on findings. This includes the process of collecting related KPI data. See section 6.0 below. This resource is certainly available while both the Group Manger and Team Leader posts are occupied. The Group Manager, a very experienced Food Manager, with 37 years service in Barnet is due to retire in September 2017 and it is proposed that this post will be filled as quickly as possible to be able to meet this requirement.

### **5.0 Officer development**

All permanent food enforcement officers are subject to annual appraisal with mid-year reviews and one-to-one sessions to assess any training needs. Although this covers the officers' full remit and personal development needs, priority is given to food law enforcement competency when allocating training resources. Advantage has previously been taken of free training funded by the FSA, but this will not be available in 2017/18 so alternative sources are currently being researched by food team managers across London. On-line training has already been identified as an alternative resource and has been financed for most of the team in 2017/18.

Food team officers are expected to acheive 10 hours minimum CPD in food related matters per calendar year and encouraged to achieve 20 hours CPD in total. Permanent staff engaged in food work during 2016 achieved the standard for food CPD, and most did for the 20 hour total.

### **6.0 Quality assessment and performance management**

Officers' inspections are allocated within the Idox Uniform data management system. This deploys a traffic light tasking system identifying each officer's inspection workloads. Planned inspections of A to C rated and unrated businesses and food sampling programme delivery is monitored each month through the corporate KPI monitoring system. This is reported to senior managers each month and quarterly to the Council's relevant commissioning team.

The quality of individual case delivery is monitored and recorded on a sample basis in accordance with the service's documented food intervention monitoring procedure. Particular focus is on compliance with the relevant Council enforcement policy. This

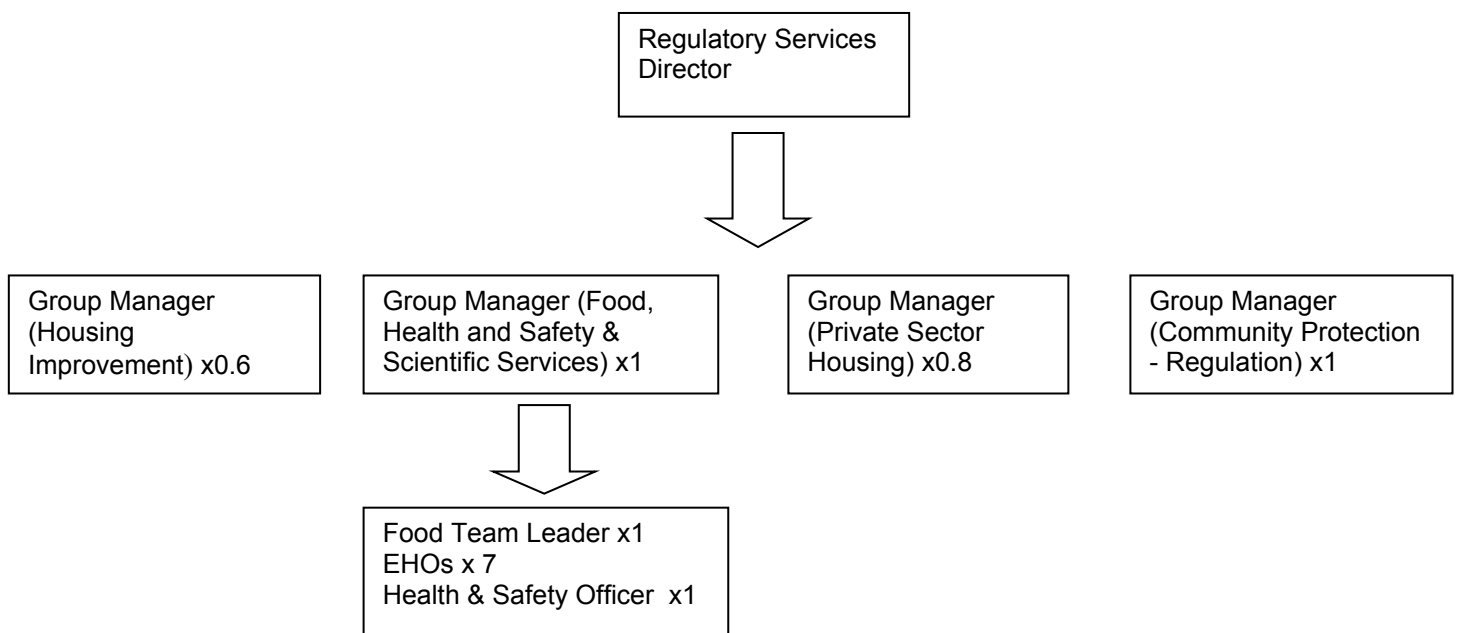
process was restarted late in 2016/17 after a gap occasioned by the inability to recruit a team leader in that year. The procedure will be implemented for each officer in 2017/18 and for each type of intervention and enforcement action. The procedure has been updated to include quantitative examination of the delivery of lower risk premises interventions as recently advised by the Food Standards Agency. In accordance with the procedure, any findings of sub-standard delivery of interventions will result in additional checks being made and follow up action may include extra training and/or supervision of staff.

**7.0 Review**

A review of this plan and the Food and Safety Team’s general service plan will be undertaken in April 2018. Performance against service plans is now required to be reported to Environment Committee each year. Details of the team’s performance against key elements of the food and safety team’s 2015/16 work plan can be found in Environment Committee report of 11 January 2017.

**Annexe 1**

**Service Staff Structure Chart**



|   |  |
|---|--|
|  | <p><b>Environment Committee</b></p> <p><b>13 July 2017</b></p>   |
| <p style="text-align: right;"><b>Title</b></p>                                    | <p><b>Highway Adoption Policy</b></p>  |
| <p style="text-align: right;"><b>Report of</b></p>                                | <p><b>Strategic Director of Environment</b></p>  |
| <p style="text-align: right;"><b>Wards</b></p>                                    | <p>All</p>   |
| <p style="text-align: right;"><b>Status</b></p>                                   | <p>Public</p>  |
| <p style="text-align: right;"><b>Urgent</b></p>                                   | <p>No</p>  |
| <p style="text-align: right;"><b>Key</b></p>                                      | <p>No</p>  |
| <p style="text-align: right;"><b>Enclosures</b></p>                               | <p>Appendix A – Highway Adoption Criteria<br/>                 Appendix B – Highway Adoption Process / Flow Chart<br/>                 Appendix C – Highway Applications Checklist<br/>                 Appendix D – Highway Adoption Standard Details</p> |
| <p style="text-align: right;"><b>Officer Contact Details</b></p>                  | <p>Jamie Blake – E-mail – <a href="mailto:jamie.blake@barnet.gov.uk">jamie.blake@barnet.gov.uk</a><br/>                 Gangan Pillai – E-mail – <a href="mailto:gangan.pillai@barnet.gov.uk">gangan.pillai@barnet.gov.uk</a></p>                          |

### Summary

**This report seeks approval to formalise the existing highway adoption criteria for the adoption of highway made under the Highways Act 1980 (“the 1980 Act”)**

### Recommendations

- 1. That the Environment Committee notes the current approach for Highway Adoption as set out in this report**
- 2. That the Environment Committee approve the criteria for Highway Adoption as set out in this report and in Appendices A; B; C & D**
- 3. That the Environment Committee approve that the Commissioning Director for Environment carry out any changes required to the appendices in item (2) above under delegated powers as a result of future updates to legislation, best practice, Council policy and/or procedure.**

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

1.1 A formalised policy is required by the Council to set out existing practice for highway adoption within the Borough. This will assist the Council as local Highway Authority in the discharge of its duties in respect of highway adoption.

### **1.2 BACKGROUND**

1.2.1 The Highway Authority has considerable discretion in exercising its powers to adopt highways under the Highways Act 1980. Currently, the authority adopts new highway that provides wider community benefit or has sufficient public utility. The most common way of adopting new highway is under Section 38 of the Highways Act 1980. Generally, a developer enters into an agreement with the Council to carry out specific highway works to a certain adoptable standard that will be subsequently adopted as publicly maintainable highway by the Authority.

1.2.2 Barnet Council is the Highways Authority for the highways in Barnet and has a responsibility to keep all highways safe and accessible for everyone to use. The “highway” in this report refers to all publicly accessible roads, footways, public areas and other public rights of way which are the responsibility of the Highways Authority.

1.2.3 The Highway Authority will adopt those roads and footpaths which are necessary for public access or passage subject to these being constructed entirely in accordance with the relevant adoptable specifications and built to the satisfaction of the Highway Authority. Such highways can include carriageways, footways, cycle ways and emergency links which are necessary and of real use to the general public. The Highway Authority may also adopt areas of land which are necessary to ensure stability of the highway and maintenance of highway structures such as bridges, culverts retaining walls etc. Structures supporting under-sailing or over-sailing will not be adopted. Highway verges between the footway and the carriageway will be adopted as part of the highway although this does not mean that every highway needs a verge.

1.2.4 An “Adopted” highway is one that is maintained at the expense of the public purse. Once the highway is adopted, the responsibility for the maintenance of the highways (including associated infrastructure like street lights, kerbs and verges etc.) and public liability, fall to the local Highway Authority.

1.2.5 The current adoption criteria require the highway to be of sufficient public benefit or utility before becoming publicly maintainable. These are roads



serving a public amenity such as a school, hospital, community facilities, transport hubs, bus routes etc. or the highway could form part of a greater highway network for the general public use.

1.2.6 The current practice naturally presumes against adopting roads, streets, footpaths and cycle paths unless they meet the following minimum criteria associated with public utility or wider community benefit:

1. There is a direct link with or connects to the existing public highway network
2. It must be of sufficient utility to the public and offer wider community benefits
3. The roads offered for adoption will have a wider use than simply providing access to residential or commercial properties
4. The highway will remain open to the public to pass and re-pass at all times when formally adopted
5. The carriageways and footways offer safe passage for pedestrians and vehicles
6. The carriageways and footways have an approved means of surface water drainage
7. Street Lighting must conform with current local requirements and national standards
8. Highway is constructed to satisfactory adoptable standards
9. Commuted sums are paid towards on-going maintenance of highway infrastructure assets adopted
10. Highway is a strategic part of the highway network and carries large volumes of traffic
11. Where a development has no through route, only the main access road or spine road will be considered for adoption where it serves in excess of 50 residential units.
12. It serves bus routes as well as community facilities
13. provide through route(s) (not cul-de-sacs) and that exceed 50 residential units (or mixed use equivalent in traffic generation terms)
14. are cul-de-sacs ( no through roads) that lead to community facilities; schools and transport hubs
15. The freehold owner(s) of the land over which the highway is built is willing to dedicate the road to the public as a highway when it is built, at no cost to the Council, under Section 38 Agreement of the Highways Act 1980
16. Footpaths should form part of a general pedestrian network interconnecting shops, schools, public transport hubs etc. and must be available for public use on an unrestricted basis.

Footpaths should join public places and should be lit and constructed to adoptable standards. Footpaths leading to both front and rear properties will not be adopted

17. All highway offered for adoption should form a continuous system with existing public highway and should serve public need.
18. Parking areas contiguous to the carriageway will be adopted as public highway provided that their use by the general public is not restricted in any manner and considered as visitor's bays in addition to the parking requirements for the development.

In addition to the above, the highway offered for adoption needs to meet the following requirements:

19. The layout of the highway including provisions of footways / paths and turning heads meeting design standards and guidelines. The carriageway and footways are of widths and gradients that offer a safe passage for pedestrians and vehicles respectively
20. The width of the road, bends, slopes, visibilities, junctions meeting relevant design standards and guidelines
21. Provision of adequate surface water drainage to adoptable highway including an approved means of surface water drainage to the carriageways and footways
22. Provision of adequate Street Lighting. The street lighting provided meets the current local requirements and national standards
23. Highway been built to adoptable standards. The material used meet the current design and construction standards
24. Services from Utility Companies laid in accordance with National Joint Utilities Group Guidelines and Requirements
25. Needs of disabled people addressed
26. Ensuring visibility splays are provided

1.2.7 The Authority does not adopt entrances and paved areas in garage or private parking forecourts, driveways, amenity areas, footpaths that do not serve a wider public utility, roads accessing businesses and industrial areas. Surfaced areas surrounding buildings and intended for maintenance purposes will not be adopted. Private parking areas provided in lieu of garages or private drives and restricted for use by residents will not be adopted.

1.2.8 Highway adoption will not be considered where the required adoption criteria and design and construction standards are not met and do not meet the satisfaction of the Council. The applicant or the developers must ensure that any highway offered for adoption accord with the criteria prior to consulting the Council. The Council does not adopt all new highway built by housing

developers. Housing developers can choose to keep their new roads private and set up a management company to maintain if the highway do not meet above criteria.

- 1.2.9 The Highway Authority will not take over maintenance responsibility or adoption of highway when access roads are still being used by construction traffic to avoid unnecessary financial burden on the authority as a result of damage caused by construction activities or traffic. This will mean residents on a large development may have to wait longer for the adoption to take place.
- 1.2.10 The Highway Authority will use the criteria for any requests made for highway adoption regardless of the powers under which they are applied. The Highway Authority has to be satisfied that there is sufficient public benefit and that the highway has been constructed to adoptable standards. The Authority can object if the criteria are not met and follow legal route to defend its position.
- 1.2.11 The Council's road adoption policy and criteria equally applies to dedication of highway whether under Section 37 or Section 38 of the Highways Act.

The main difference between Section 37 and Section 38 is that there is no provision under Section 37 for the Council (Local Highways Authority) to secure commuted sums for future maintenance of the highway.

The intention of the Developer to offer highway for adoption under Section 38 is normally indicated at the planning stage. In contrast under Section 37, the Council is served with a notice proposing to dedicate a road as public highway. This may occur several years after the highway has been constructed and is in a state of significant disrepair requiring major intervention.

The process for Section 38 Agreements is outlined in the Appendix B to this report.

The provisions of Section 37 are summarised as follows:

1. A person who proposes to dedicate a highway and who wishes a highway to become maintainable at public expense must give at least 3 months' notice to the Council, prior to the date of the proposed dedication;
2. If the Council does not think that the highway will provide sufficient use to the public to justify it being maintained at public expense, the Council may apply to the Magistrates Court for an Order to that effect;
3. Alternatively, if the Council accepts that the proposed road should be a public highway and maintainable at public expense, they may certify that the highway has been properly dedicated and that it has been made up in a satisfactory manner. Thereafter at the end of 12 months from the date of the Council's certificate, provided that:
  - i. the person who is dedicating it (or his successor) keeps it in repair for 12 months from the date of the Council's certificate; and
  - ii. during the 12 months, the highway is used as such; and

- iii. no order is made to the effect that the highway is not/will not be of sufficient utility to the public to justify it being maintained at public expense,

then after 12 months it will become for the purposes of the Highways Act a highway maintainable at the public expense

4. If the Council does not issue a certificate, the person who has dedicated the highway (or that person's successor) may ask the Council to issue a certificate (see 3 above). If the Council refuses to issue the certificate, the person concerned may appeal to the magistrates' Court. If an appeal is made and the Court is satisfied that the Council should have issued the certificate, the Court may make an order to that effect in which event, point 3 above will apply.

The time limit for making an appeal to the Magistrates' court is 21 days from the date on which the Council serves the notice of its decision.

- 1.2.13 The Highway Authority only considers standard materials on adoptable highway to avoid undue financial burden upon the authority which will become responsible for the long term maintenance of the assets adopted. Any material used on adoptable highway must fulfil the following principles:

- Safety – Safe for purpose
- Durability
- Sustainability
- Quality
- Maintainability – Easy to Maintain
- Availability
- Suitability
- Fit for purpose
- Functionality

- 1.2.14 On any highway agreed for adoption, the developers shall pay commuted sums in respect of all infrastructure assets adopted by the Authority in accordance with Commuted Sums Policy approved on the 8<sup>th</sup> November 2016. The commuted sums for future maintenance may deter some developers from entering into Section 38 Agreements and may consider other routes for highway adoption to avoid payment of commuted sums and fees.

- 1.2.15 The adoption of this criteria would ensure that a more formalised approach to highway adoption can be applied on all highway adoption requests in the borough.

## **2. REASONS FOR RECOMMENDATION**

- 2.1.1 Adoption of this policy will:

- Ensure that the Council has the clear policy, process and criteria for evaluating any requests to adopt a highway

- Ensure that the Council’s policy is clear to both members and the public and is communicated effectively
- Ensure that the Council’s policy is applied consistently and fairly in accordance with legislation
- Serve as a reference document on highway adoption matters.
- Contribute to protecting the Council from unwarranted financial encumbrance

### **3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDATION**

3.1 A formal highway adoption policy is needed to manage and facilitate the effective highway adoption process across the borough. Without a clear and consistent policy, the Council may be subject to legal challenge should a highway not be considered for adoption and to defend Council’s position on highway adoption matters.

### **4 POST DECISION IMPLEMENTATION**

4.1 If the Committee is so minded to approve the recommendations set out in this report, arrangements will be made to publish and implement the adoption of highway adoption policy.

4.2 The appendices to this report are subject to change as a result of future updates to legislation, best practice, Council policy and/or procedure. Future updates will be carried out by the Commissioning Director for the Environment under delegated powers (full officer).

### **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 tax payer

5.1.2 Manage demand for services through efficiency savings and delivering services differently (“Fairness” principle)

5.1.3 Driving out inefficiencies to deliver more with less (“Responsibility” principle)

5.1.4 Maximise guaranteed income potential from a growing economy (“Opportunity” principle)

5.1.5 The adoption of highway adoption policy across the borough will assist with

making the highway safer by providing consistent policy is applied on all adoption requests in the borough.

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

5.2.1 The proposal in this report is to formally adopt criteria for Highway adoption under Section 38 of the Highways Act 1980, criteria that have already been operating in practise. The highway adoption policy will enable officers to deal with requests consistently, and to prevent legal challenges.

5.2.2 Should a highway be offered for adoption as a public highway, the Council becomes responsible for the on-going maintenance of the road including street lights, footpaths, trees , grass verges etc. the costs of which can vary depending on the length of highway being adopted and are assessed on a case by case basis. Following Environment Committee approval on the 8<sup>th</sup> November 2016, commuted sums (for future maintenance) will be applied for all new highway infrastructure assets adopted. Therefore, Highways adoption should have a neutral effect on Council budgets.

5.2.3 The highway adoption process itself is self-financing as the developers or applicants pay fees (in accordance with published fees and charges) to cover costs associated with the processing of the application. Any additional costs incurred by the Council by implementing this policy will be covered by the fees charged. Current staffing will be used and there is no requirement for additional staffing to enforce this policy.

## **5.3 Social Value**

5.3.1 Not applicable as this report does not relate to the procurement of services. The adoption of highway adoption policy will ensure highways are designed and built to required standards before adoption. There are no specific negative impacts of this policy.

## **5.4 Legal and Constitutional References**

5.4.1 Under the Council's Constitution, Annex A to Article 15 (Responsibility for Functions) provides the Environment Committee with specific responsibilities for commissioning, inter alia, the street scene including pavements and all classes of roads, street lighting, open spaces, transport and traffic management.

5.4.2 The Council has various statutory powers under the Highways Act 1980 to adopt a highway as a highway maintainable at the public expense.

5.4.3 The 1980 Act also empowers the Highway Authority to enter into an agreement with any person to undertake the maintenance of a way which that other person is willing and has the necessary power to dedicate as a highway so that the way becomes a highway maintainable at public expense (S38(3)). Such an agreement may contain such provisions as to the bearing of the

expenses of the construction, maintenance or improvement of any highway or road to which the agreement relates and other relevant matters as the authority making the agreement think fit (S38(6)).

## **5.5 Risk Management**

5.5.1 The policy is introduced to minimise legal risk and challenges to decisions made on highway adoption formalise current practice.

5.5.2 Risk management may be required in order to manage the potential for developers to use the alternative adoption procedure under S37 of the 1980 Act to avoid payments being made to the authority as well as offer highway that do not meet the criteria.

5.5.3 The S37 procedure requires a developer simply to serve notice on the authority stating that “it desires the highway to be maintainable at the public expense”. Critically S37 contains no provision for the authority to call for any commuted maintenance payments to be paid by a developer.

5.5.4 However, the disadvantage of S37 to developer is that it would not be able to serve the requisite notice on the authority until the road / works have been actually constructed. It is possible to challenge the use of the S37 procedure in the Magistrates Court on the ground that the proposed highway would be of insufficient utility to the public to justify maintenance at the public expense.

## **5.6 Equalities and Diversity**

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

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

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

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

5.6.4 Public authorities need to consider the aims of the general equality duty to

advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not to take prejudice and promote understanding when making decisions and setting policies. The protected characteristics specified under the Equality Act are age, disability, gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

## **5.7 Consultation and Engagement**

- 5.7.1 The proposals outlined above are existing practices that are to be formalised. The authority will prepare new guidance notes for circulation.

## **6 BACKGROUND PAPERS**

- 6.1 Environment Committee – 24<sup>th</sup> July 2014 – Consultation on New Highways Plans and Procedures
- 6.2 Environment Committee – 14<sup>th</sup> July 2016 – Proposed Footway Treatment Types and Traffic Calming
- 6.3 Environment Committee – 8<sup>th</sup> November 2016 – Commuted Maintenance Payments for Highways



**APPENDIX A**  
**HIGHWAY ADOPTION CRITERIA**

## APPENDIX A HIGHWAY ADOPTION CRITERIA

Any highway proposed for adoption by the council will require that the freehold owner(s) of the land dedicate the road as a public highway when it is built under Section 38 Agreement of the Highways Act 1980. It must be directly linked with the existing public highway network and of sufficient utility to the public and offer wider community benefits. Developers need to liaise (at the pre-app stage) with both the Local Planning and Highway Authorities to ascertain adoption requirements and parameters for proposed highways.

Threshold criteria:-

| Aspect            | Item   |
|-------------------|--|
| <b>1. General</b> | <p>a) Where developments have no through route, only the main access (spine) road will be considered for adoption subject to the main access road serving in excess of 50 residential units; bus routes; roads serving community facilities; serving transport hubs; and schools etc.</p> <p>b) The following will not be considered for adoption:</p> <ul style="list-style-type: none"> <li>i) residential access roads serving car parks / individual properties / car parks / forecourts;</li> <li>ii) residential access roads supported by structures;</li> <li>iii) roads with shared surface treatment;</li> <li>iv) cul-de sacs with no through routes and serving no wider community benefit;</li> <li>v) access road to supermarkets; and commercial units etc.</li> </ul> <p>c) Roads offered for adoption will have a wider use than simply providing access to residential or commercial properties.</p> <p>d) The road will remain open to the public to pass and re-pass at all times when formally adopted.</p> <p>e) The carriageway and footways offer safe passage for pedestrians and vehicles.</p> <p>f) Comply with the relevant sections of Design Manual for Roads and Bridges and as directed by LBB Highways.</p> <p>g) Comply with Manual For Streets 1 and 2.</p> <p>h) Adoptable highway needs to incorporate requirements of the Disability Discrimination Act (DDA).</p> |

## APPENDIX A HIGHWAY ADOPTION CRITERIA

| Aspect                | Item   |
|-----------------------|--|
| <b>2. Carriageway</b> | <p>a) Vertical deflection measures will not be accepted on adoptable highway except where these have been specifically been approved. Developers / Applicants should also refer to requirements outlined in policy on “Traffic Calming Measures” approved by Environment Committee (14 July 2016).</p> <p>b) Minimum carriageway width of 5.5 metres. At bends and on the approaches to bends, the width shall be increased to minimum 6.3 metres or comply with relevant design guidelines.</p> <p>c) Junction radii to be a minimum of 6 metres.</p> <p>A turning head should be provided at the end of the adoptable highway and this should be adequate to take the current specification of refuse vehicle used by LBB Waste and Recycling. Any road featuring a turning head/facility must have a wider community benefit.</p> <p><i>Residential developments:</i> In the first instance the need to provide for turning facilities should be avoided by designing layouts with sustainable through routes and loop roads where possible. Turning facilities must be provided where this is not possible to avoid vehicles requiring reversing over a distance of 25 metres or more, or in locations where safety of the road users could be compromised or damage could result to adjacent verges or footways by reversing vehicles. Turning areas shall be designed to cater for the largest vehicle likely to be encountered, which for most residential roads is likely to be a large refuse vehicle. Tracking details shall be provided by the Developer to show that the turning area can be satisfactorily used by the designed vehicle.</p> <p><i>Commercial developments:</i> Roads serving commercial development must be designed to accommodate the largest vehicles. Cul-de-sacs exceeding 200 metres in length shall be provided with a full turning facility every 200 metres. The turning heads shall be designed using the templates included in the Freight Transport Association document entitled “Designing for Deliveries”. Provision should be made for the long vehicles to be accommodated within the site and should not be waiting on highway network to ensure that passing traffic is not obstructed.</p> <p>d) Swept paths for large refuse vehicle to be provided for the whole layout.</p> <p>e) Sight lines and visibility need to conform with current standards including those as identified in Manual For</p> |

## APPENDIX A HIGHWAY ADOPTION CRITERIA

| Aspect            | Item  |
|-------------------|---|
|                   | <p>Streets.</p> <p>f) Carriageway construction makeup to be as follows (unless otherwise directed by LBB Highways):</p> <ul style="list-style-type: none"> <li>• 40mm thick AC10 close graded surface course 100/150 to BS EN 13108-1</li> <li>• 60mm thick AC20 HDM binder course 40/60 to BS EN 13108-1</li> <li>• 160mm thick AC32 HDM road base course 40/60 to BS EN 13108-1 (Laid in 2 x 80mm layers)</li> <li>• 225mm thick Granular Sub base Type 1 to Clause 803 DOT Specification</li> <li>• 600mm thick Capping layer Type 2 to Clause 613 DOT Specification (thickness may be reduced subject to CBR testing)</li> </ul>  |
| <b>3. Footway</b> | <p>Unless otherwise directed by LBB Highways, adoptable footway needs to comply with the requirements stipulated in the Environment Committee Report (14 July 2016) for “Highways Maintenance – Proposed Footway Treatment Types” and Environment Committee Report (15 March 2017) for “Standard Approach to Footway Construction”.</p> <p>a) Minimum continuous footway available unobstructed width (cabinets, trees, etc.) of 2 metres throughout the whole adoptable length and to be provided on both sides of the carriageway. The minimum footway widths on the approaches to transport hubs; shopping centres; and schools will be in excess of 3 metres. Footways that include trees shall have a minimum width of 3.1metres.</p> <p>b) Construction make up to be as follows (unless otherwise directed by LBB Highways):</p> <ul style="list-style-type: none"> <li>• Flexible construction (residential roads):</li> <li>• 25mm thick AC6 dense surface course to BS EN 13108</li> <li>• 40mm thick AC14 close graded binder course 100/150 to BS EN 13108</li> <li>• 125mm thick AC20 dense base course to BS EN 13108</li> <li>• 175mm thick granular sub base Type 1 to Clause 803 DOT Spec</li> </ul> |

**APPENDIX A  
HIGHWAY ADOPTION CRITERIA**

| Aspect                      | Item   |
|-----------------------------|--|
|                             | <p>ASP Paving Slabs (for Town Centres):</p> <ul style="list-style-type: none"> <li>• 750 x 600 x 63mm, 600 x 600 x 63mm &amp; 450 x 600 x 63mm precast concrete paving slabs</li> <li>• 25mm thick lime mortar bedding;</li> <li>• 125mm thick AC20 dense base course to BS EN 13108</li> <li>• 175mm thick granular sub base Type 1 to Clause 803 DOT Spec</li> </ul>   |
| <b>4. Parking</b>           | <p>a) Continuous drop kerbs for parking in excess of 4.8 metres will not be permitted. The only exception is where driveways from two properties are abutting – in this case the maximum width for the dropped kerb is 9.6 metres.</p> <p>b) Parking bays to be minimum depth of 4.8 metres to ensure vehicles do not overhang the footway.</p> <p>c) Minimum parking bay width of 2.4 metres and if a disable bay an inclusive mobility safety margin as stipulated by the DDA of 1.2 metres.</p> <p>d) Parking - Developers need to provide either dedicated off road car parking courts or 'on plot' parking. Chevron and perpendicular parking bays are not acceptable as part of the adopted highway. Moreover sections of highway that include these features will not be adopted.</p> |
| <b>5. Street Lighting</b>   | <p>a) Street lighting to be designed and must conform to current Council adoptable standards as outlined in the "Street Lighting Equipment &amp; Process Specification" document.</p>  |
| <b>6. Materials Palette</b> | <p>a) In general, only bitmac and/or ASP paving as surface treatment for footways will be acceptable.</p> <p>b) Only asphalt surface treatment for carriageways will be considered.</p>  |

**APPENDIX A  
HIGHWAY ADOPTION CRITERIA**

| Aspect                                     | Item  |
|--|---|
| <b>7. Maintenance Period</b>               | <p>a) For adoptable highway, a minimum of 24 months is required. On large developments, the maintenance period will be increased to reflect the phasing of the works. No construction traffic will be permitted to use on highway that is on maintenance. If Construction traffic is planned then maintenance period will commence once all construction activities has ceased.</p> <p>b) Commuted sums are applicable for all new highway assets adopted by the authority Developers / Applicants should refer to requirements outlined in policy on “Commuted Payments for Highways” approved by Environment Committee (08 November 2016).</p>  |
| <b>8. Approval By Transport For London</b> | <p>a) <b>Signalised Junctions</b></p> <p>Please note approval of above will require the submission of a Transport Management Act Notification (TMAN) to Transport for London including (but not limited to) the following information / details: -</p> <ul style="list-style-type: none"> <li>• Existing layout</li> <li>• Proposed layout</li> <li>• Road safety audit</li> <li>• Traffic Signals Supplementary Report</li> <li>• Promoter’s scheme report (transport assessment, impact assessment etc)</li> <li>• Swept path analysis, Stakeholder consultation (evidence of feedback)</li> <li>• Modelling</li> <li>• Business case</li> <li>• Mitigation measures</li> <li>• Monitoring strategy</li> <li>• Traffic counts/pedestrian counts/cycle counts</li> <li>• Traffic surveys, Accident data.</li> </ul> <p>b) <b>Bus Stops</b></p> <p>Bus stops shall be designed and implemented in accordance with the latest issued of TfL’s Streetscape Guidance and are also subject to local consultation.</p> |

**APPENDIX A  
HIGHWAY ADOPTION CRITERIA**

| <b>Aspect</b>          | <b>Item</b>   |
|------------------------|---|
| <b>9. Services</b>     | <p>a) In general, services are to be installed in the footway in accordance with the latest NJUG Publication for Recommended Positioning of Utilities, Mains and Plant for New Works. No longitudinal arrangements of services will be acceptable within the carriageway.</p> <p>b) All services across proposed vehicular accesses shall be lowered and/or diverted in accordance with the latest NJUG Publication for Recommended Positioning of Utilities, Mains and Plant for New Works. This shall be carried out with the express approval of the affected asset owner.</p>   |
| <b>10. Drainage</b>    | <p>a) Surface water drainage to be adopted by Thames Water Utilities Ltd (or other approved agent). The highway authority will consider adoption of surface water drain that purely serves for run-off from adoptable highway.</p> <p>b) Private drainage needs to be provided for parking bays and all other non-adoptable areas. No surface water run-offs will be permitted to drain on to public highway.</p> <p>c) The carriageway and footways have an approved means of surface water drainage.</p> <p>d) Gulley runs to be a maximum of 15 metres.</p> <p>e) Surface water from private ownership should not drain on to the adopted highway.</p> |
| <b>11. Delineation</b> | <p>a) Public and private areas need to be clearly delineated with either studs or precast concrete edging (footway areas) or granite kerbs / setts set flush with adjacent carriageway.</p>   |

**APPENDIX A  
HIGHWAY ADOPTION CRITERIA**

| Aspect                               | Item  |
|--------------------------------------|---|
| <b>12. Streetscene</b>               | <p>a) Trees within visibility splays are not encouraged and if these exist than will require an assessment by LBB Highways and Tree Officers to consider retention. Trees within the highway limits are not normally adopted but this will be subject to approval by LBB Highways following assessment of the future maintenance liability.</p> <p>b) Landscaped areas will not normally be adopted by the Highway Authority. In some instances landscaping areas within the highway limits are acceptable as part of the overall landscape scheme but this will be subject to approval by LBB Highways following assessment of the future maintenance liability.</p> <p>c) Street furniture shall be positioned so it does not obstruct visibility splays and is no closer than 450mm to the carriageway edge.</p> |
| <b>13. Clearances and Structures</b> | <p>a) The minimum head clearance on the carriageway shall be in accordance with current guidelines including as identified in the Design Manual for Roads and Bridges.</p> <p>b) Headroom for signs on the footway should normally be at least 2.75 metres and horizontal clearance of obstacles should be at least 0.25 metres but preferably 0.5 metres.</p> <p>c) Structures abutting, under or over the highway that supports the highway shall be approved by LBB Engineer and this includes bridges, culverts and retaining walls. Such structures will require Approval In Principle (AIP).</p> <p>d) Ramps and stairs will not be acceptable as part of adoptable highway.</p>  |



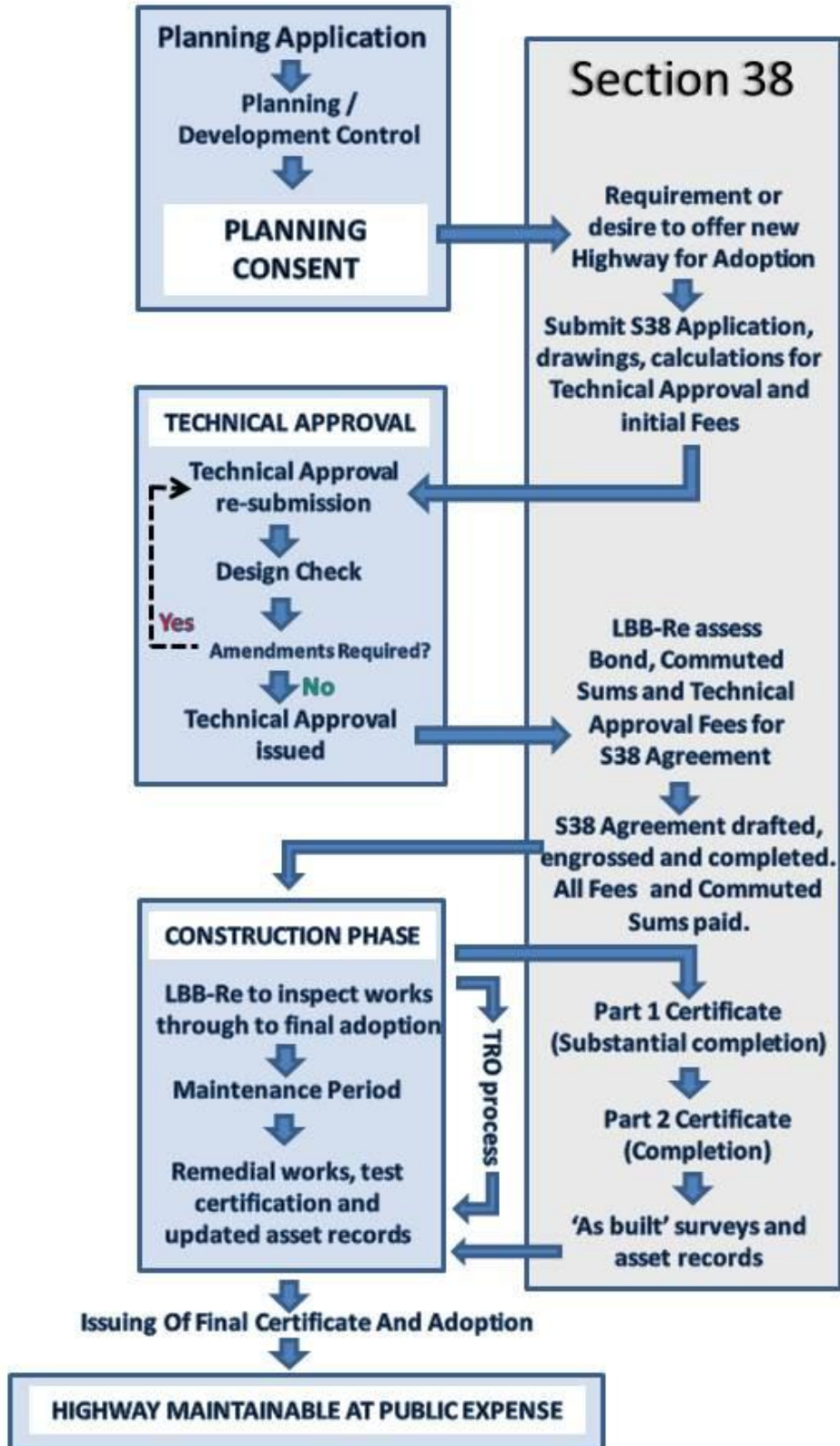
## APPENDIX A HIGHWAY ADOPTION CRITERIA

### List of abbreviations

|      |                                     |       |                                     |
|------|-------------------------------------|-------|-------------------------------------|
| LBB  | London Borough of Barnet            | MfS   | Manual for Streets                  |
| Tfl  | Transport for London                | DOT   | Department of Transport             |
| ASP  | Artificial Stone Paving             | SHW   | Specification for Highway Works     |
| TMAN | Traffic Management Act Notification | DMRB  | Design Manual for Roads and Bridges |
| DDA  | Disability Discrimination Act       | BS EN | British Standard European Norm      |
| HDM  | Heavy Duty Macadam                  |       |                                     |
| HRA  | Hot Rolled Asphalt                  |       |                                     |
| AC   | Asphalt Concrete                    |       |                                     |

**APPENDIX B**  
**HIGHWAYS ADOPTIONS PROCESS - FLOW CHART**

**APPENDIX B  
LONDON BOROUGH OF BARNET  
HIGHWAYS ADOPTIONS PROCESS - FLOW CHART**



**APPENDIX C**  
**HIGHWAY ADOPTION – APPLICATION CHECKLIST**

# APPENDIX C

## HIGHWAY ADOPTION – APPLICATION CHECKLIST

### Information to be provided with application

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As a minimum, the following documents and plans need to be enclosed with the application and listed on a drawing/document issue sheet:

- a) 3 copies of a 1:2500 site location plan with the boundaries of the site marked in red.
- b) 3 copies of the layout plans 1:200 or 1:500 scale an equipment specification detailing the street lighting system proposed.
- c) 3 copies of the longitudinal sections, typical construction details, drainage details and all other supporting drawings/documents relevant to the adoptable highway.
- d) 3 copies of a site layout 1:500 scale showing: all dwellings, garages, slab levels, vehicular accesses, junction visibility splays, forward visibility splays, pedestrian to vehicle visibility splays, street lighting positions highway drainage layout and surface water sewer layout and marked in red to show the full extent of the developer's land ownership. ***This drawing will form the basis of the agreement dedication plan.***
- e) Provide initial interim fees of £10,000 to process the application. The final fee is graduated calculation of the estimated highway works cost as follows.

| Total Works Cost                   | Fees<br><i>(Subject to annual review)</i> |
|------------------------------------|---|
| less than £400,000                 | 20.5% of total works cost                 |
| between £400,000 and less than £1m | 15.5% of total works cost                 |
| Between £1m and £2m                | 12% of total works cost                   |
| over £2m                           | subject to negotiation                    |

For example, for total works costs of £800,000:  
the total fees = 20.5% of £400,000 + 15.5% of £400,000

**The above fees are for checking of technical submissions, site inspections, processing and administration. Please note provision will also be made to recover all costs incurred by the Council as a result of the increased scope of the works, delay in developers programme for completion of highway works, concluding the relevant agreements under the Highways Act 1980, etc and dealing with any objections when processing statutory orders. Any adopted highway is subject to Commuted Maintenance payments in addition to the above.**

- f) Road Safety Reports
- g) Health and Safety File – this is required by law under CDM legislation and the file must contain information about the current project likely to be needed to ensure health and safety during any subsequent work, such as maintenance,

## **APPENDIX C**

### **HIGHWAY ADOPTION – APPLICATION CHECKLIST**

#### **Information to be provided with application**

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cleaning, refurbishment or demolition. When preparing the health and safety file, information on the following should be considered for inclusion:

- a brief description of the work carried out;
- any hazards that have not been eliminated through the design and construction processes, and how they have been addressed (eg surveys or other information concerning asbestos or contaminated land);
- key structural principles (eg bracing, sources of substantial stored energy – including pre- or post-tensioned members) and safe working loads for floors and roofs;
- hazardous materials used (eg lead paints and special coatings);
- information regarding the removal or dismantling of installed plant and equipment (eg any special arrangements for lifting such equipment);
- health and safety information about equipment provided for cleaning or maintaining structures;
- the nature, location and markings of significant services, including underground cables; gas supply equipment; fire-fighting services etc;
- information and as-built drawings

**APPENDIX D**  
**STANDARD DETAILS**

# ADOPTABLE HIGHWAY WORKS

| DRAWING NO.      | REVISION | DATE       | DRAWING TITLE  |
|------------------|----------|------------|--|
| DC/STD/40340/001 | Rev 2    | March 2017 | ADOPTABLE FULL DEPTH FLEXIBLE FOOTWAY AND CARRIAGEWAY CONSTRUCTION                               |
| DC/STD/40340/002 | Rev 2    | March 2017 | ADOPTABLE PAVED FOOTWAY CONSTRUCTION (TOWN CENTRE SPECIFICATION)                                 |
| DC/STD/40340/003 | Rev 2    | March 2017 | TYPICAL STREET NAME PLATE  |
| DC/STD/40340/004 | Rev 1    | March 2017 | NJUG GUIDANCE ON THE POSITIONING OF UNDERGROUND UTILITIES<br>APPARATUS FOR NEW DEVELOPMENT SITES |
| DC/STD/40340/005 | Rev 2    | March 2017 | TREE SURROUND DETAILS  |
| DC/STD/40340/006 | Rev 2    | March 2017 | TYPICAL PEDESTRIAN / PRAM CROSSING POINT AT JUNCTIONS  |
| DC/STD/40340/007 | Rev 2    | March 2017 | TYPICAL PEDESTRIAN / PRAM CROSSING   |
| DC/STD/40340/008 | Rev 2    | March 2017 | PEDESTRIAN REFUGE ISLAND OPTIONS   |
| DC/STD/40340/009 | Rev 2    | March 2017 | KERB OPTIONS   |
| DC/STD/40340/010 | Rev 2    | March 2017 | PRECAST CONCRETE GULLY POT DETAIL  |
| DC/STD/40340/011 | Rev 2    | March 2017 | DELINEATION / BOUNDARY MARKER DETAILS  |



Traffic and Development  
Development and Regulatory Services (DRS)  
London Borough of Barnet, Barnet House,  
11th Floor Highways, 1255 High Road,  
Whetstone, London N20 0EJ





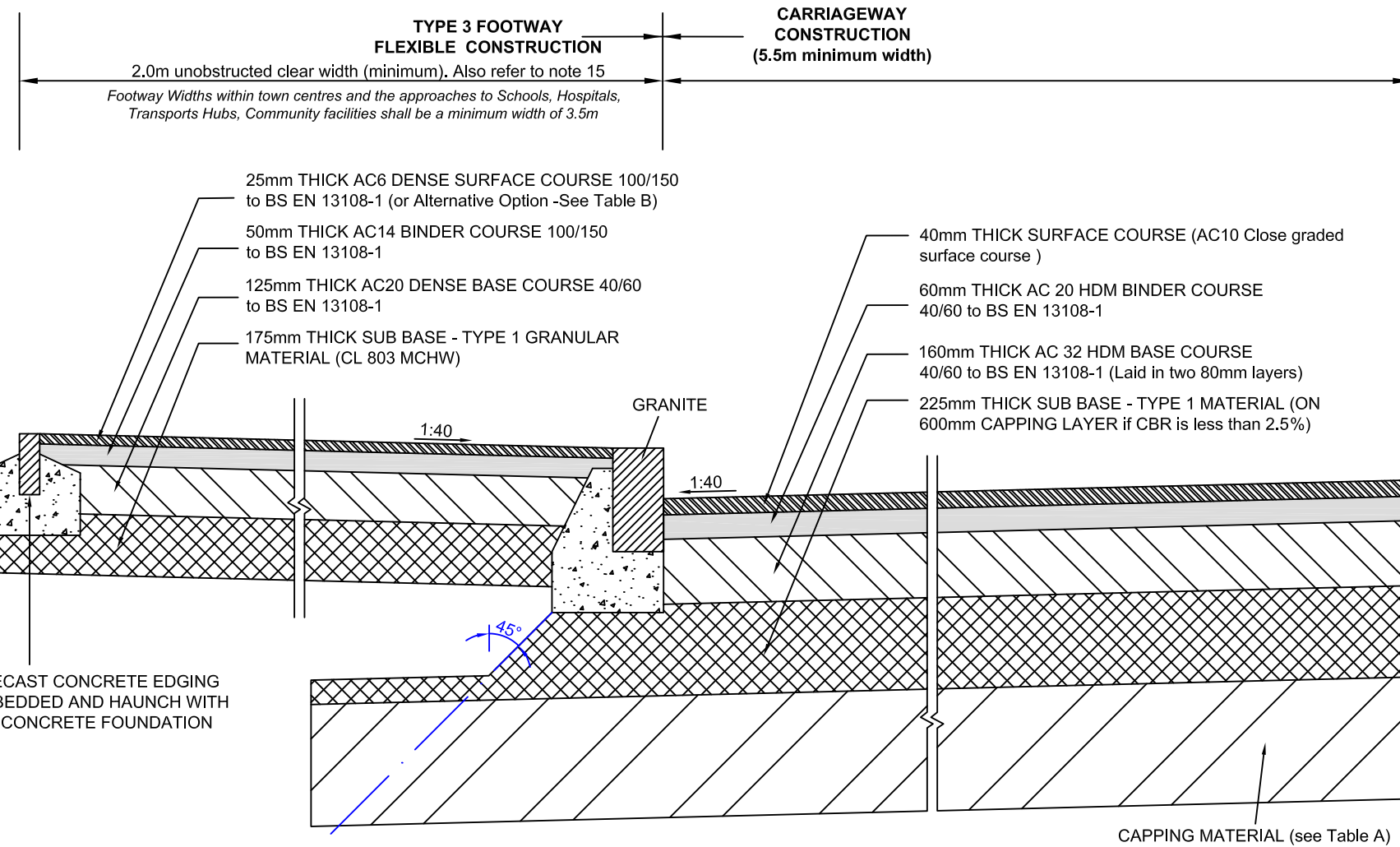


TABLE A

| CBR OF SUB-GRADE | SUB-BASE | CAPPING LAYER |
|------------------|----------|---------------|
| <2.5%            | 225mm    | 600mm         |
| 2.5%-4.9%        | 225mm    | 350mm         |
| 5%-14.9%         | 225mm    | 250mm         |
| >15%             | 225mm    | N/A           |

TABLE B

Where ASP slabs are to be used, specification requirements are as follows:

750mm x 600mm x 63mm and 600mm x 600mm x 63mm precast concrete paving slabs ; 25mm thick Lime Mortar bedding (CL 2405 MCHW) ; 125mm thick AC20 Dense Base Course 40/60 to BS EN 13108-1 ; 175mm Sub-Base, Type 1 Granular Material (CL 803 MCHW) 600mm block margin required

Pre-cast concrete flags (ASP) shall be laid in accordance with BS 7533-4. Lime mortar bedding to conform to Clause 2405 and shall consist of one part by volume of hydrated lime conforming to BS EN 459-1 to 2.5 parts by volume of sharp sand.

For ASPs laid to Town Centre specification, the cement mortar required to hand point the 8mm-10mm joints between slabs is as follows:

| Mortar designation (ii) |      |            |
|-------------------------|------|------------|
| Cement                  | Lime | Sand       |
| 1                       | 1/2  | 4 to 4 1/2 |

The mortar shall conform to Clause 2404 of the Specifications for Highway works Volume 1 of the Manual of Contract Documents for Highway Works



TYPE 3 FOOTWAY (FOR ALL NEW ADOPTABLE SCHEMES)



TYPE 3 FOOTWAY (FOR ALL NEW ADOPTABLE SCHEMES)

ACCEPTABLE FOOTWAY SURFACE TREATMENT ARRANGEMENTS



TYPE 6 FOOTWAY (FOR S278 SCHEMES TO MATCH EXISTING TREATMENT)



TYPE 5 FOOTWAY (FOR S278 SCHEMES TO MATCH EXISTING PAVING)

NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER DRAWINGS APPROVED BY THE ENGINEER. DO NOT SCALE FROM THIS DRAWING.
  - THE WORKS SHALL BE IN ACCORDANCE WITH THE "SPECIFICATION FOR HIGHWAY WORKS"
  - ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN MILLIMETRES UNLESS OTHERWISE STATED
  - NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
  - ALL CONCRETE AND CONCRETE PRODUCTS BELOW GROUND LEVEL SHALL BE CLASS 1 SULPHATE RESISTANT IN ACCORDANCE WITH RELEVANT STANDARDS.
  - ALL SOFT SPOTS AND VOIDS BELOW BASE LEVEL SHALL BE REMOVED PRIOR TO CONSTRUCTION AND REPLACED WITH TYPE 1 GRANULAR SUB BASE MATERIAL.
  - APPROVED RESIDUAL WEED KILLER (WHICH DOES NOT CONTAIN ATRAZINE OR SIMAZINE) MUST BE APPLIED TO ALL FORMATIONS.
  - FACES BETWEEN THE EXISTING AND PROPOSED CARRIAGEWAY CONSTRUCTION SHALL BE CLEANED OF ALL LOOSE MATERIAL AND BITUMINOUS LAYERS COATED WITH AN APPROPRIATE HOT BITUMINOUS BINDER TO CL.706.7 OF SHW.
  - ALL KERBS AND EDGINGS SHALL COMPLY WITH BS EN 1340-2003. KERBS TO BE LAID HOMOGENOUSLY WITH BEDDING AND HAUNCH, AND TO BE IN ACCORDANCE WITH BS EN 1340-2003.
  - ALL INSITU CONCRETE TO FOUNDATION AND HAUNCH TO BE CLASS ST4 TO CL. 2602 OF SPECIFICATION FOR HIGHWAY WORKS.
  - TRANSITION KERBS SHALL BE USED AT ALL CHANGES IN KERB FACES.
  - CBR TESTING TO BE UNDERTAKEN PRIOR TO COMMENCEMENT OF CONSTRUCTION.
  - CAPPING MATERIAL THICKNESS MAY BE REDUCED TO 350MM IF THE CBR VALUES ARE GREATER THAN 2.5%, SUBJECT TO APPROVAL BY THE ENGINEER ON SITE. NOTE, DESIGN BASED ON NOTIONAL CBR OF 2.5%. HOWEVER, SUBGRADE IS TO BE TESTED TO DETERMINE ACCURATE CBR VALUES PRIOR TO CAPPING.
  - ON NEW RESIDENTIAL DEVELOPMENT OFFERED FOR ADOPTION GENERATING LOW PEDESTRIAN FLOWS, THE MINIMUM UNOBSTRUCTED FOOTWAY WIDTH SHALL BE 2.0M. FOOTWAY WIDTHS WITHIN TOWN CENTRES AND ON THE APPROACHES TO SCHOOLS, HOSPITALS, TRANSPORT HUBS, COMMUNITY FACILITIES ETC. SHALL BE A MINIMUM WIDTH OF 3.5M.
- ALL NEW ADOPTABLE FOOTWAYS SHALL BE CONSTRUCTED AS TYPE 2 FLEXIBLE FOOTWAYS IN RESIDENTIAL DEVELOPMENT AND TYPE 1 ASP PAVING IN TOWN CENTRES. WHERE OFFSITE HIGHWAY WORKS ARE UNDERTAKEN, ON MOST INSTANCES, IT SHALL MATCH EXISTING PAVING UNLESS OTHERWISE INSTRUCTED.



Purpose of Issue:  
ADOPTABLE HIGHWAY WORKS

| Revision and Date | Description | Initial |
|-------------------|-------------|---------|
|                   |             |         |

Traffic and Development Development and Regulatory Services (DRS)  
London Borough of Barnet, Barnet House,  
11th Floor Highways, 1255 High Road,  
Whetstone, London N20 0EJ

Title:  
ADOPTABLE FULL DEPTH FLEXIBLE FOOTWAY & CARRIAGEWAY CONSTRUCTION

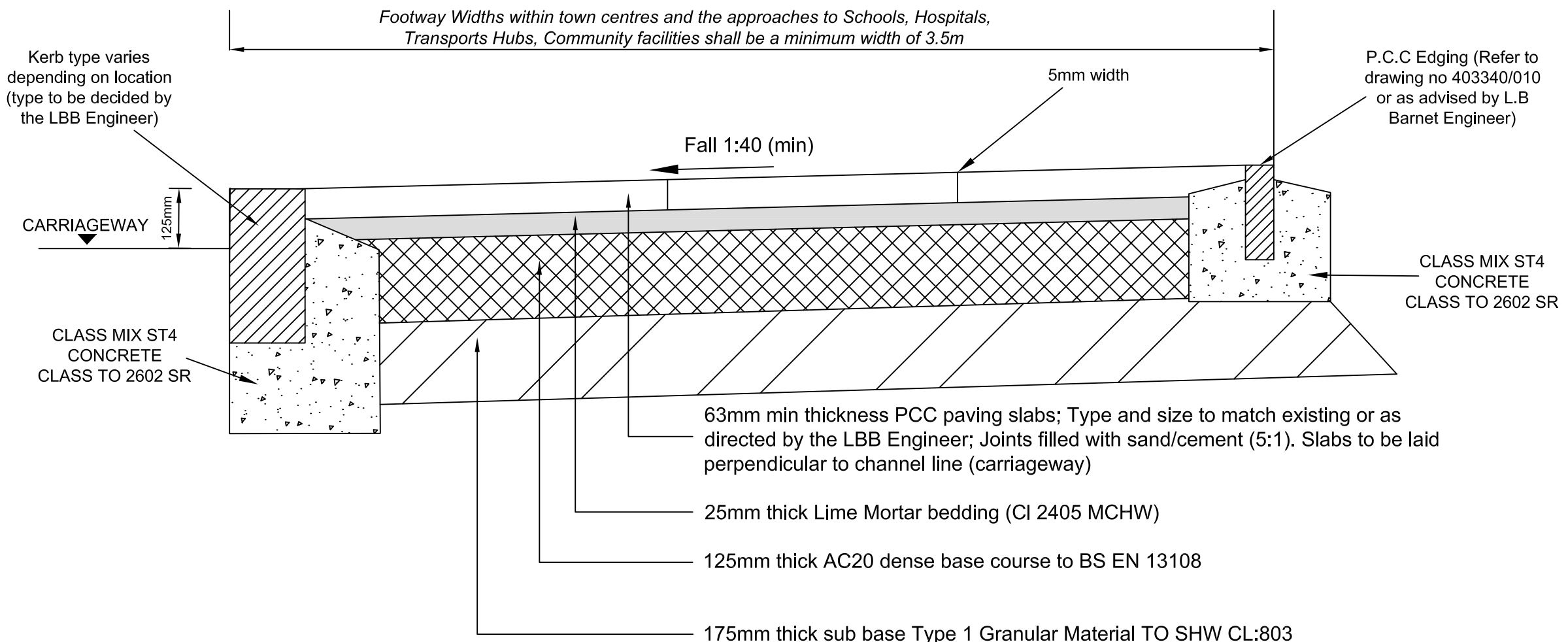
Scales: NOT TO SCALE Date: Mar 2017

Initiated: GP Drawn: AE Checked: GP/DG

DRAWING NO: DC/STD/40340/001 Rev. 2

Acad Ref. N/A





**FOOTWAY TYPE 1 - ALL ASP**

**ADOPTABLE PAVED FOOTWAY CONSTRUCTION  
TOWN CENTRE SPECIFICATION**

- NOTES:**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER DRAWINGS APPROVED BY THE ENGINEER.
  2. DO NOT SCALE FROM THIS DRAWING.
  3. THE WORKS SHALL BE IN ACCORDANCE WITH THE "SPECIFICATION FOR HIGHWAY WORKS"
  4. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN MILLIMETRES UNLESS OTHERWISE STATED
  5. NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
  6. ALL CONCRETE AND CONCRETE PRODUCTS BELOW GROUND LEVEL SHALL BE CLASS 1 SULPHATE RESISTANT IN ACCORDANCE WITH RELEVANT STANDARDS.
  7. ALL SOFT SPOTS AND VOIDS BELOW BASE LEVEL SHALL BE REMOVED PRIOR TO CONSTRUCTION AND REPLACED WITH TYPE 1 GRANULAR SUB BASE MATERIAL.
  8. APPROVED RESIDUAL WEED KILLER (WHICH DOES NOT CONTAIN ATRAZINE OR SIMAZINE) MUST BE APPLIED TO ALL FORMATIONS.
  9. FACES BETWEEN THE EXISTING AND PROPOSED CARRIAGEWAY CONSTRUCTION SHALL BE CLEANED OF ALL LOOSE MATERIAL AND BITUMINOUS LAYERS COATED WITH AN APPROPRIATE HOT BITUMINOUS BINDER TO CL.706.7 OF SHW.
  10. ALL KERBS AND EDGINGS SHALL COMPLY WITH BS EN 1340-2003. KERBS TO BE LAID HOMOGENOUSLY WITH BEDDING AND HAUNCH, AND TO BE IN ACCORDANCE WITH BS EN 1340-2003.
  11. ALL INSITU CONCRETE TO FOUNDATION AND HAUNCH TO BE CLASS ST4 TO CL. 2602 OF SPECIFICATION FOR HIGHWAY WORKS.
  12. TRANSITION KERBS SHALL BE USED AT ALL CHANGES IN KERB FACES.



Purpose of Issue:  
**ADOPTABLE HIGHWAY WORKS**

| Revision and Date | Description |
|-------------------|-------------|
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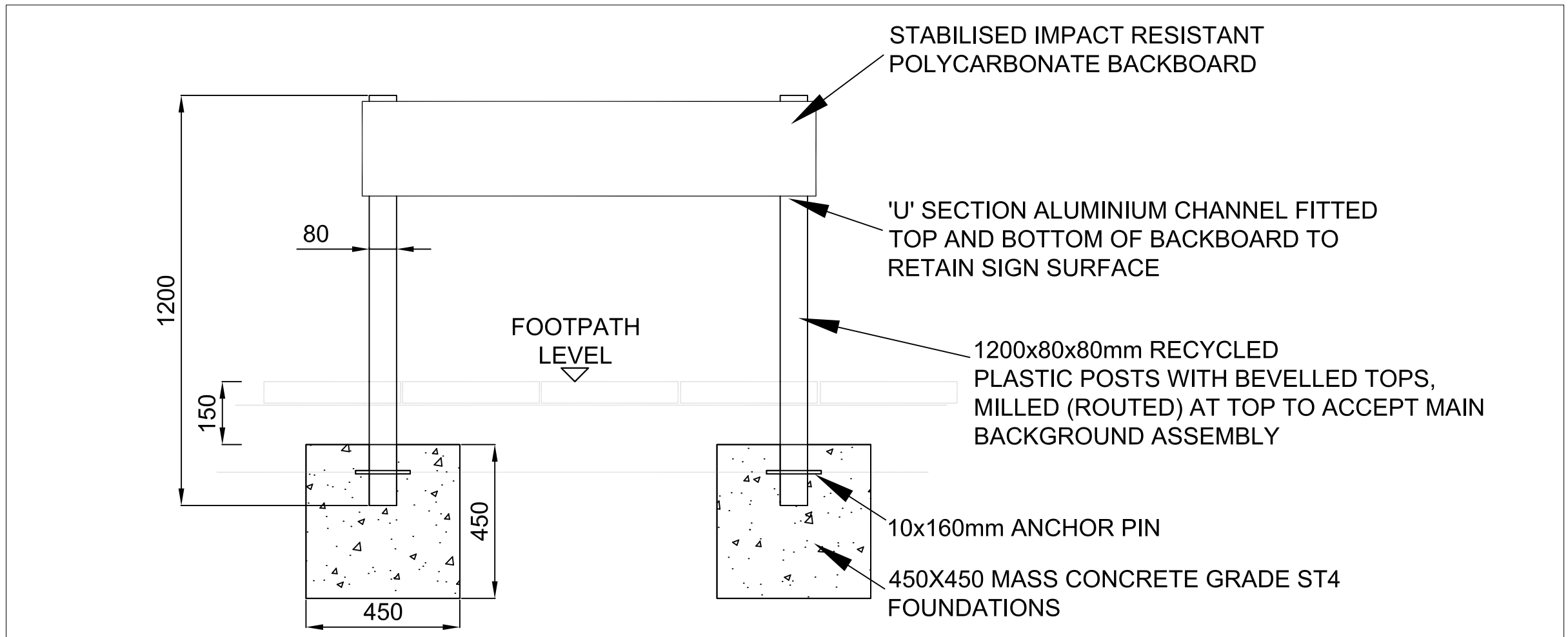
Traffic and Development  
Development and Regulatory Services (DRS)  
London Borough of Barnet, Barnet House,  
11th Floor Highways, 1255 High Road,  
Whetstone, London N20 0EJ

Title:  
**ADOPTABLE PAVED FOOTWAY  
CONSTRUCTION  
TOWN CENTRE SPECIFICATION**

|             |                  |            |          |
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| Initiated:  | GP               | Drawn:     | AE       |
| Checked:    | GP/DG            | Rev.:      | 2        |
| DRAWING NO: | DC/STD/40340/002 | Acad Ref.: | N/A      |







NOTES:

1. THE LONDON BOROUGH OF BARNET'S STREET NAMING AND NUMBERING POLICY IS INTENDED TO CREATE LOGICAL AND CONSISTENT ADDRESSING THAT PROVIDES CLEAR AND IDENTIFICATION WITHOUT AMBIGUITY OR CONFUSION ESPECIALLY IN THE EVENT OF AN EMERGENCY SITUATION. IN ADDITION TO THE EMERGENCY SERVICES, LOGICAL AND CONSISTENT ADDRESSING ALSO ASSISTS POSTAL AND MANY OTHER SERVICES AS WELL AS MEMBERS OF THE PUBLIC IN IDENTIFYING AND LOCATING ADDRESSES.

ALL LOCAL AUTHORITIES (WHICH HAVE THE RESPONSIBILITY OF STREET NAMING AND NUMBERING) MAINTAIN A LOCAL LAND AND PROPERTY GAZETTEER (LLPG) AND SEND REGULAR UPDATES TO THE NATIONAL LAND AND PROPERTY GAZETTEER (NLPG).

DEVELOPERS NEED TO CONTACT THE COUNCIL'S STREET NAMING AND NUMBERING SERVICE TO APPLY FOR STREET NAMES

2. ARRANGEMENTS FOR THE INSTALLATION OF NEW STREET NAME PLATES MUST BE MADE THROUGH **DEVELOPMENT REGULATORY SERVICES, 11TH FLOOR - BARNET HOUSE, 1255 HIGH ROAD WHETSTONE, LONDON N20 0EJ**



PRIVATE ROAD - TYPICAL STREET NAME PLATE



ADOPTABLE ROAD - TYPICAL STREET NAME PLATE



Purpose of Issue:  
ADOPTABLE HIGHWAY WORKS

| Revision and Date | Description | Initial |
|-------------------|-------------|---------|
|                   |             |         |

Traffic and Development Development and Regulatory Services (DRS)  
London Borough of Barnet, Barnet House,  
11th Floor Highways, 1255 High Road,  
Whetstone, London N20 0EJ

Title:  
**TYPICAL STREET NAME PLATE**

Scales: NOT TO SCALE Date: Mar 2017

Initiated: GP Drawn: AE Checked: GP/DG

DRAWING NO: DC/STD/40340/003 Rev. 2

Acad Ref. N/A





NJUG Guidelines on the Positioning of Underground Apparatus for New Development Sites

**TABLE 1 – Recommended Colour Coding of Underground Utilities Apparatus**  
All depths are from the surface level to the crown of the apparatus

| Utility   | Duct                              | Pipe   | Cable               | Marker Systems   | Recommended Minimum Depths<br>Footway/Verge  | Carriageway  |
|---|-----------------------------------|--|---------------------|--|--|--|
| Electricity EHV (High Voltage)  | Black or red duct or tile         | N/A  | Red or black        | Yellow with black and red legend or concrete tiles                 | 450 – 1200mm   | 750 – 1200mm   |
| Electricity LV (Low Voltage)  | Black or red duct or tile         | N/A  | Black or red        | Yellow with black legend   | 450mm  | 600mm  |
| Gas   | Yellow                            | *** See row below  | N/A                 | Black legend on PE pipes every linear metre.                       | 600mm footway<br>750mm verge   | 750mm  |
| *** PE - up to 2 bar - yellow or yellow with brown stripes (removable skin revealing white or black core pipe).<br>- between 2 to 7 bar -orange.<br>Steel pipes may have yellow wrap or black tar coating or no coating.<br>Ductile Iron may have plastic wrapping<br>Asbestos & Pit / Spun Cast Iron – No distinguishable colour |                                   |  |                     |  |  |  |
| Water non Potable & Grey Water  | N/A                               | Black with green stripes   | N/A                 | N/A  | 600 – 750mm  | 600 – 750mm  |
| Water - Firefighting  | N/A                               | Black with red stripes or bands  | N/A                 | N/A  | 600 – 750mm  | 600 – 750mm  |
| Oil / fuel pipelines  | N/A                               | Black  | N/A                 | Various surface markers<br>Marker tape or tiles above red concrete | 900mm<br><i>All work within 3 metres of oil fuel pipelines must receive prior approval</i> | 900mm<br><i>All work within 3 metres of oil fuel pipelines must receive prior approval</i> |
| Sewerage  | Black                             | No distinguishing colour / material (eg: Ductile Iron may be red; PVC may be brown)  | N/A                 | N/A  | Variable   | Variable   |
| Communications  | Grey, white, green, black, purple | N/A  | Black or light grey | Various  | 250 – 350mm  | 450 - 600mm  |
| Water   | Blue or Grey                      | Blue polymer or blue or uncoated Iron / GRP<br>Blue polymer with brown stripe (removable skin revealing white or black pipe) | N/A                 | Blue or Blue/black   | 750mm  | 750mm minimum  |
| Water pipes for special purposes (e.g. contaminated ground)   | N/A                               | Blue polymer with brown stripes (non-removable skin)   | N/A                 | Blue or blue/black   | 750mm  | 750mm minimum  |

These guidelines describe utility industry practice. However, it should not be assumed that all apparatus will conform to the recommendations for positioning and colour coding contained in this publication.

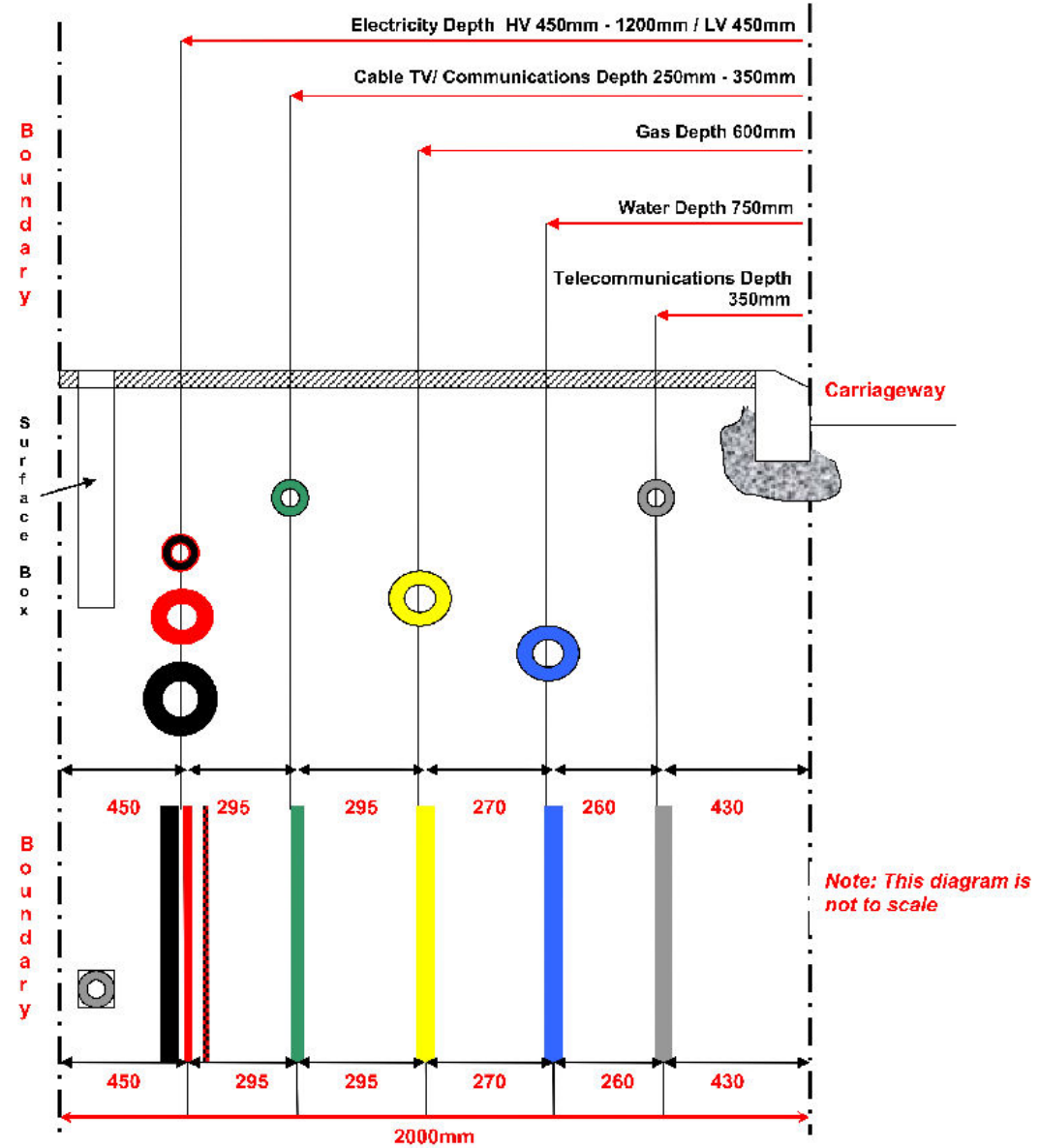
NJUG Publication: Volume 2 Issue 4: 29.10.2013



NJUG Guidelines on the Positioning of Underground Apparatus for New Development Sites

**FIGURE 1 - Recommended Positioning of Utility Apparatus in a 2 metre Footway**

Note – the same positioning should apply in the carriageway/verge strip (if safe and practical to do so) where a development has no footways; available for services and/or the boundary of the property is on the carriageway (please refer to minimum depths in carriageways). For further advice please contact the asset owner.



NJUG Publication: Volume 2 Issue 4: 29.10.2013

**NOTES:**

- IT IS THE DEVELOPER'S RESPONSIBILITY TO ARRANGE FOR ALTERING OF ANY MAINS OR SERVICES AFFECTED BY THE PROPOSED HIGHWAY WORKS AND THE MOVING OF CABINETS, TELEGRAPH POLES, ETC PRIOR TO THE MAIN CONSTRUCTION WORKS. IT IS ALSO ESSENTIAL THAT ALL THESE WORKS ARE COMPLETED IN ADVANCE OF THE HIGHWAY WORKS.
- THE DEVELOPER WILL BE RESPONSIBLE FOR ARRANGING ANY ALTERATIONS OF EXISTING MAINS AND SERVICES OF THE STATUTORY AUTHORITIES AND SHALL MAKE ALLOWANCE FOR THE EFFECT ON THE PHASING OF WORKS OF ALTERATIONS TO EXISTING MAINS AND SERVICES.



Purpose of Issue:  
**ADOPTABLE HIGHWAY WORKS**

| Revision and Date | Description | Initial |
|-------------------|-------------|---------|
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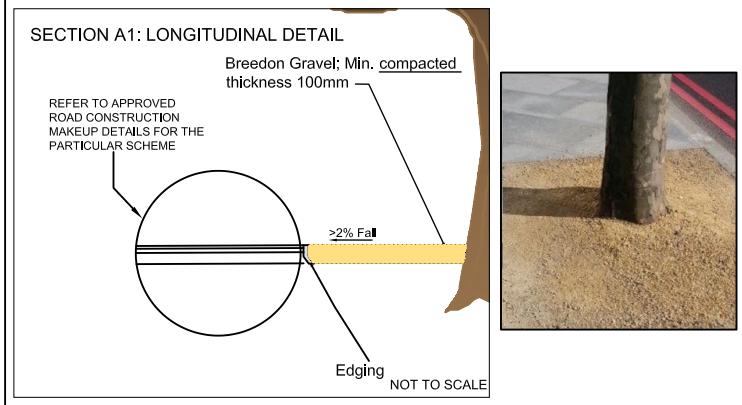
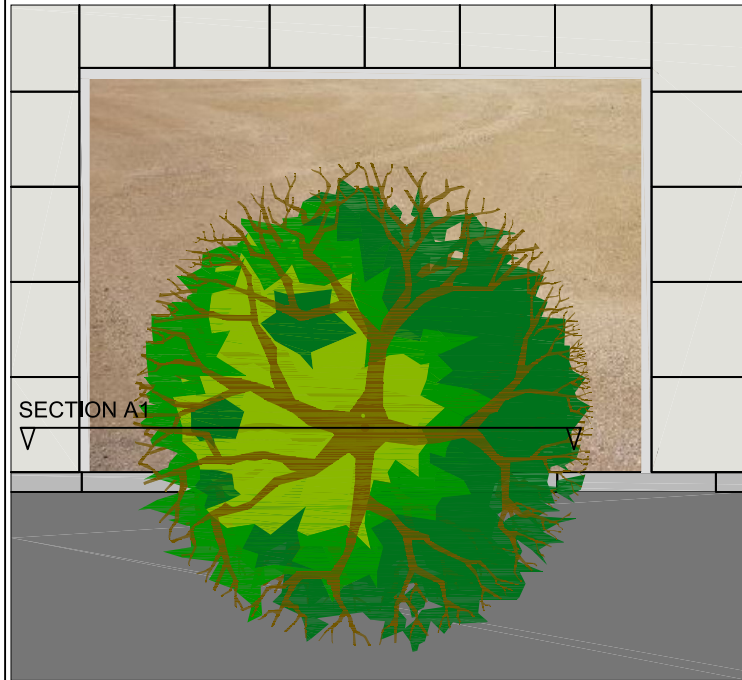


Title:  
NJUG GUIDANCE ON THE POSITIONING OF UNDERGROUND UTILITIES APPARATUS FOR NEW DEVELOPMENT SITES

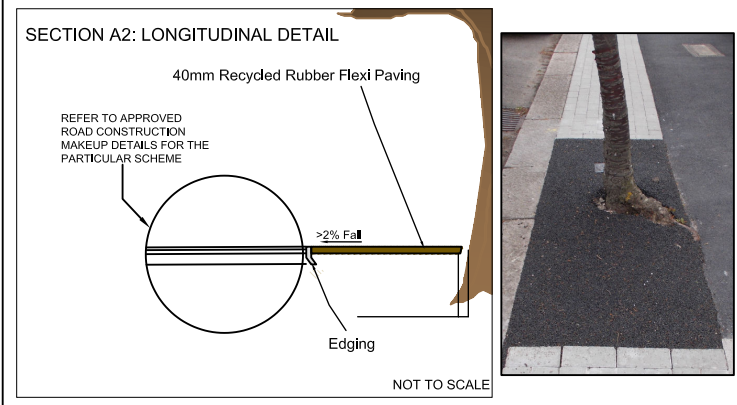
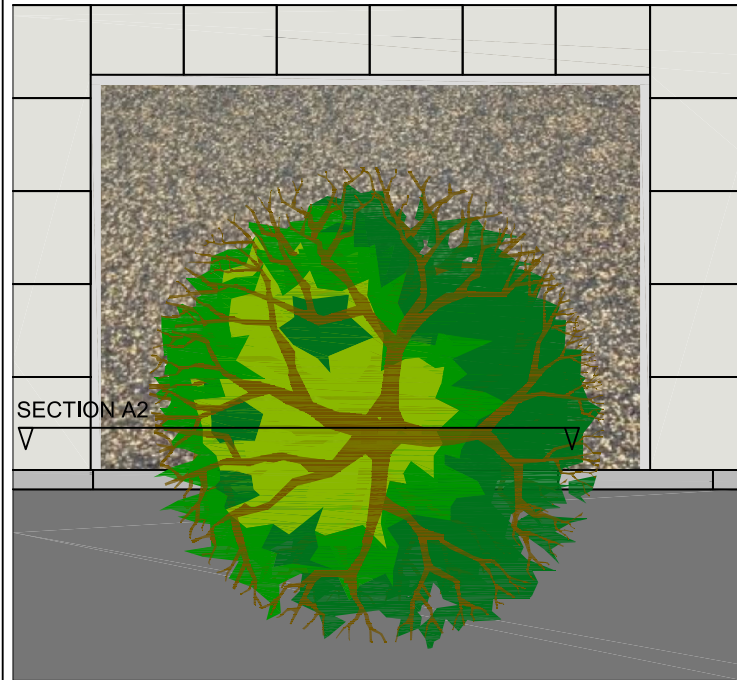
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| DRAWING NO: | DC/STD/40340/004 | Acad Ref.: | N/A      |



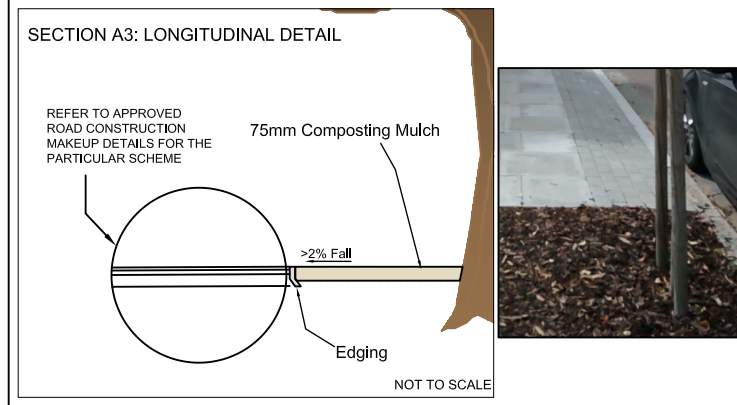
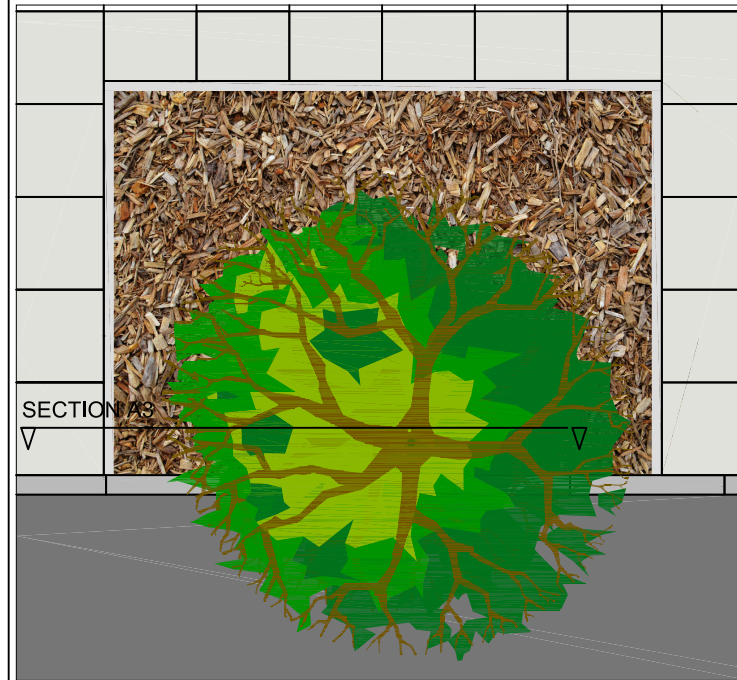
### Breedon Gravel



### Porous Paving



### Mulching Compost

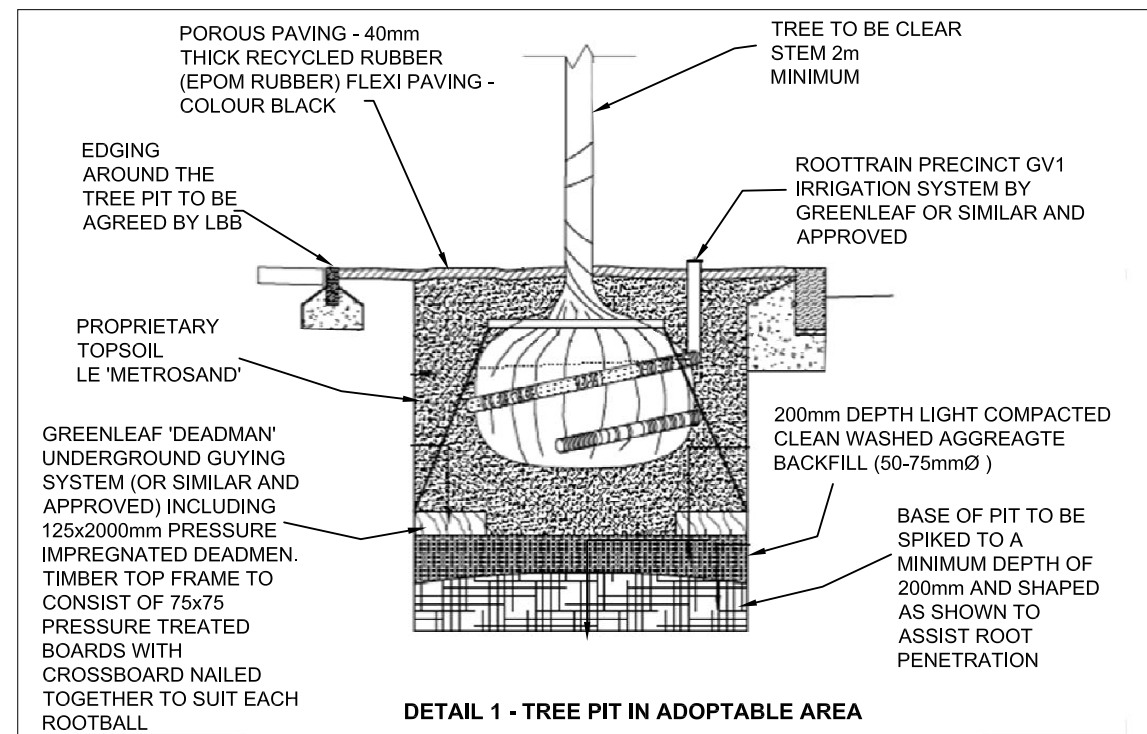


#### NOTES:

- These details illustrate standard tree surround construction and are for guidance only.
- Pavement design to comply to the Design Manual for Road and bridges, and the DfT's Manual for Inclusive Mobility.
- Tree pits** - Tree pits to be reconstructed to widths as approved by L.B Barnet. Care should be taken to avoid any damage to trees by the contractor as part of the footway relay works and the Council's Green Spaces Team to be contacted prior to any work commencing around any highway tree.
- 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)

#### NOTES:

- These details illustrate standard tree surround construction and are for guidance only. They should be read in conjunction with the detailed drawings for the particular scheme.
- 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)
- 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)



Purpose of Issue:  
**ADOPTABLE HIGHWAY WORKS**

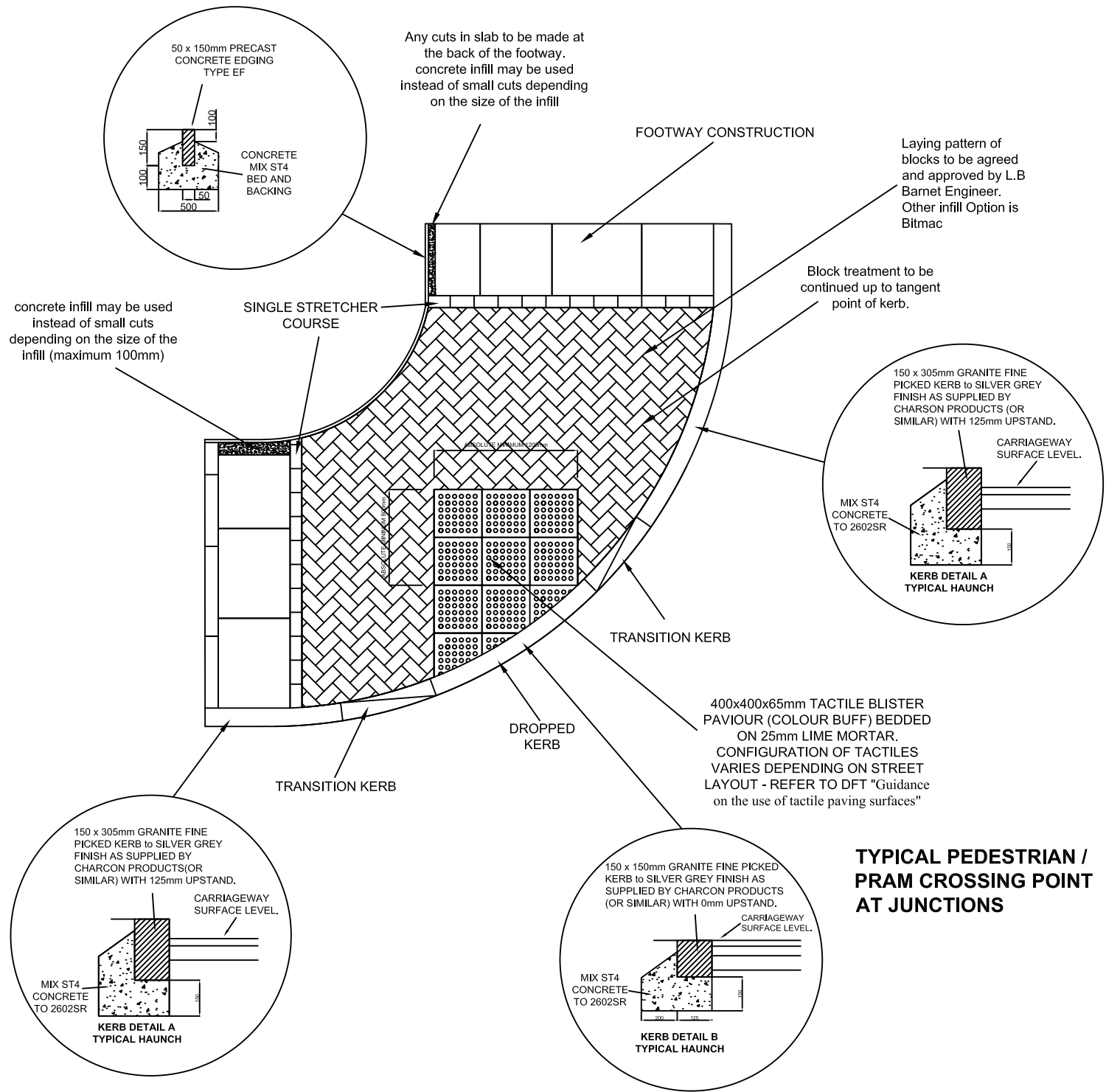
| Revision and Date | Description | Initial |
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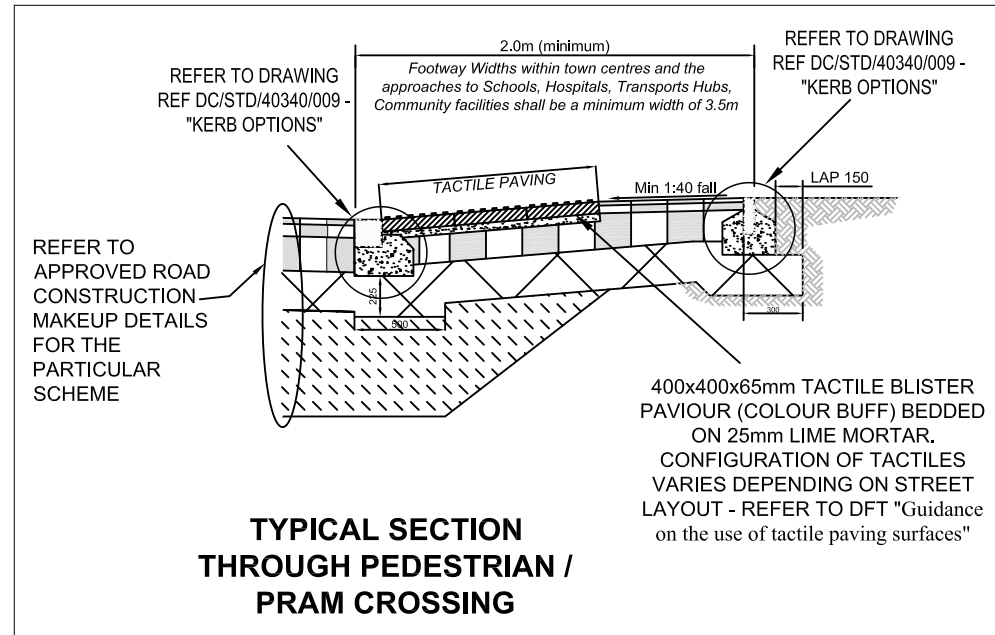
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**TREE SURROUND DETAILS**

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| Checked:    |                  | Rev.:  | n/a      |
| DRAWING NO: | DC/STD/40340/005 | Rev.:  | 2        |
| Acad Ref.   |                  |        | N/A      |





**TYPICAL PEDESTRIAN / PRAM CROSSING POINT AT JUNCTIONS**



**TYPICAL SECTION THROUGH PEDESTRIAN / PRAM CROSSING**



**DETAIL 1 - TACTILES WITH ASPHALT SURROUND**



**DETAIL 2 - TACTILES WITH BLOCKWORK SURROUND**

**NOTES:**

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER DRAWINGS APPROVED BY THE ENGINEER.
2. DO NOT SCALE FROM THIS DRAWING.
3. THE WORKS SHALL BE IN ACCORDANCE WITH THE "SPECIFICATION FOR HIGHWAY WORKS"
5. NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
6. ALL CONCRETE AND CONCRETE PRODUCTS BELOW GROUND LEVEL SHALL BE CLASS 1 SULPHATE RESISTANT IN ACCORDANCE WITH RELEVANT STANDARDS.
7. ALL SOFT SPOTS AND VOIDS BELOW BASE LEVEL SHALL BE REMOVED PRIOR TO CONSTRUCTION AND REPLACED WITH TYPE 1 GRANULAR SUB BASE MATERIAL.
8. APPROVED RESIDUAL WEED KILLER (WHICH DOES NOT CONTAIN ATRAZINE OR SIMAZINE) MUST BE APPLIED TO ALL FORMATIONS.
9. ALL KERBS AND EDGINGS SHALL COMPLY WITH BS EN 1340-2003. KERBS TO BE LAID HOMOGENOUSLY WITH BEDDING AND HAUNCH, AND TO BE IN ACCORDANCE WITH BS EN 1340-2003.
10. ALL INSITU CONCRETE TO FOUNDATION AND HAUNCH TO BE CLASS ST4 TO CL. 2602 OF SPECIFICATION FOR HIGHWAY WORKS.
11. TRANSITION KERBS SHALL BE USED AT ALL CHANGES IN KERB FACES.



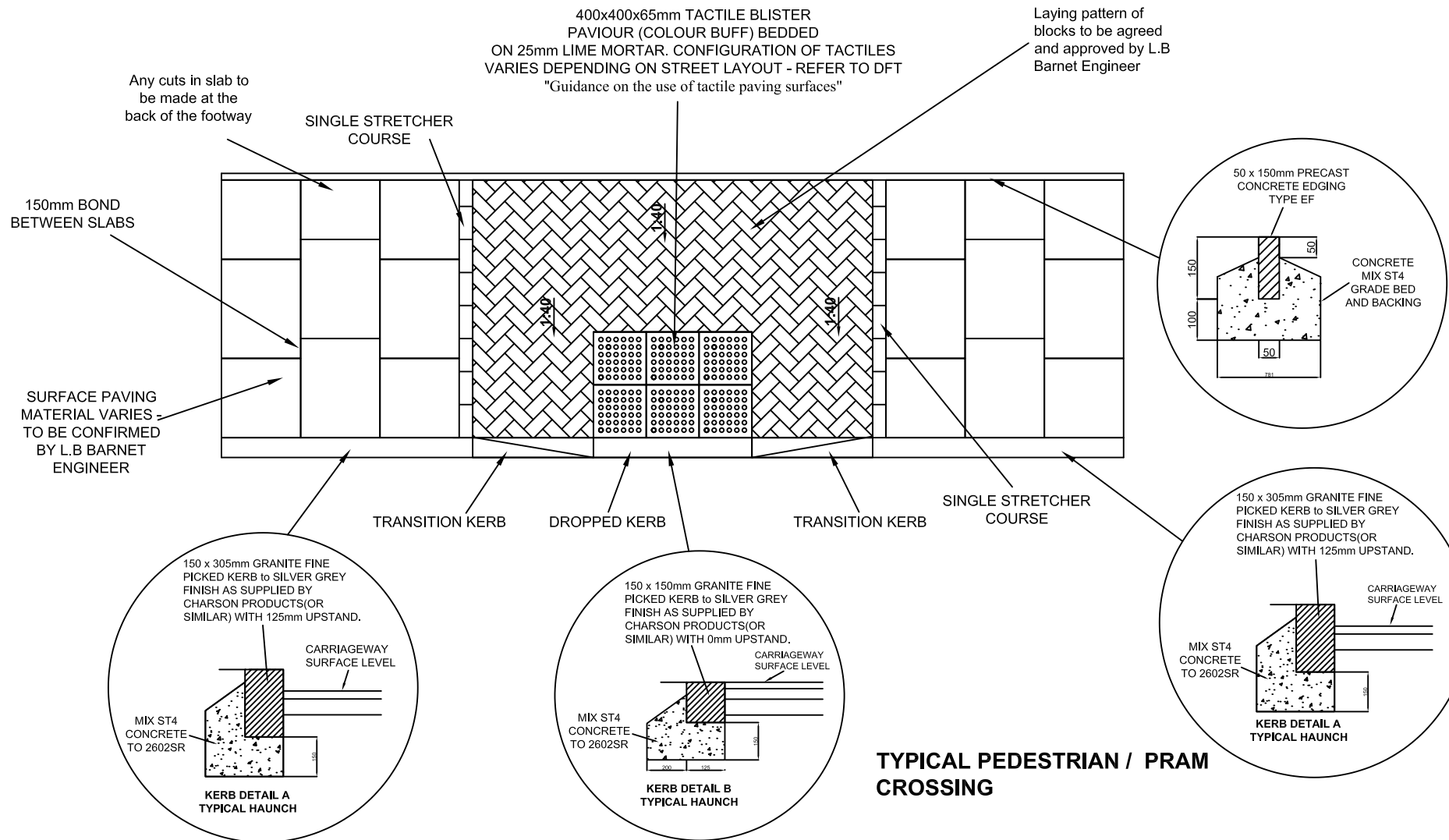
Purpose of Issue:  
**ADOPTABLE HIGHWAY WORKS**

| Revision and Date | Description | Initial |
|-------------------|-------------|---------|
|                   |             |         |

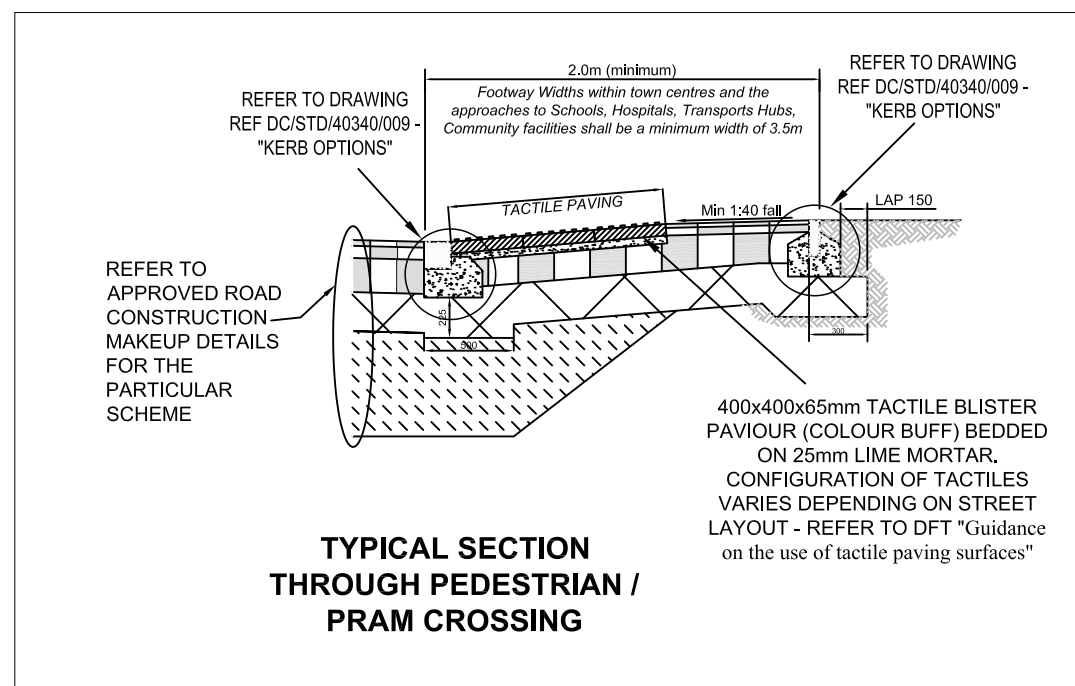
Traffic and Development  
Development and Regulatory Services (DRS)  
London Borough of Barnet, Barnet House,  
11th Floor Highways, 1255 High Road,  
Whetstone, London N20 0EJ

Title:  
**TYPICAL PEDESTRIAN / PRAM CROSSING POINT AT JUNCTIONS**

|             |                  |           |          |
|-------------|------------------|-----------|----------|
| Scales:     | NOT TO SCALE     | Date:     | Mar 2017 |
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| Checked:    | GP/DG            | Rev:      | 2        |
| DRAWING NO: | DC/STD/40340/006 | Acad Ref: | N/A      |



**TYPICAL PEDESTRIAN / PRAM CROSSING**



**NOTES:**

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER DRAWINGS APPROVED BY THE ENGINEER.
2. DO NOT SCALE FROM THIS DRAWING.
3. THE WORKS SHALL BE IN ACCORDANCE WITH THE "SPECIFICATION FOR HIGHWAY WORKS"
4. NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
5. ALL CONCRETE AND CONCRETE PRODUCTS BELOW GROUND LEVEL SHALL BE CLASS 1 SULPHATE RESISTANT IN ACCORDANCE WITH RELEVANT STANDARDS.
6. ALL SOFT SPOTS AND VOIDS BELOW BASE LEVEL SHALL BE REMOVED PRIOR TO CONSTRUCTION AND REPLACED WITH TYPE 1 GRANULAR SUB BASE MATERIAL.
7. APPROVED RESIDUAL WEED KILLER (WHICH DOES NOT CONTAIN ATRAZINE OR SIMAZINE) MUST BE APPLIED TO ALL FORMATIONS.
8. ALL KERBS AND EDGINGS SHALL COMPLY WITH BS EN 1340-2003. KERBS TO BE LAID HOMOGENOUSLY WITH BEDDING AND HAUNCH, AND TO BE IN ACCORDANCE WITH BS EN 1340-2003.
9. ALL INSITU CONCRETE TO FOUNDATION AND HAUNCH TO BE CLASS ST4 TO CL. 2602 OF SPECIFICATION FOR HIGHWAY WORKS.
10. TRANSITION KERBS SHALL BE USED AT ALL CHANGES IN KERB FACES.



Purpose of Issue: **ADOPTABLE HIGHWAY WORKS**

| Revision and Date | Description | Initial |
|-------------------|-------------|---------|
|                   |             |         |

Traffic and Development Development and Regulatory Services (DRS)  
 London Borough of Barnet, Barnet House,  
 11th Floor Highways, 1255 High Road,  
 Whetstone, London N20 0EJ

Title: **TYPICAL PEDESTRIAN / PRAM CROSSING**

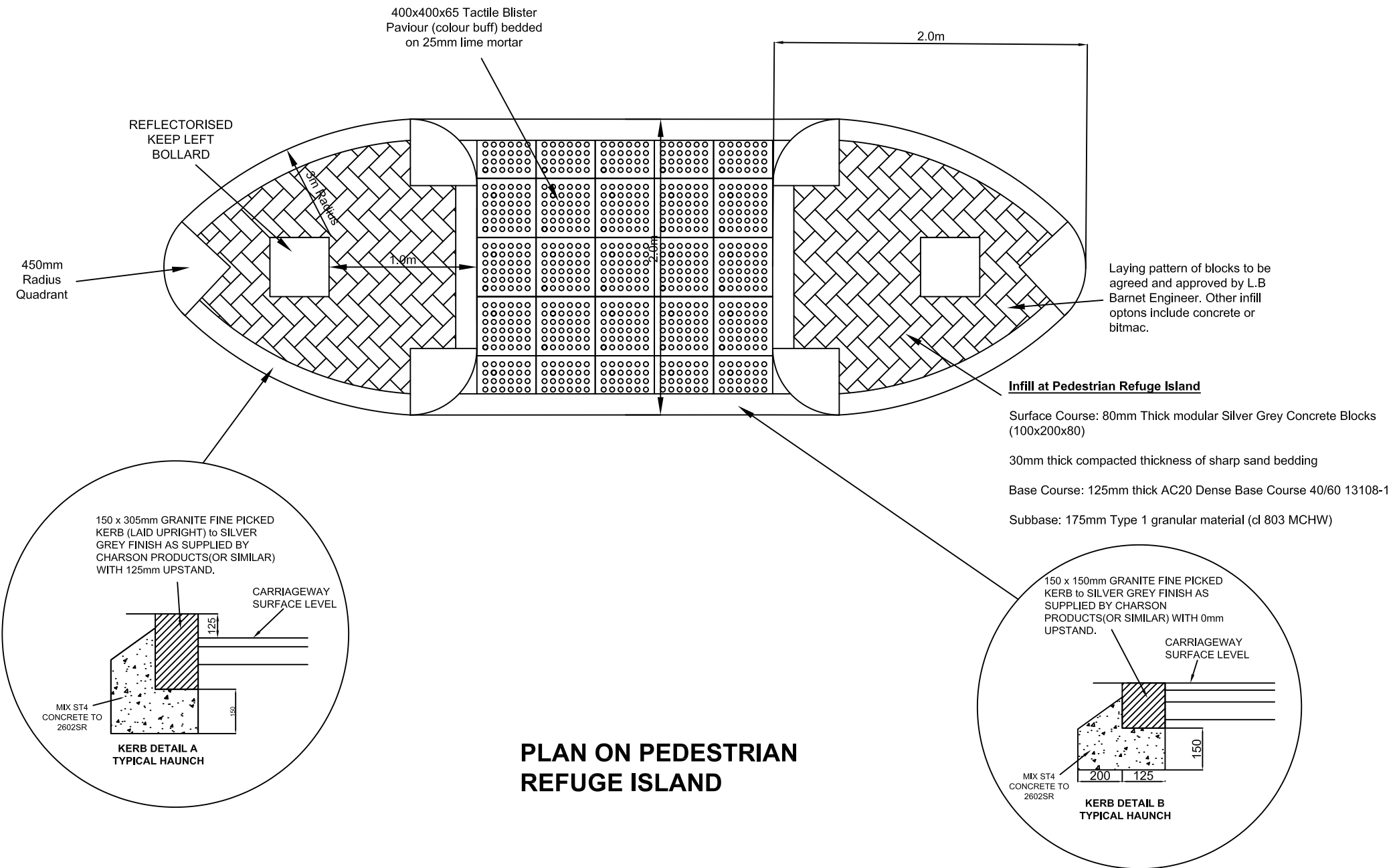
Scales: NOT TO SCALE Date: Mar 2017

Initiated: GP Drawn: AE Checked: GP/DG

DRAWING NO: DC/STD/40340/007 Rev. 2

Acad Ref. N/A





**PLAN ON PEDESTRIAN REFUGE ISLAND**



**DETAIL TYPE 1**



**DETAIL TYPE 2**

- NOTES:**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER DRAWINGS APPROVED BY THE ENGINEER.
  - DO NOT SCALE FROM THIS DRAWING.
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  - ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN MILLIMETRES UNLESS OTHERWISE STATED
  - NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
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  - ALL SOFT SPOTS AND VOIDS BELOW BASE LEVEL SHALL BE REMOVED PRIOR TO CONSTRUCTION AND REPLACED WITH TYPE 1 GRANULAR SUB BASE MATERIAL.
  - APPROVED RESIDUAL WEED KILLER (WHICH DOES NOT CONTAIN ATRAZINE OR SIMAZINE) MUST BE APPLIED TO ALL FORMATIONS.
  - ALL KERBS AND EDGINGS SHALL COMPLY WITH BS EN 1340-2003. KERBS TO BE LAID HOMOGENOUSLY WITH BEDDING AND HAUNCH, AND TO BE IN ACCORDANCE WITH BS EN 1340-2003.
  - ALL INSITU CONCRETE TO FOUNDATION AND HAUNCH TO BE CLASS ST4 TO CL. 2602 OF SPECIFICATION FOR HIGHWAY WORKS.
  - TRANSITION KERBS SHALL BE USED AT ALL CHANGES IN KERB FACES.



Purpose of Issue:  
**ADOPTABLE HIGHWAY WORKS**

| Revision and Date | Description | Initial |
|-------------------|-------------|---------|
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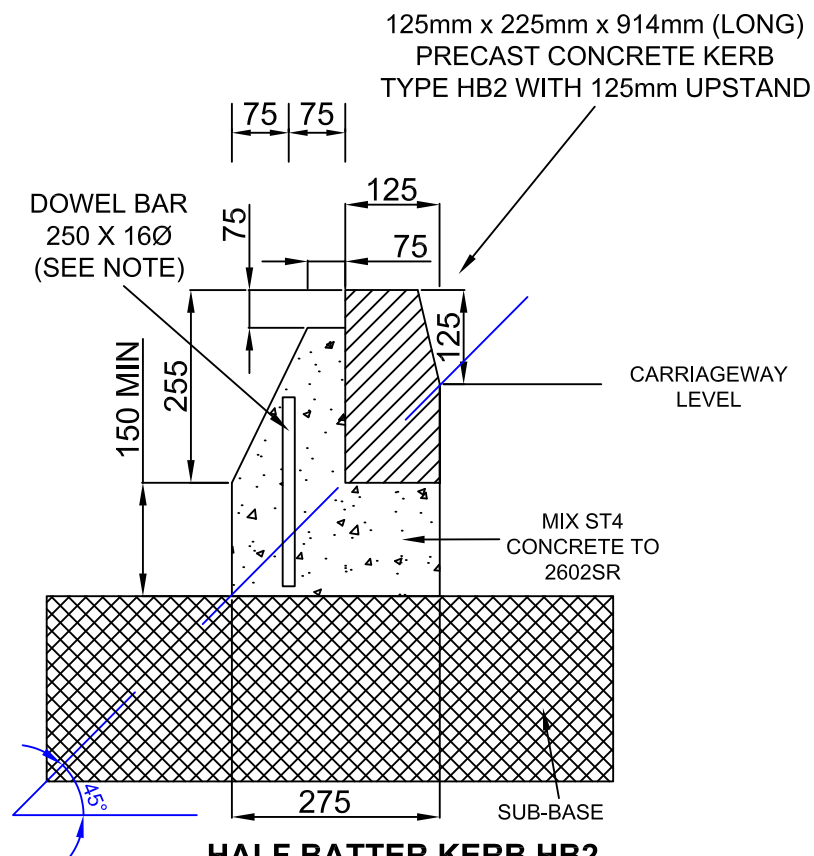
Traffic and Development Development and Regulatory Services (DRS)  
London Borough of Barnet, Barnet House,  
11th Floor Highways, 1255 High Road,  
Whetstone, London N20 0EJ

**RE** CAPITA **BARNET** LONDON BOROUGH

Title:  
**PEDESTRIAN REFUGE ISLAND OPTIONS**

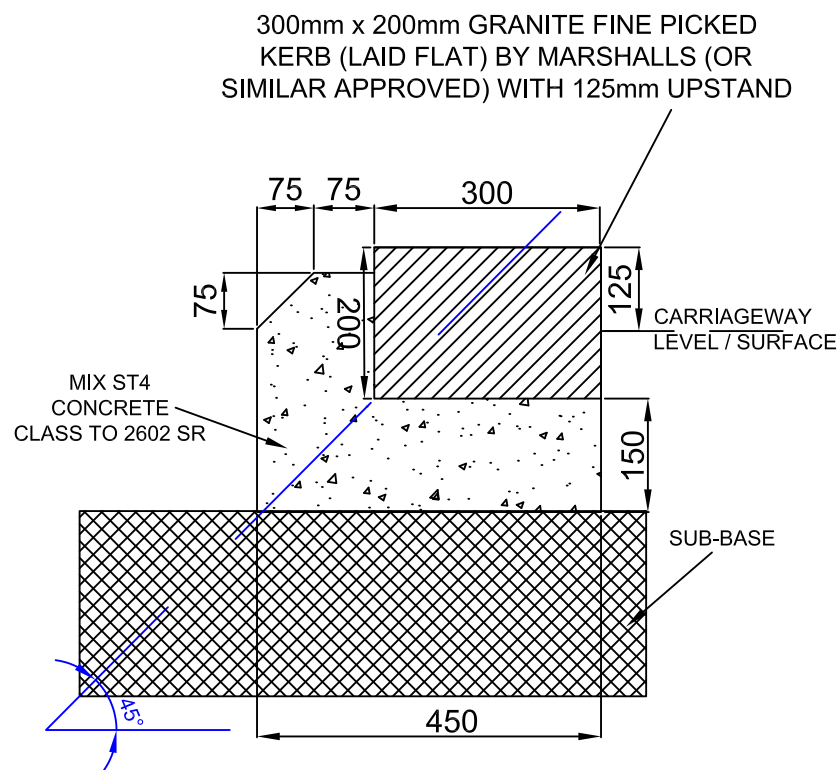
|             |                  |            |          |
|-------------|------------------|------------|----------|
| Scales:     | NOT TO SCALE     | Date:      | Mar 2017 |
| Initiated:  | GP               | Drawn:     | AE       |
| Checked:    | GP/AE            | Rev.:      | 2        |
| DRAWING NO: | DC/STD/40340/008 | Acad Ref.: | N/A      |





**HALF BATTER KERB HB2**

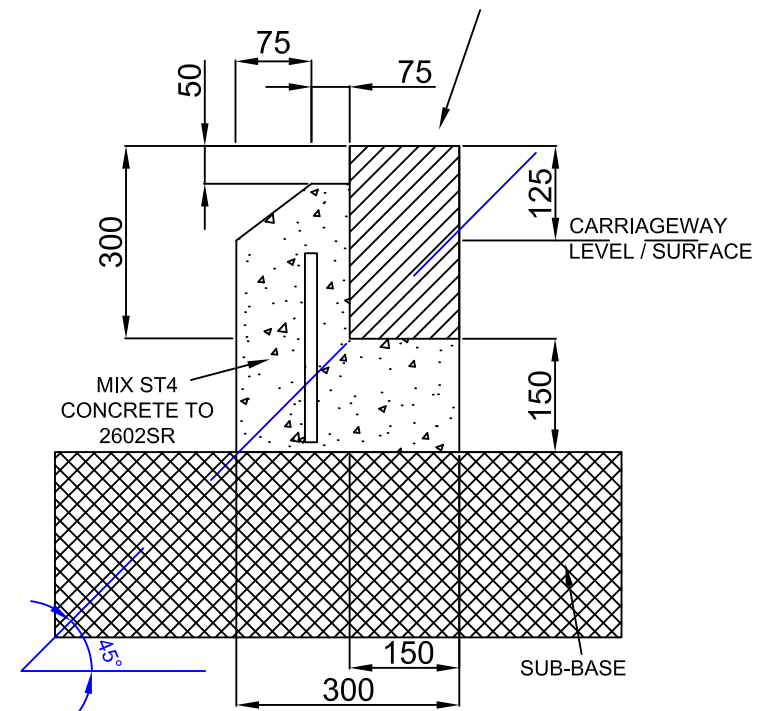
Only to be used if existing kerbs are half battered on the public highway



**TYPE(A) - GRANITE KERB GK**

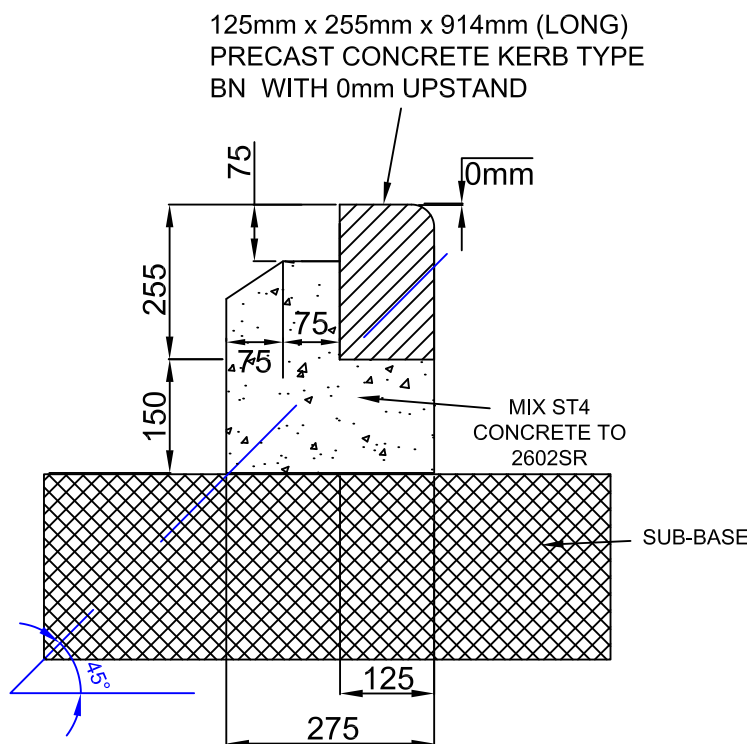
Granite Kerbs shall be used on all adoptable highway works

150 x 300mm GRANITE FINE PICKED KERB (LAID UPRIGHT) AS MANUFACTURED BY MARSHALLS (OR SIMILAR APPROVED) WITH 125mm UPSTAND.



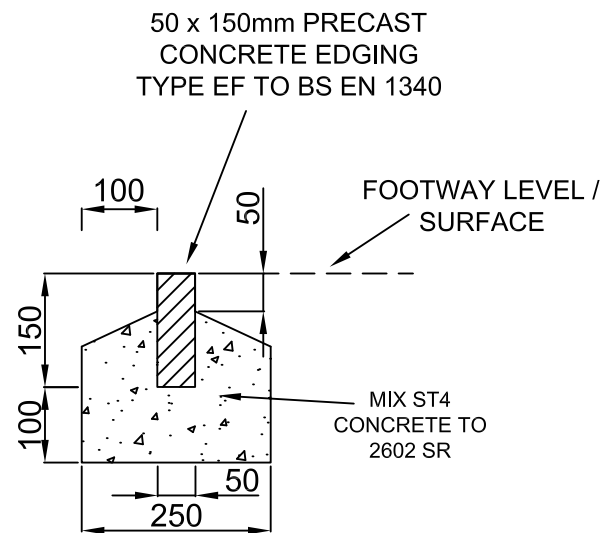
**TYPE(B) - GRANITE KERB GK**

Granite Kerbs shall be used on all adoptable highway works



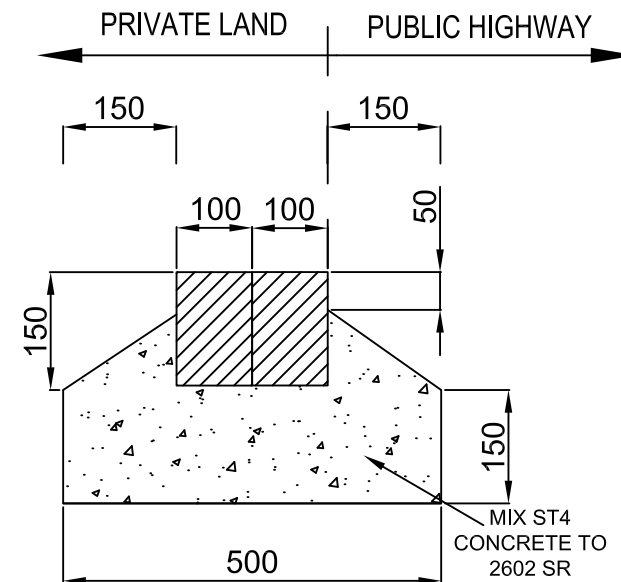
**BULLNOSED KERB TYPE BN**

(to be provided only if the existing kerb is concrete or dropped kerb at pedestrian crossing. On all other instances, granite kerb shall be provided)



**FLAT TOP EDGING TYPE EF**

(footway edging)



**GRANITE SETT KERB TYPE GS**

(for delineation of public highway)

**NOTES:**

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- ALL CONCRETE AND CONCRETE PRODUCTS BELOW GROUND LEVEL SHALL BE CLASS 1 SULPHATE RESISTANT IN ACCORDANCE WITH RELEVANT STANDARDS.
- CUTTING OF KERBS TO NON STANDARD LENGTH OR TO A SKEW SHALL BE CARRIED OUT BY MECHANICAL MEANS, THE LENGTH OF ANY CUT SHALL BE MIN 450mm AND SUBMITTED TO THE ENGINEER FOR APPROVAL.
- ALL KERBS AND EDGINGS SHALL COMPLY WITH BS EN 1340-2003. KERBS TO BE LAID HOMOGENOUSLY WITH BEDDING AND HAUNCH, AND TO BE IN ACCORDANCE WITH BS EN 1340-2003.
- ALL INSITU CONCRETE TO FOUNDATION AND HAUNCH TO BE CLASS ST4 TO CL. 2602 OF SPECIFICATION FOR HIGHWAY WORKS.
- TRANSITION KERBS SHALL BE USED AT ALL CHANGES IN KERB FACES.
- KERB BED AND HAUNCH TO BE ST4 CONCRETE MIX TO BS EN 206-1:2000
- MINIMUM LENGTH OF ANY CUT KERB SHALL BE 450MM.
- KERB UPSTAND SHALL BE 125mm UNLESS OTHERWISE AGREED.
- MIX ST4 CONCRETE KERB BEDDING TO CLAUSE 2602SR SHALL BE LAID ON SUB-BASE AND SHALL BE A MINIMUM THICKNESS OF 150mm. SUB-BASE SHALL BE EXCAVATED WHERE NECESSARY TO ACHIEVE 150mm THICKNESS. RECOMPACT DISTURBED SUB-BASE PRIOR TO CONSTRUCTION OF KERB BASE.
- DOWEL BARS AT 450mm CENTERS WILL BE REQUIRED WITH STANDARD KERBS WHERE KERBS ARE VULNERABLE OR KERBS ARE SUBJECT TO CONSTRUCTION TRAFFIC.
- WHERE BED IS LAID IN ADVANCE OF KERBS 200 x 20 DIA MILD STEEL DOWEL BARS AT 450mm CENTRES WILL BE REQUIRED.



Purpose of Issue:  
**ADOPTABLE HIGHWAY WORKS**

| Revision and Date | Description | Initial |
|-------------------|-------------|---------|
|                   |             |         |

Traffic and Development  
Development and Regulatory Services (DRS)  
London Borough of Barnet, Barnet House,  
11th Floor Highways, 1255 High Road,  
Whetstone, London N20 0EJ

Title:  
**KERB OPTIONS**

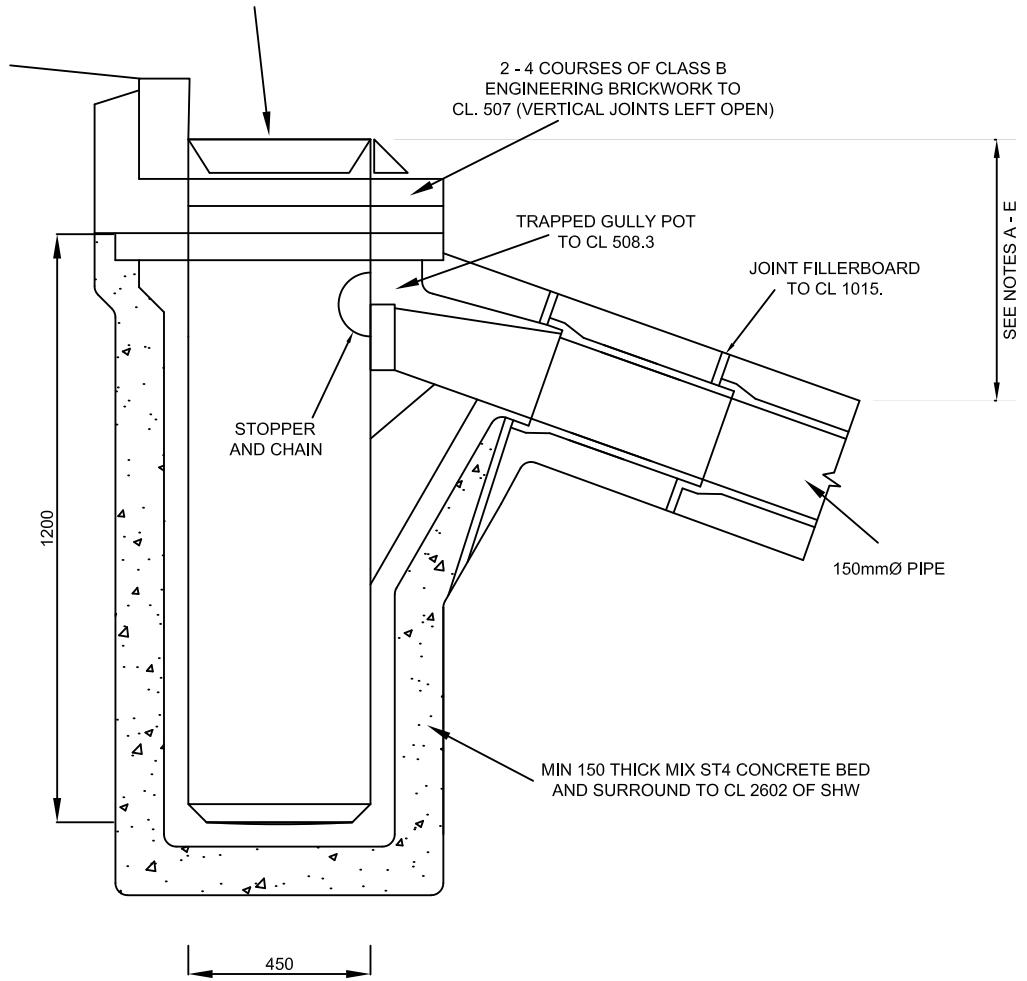
Scales: NOT TO SCALE Date: Mar 2017

Initiated: GP Drawn: AE Checked: GP/DG

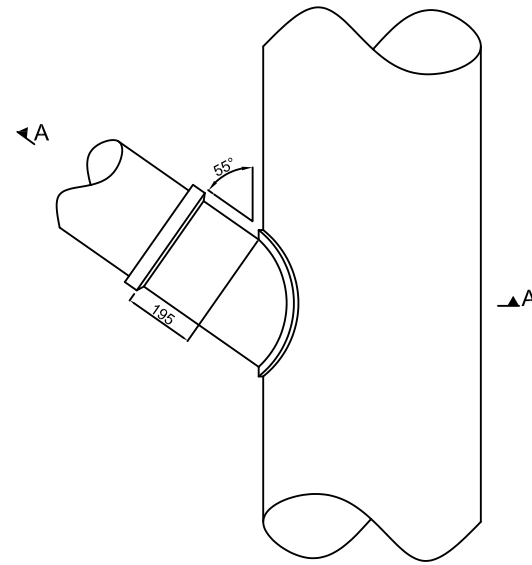
DRAWING NO: DC/STD/40340/009 Rev. 2

Acad Ref. N/A

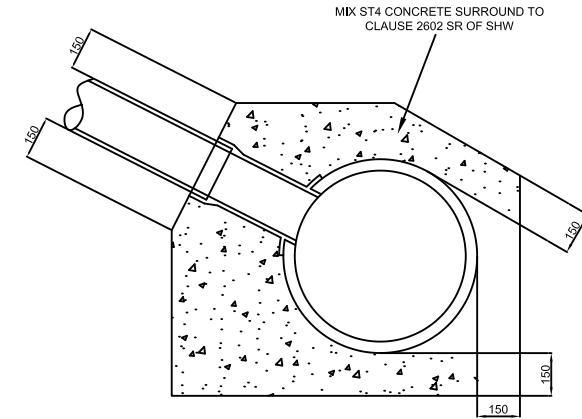
150mm THICK DOUBLE TRIANGULAR (D400)  
GULLY GRATING AND FRAME SHALL BE NON-ROCKING,  
UNPAINTED CAST IRON TO BE EN 124 CLASS D400 BEDDED  
ON 25mm THICK DESIGNATION (or 10mm FOR SIDE ENTRY  
GULLY - TYPE 3) CEMENT MORTAR TO CL. 2404 OF SHW  
EXCLUDING LIME, FITTED WITH A THEFT RESISTANT HINGE  
PIN, MINIMUM WATERWAY AREA - 1200cm<sup>2</sup>



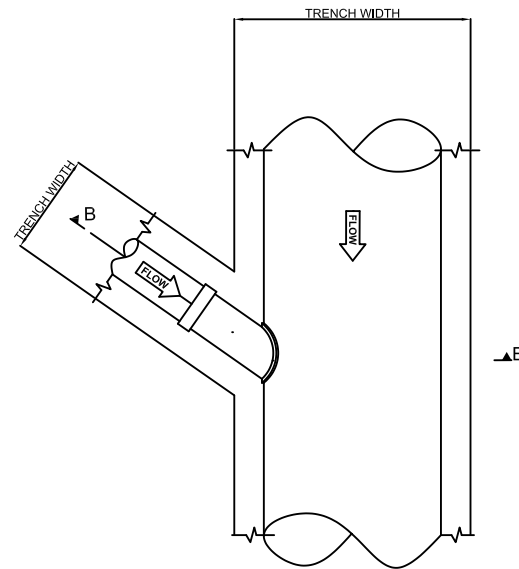
- A. CORBELLING OF BRICKWORK WILL BE NO MORE THAN 30MM PER COURSE. IN EXCESS OF THIS, CORBELLING SHALL BE SUPPORTED BY 12.5MM THICK GALVANISED STEEL PLATES.
- B. ON NEW CONSTRUCTION, THE BRICKWORK SHALL BE COMPLETED AFTER THE ROAD BASE LAYERS HAVE BEEN LAID. THE CONTRACTOR MUST ALLOW SUITABLE TEMPORARY FORMWORK OVER THE GULLY PRIOR TO LAYING THE ROAD BASE LAYERS.
- C. WHERE THE GULLY CONNECTION PIPE IS OF A DIFFERENT MATERIAL OR SYSTEM FROM THAT OF THE GULLY POT, THE CONNECTION SHOULD BE MADE ONLY USING THE APPROPRIATE MANUFACTURERS ADAPTERS.
- D. WHERE THE OUTLET PIPE OF A GULLY WITHIN THE CARRIAGEWAY IS BEHIND THE KERBLINE, THE DEPTH FROM THE TOP OF THE GRATING TO THE TOP OF THE GULLY OUTLET PIPE SHALL BE 600MM.
- E. WHERE THE OUTLET PIPE IS ON THE CARRIAGEWAY, THE TOP OF THE GRATING TO THE TOP OF THE GULLY OUTLET PIPE SHALL BE MINIMUM 750MM BY INCREASING THE NUMBER OF BRICK OR RISER COURSES.



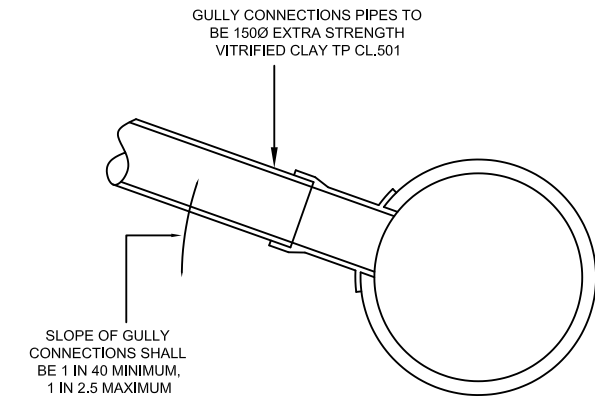
**PLAN**



**SECTION A-A  
CONCRETE SURROUND**



**PLAN**



**SECTION B-B  
GRANULAR SURROUND**

**NOTES:**

1. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
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4. ALL SOFT SPOTS AND VOIDS SHALL BE REMOVED PRIOR TO CONSTRUCTION AND REPLACED WITH TYPE 1 SUB BASE.
5. ALL INSITU CONCRETE TO FOUNDATION AND HAUNCH TO BE CLASS ST4 TO CL. 2602 OF SPECIFICATION FOR HIGHWAY WORKS.
6. GULLY POTS ARE TO BE PRE-CAST CONCRETE TO BS5911, 450mm DIA X 1200mm DEEP.
7. GULLY POTS ARE TO BE SURROUNDED WITH CONCRETE GRADE ST4 MINIMUM THICKNESS 150mm.
8. GULLY GRATINGS AND FRAMES TO BE BS EN 124 CLASS D400 WITH 1200cm<sup>2</sup> MIN. WATERWAY AND 2000 MIN WATER AT INTERFACE OF S278 BOUNDARY WITH ON-SITE DEVELOPMENT.
9. FRAMES TO BE BEDDED ON MIN. 2 COURSES, MAX. 4 COURSES ENGINEERING BRICKWORK AND SET 6mm BELOW FINISHED ROAD LEVEL.
10. WHERE COVER TO A GULLY CONNECTION IS LESS THAN 1200mm THE BED IS TO BE SURROUNDED WITH CONCRETE GRADE ST4 AND PROVIDED WITH FLEXIBLE JOINTS AT NOT MORE THAN 5m CENTRES.
11. GULLY OUTLETS ARE TO BE TRAPPED AND FITTED WITH STOPPER AND CHAIN.
12. GULLY CONNECTIONS TO BE 150mm DIA. AND LAID AT A MINIMUM GRADIENT OF 1/100.

**BARNET**  
LONDON BOROUGH

**ReCAPITA**

Purpose of Issue:  
**ADOPTABLE  
HIGHWAY  
WORKS**

Traffic and Development  
Development and Regulatory Services (DRS)  
London Borough of Barnet, Barnet House,  
11th Floor Highways, 1255 High Road,  
Whetstone, London N20 0EJ

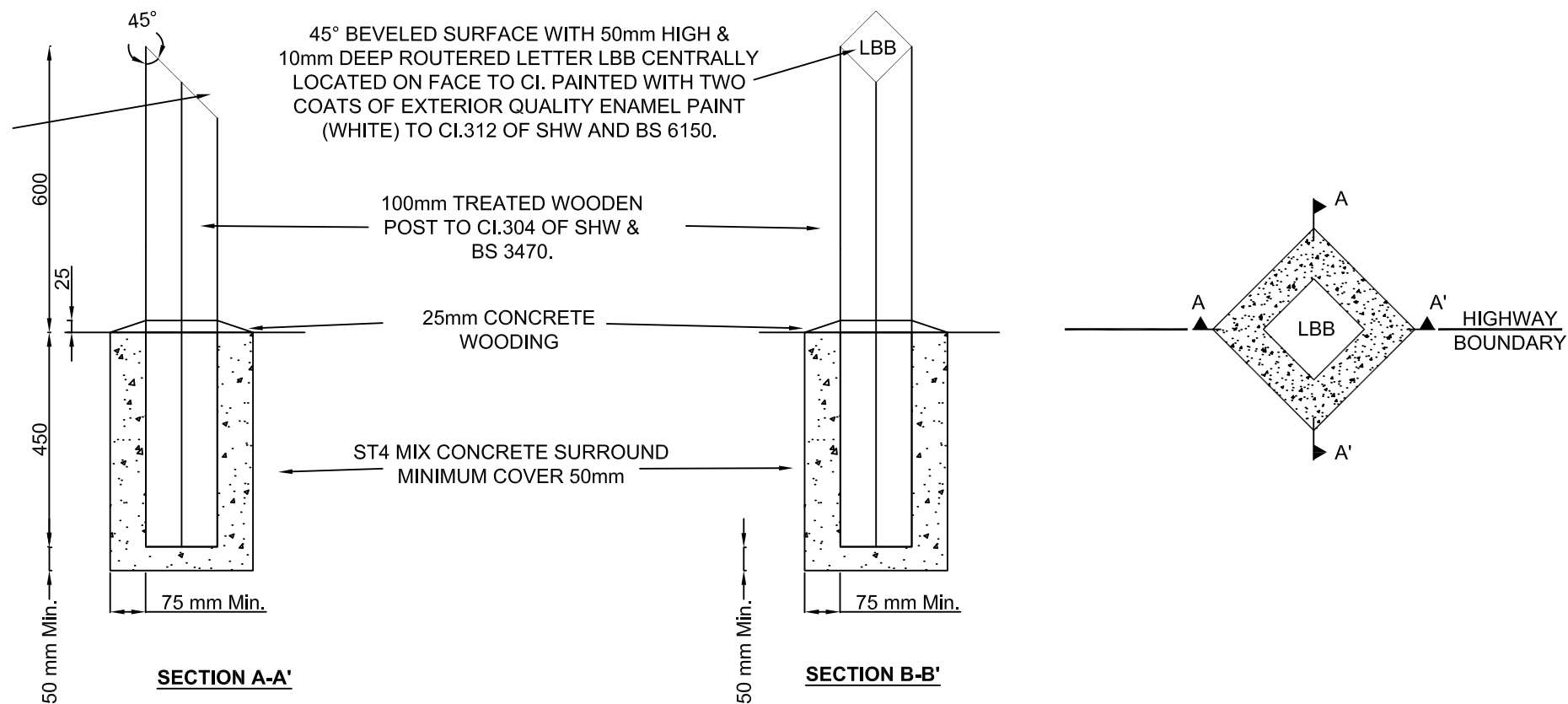
TITLE:  
**PRECAST CONCRETE  
GULLY POT DETAIL**

Scales: NOT TO SCALE Date: Mar 2017

Initiated: GP Drawn: AE Checked: GP/DG

DRAWING NO: DC/STD/40340/010 Rev. 2

Acad Ref. N/A



**BOUNDARY MARKER POST DETAIL - NOT TO SCALE**  
**DETAIL 3 - HIGHWAY VERGES**

**NOTES:**

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER DRAWINGS APPROVED BY THE ENGINEER.
2. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
3. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN MILLIMETRES UNLESS OTHERWISE STATED
4. ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
5. NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
6. ALL CONCRETE AND CONCRETE PRODUCTS BELOW GROUND LEVEL SHALL BE CLASS 1 SULPHATE RESISTANT IN ACCORDANCE WITH BS4027.



Purpose of Issue:  
**ADOPTABLE HIGHWAY WORKS**

| Revision and Date | Description | Initial |
|-------------------|-------------|---------|
|                   |             |         |



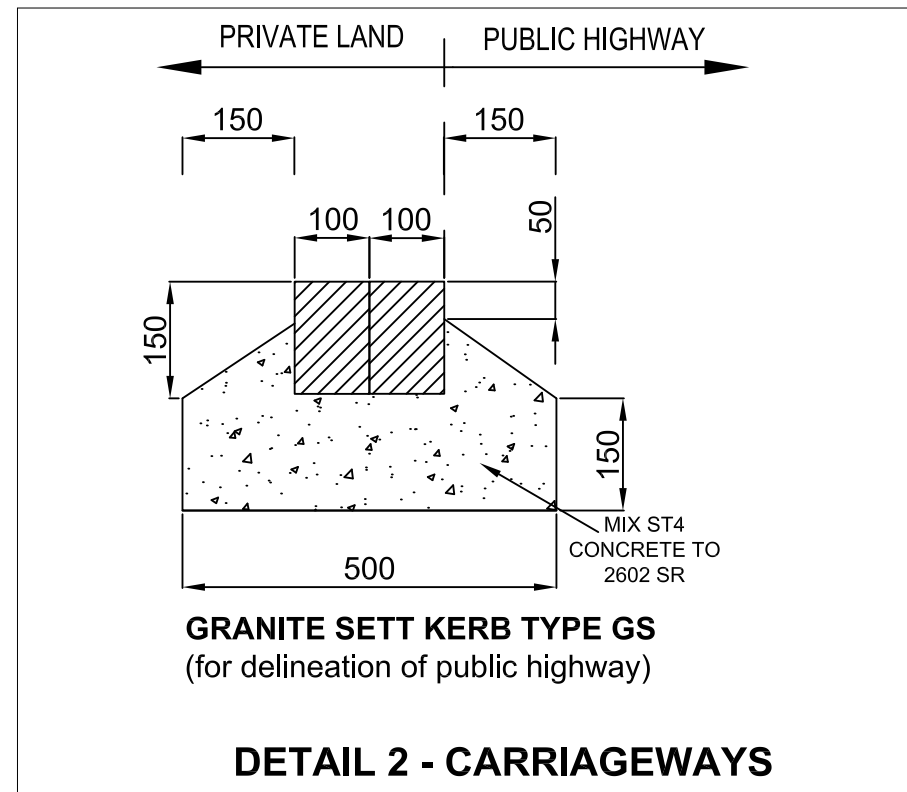
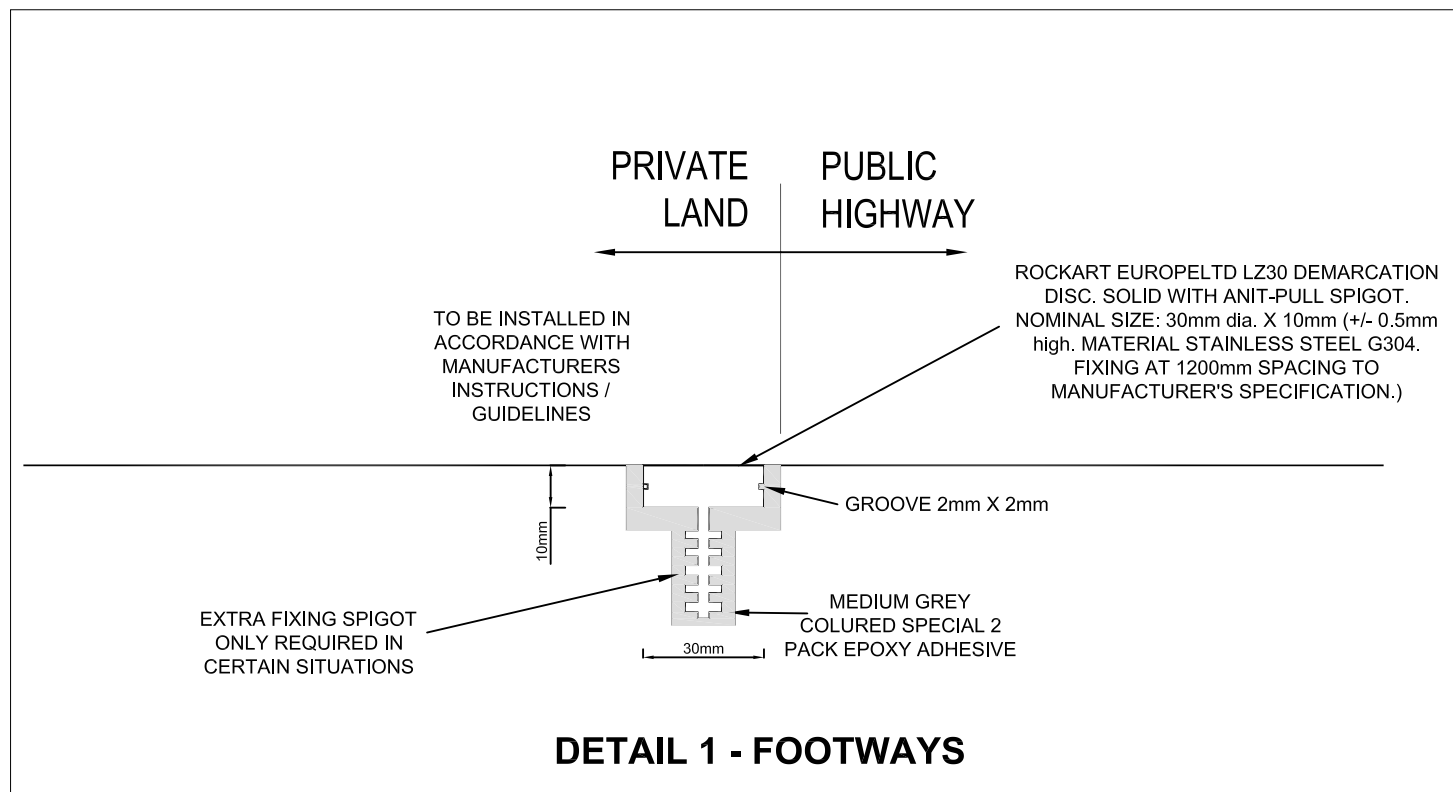
Title:  
**DELINEATION / BOUNDARY MARKER DETAIL**

Scales: NOT TO SCALE Date: Mar 2017

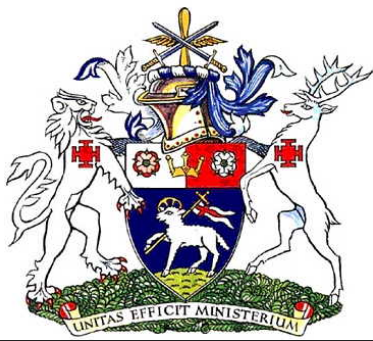
Initiated: GP Drawn: AE Checked: GP/DG

DRAWING NO: DC/STD/40340/011 Rev. 2

Acad Ref. N/A



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## Environment Committee

13 July 2017

|                                |  |
|--------------------------------|--|
| <b>Title</b>                   | <b>Implementation of the Council’s Parks and Open Spaces Strategy</b>  |
| <b>Report of</b>               | <b>Strategic Director Environment</b>  |
| <b>Wards</b>                   | All  |
| <b>Status</b>                  | Public   |
| <b>Urgent</b>                  | No   |
| <b>Key</b>                     | No   |
| <b>Enclosures</b>              | Appendix 1: Parks and Open Spaces Strategy Progress Update;<br>Appendix 2: Natural Capital Account for Barnet  |
| <b>Officer Contact Details</b> | Dennis Holmes: <a href="mailto:Dennis.Holmes@barnet.gov.uk">Dennis.Holmes@barnet.gov.uk</a><br>(07753 686 111) |

### Summary

This report updates the Environment Committee on progress with the implementation of the Council’s Parks and Open Spaces Strategy (POSS) adopted by the Committee in May 2016.

The report also proposes a number of additional initiatives which will contribute to the delivery of the POSS and the improvement and enhancement of the Council’s parks and open spaces.

### Recommendations

1. That the Environment Committee notes progress to date on the Colindale Parks Improvement Scheme and delegates authority to the Strategic Director: Environment to procure appropriately qualified external design consultants and construction contractors relative to the development of detailed designs for and subsequent delivery of Colindale and Rushgrove Parks; in accordance with the Council’s Contract Procedure Rules.

**2. That the Environment Committee agrees:-**

- that a master plan be developed for the West Hendon Playing Fields and associated sites so as to create a Sports Hub;
- that a master plan be developed for the Barnet Playing Fields and associated sites so as to create a Sports Hub;
- that blended funding streams are pursued for the development of these Sport Hubs in line with the agreed Greenspaces Capital Investment Programme and the Playing Pitch strategy for Barnet;

and delegates authority to the Strategic Director: Environment to procure appropriately qualified external support to develop the master plans for the sites in accordance with the Council's Contract Procedure Rules.

**3. That the Environment Committee agrees:-**

- that a master plan be developed for Victoria Park;
- to request the release of the ring fenced funding to support the development and improvement of Victoria Park in line with the agreed Greenspaces Capital Investment Programme.

and delegates authority to the Strategic Director: Environment to procure appropriately qualified external support to develop the master plan for the site in accordance with the Council's Contract Procedure Rules.

**4. That the Environment Committee supports the principle of the transfer, by a long lease, of the Darland Lake Nature Reserve to an alternative and appropriate organisation and refers the transfer to the Assets, Regeneration and Growth Committee for consideration.**

**5. That the Environment Committee agrees the principle of the transfer of the freehold of Central Square, Hampstead Garden Suburb back to the Hampstead Garden Suburb Trust and refers the transfer to the Assets, Regeneration and Growth Committee for consideration.**

**6. That the Environment Committee agrees:-**

- that master plans be developed for the North West Greenbelt Sites (Barnet Gate Woods, Moat Mount Open Space, Scratchwood Open Space and Stoneyfield Park);
- that blended funding streams are pursued for the development of these sites in line with the agreed Greenspaces Capital Investment Programme;

and delegates authority to the Strategic Director: Environment to procure appropriately qualified external support to develop the master plans for the sites in accordance with the Council's Contract Procedure Rules.



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

- 1.1 The Environment Committee adopted the Parks and Open Spaces Strategy (POSS) and Policies in May 2016. This report updates the Environment Committee on progress with the achievement of the POSS Action Plan.
- 1.2 The POSS progress update, is attached at Appendix 1 to this report. From the update, it will be seen that, despite the Greenspaces service undergoing a significant review during the past 12 months, progress on the various actions has been positive. Key achievements include
- (i) Completion and adoption of the Playing Pitch Strategy (PPS) for Barnet;
  - (ii) The development of the draft Green Infrastructure Supplementary Planning Document in partnership with Planning;
  - (iii) Colindale Parks Improvement scheme progress - Silk Stream Valley Park redevelopment planning application submitted;
  - (iv) Development of Natural Capital Account for Barnet;
  - (v) Alternative Delivery Model for the Operation and Management of The Council's Parks and Open Spaces;
  - (vi) Progression of the Spots Hubs at Copthall, West Hendon Playing Fields, and Barnet Playing Fields
  - (vii) Investigation into alternative management by local groups for some Low Value – Low Quality Parks
  - (viii) Investment Areas – High Value Low Quality Parks and Open spaces;
  - (ix) Planting over 200 trees in streets and parks across the borough;
  - (x) The transfer of the Greenspace governance functions into the Environment Commissioning Group.
- 1.3 This report also proposes a number of further initiatives which can be funded from Section 106 contributions in line with the Greenspaces Capital Investment Programme supported and endorsed at the November 2016 meeting of the Committee.

### **Play Pitch Strategy (PPS) and Green Infrastructure Supplementary Planning Document**

- 1.4 The completion and adoption of the PPS facilitates the development of individual sport, site and area based development proposals, in partnership with National Governing Bodies of Sport and Sport England, and this work has commenced. The existence of the PPS also increases the Council's likelihood of success in applications for external funding for such initiatives. It should be noted that both the POSS and PPS designate Copthall, Barnet Playing Fields and West Hendon Playing Fields as Sports Hubs; the successful development of which will depend on match funding.
- 1.5 Both the PPS and the Green Infrastructure Supplementary Planning Document are key to the development of the Council's Local Plan Review scheduled for later this year. They also secure the position of existing parks and open spaces in the future local plan and set the context for the pursuit of longer term POSS objectives; including the creation of a new district park and

13 new local parks.

### **Colindale Parks Improvement Scheme**

- 1.6 The improvement and enhancement of parks in Colindale is on track for completion before the target date of 2021; delivering significant support to the Council's regeneration initiatives in that area. Improvement and enhancement of the Brent Cross and West Hendon sites will provide further support to the regeneration of the Borough.
- 1.7 The application for planning consent for the Silkstream Valley Park project has been submitted and work has commenced on the development of proposals for improvements to Colindale and Rushgrove Parks, with regard to which funding is included in the Council's capital programme. The delivery of improvements will require the procurement of external consultants and contractors in accordance with the Council's Contract Procedure Rules.

### **Development of a Natural Capital Account for Barnet**

- 1.8 Historically, parks and open spaces have been regarded as cost items within local authorities' accounts. This approach fails to recognise the contribution that green spaces make to other strategic agendas such as health improvement and improvement to air quality.
- 1.9 Natural Capital Accounting is a technique which considers the benefits arising from green spaces and calculates the monetary values of those benefits. In the past the Natural Capital Accounting (NCA) approach has been applied to individual sites, demonstrating the value of the contributions those sites make in the wider context but not on a whole authority basis.
- 1.10 The Council has recently completed a pilot in partnership with the Greater London Authority to develop the first authority wide NCA in London. The NCA for Barnet can be accessed at Open Barnet but, in summary, the value of the annual contributions that the Council's parks and open spaces deliver to the area have been calculated as:-

| Activity/benefit   | Numbers/year                | Annual value |
|--|-----------------------------|--------------|
| Recreational visits to parks and open spaces   | 10,500,000 visits           | £41,000,000  |
| Avoided health costs of physical inactivity by use of LBB parks and open spaces for exercise | 100,000 individuals         | £19,000,000  |
| CO2 sequestered by LBB parks and woodlands   | 1,000 tonnes CO2 equivalent | £70,000      |
| Total  |                             | £60,070,000  |



- 1.11 In addition, the existence of high quality parks and open spaces deliver property value premiums estimated at between 10% and 15% for residential and in the order of 3% commercial.
- 1.12 The NCA will be used to inform investment decisions relative to parks and open spaces and to support applications for funding for their development and maintenance.
- 1.13 The full NCA report is attached at Appendix 2.

### **Alternative Delivery Model of the Operation and Management of The Council's Parks and Open Spaces**

- 1.14 The separation of the Green Spaces Governance element of the Street Scene service from the Street Scene ADM was considered at the meeting of the Environment Committee on 15 March 2017. The Committee agreed that the Green Spaces Governance function would transfer to the Environment Commissioning Group. This will enable it to be re-structured and aligned to the delivery of the Parks and Open Spaces Strategy; including looking at Alternative Delivery Models suitable for Parks and Open Spaces in Barnet.
- 1.15 The NCA for Barnet clearly quantifies the significant monetary values of the contribution that the Council's parks and open spaces make to the achievement of strategic outcomes in Barnet; such as health improvement. However, the NCA in itself does not provide the financial resources required for the continuing provision of the sites.
- 1.16 The Council will continue to face a challenging financial environment into the foreseeable future. The Medium Term Financial Strategy (MTFS) will deliver reductions in the cost of parks and open spaces in the short term by driving efficiencies in their operation and management. However, reductions in operational and management costs alone will not deliver the longer term objective of reducing the cost of providing Barnet's parks and open spaces supporting the on-going development of these important facilities.

### **Sports Hubs: Copthall**

- 1.17 The Copthall site, assessed within the POSS as low quality/high value and consequently a priority for improvement, constitutes a significant resource which already delivers sports activities and opportunities for residents of and visitors to Barnet. The Council has commenced work on the provision of a new leisure centre and Greenspaces operational depot within the site and Saracens RFC have applied for planning consent to develop the West Stand at Allianz Park. In addition, both the POSS and PPS recommend Copthall for development into one of three Sports Hubs within the Borough.
- 1.18 Taken together, the developments at Copthall create a catalyst for a comprehensive review of the facilities and opportunities that the site provides, together with its supporting infrastructure and how, together with adjoining green spaces such as Arrandene Open Space, it can link into the All London

Green Grid and contribute to other POSS initiatives; including the creation of a new District Park.

- 1.19 Following an open tender exercise, external consultants have been appointed to undertake the review, undertake an appraisal of the options available to the Council for the future development and operation of the site and develop a master plan for the delivery of the preferred option. The final report of the study is targeted for submission to the January 2018 meeting of the Environment Committee.

### **Sports Hubs: West Hendon Playing Fields**

- 1.20 The regeneration of the West Hendon Estate will result in a number of Section 106 contributions for the delivery of off-site improvements to neighbouring parks to provide play and sports facilities. A contribution has been received from Hendon Football Club towards the cost of improvements to the West Hendon Playing Fields.

- 1.21 The Section 106 Agreement allows for the provision or enhancement of facilities within the Welsh Harp, Woodfield Park and/or the West Hendon. Paying Fields, assessed within the POSS as low quality/high value and consequently a priority for improvement. The Section 106 contributions are summarised:-

| Site                 | Purpose  | Amount (£) | Status      |
|----------------------|--|------------|-------------|
| Hendon Football Club | Improvements to the sports pitches and changing facilities at West Hendon Playing Fields | 185,000    | Received    |
| West Hendon Estate   | Leisure and recreation contribution  | 350,000    | Received    |
|                      | Leisure and recreation contribution  | 50,000     | Due Mar '18 |
|                      | Leisure and recreation contribution  | 231,600    | Due Mar '20 |
|                      | Leisure and recreation contribution  | 127,380    | Due Mar '22 |
|                      | Leisure and recreation contribution  | 220,020    | Due Mar '22 |
| Total                |  | 1,164,000  |             |

- 1.22 The regeneration of the estate includes the replacement of York Park and, currently the loss of a ball court. It is the intention to deliver a replacement ball park before the current provision is lost in 2018.

- 1.23 Agreed deliverables from the Section 106 funding include:-

- Play provision with a focus on the over 11's;
- Provision for wheeled sports;

- Provision of a multi-use games area;
- Improvements to sports facilities;
- Improved access to facilities.

1.24 The replacement of the ball park may be funded from this source.

1.25 There is also a requirement to develop a master plan for the wider site to respond to the agreed Section 106 contribution outcomes and the POSS and PPS recommendations for the establishment of a Sports Hub at West Hendon Playing Fields. The release of the section 106 funding to support the development and improvement of this Sports Hub, including the appointment of appropriately experienced and qualified external consultants, was considered by the 27 June meeting of the Policy and Resources Committee. This proposed allocation of funds is in line with the agreed Greenspaces Capital Investment Programme.

### **Sports Hubs: Barnet Playing Fields**

1.26 A number of Section 106 contributions are to be received relative to the Dollis Valley Estate Regeneration and the land off High Road/Chandos Avenue N20 Brethren Meeting Hall and Wellgrove School:-

| Site  | Purpose  | Amount           |
|---|--|------------------|
| Dollis Valley   | Upgrading and improvement of existing pitches at King George V and/or similar playing fields in the vicinity of the development            | 160,000          |
|   | Dollis valley Greenwalk Cycle and Pedestrian Route contribution  | 300,000          |
|   | Upgrading and improvement of existing pitches at King George V and/or similar playing fields in the vicinity of the development            | 170,000          |
|   | Play and recreation facilities contribution  | 150,000          |
|   | Design and specification for the rebuilding of the King George V Pavilion or such other multi-use pavilion at Barnet Playing Fields        | 20,000           |
|   | Construction of the King George V pavilion or such other multi-use pavilion at Barnet Playing Fields                                       | 280,000          |
|   | Play and recreation facilities contribution  | 150,000          |
| Land off High Road/Chandos Avenue and Brethren Meeting Hall and Well Grove School | Improvement, maintenance and enhancement of recreational public amenity allocated as Public Open Space within the development for 25 years | 250,000          |
|   | Improvement, maintenance and enhancement of recreational public amenity allocated as Public Open Space within the development for 25 years | 450,000          |
| <b>Total</b>  |  | <b>1,930,000</b> |

1.27 There is a requirement to develop a master plan to respond to the agreed Section 106 contribution sport related outcomes and the POSS and PPS recommendations for the establishment of a Sports Hub at Barnet Playing Fields, assessed within the POSS as low quality/high value and consequently a priority for improvement, and proposals for the High Road/Chandos Avenue Public Open Space provision. The release of the section 106 funding to support the development and improvement of this sports hub, including the appointment of appropriately experienced and qualified external consultants, was considered by the 27 June meeting of the Policy and Resources Committee. This proposed allocation of funds is in line with the agreed Greenspaces Capital Investment Programme.

### **Victoria Park**

1.28 Victoria Park which is assessed within the POSS as high quality/high value, has a number of motivated stakeholders who have recently formed a Friends of Victoria Park Group. This group is looking to work with the Council on the development of proposals for the park Improvements which will utilise ring fenced funding. A request for the ring fenced funding to be released to support the development and improvement of Victoria Park, including the appointment of appropriately experienced and qualified external consultants, was considered by the 27 June meeting of the Policy and Resources Committee. This proposed allocation of funds is in line with the agreed Greenspaces Capital Investment Programme.

### **Alternative management by local groups - Darlands Lake Nature Reserve Disposal**

1.29 The Darland Lakes Nature Reserve in Totteridge ward is assessed as low quality/low value within the POSS. As such it is appropriate to consider the site for alternative management arrangements.

1.30 The site includes a lake which is not currently maintained and there are potential liabilities from trees and pathways that require improvement.

1.31 It is understood that local residents would like to see the lake brought into use for educational visits but such will require improvements to the maintenance regime with regard to which the Council has no budget provision.

1.32 It is proposed to seek expressions of interest from an appropriately constituted body to take over the operation and management of the site on the basis of a long lease and the delivery of improvements to the site to:-

- Maintain the site as open to and for the benefit of the general public;
- Delivering investment to the site;
- Maintaining trees;
- Dredging and maintaining the lake;
- Improving access and pathways to the site.

- 1.36 The Greenspaces Board has considered and supports the initiative and Environment Committee is requested to agree the principle of the transfer of the operation and management of the Darlands Nature Reserve to an alternative and appropriate organisation and to refer the transfer to the Assets, Regeneration and Growth Committee for implementation.

### **Alternative management by local groups - Central Square, Hampstead Garden Suburb Disposal**

- 1.37 Central Square within the Hampstead Garden Suburb is assessed as low quality/low value within the POSS. As such it may be appropriate to be considered for alternative management arrangements. The freehold of Central Square within the Hampstead Garden Suburb was transferred to the then Borough of Hendon (predecessor Council to LB Barnet) from the Hampstead Garden Suburb Trust and the Church Commissioners in 1950, since when the Council has managed and maintained it.
- 1.38 The Hampstead Garden Suburb Trust has approached the Council, requesting that the freehold of the site, which is assessed as low quality/low value within the POSS, be transferred back to the Trust. The Greenspaces Board has considered and supports the request from the Trust and Environment Committee is request to agree the principle of the transfer of the freehold of Central Square back to the Hampstead Garden Suburb Trust and to refer the transfer to the Assets, Regeneration and Growth Committee for implementation.

### **Investment Areas – High Value Low Quality Parks and Open spaces -North West Greenbelt Sites**

- 1.39 Barnet Gate Woods, Moat Mount Open Space, Scratchwood Open Space and Stoneyfield Park are four key sites within the North West Greenbelt. These sites which are adjacent to one another are all assessed as low quality/high value in the POSS and, as such, are priorities for investment. The requirement to improve the sites is emphasised by the levels of anti-social behaviour taking place in some of them and the poor condition of some infrastructure and facilities. Members will be aware of the recent adverse media coverage of inappropriate activities taking place in these sites.
- 1.40 The Greenspaces Investment Programme recognises the need to improve these sites and proposes the undertaking of a feasibility study/options appraisal exercise to identify improvement proposals following consultation with the public, stakeholders and partners. A key outcome of the study will be the development of a blended funding model relative to the delivery of the proposed improvements. It is anticipated that the feasibility work including public consultation can be delivered for £100,000. The release of Section 106 funding to support the feasibility study/options appraisal was considered by the 27 June meeting of the Policy and Resources Committee. A blended funding model will be looked at the deliver the project during the feasibility

study/options appraisal. This requested allocation of funds is in line with the agreed Greenspaces Capital Investment Programme.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 **Recommendation 1** – It is recommended that the Environment Committee agrees that masterplans be developed for the West Hendon Playing Fields and associated sites and the Barnet Playing Fields and associated sites to contribute to the delivery of the Council's Parks and Open Spaces and Playing Pitch Strategies and the discharge of its Section 106 obligations as described in this report.
- 2.2 **Recommendation 2** – It is recommended that the Environment Committee agrees that a masterplan be developed for Victoria Park to contribute to the delivery of the Council's Parks and Open Spaces Strategy the discharge of its obligation to invest the capital receipt from the sale of the park lodge back into the site.
- 2.3 **Recommendation 3** – It is recommended that the Environment Committee agrees the principle of the transfer of the operation and management of the Darland Lakes Nature Reserve to an alternative organisation to contribute to the delivery of the Parks and Open Spaces Strategy.
- 2.4 **Recommendation 4** - It is recommended that the Environment Committee agrees the principle of the transfer of the freehold of Central Square, Hampstead Garden Suburb back to the Hampstead Garden Suburb Trust to contribute to the delivery of the Parks and Open Spaces Strategy.
- 2.5 **Recommendation 5** - It is recommended that the Environment Committee agrees to the undertaking of preliminary work on proposals for improvements to the North West Greenbelt Sites to contribute to the delivery of the Parks and Open Spaces Strategy and respond to concerns over anti-social and inappropriate behaviour in and uses of the sites.

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

- 3.1 No alternative options have been considered as the above recommendations will contribute to the delivery of the Parks and Open Spaces Strategy by bringing about improvements to a number of priority 1 sites assessed as low quality/high value in the Strategy.
- 3.2 They will also contribute to the delivery of the Playing Pitch Strategy as well as discharging obligations arising from Section 106 agreements and the sale of the Victoria Park Lodge.
- 3.3 The application of the Section 106 contributions and capital receipt as recommended in the report will maximise the potential for external funding to maximise the improvements that can be made to the sites.

## **4. POST DECISION IMPLEMENTATION**

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

- Recommendations 1,2,3 and 6 will be referred to the Policy and Resources Committee for inclusion in the capital programme;
- Subject to the above, competitive tenders will be invited for the undertaking of the works so as to ensure value for money and access to the widest pool of talent;
- The completed masterplans and proposals for improvements will be reported to future meetings of the Environment Committee;
- Recommendations 4 and 5 will be referred to the Assets, Regeneration and Growth Committee for consideration;
- Subject to the above, a long lease will be entered into relative to the Darland Lake Nature Reserve and the freehold of Central Square will be transferred back to the Hampstead Garden Suburb Trust.

## **5. IMPLICATIONS OF DECISION**

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

5.1.1 The Council's Corporate Plan says:-

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

5.1.2 The Joint Health and Wellbeing Strategy says:-

- Barnet is now the largest Borough in London by population (367,265 at the end of 2015) and is continuing to grow. The highest rates of population growth are forecast to occur around the planned development works in the west of the Borough; with over 113% growth in Golders Green and 56% in Colindale by 2030;
- Barnet Sport and Physical Activity Needs Assessment (2012) highlighted that whilst health behaviours and outcomes are more favourable in Barnet than in England as a whole, sport and physical activity rates and the use of outdoor spaces are below the national average;
- A breadth of evidence demonstrates that a more active lifestyle is essential for physical and mental wellbeing. Regular physical activity helps reduce the risk of stroke, type II diabetes, development of

dementia, incidences of heart disease, cancers and high blood pressure. Physical activity supports the prevention and management of long term conditions as well as being a component of achieving and maintaining a healthy weight;

- Physical inactivity currently costs the UK economy £7.2 billion. Additional costs are incurred via the wider economy through increased sickness absence, premature death of productive individuals and increased costs for individuals and their carers;
- Within Barnet the health costs of physical inactivity currently amount to £6.7 million. This is approximately £1.9 million per 100,000 of the Borough's population. However, as measured by the Sport England Active People Survey Data (APS9 Quarter 2) 43.8% of the Borough are currently inactive and would like to do more;
- The number of people with mental health conditions is predicted to increase as the population grows. In November 2014, the Health and Wellbeing Board identified prevention of and early intervention in mental health problems as a priority. Mental health is our key priority in year one of the LHWB Strategy with partners coming together to make a positive impact for all of our residents;
- Maximise the potential of improvements to and changes in the management of open spaces where this could support improved mental wellbeing.

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

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

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

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

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

5.1.6 It is probable that failure to address the decline in residents' satisfaction with Parks and open spaces will result in a reduction in the numbers of individuals, families and groups that visit and use parks for informal physical activity



and/or organised sport. Such a reduction would have an adverse effect on the delivery of the Joint Health and wellbeing Strategy outcomes.

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

5.2.1 **Finance, Value for Money and Procurement** – The proposals in this report are compatible with the Greenspaces Capital Investment Programme agreed by Environment Committee at its November 2016 meeting and the majority of proposed expenditure will constitute Section 106 contributions already agreed with developers and the ring fenced capital receipt from the sale of the Victoria Park Lodge.

5.2.2 Agreement to the application of Section 106 funds and the funding ring fenced to Victoria Park will maximise the possibility of external funding to support the delivery of the schemes when developed and approved.

5.2.3 Value for money will be achieved by use of competitive tendering for the appointment of consultants to develop the masterplans and proposed improvements to the sites, in accordance with the Council's Contract Procedure Rules.

5.2.4 Once developed, the capital costs and revenue effects of the masterplans and proposed improvements will be considered by the Greenspaces Board and the appropriate Committee of the Council as part of the project approval process. It is intended that schemes, once completed, will be revenue neutral, taking alternative delivery and funding mechanisms into account.

5.2.5 **Staffing** – Delivery of the greenspaces investment programme will require appropriate capacity and capability in the organisation; including within the commissioning arrangements.

5.2.6 **IT** – None at this time

5.2.7 **Sustainability** – The Parks and Open Spaces Strategy and associated initiatives detailed in this report seek to protect, improve and enhance the natural environment of Barnet. The individual projects to be delivered during implementation of the strategy will be developed and delivered in accordance with both environmental and financial sustainability and outcomes.

## **5.3 Social Value**

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

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

## **5.4 Legal and Constitutional References**

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

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

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

5.4.3 Inclusion the allocations proposed in this report in the Council's Capital Programme is reserved to the Policy and Resources Committee and Full Council. The Constitution allocates the remaining issues dealt with in this report to the Environment Committee.

5.4.4 The procurements will be undertaken in accordance with the Council's Constitution Section 22 Contract Procedure Rules, Appendix 1 Table A.

## **5.5 Risk Management**

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

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

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

|             |   |
|-------------|---|
| Total score | 8 |
|-------------|---|

## 5.6 Equalities and Diversity

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

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

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

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

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

## 5.7 Consultation and Engagement

5.7.1 Consultation and engagement with site users, no-users and stakeholders will be undertaken as part of the development of the masterplans and improvement proposals.

## 6 BACKGROUND PAPERS

6.1 Environment Committee 12 May and 16 November 2016 Papers

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

6.3 Playing Pitch Strategy for Barnet

6.4 Greenspaces Capital Investment Programme

6.3 Open Barnet Data Portal

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## London Borough of Barnet

Environment Committee 13 July 2017:

Parks & Open Spaces Strategy Progress Update: 31 May 2017

| No  | Action   | Target date | Progress at 31 May 2017   |
|---|--|-------------|---|
| <b>Local Plan Policy</b><br><b>To ensure that the level of open space provision in Barnet is sufficient to meet the needs of an expanding population and that future need around provision of open space is described in the Local Plan</b> |  |             |   |
| 1   | Align Playing Pitch Strategy with the Parks and Open Spaces Strategy (POSS)  | 2017        | Playing Pitch Strategy for Barnet completed and adopted by March 2017 Environment Committee   |
| 2   | Support the developing Green Infrastructure Supplementary Planning Document (GI SPD)   | 2018        | Greenspace and Planning Officers have worked together on the draft GI SPD which was agreed to go to consultation by the 27 June meeting of the Policy and Resources Committee |
| 3   | Ensure the 2017 Local Plan Review considers and supports the POSS  | 2017        | Will follow from the adoption of the GI SPD (see 2 above)   |
| 4   | Investigate the potential to meet the All London Green Grid aspiration for a new Regional Park within Barnet   | 2026        | The potential for connecting to the green grid is already being explored as part of the development of proposals for the improvement of individual green spaces               |
| 5   | Plan the development and investment in the borough for the creation of at least 1 new district park and 13 new local parks utilising planning and other services | 2026        | To commence as part of the Local Plan Review  |
| <b>Growth and Regeneration</b><br><b>To ensure that the Parks and Open Spaces Strategy reinforces the objectives of Barnet's regeneration area policies</b>   |  |             |   |
| 6   | Improvements to the Brent Reservoir SSSI as part of the West Hendon Regeneration Scheme and improvements to the West Hendon Playing Fields                       | 2018        | Preparatory work commenced  |
| 7   | Deliver new investment in the green spaces of Colindale and Burnt Oak associated with the  | 2021        | <b>Montrose/Silkstream:</b> Planning application submitted. Completion anticipated early 2019   |

|   |   |      |   |
|---|---|------|---|
|   | Regeneration Programme; including improvements to Montrose Playing Fields, Silkstream Park, Heybourne Park and Colindale Park   |      | <b>Heybourne Park:</b> Detailed design being developed. Works anticipated late 2018/early 2019<br><b>Colindale Parks:</b> Detailed design scheduled for 2017. Completion anticipated in 2020. |
| 8   | Deliver green spaces improvements planned for Brent Cross: re-naturalisation of the river corridor, transformation of Clitterhouse Playing Fields, new town squares and re-landscaping of local parks | 2026 | Preparatory work commenced  |
| <b>Facilitating Entrepreneurship</b><br><b>To ensure the Parks and Open Spaces Strategy supports the economic success of Barnet and the objectives of the 'Entrepreneurial Barnet' strategy</b>               |   |      |   |
| 9   | Work with partners to create a framework to promote the night time economy in appropriate public spaces such as green spaces within and/or adjacent to town centres                                   | 2017 | To commence   |
| 10  | Identify pilot sites for Business and/or Neighbourhood Improvement Districts in to identify funding opportunities for local green spaces  | 2018 | To commence   |
| 11  | Review future green space funding and governance options pilots to explore their feasibility and viability  | 2018 | Commenced and ongoing   |
| 12  | Develop design guides for green spaces to promote local area identity and entrepreneurial activity  | 2020 | To commence   |
| 13  | Create, facilitate and promote locations for meanwhile activities and incidental use in local areas   | 2025 | To commence   |
| <b>Employment and Skills</b><br><b>To ensure that the Parks and Open Spaces strategy supports the development of work and training opportunities for Barnet's residents</b>                                   |   |      |   |
| 14  | Create opportunities for careers through contract partners, graduate schemes and apprenticeships  | 2017 | To commence   |
| <b>River Corridors and Flood Risk Management</b><br><b>To adapt the Borough's river valleys to limit the impact of flooding and to enhance access to river valleys for educational and leisure activities</b> |   |      |   |

|   |  |      |   |
|---|--|------|---|
| 15  | Work with partners to assess opportunities for flood risk management in Barnet's river valleys   | 2017 | Discussions have commenced with the Environment Agency  |
| 16  | Work with partners to identify opportunities to address water quality in Barnet's river valleys and develop a programme of targeted activities and investments   | 2019 | To commence   |
| 17  | Work with partners to enhance bio-diversity in river valleys as well as other parks and open spaces to improve awareness education and recreation  | 2022 | To commence   |
| 18  | Pursue opportunities to complete the delivery of the All London Green Grid Dollis Valley Project   | 2025 | Preparatory work commenced  |
| <b>Sustainable Travel: Facilitating the Growth of Walking &amp; Cycling</b>   |  |      |   |
| <b>To promote the interconnectedness of the Borough's parks &amp; open spaces and the adoption of alternatives to private car use</b>   |  |      |   |
| 19  | Identify opportunities to develop and promote the Borough's walking and cycling network including school travel  | 2017 | Developing and promoting the cycling and walking network is already being included in the development of proposals for the improvement of individual green spaces   |
| <b>Quality of the Environment and its Management</b>  |  |      |   |
| <b>To ensure that the Strategy protects and enhances the Borough's rich mix of habitats and supports the readiness of the Borough's green infrastructure for the impact of climate change</b> |  |      |   |
| 20  | Include measures to promote biodiversity and enhance ecological quality and inter-connectedness of the Borough's green spaces in all capital schemes.  | 2016 | Preparatory work has commenced  |
| 21  | Identify Borough wide locations for tree planting to:- <ul style="list-style-type: none"> <li>• Deliver a net gain in trees across the Borough;</li> <li>• Strengthening landscape quality by planting avenues, tree groups, park boundaries and woodlands;</li> <li>• Address urban warming (tree planting concentrated in the south of the Borough);</li> <li>• Address NO2 by planting next to major roads</li> </ul> | 2016 | In excess of 300 trees planted in various street and park sites funded by Highways LIP (£85,000) and Mayor of London Grant (£25,000). Additional tree planting proposals are under development for consideration at a future meeting. |
| 22  | Develop partnership proposals to protect and enhance habitat types and values in green spaces  | 2018 | Under investigation   |

|   |   |      |  |
|---|---|------|--|
| 23  | Recycle 50% of waste produced within green spaces   | 2020 | To commence  |
| <b>Play and Learning</b>  |   |      |  |
| <b>To secure the educational and health benefits accruing from the use of parks and open spaces by children and young people through innovative play design and enhanced access for schools</b> |   |      |  |
| 24  | Identify educational establishments in close proximity to green spaces and selectively pilot school use of these spaces with focus on forest school learning            | 2017 | To commence  |
| 25  | To identify funding for the development of local parks and open spaces  | 2018 | Commenced and ongoing as part of the wider Greenspaces ADM process             |
| 26  | To create a high quality distinctive local programme to upgrade the Borough's playgrounds; ensuring the inclusion of all schools by 2019                                | 2019 | To commence  |
| <b>Community Safety</b>   |   |      |  |
| <b>To ensure that parks and open spaces are distinctive, safe, attractive and popular places by designing out crime and anti-social behaviour</b>   |   |      |  |
| 27  | From crime statistics identify opportunities to address community safety issues by 2017   | 2017 | Initial analysis of crime and anti-social behaviour in green spaces undertaken |
| 28  | To identify sites with the potential for tranquil 'dog free' areas/special needs to meet with a wide range of mental health requirements and trial implementation b     | 2018 | To commence  |
| <b>Community Cohesion</b>   |   |      |  |
| <b>To promote the involvement of residents in the management of open spaces to develop a sense of local ownership</b>   |   |      |  |
| 29  | Support the development of a 'Barnet Parks Friends Forum' to create a broader community, a network for sharing learning and ideas around green spaces in the Borough by | 2016 | To commence  |
| 30  | Assess green spaces against accessibility standards set out in the Accessible London Supplementary Planning Guidance  | 2017 | To commence  |
| 31  | Develop a stronger volunteering culture associated with local green spaces from 2017  | 2017 | Work commenced with a number of individual sites                               |



|   |   |      |                     |
|---|---|------|---------------------|
| 32  | Create a framework to encourage communities to activate and feel ownership of their local green spaces by:- <ul style="list-style-type: none"> <li>• Removing barriers to the planning of local events in green spaces;</li> <li>• Removing barriers to and enhancing recognition of volunteering in green spaces.</li> </ul> | 2020 | To commence         |
| <b>Health and Well Being</b>  |   |      |                     |
| <b>To promote the use of parks for physical activity and address major Public Health issues across the Borough.</b> |   |      |                     |
| 33  | To identify specific parks and open spaces opportunities that can help tackle priority Public Health issues; such as obesity, diabetes and smoking  | 2016 | Under consideration |
| 34  | To pilot social impact bonds for green spaces targeted at securing investment for parks facilities/services that will deliver health outcomes   | 2020 | To commence         |
| 35  | To identify sites and partnerships where health outcomes and informal and formal physical activities can work in tandem to enhance and promote health and well being  | 2020 | To commence         |

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# LONDON BOROUGH OF BARNET CORPORATE NATURAL CAPITAL ACCOUNT

# PROJECT TITLE: A1760 London Borough Of Barnet Corporate Natural Capital Account

Client: The London Borough of Barnet

| Version | Date       | Version Details | Prepared by                    | Checked by | Approved by Principal |
|---------|------------|-----------------|--------------------------------|------------|-----------------------|
| V1.0    | 2016.12.09 | Draft           | Erin Gianferrara               | Jon Sheaff | Jon Sheaff            |
| V2.0    | 2017.03.17 | Draft           | Erin Gianferrara<br>Jon Sheaff | Jon Sheaf  | Jon Sheaff            |
|         |            |                 |                                |            |                       |
|         |            |                 |                                |            |                       |

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# Contents

|  |    |  |    |
|--|----|--|----|
| List of abbreviations                        | 4  | 7.3 Discussion                                 | 29 |
| Executive Summary                            | 5  | 7.4 Data gaps and limitations                  | 29 |
| 1.0 Introduction                             | 15 | References                                     | 31 |
| 1.1 Background                               | 15 | Annex 1: Background to CNCA                    | 33 |
| 1.2 Report structure                         | 16 | A1.1 Concept of Natural Capital and Accounting | 33 |
| 2.0 Background to CNCA                       | 17 | A1.2 Overview Of CNCA process                  | 33 |
| 3.0 Natural Capital Asset Register           | 18 | A1.3 LB Barnet CNCA                            | 34 |
| 3.1 Development                              | 18 | Annex 2: Methodology                           | 35 |
| 3.2 Results                                  | 18 | A2.1 Recreation                                | 35 |
| 3.3 Data gaps and limitations                | 19 | A2.2 Physical Health                           | 36 |
| 4.0 Physical Flow Account                    | 20 | A2.3 Property values                           | 36 |
| 4.1 Development                              | 20 | A2.4 Climate regulation                        | 37 |
| 4.2 Results                                  | 22 | A2.5 Maintenance costs                         | 38 |
| 4.3 Data gaps and limitations                | 22 |  |    |
| 5.0 Monetary Flow Account                    | 23 |  |    |
| 5.1 Development                              | 23 |  |    |
| 5.2 Results                                  | 25 |  |    |
| 5.3 Data gaps and limitations                | 25 |  |    |
| 6.0 Natural Capital Maintenance Cost Account | 25 |  |    |
| 6.1 Development                              | 25 |  |    |
| 6.2 Results                                  | 26 |  |    |
| 6.3 Data gaps and limitations                | 26 |  |    |
| 7.0 Conclusions                              | 27 |  |    |
| 7.1 Natural capital balance sheet            | 27 |  |    |
| 7.2 Key results                              | 29 |  |    |

# List of Abbreviations

|           |  |
|-----------|--|
| ANGSt     | Accessible Natural Greenspace Standard             |
| CO2e      | Carbon equivalent                                  |
| CNCA      | Corporate Natural Capital Account                  |
| GIS       | Geographic information systems                     |
| LB Barnet | London Borough of Barnet                           |
| MENE      | Monitor of Engagement with the Natural Environment |
| NICE      | National institute for Health and Care Excellence  |
| ONS       | Office for National Statistics                     |
| ORVal     | Outdoor Recreation Valuation Tool                  |
| OSA       | Open Space Assessment                              |
| SEG       | Socio-Economic Group                               |

# Executive Summary

## Introduction

In common with all London local authorities, the London Borough of Barnet (LB Barnet) recognises the huge contribution made by green infrastructure to the wellbeing of its residents and the success of its economy. Barnet has always been characterised as a green and leafy borough of low density housing interspersed with public parks and river valleys.

Barnet's population is set to increase significantly over the next twenty years, placing increased pressure on the borough's green infrastructure assets. At the same time, the council is facing significant budgetary pressures. The creation of a Corporate Natural Capital Account (CNCA) for Barnet provides the council with an evidence base to quantify the economic, social and environmental benefits accruing from its green infrastructure assets.

The London Borough of Barnet is the first London Borough to produce a borough-wide CNCA for 200 of its parks and open spaces. The account has been developed using the quality and value assessment data of these spaces assembled for the borough's Parks and Open Spaces Strategy (2016-26), which was adopted in May 2016.

This account shows the enormous value of these open spaces for the wellbeing of residents of Barnet. The total value of benefits from them is estimated at more than £1 billion over the next 25 years. The costs of maintaining these open spaces are estimated at £72 million over the same period – less than a tenth of the benefits they provide.

## Background - Natural Capital Accounting

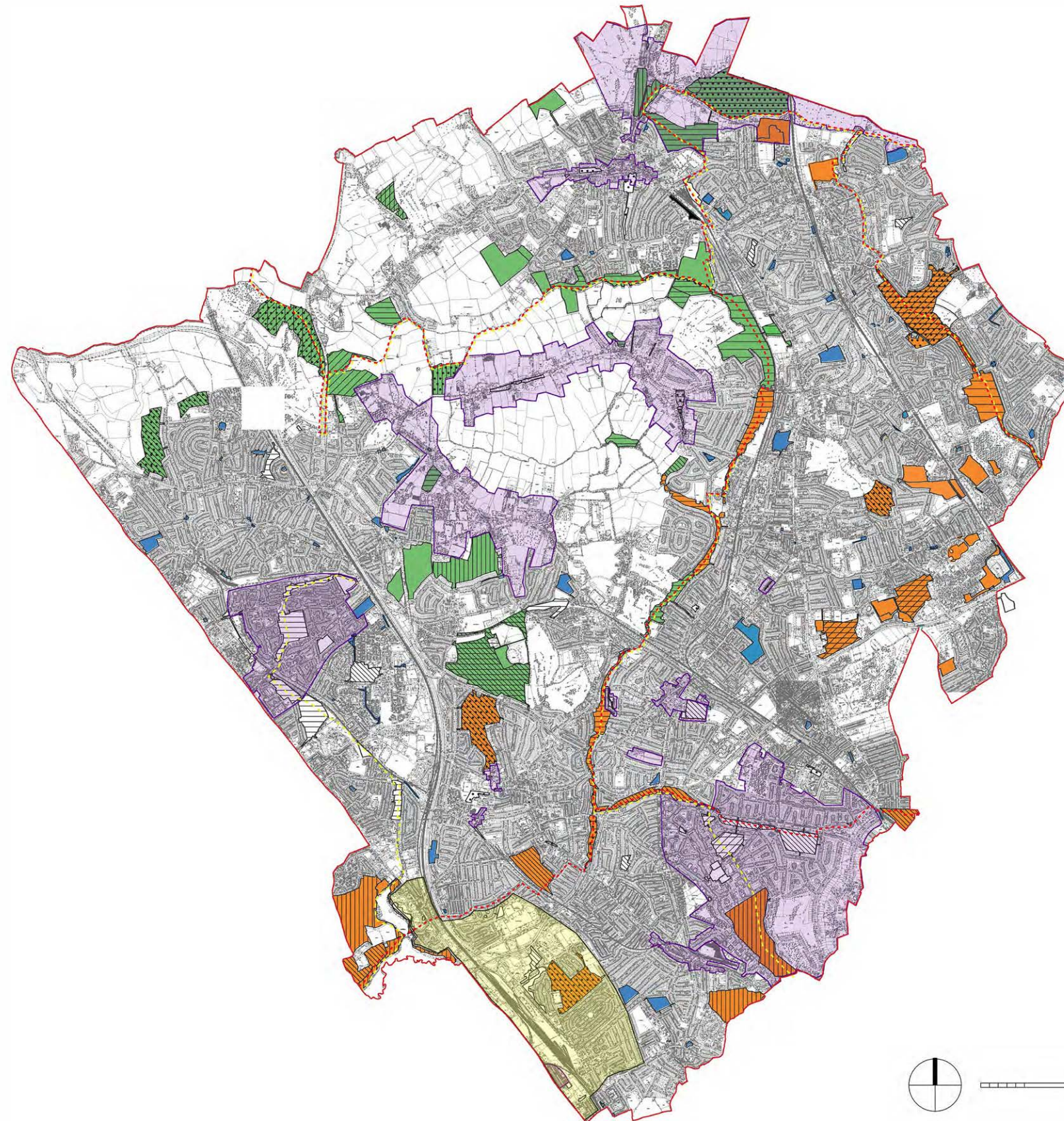
Natural capital refers to the stock of natural assets, such as parks and gardens, which provide benefits to people, such as recreation and its health and wellbeing benefits. The Natural Capital Committee has developed a CNCA framework to capture the financial value of natural capital assets and to quantify the costs of sustaining these benefits over time. The CNCA provides a balance sheet that shows the benefits provided by natural capital against the cost of maintaining them. Production of CNCA conforms to newly-published recommendations from the Natural Capital Committee's fourth report that "the government should actively promote corporate natural capital valuation, accounting and reporting; local authorities and major infrastructure providers should ensure that natural capital is protected and improved" (Natural Capital Committee, 2017). This study represents the first borough-wide application of the CNCA framework in London and the UK.

## What natural capital assets does LB Barnet own?

LB Barnet owns and manages around 850 hectares of natural capital assets. As shown in the chart below, the assets cover a wide range of habitat types, but the majority of this is amenity grassland and woodland



## Barnet's Parks and Open Spaces by planning designation



Open space provision across all types of green space, (parks, playgrounds, sports sites, natural and semi-natural greenspaces) is 888.76 Hectares (approximately 10% of the area of the borough).



## What benefits to these assets provide to people?

LB Barnet's natural capital assets produce essential benefits for residents of Barnet and the rest of society. Barnet's open spaces improve:

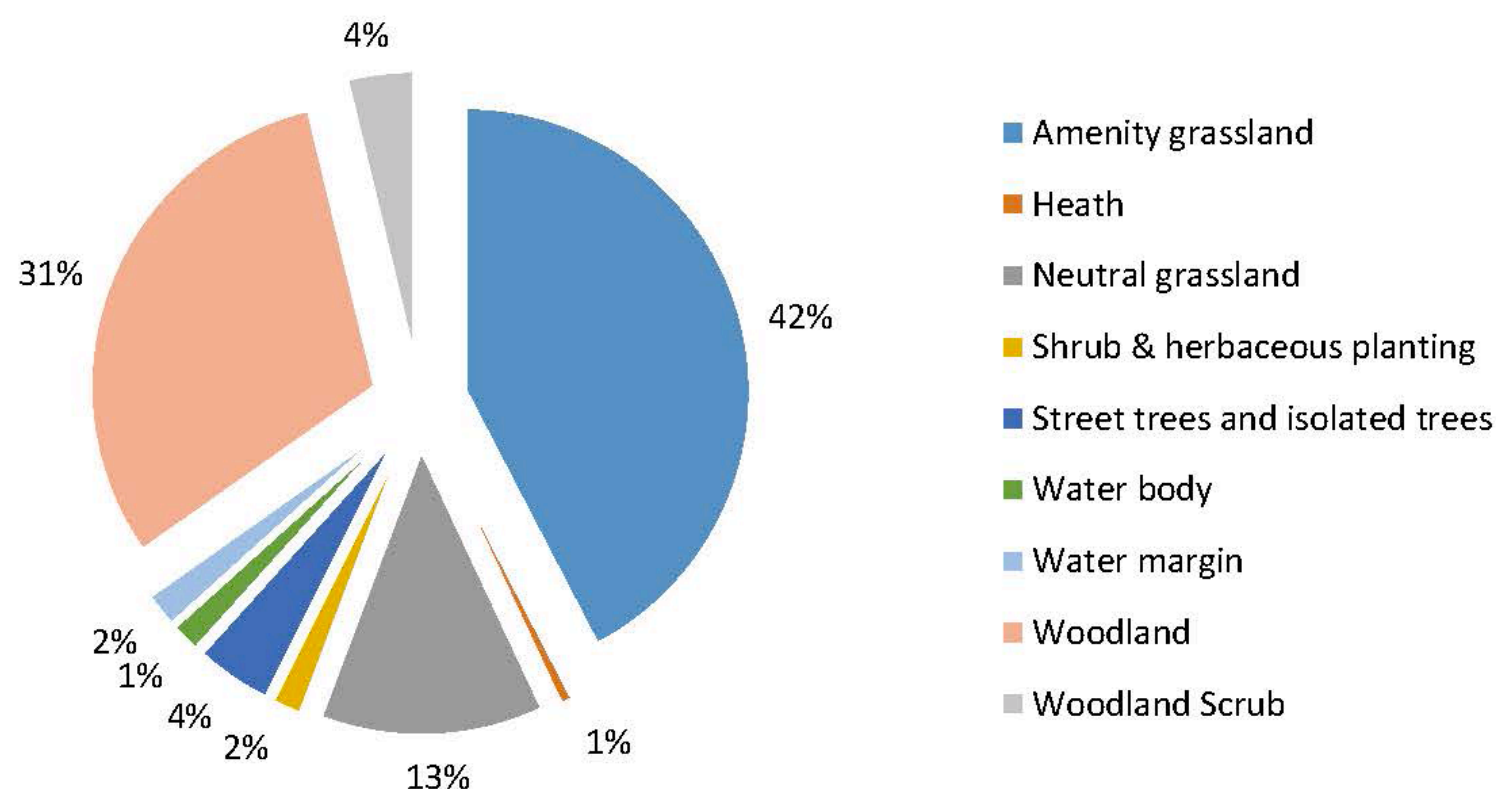
- Air quality by absorbing pollutants,
- The local climate by cooling during heatwaves,
- Resilience to flooding by slowing water flows,
- Water quality by filtering water to reduce water treatment costs,
- Opportunities for outdoor recreation in more natural environments, and
- Habitat for a broad range of species

These benefits make Barnet a more attractive place to live and work, and crucially enable people to live healthier lifestyles. Access to a good level of supply of good quality greenspace has a positive influence on physical and mental health, social cohesion and educational attainment. Good quality greenspace makes Barnet an attractive place to work and support the prosperity of town centres. All of the benefits have a financial value.

Benefits captured within the CNCA for Barnet include:

- Recreation: Over 10.5 million visits are made to LB Barnet greenspaces each year.
- Physical health benefits: Over 100,000 people (~30% of the population) meet their physical activity guidelines through visits to Barnet's greenspaces.
- Property premiums: Case studies of five sites suggest they provide property value premiums of 10% – 15% to over 2,000 residential properties and of 3% to over 50 commercial properties in close proximity.
- Climate regulation: Barnet's woodland and grassland sequester over 1,000 tonnes of CO2 equivalent each year.

## LB Barnet's Natural Capital by habitat



## What are the benefits worth in monetary terms each year?

Using available data and valuation evidence, this report estimates the monetary value of some of the largest benefits that natural capital assets within Barnet provide. These include:

- Recreation: Visits made to LB Barnet greenspaces have an estimated value of over £41m per year.
- Physical health benefits: The value (through the avoided health costs of inactivity) of the physical activity supported by Barnet's greenspaces is over £19m per year.
- Property premiums: Five case study sites are estimated to provide between £70 million - £140 million in residential property premiums for the surrounding area. In addition, the same sites may contribute over £0.2 million in rental premiums each year.
- Climate regulation: Carbon sequestered by LB Barnet's woodland and grassland is valued at over £70,000 per year

It is likely that all visitors to green spaces (not only those who actively engage in exercise), are gaining health benefits through

exposure to natural environments. A significant amount of evidence supports that exposure and access to the natural environment can produce positive mental health benefits including stress reduction and mental health promotion (e.g. eftec & CRESR, 2013; UK NEA, 2014; Gascon, 2015), the provision of opportunities to engage in mental-health enhancing physical activity (e.g. Hunter et al., 2015; Lachowycz & Jones, 2011) and the encouragement of positive social interactions and enhancement of community cohesion (e.g. Holtan et al., 2014; Weinstein et al. 2015).

While mental illnesses represent the largest category of NHS 'disease' expenditure in the UK, the quantified evidence to measure the mental health benefits of exposure to the natural environment and estimate its value, remains underdeveloped. The full measurement of these benefits are therefore considered a gap in the current natural capital account. Nonetheless it can be reasonably assumed that the mental health benefits are likely to be as significant, if not more significant, than physical health benefits.

## Health costs of physical inactivity and natural capital solutions

UKActive (2014) estimated that in Barnet, the total cost of inactivity to the economy, including treating diseases and sickness absences from work, is over £17m each year. There is growing evidence to support that careful urban design, including elements of natural capital such as parks and public greenspaces, gardens and allotments, street trees, rivers and canals, can promote health and well-being in urban communities. Studies have also shown that good quality, accessible green spaces can encourage people to undertake physical activity more frequently and for longer periods of time (Bird, 2004).

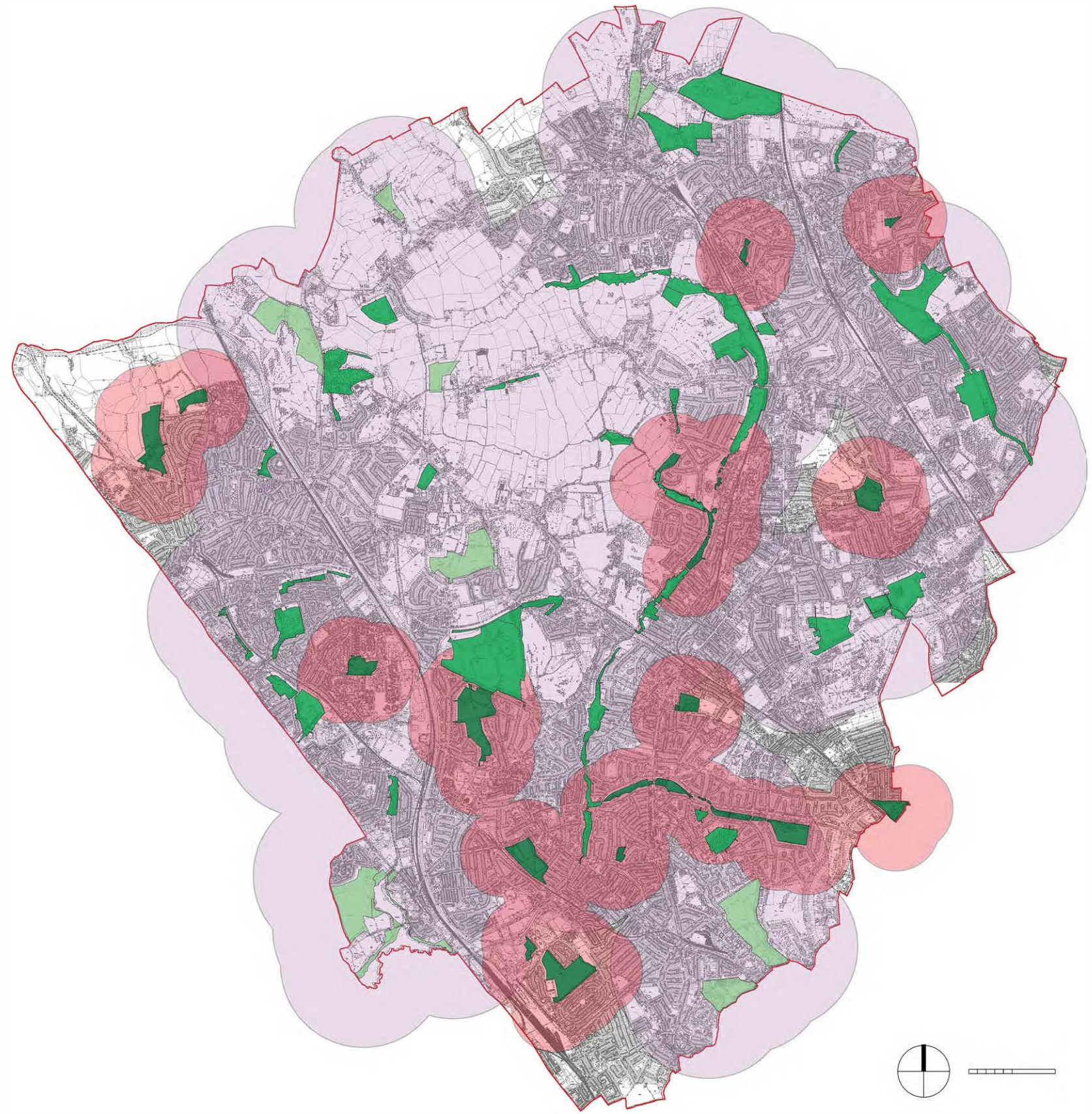
The significant links between greenspaces and physical health is already evident in Barnet, where a Sports and Physical Activity Consultation found that half of Barnet's residents use parks and green spaces for their physical activity and exercise, making them the most popular locations for exercise in the Borough (LB Barnet, 2013).

However, the consultation also showed that 71% of residents reported that they would like to take part in any/more sports/physical activity/other forms of exercise. This suggests that there is scope to increase the amount of physical activity and the number of active residents in the Borough in the future. Providing well-managed outdoor spaces as the most accessible opportunity for physical activity can support this increase.

As demonstrated by the development of the natural capital account, physical activity undertaken within and supported by Barnet's greenspaces already provides significant benefits, worth tens of millions of pounds in avoided health costs each year. There is an opportunity to increase these benefits through strategically designed and well maintained greenspace that provides safe, attractive venues for physical activity and that attracts new users. Encouraging the greater use of outdoor spaces will help to address some of the significant physical and mental health costs associated with inactivity, providing a number of benefits to residents and wider society.

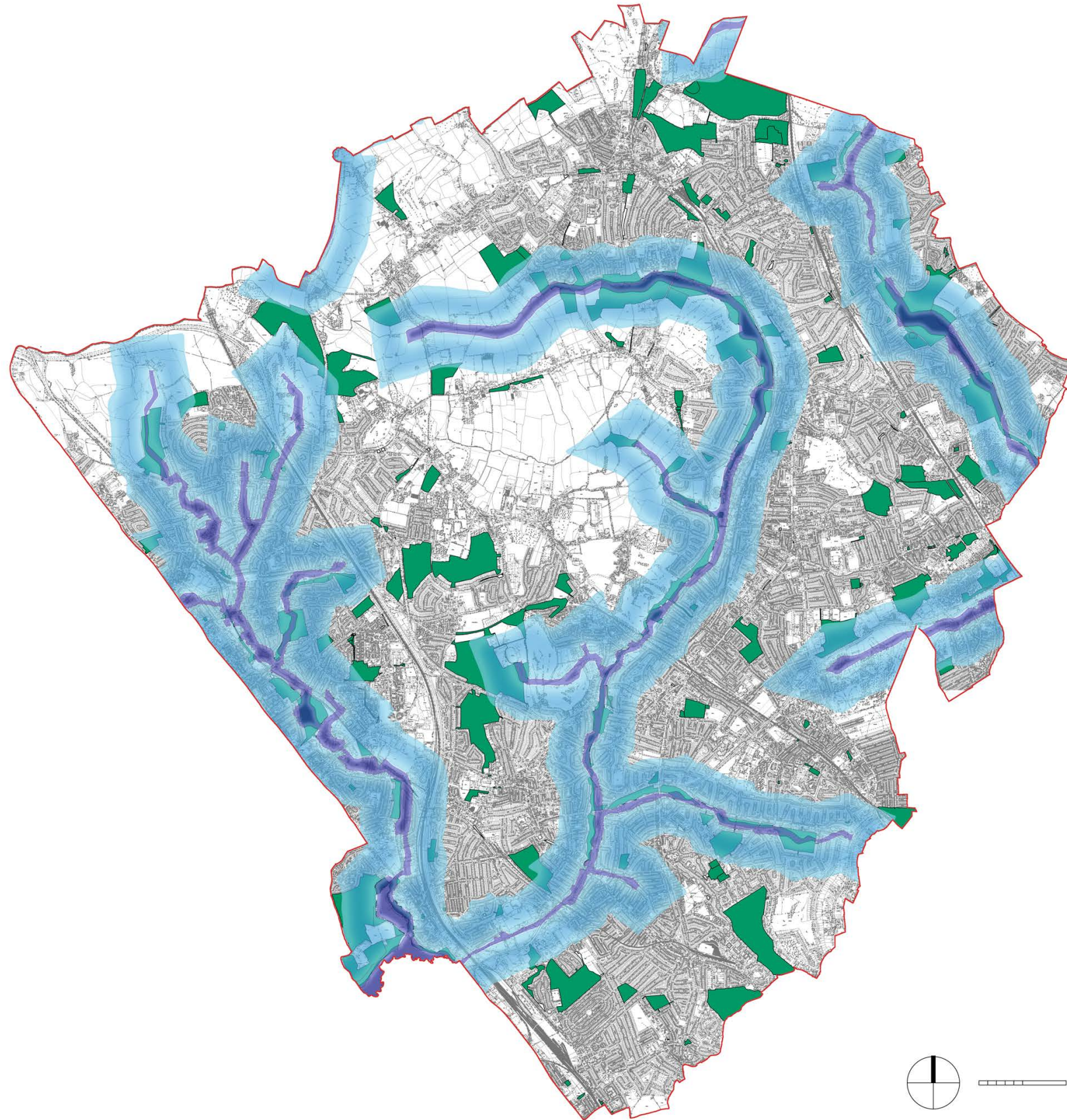


Sites of Importance for Nature Conservation (SINC) with catchment areas



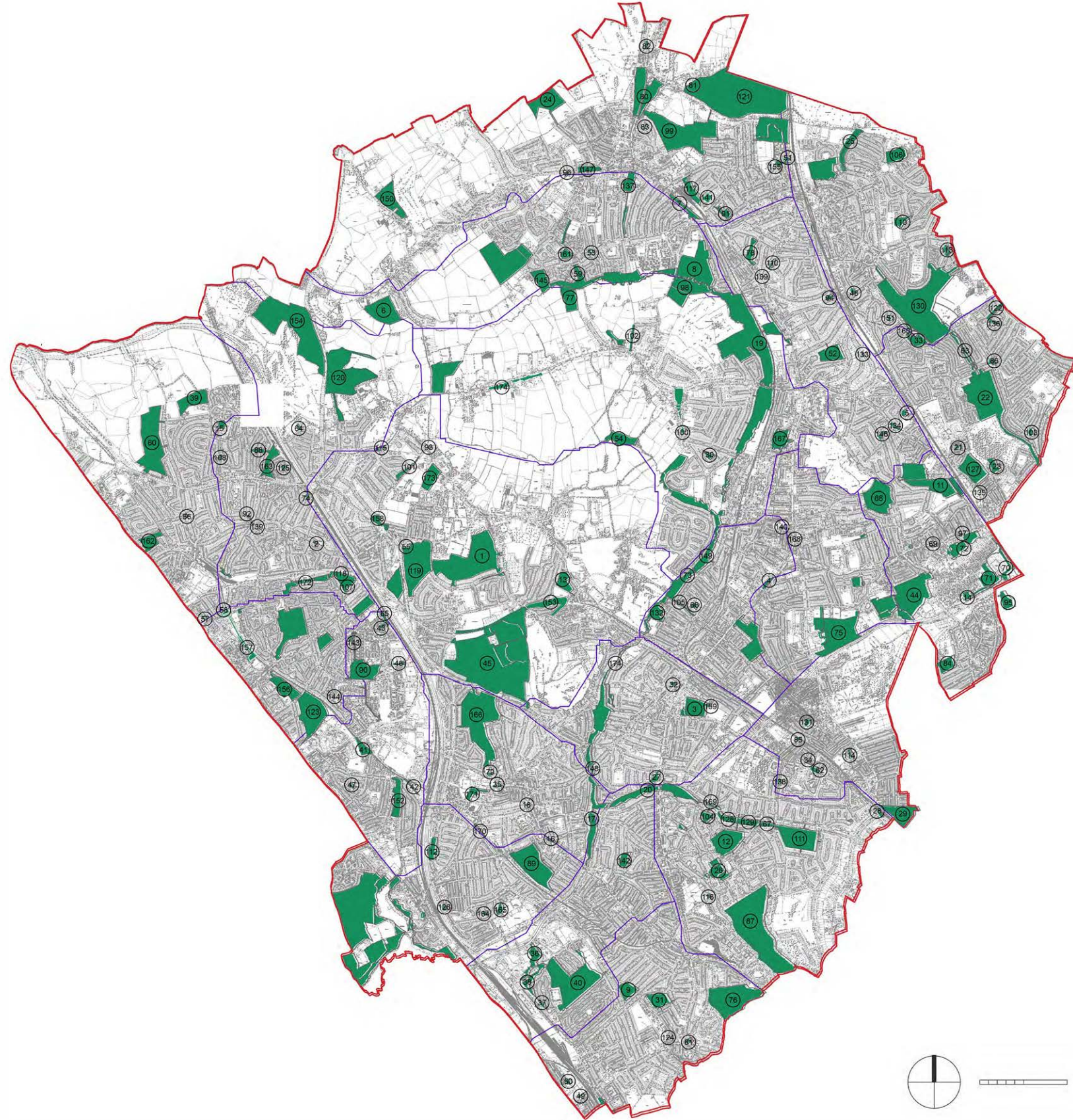


The Barnet's NCA can influence flood risk management strategy





# Sites assessed for the Barnet NCA





## What does it cost to maintain these monetary benefits?

Working with Barnet Council's finance officers, the costs to the council of maintaining the natural assets it owns have been estimated. The maintenance cost account has been prepared on the basis of the total costs required to maintain all the services provided by parks and open spaces, including operating, cleaning and maintaining buildings and fixed assets (e.g. playground equipment) as well as natural elements such as woods and grassland. The table below provides a breakdown of costs by type.

The estimate of £4.2m is an annual maintenance cost in perpetuity equating to an ongoing liability of £134m in present value terms. This is the estimated total costs of maintaining the 200 open spaces into the future. These maintenance costs cover the whole borough and represent the on-going natural capital maintenance liability on the balance sheet.

### Breakdown of costs by type

| Cost Centre         | Forecast Annual Cost (£m) | Basis of Estimate/allocation to Parks & Open spaces  |
|---------------------|---------------------------|--|
| Parks & Open Spaces | 1.38                      | 100% of the costs of this cost centre are attributable. Income from playing fees and rents is excluded.  |
| Sports Grounds      | 2.66                      | 100% of the costs of this cost centre are attributable excluding the costs of work done for Barnet Homes which is reimbursed on a cost recovery basis. All other Income is excluded. |
| Tree Management     | 0.07                      | The manager of the service estimated that £70k is the cost of maintaining trees in parks & open spaces. Income from fees is excluded.  |
| Management Overhead | 0.09                      | A 10% allocation of the costs of the Streetscene management team and business improvement team.  |
| <b>Total</b>        | <b>£4.20m</b>             |  |

## Natural capital balance sheet for LB Barnet

The estimated benefits provided by open spaces in Barnet and the annual costs of maintaining them are shown in a natural capital balance sheet. The capitalised values are presented in present value terms.

The asset values included on the balance sheet are:

- Benefits delivered by natural capital assets – estimated to be £1,944m : This includes the value of recreational visits to greenspaces, physical health benefits (avoided health costs) supported by greenspaces, commercial property rental premiums, and climate regulation (carbon sequestration) benefits. These benefits represent external values arising to the rest of society, rather than financial values to the Council itself.

Liabilities are allocated to 'other maintenance' provisions (line 6 of the balance sheet). Liabilities included in the balance sheet are 'private' costs to the Council and are estimated to be £134m in perpetuity.

**Total net natural capital assets are therefore estimated at £1,810 in perpetuity. The benefits provided are estimated at over ten times the cost of maintaining them in perpetuity.**

## Natural capital balance sheet for 200 open spaces in LB Barnet (2015-2016)

|   | Private Value<br>(PV £m) | External Value<br>(PV £m) | Total Value<br>(PV £m) |
|---|--------------------------|---------------------------|------------------------|
| <b>Assets</b>                           |                          |                           |                        |
| Baseline Value                          |                          | 1,944                     | 1,944                  |
| Cumulative Gains/(Losses)               |                          |                           |                        |
| Additions/(Disposals or Consumption)    |                          |                           |                        |
| Revaluations and Adjustments            |                          |                           |                        |
| <b>Gross Asset Value</b>                | -                        | 1,944                     | 1,944                  |
| <b>Liabilities</b>                      |                          |                           |                        |
| Legal Provisions                        | -                        |                           |                        |
| Other Maintenance Provisions            | (134)                    | nil                       | (134)                  |
| <b>Total Net Maintenance Provisions</b> | (134)                    |                           | (134)                  |
| <b>Total Net Natural Capital Assets</b> |                          |                           |                        |
|   | -                        | 1,944                     | 1,810                  |

Notes: This balance sheet is based on the natural capital account which provides adequate coverage of the benefits from LB Barnet's assets for the purposes of developing a CNCA. Further iterations of the account might aim to extend this coverage, for example, by including estimates for benefits not currently covered, such as mental health benefits. Asset values and liabilities are reported in present value (PV) terms calculated as the discounted flow of future value over 100 years, using a variable discount rate as suggested by Green Book Guidance (2003 & updated 2011): 3.5% for 0 - 30 years, 3.0% for 31-75, and 2.5% for 76 - 100 years.

## Conclusions and recommendations

The CNCA for the London Borough of Barnet highlights the significant values delivered by its natural capital assets. It also organises data about open spaces in Barnet into an accounting framework that can be updated each year, linking physical assets to their benefits and economic values.

Barnet is the first London Borough to formally create a baseline CNCA for all its open spaces. As a result, there are likely to be opportunities for further learning and refinement of the account and to expand it to cover benefits such as improvements to air quality and flood risk reduction. However, the existing results show that even without valuation of all important benefits, the values delivered by open spaces are substantial, with net benefits of around 10 times the cost of maintenance.

The CNCA project for Barnet has been jointly funded by the London Borough of Barnet and the Greater London Authority. The broad range of benefits accruing to society and to cities such as London from natural capital are now understood at a greater level of detail than ever before.

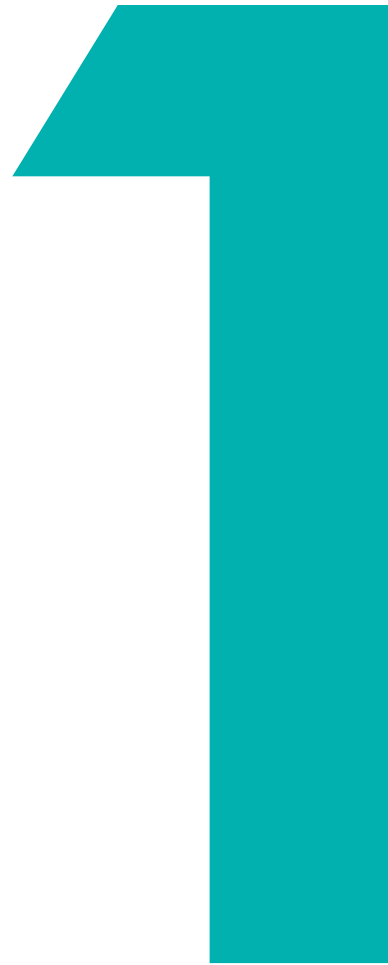
Natural capital data will inform future strategic decision-making around planning, regeneration and health promotion. The CNCA study for Barnet provides a template for future work by local authorities in the assessment of the value of their green infrastructure assets. Equipped with this best practice guidance, land managers will be equipped with a robust evidence base to support the future management of natural capital assets

## NOTES

<sup>1</sup>Assessment of the value of an asset, based on the total income expected to be realized over its economic life span, in this case, in perpetuity.

<sup>2</sup>Residential and commercial property premiums are not included within the balance sheet in order to avoid double-counting of health and recreation benefits.





## INTRODUCTION

**This report presents a Corporate Natural Capital Account (CNCA) of the parks and open spaces of the London Borough of Barnet (LB Barnet). The CNCA aims to provide LB Barnet with an improved understanding of the value of these areas to its residents in order to support better decisions about their future management.**

### 1.1 Background

Barnet's natural capital, also referred to as green infrastructure<sup>1</sup>, is a significant contributor to sustaining Barnet as an attractive place to live, to work and to do business in. In order to maximise the benefits accruing from Barnet's green infrastructure, the Council has adopted a new Parks and Open Spaces Strategy (OSS). The Strategy will inform the further development of the Borough's Infrastructure Delivery Plan, and will align the Borough's green infrastructure policy with the GLA's London Infrastructure Plan (GLA, 2015) and the report of the Mayor's Green Infrastructure Task Force (Green Infrastructure Task Force, 2015).

Increased public budget pressures suggest that future management and funding arrangements for green infrastructure assets over the strategy period are uncertain. In parallel, Barnet will see significant population growth that will result in increasing demand for the benefits and services provided by green infrastructure, putting further pressure on its capacity to sustain and enhance the quality of life enjoyed by Barnet's residents.

As a result, the London Borough of Barnet has a need to understand the costs and benefits provided by the green infrastructure it manages in more detail. In particular, CNCA allows for better alignment between the non-statutory service of natural capital asset management and LB Barnet's mandatory duties and purposes (e.g. health and social care, regeneration and land-use planning, transport, environmental protection).

The corporate natural capital accounting (CNCA) framework provides a strong basis for further developing the understanding of the value of Barnet's green infrastructure, and this in turn can be used to inform decision-making around future funding and governance for green infrastructure.

In the Barnet context, the application of the CNCA approach is aimed at helping to deliver four objectives:

- To develop a CNCA for Barnet's natural capital and green infrastructure assets, using the asset register developed as part of the emerging Open Spaces Strategy. This will provide the Council with a tool for understanding the benefits and costs associated with natural capital assets and allow the

Council to make informed decisions about how to allocate scarce revenue resources based on 'outcomes' data;

- To support the development of the Borough's emerging green infrastructure supplemental planning document and align Barnet's green infrastructure policy with the London Infrastructure Plan and other emerging open space policy and best practice;
- To review options and develop an outline business case for future management, funding and governance arrangements for Barnet's green infrastructure assets based on the future funding and governance options set out in the Open Spaces Strategy, and
- To support the delivery of green infrastructure actions identified in the adopted Open Spaces Strategy.

## 1.2 Report structure

This report summarises information reported to LB Barnet within the CNCA Excel workbook. The workbook holds all of the spatial and habitat data behind the account, as well as cost and benefit calculations and should be used in conjunction with this report.

The report is structured as follows:

- Section 2: a brief background of the CNCA approach;
- Section 3: the natural capital asset register for LB Barnet;
- Sections 4 – 6: the physical flow account, the monetary account, and the maintenance account for LB Barnet, respectively;
- Section 7: information from the natural capital reporting statements; and
- Section 8: conclusions and recommendations.

The report is also supported by annexes:

- Appendix 1: a more detailed explanation of the CNCA approach; and
- Appendix 2: a detailed overview of methods and sources used to develop the CNCA.

## NOTE

<sup>1</sup>Green infrastructure is the network of green spaces (as well as features such as street trees and green roofs) that is planned, designed and managed to deliver a range of benefits, including:

- healthy living;
- mitigating flooding;
- improving air and water quality;
- cooling the urban environment;
- encouraging walking and cycling; and
- enhancing biodiversity and ecological resilience (Green Infrastructure Task Force, 2015).

It is a term that represents approaching particular natural capital assets from a land use planning point of view; green infrastructure is a type of natural capital. Natural capital refers to the wider natural environment, including geology, soil, air, water and all living things.

## BACKGROUND TO CNCA



This natural capital account for LB Barnet follows the framework for corporate natural capital accounting (CNCA) developed for the Natural Capital Committee (efftec et al., 2015). The purpose of the CNCA framework is to help organisations make better decisions about the natural capital assets (or green infrastructure) that they manage. It does this by compiling data and information on the natural capital assets, their benefits and costs of maintaining them in a single accounting structure, providing clear and explicit information necessary for long-term management. This information is critical to making informed decisions concerning strategic priorities within an organisation, such as prioritising investments and budgets.

By recording this information in a systematic way, CNCA statements will help LB Barnet to

- demonstrate the value open spaces provide to society (even if value of only a subset of such benefits can be demonstrated)
- define who receives such benefits and how these benefits can help with the delivery of the statutory services of the Council

- improve decision-making by making clearer the link between the environmental management and the economic performance (value) of natural capital assets.

The account can also provide the basis for developing a business case for future management and funding arrangements and the leveraging of investment. Appendix 1 provides further information on the CNCA approach, including an explanation of the different stages of the process and key terms.

# 3

## NATURAL CAPITAL ASSET REGISTER

The natural capital asset register shows the natural capital assets, their size and (where data is available) their condition.

This section describes how the project team and staff in LB Barnet developed the asset register, giving an inventory that holds details of the stocks of natural capital assets it owns and/or manages.

### 3.1 Development

The natural capital asset register for LB Barnet has been compiled by allocating the sites identified within Barnet's Parks and Open Spaces Strategy that correspond to the broad habitat types (accounting units) used in the UK National Ecosystem Assessment (2011) (see Table 3.1 for a list of these).

The asset register is largely complete in terms of the spatial extent of assets based on data available, but there are gaps – the largest of which are likely to be in relation to parts of the green belt and agricultural land that were not included within the scope of the Parks and Open Spaces Strategy. Further data on these sites can be sought, but priorities for filling gaps should be based on its potential to inform management. (i.e. whether the data is of relevance to fulfilling the objectives of decision-makers).

### 3.2 Results

Table 3.1 presents the natural capital asset register for LB Barnet, organised by greenspace typology as identified in the London Plan (2015) and the accounting units for CNCA. The register includes the overall extent (area in hectares) of different types of habitat as well as the proportion in 'Good', 'Fair', or 'Poor' condition.

As shown, amenity grassland (360 ha), woodland (260 ha), and neutral grassland (109 ha) comprise the largest area of habitat for each type of park. Local Parks make up the largest area (500 hectares), followed by District Parks (300 hectares). The majority of District Parks are 'Good' quality (60%), and Local Parks 'Fair' (60%). Pocket Parks and Small Open Spaces have the highest proportion of area classified as 'Poor' quality (10%).

Quality is based on the methodology set out in the Parks and Open Spaces Strategy, which included an assessment of the quality of each greenspace against a set of criteria based on the Green Flag standard. For further details on the method, see LB Barnet's Open Spaces Strategy.

**Figure 3.1: LB Barnet natural capital asset register, 2015 data (hectares)**

| Typology          | Accounting unit                 | Extent     | Good       | Fair       | Poor       |
|-------------------|---------------------------------|------------|------------|------------|------------|
| District Parks    | Amenity grassland               | 102        | 48         | 50         | 4          |
|                   | Neutral grassland               | 52         | 33         | 19         | 0          |
|                   | Shrub & herbaceous planting     | 2          | 0          | 2          | 0          |
|                   | Heath                           | 6          | 4          | 2          | 0          |
|                   | Woodland Scrub                  | 6          | 3          | 3          | 0          |
|                   | Woodland                        | 116        | 80         | 34         | 2          |
|                   | Street trees and isolated trees | 6          | 2          | 4          | 0          |
|                   | Water body                      | 2          | 0          | 1          | 0          |
|                   | Water margin                    | 4          | 0          | 3          | 0          |
|                   | <b>Total (area)</b>             | <b>294</b> | <b>170</b> | <b>118</b> | <b>7</b>   |
|                   | <b>Total (%)</b>                | -          | <b>58%</b> | <b>40%</b> | <b>2%</b>  |
| Local Parks       | Amenity grassland               | 234        | 100        | 128        | 7          |
|                   | Neutral grassland               | 55         | 28         | 27         | 1          |
|                   | Shrub & herbaceous planting     | 9          | 2          | 6          | 1          |
|                   | Heath                           | 0          | 0          | 0          | 0          |
|                   | Woodland Scrub                  | 24         | 4          | 18         | 2          |
|                   | Woodland                        | 139        | 32         | 106        | 1          |
|                   | Street trees and isolated trees | 23         | 8          | 14         | 0          |
|                   | Water body                      | 11         | 1          | 8          | 2          |
|                   | Water margin                    | 13         | 2          | 8          | 3          |
|                   | <b>Total (area)</b>             | <b>508</b> | <b>178</b> | <b>315</b> | <b>15</b>  |
|                   | <b>Total (%)</b>                | -          | <b>35%</b> | <b>62%</b> | <b>3%</b>  |
| Small Open Spaces | Amenity grassland               | 18         | 4          | 13         | 1          |
|                   | Neutral grassland               | 1          | 0          | 1          | 0          |
|                   | Shrub & herbaceous planting     | 1          | 0          | 1          | 0          |
|                   | Heath                           | 0          | 0          | 0          | 0          |
|                   | Woodland Scrub                  | 2          | 0          | 2          | 0          |
|                   | Woodland                        | 8          | 2          | 4          | 2          |
|                   | Street trees and isolated trees | 6          | 1          | 3          | 1          |
|                   | Water body                      | 1          | 0          | 1          | 0          |
|                   | Water margin                    | 0          | 0          | 0          | 0          |
|                   | <b>Total (area)</b>             | <b>38</b>  | <b>8</b>   | <b>25</b>  | <b>5</b>   |
|                   | <b>Total (%)</b>                | -          | <b>23%</b> | <b>59%</b> | <b>18%</b> |
| Pocket Parks      | Amenity grassland               | 7          | 2          | 3          | 1          |
|                   | Neutral grassland               | 0          | 0          | 0          | 0          |
|                   | Shrub & herbaceous planting     | 1          | 0          | 1          | 0          |
|                   | Heath                           | 0          | 0          | 0          | 0          |
|                   | Woodland                        | 1          | 0          | 1          | 0          |
|                   | Street trees and isolated trees | 2          | 0          | 2          | 0          |
|                   | Water body                      | 0          | 0          | 0          | 0          |
|                   | Water margin                    | 0          | 0          | 0          | 0          |
|                   | <b>Total (area)</b>             | <b>11</b>  | <b>3</b>   | <b>7</b>   | <b>2</b>   |
|                   | <b>Total (%)</b>                | -          | <b>20%</b> | <b>66%</b> | <b>13%</b> |

### 3.3 Data gaps and limitations

The most important gap that could be addressed by further research to develop the natural capital asset register is to include areas within LB Barnet that are not currently included within the scope of the Parks and Open Spaces Strategy (including green belt, street trees, agricultural land, and cemeteries). These areas may contribute significantly to the benefits provided by green infrastructure in LB Barnet, including carbon sequestration and air pollution mitigation. They may also provide significant values to large populations that have few alternative greenspaces available.

As further iterations of LB Barnet's account are completed, the asset register can be used to track the extent and quality of natural capital assets over time.



# 4

## PHYSICAL FLOW ACCOUNT

Physical flow accounts show the annual flows of environmental (ecosystem) services provided by natural capital in biophysical terms. This Section describes how we developed this account for the services captured in the CNCA for LB Barnet.

### 4.1 Development

Following the compilation of habitat area and quality information in the asset register, the physical flow account reports the estimated annual benefits provided from these assets. The account reports the annual flow in the baseline year 2015/16 (Table 4.1). It currently captures a subset of benefits from the assets, including:

- Recreation (focusing on the number of visits to greenspaces);
- Physical health benefits (welfare benefits from exercise undertaken outdoors);
- Property value uplift (explored through a few case studies); and
- Climate regulation (focusing on tonnes of carbon sequestered).

These benefits have been selected in order to identify those that are expected to be amongst the most significant in the LB Barnet account, and where data is available. The methods for estimating each of these benefits in physical terms are as follows:

- Recreation – The number of visits to sites within LB Barnet has been estimated using the Outdoor Recreation Valuation Tool (ORVal) developed by the University of Exeter for Defra . ORVal is an online tool that allows users to explore the recreational use and welfare value of accessible open spaces in England. The tool is based on the nationally representative Monitor of Engagement with the Natural Environment (MENE) survey which uses interviews with a weekly quota sample, conducted since 2009. This data is aggregated, using population weights, to estimate visits to open spaces across the whole of England. The tool takes into account substitutes when estimating the recreational values of a given site, e.g. existence of parks nearby. The model can also estimate what proportion of visits to a site will be new (additional) or displaced from elsewhere, when the quality/ accessibility of a site changes. ORVal estimates that 10.6 million visits are made to LB Barnet greenspaces each year. These results are subdivided by socio-economic groups:

- 4 million are from the AB socio-economic group (SEG)<sup>5</sup>;
- 3.5 million from C1;
- 1.5 from C2, and
- 1.6 million visits are from DE.

A particular point of interest is that the proportion of visits from each SEG broadly aligns with LB Barnet's population breakdown. So although people from SEG AB and C1 are making more than double the visits of people in SEG C2 and DE, they also make up more than half of the population in Barnet. LB Barnet may find it useful to track this information in future, as changes in the make-up of visits can have implications for health inequalities and may help to assess whether resources are evenly distributed across the Borough, and that certain parts suffer from poor access. It should be noted that methods for estimating numbers of visits by social groups are still under development in ORVal, and so this information has greater uncertainty than the overall visitor numbers.

- Physical health – Public Health England (2016) estimates that approximately 60% of LB Barnet residents meet weekly recommended physical activity guidelines each week. This data is based on the Active People Survey, a large, national survey administered by Sport England of over 100,000 residents in England. Barnet's Sports and Physical Activity Consultation estimates that of the proportion of active residents approximately 50% exercise outdoors. Applying these proportions to the total population of LB Barnet, it is estimated that over 110,000 people (or approximately 30% of the population) meet their physical activity guidelines through visits to the natural environment (i.e. parks and open spaces). The benefit of active engagement with parks and open spaces avoid the costs of dealing with ill health due to inactivity.
- Property value premiums – The most local of the Accessible Natural Greenspace Standard (ANGSt) criteria is used as a basis for assuming that benefits are obtained from accessible green space of at least 2ha within a distance of 300m. Geographic information systems (GIS) were used to analyse ONS property data to estimate the number of residential and commercial properties in such areas around five green spaces:
  - Sunny Hill Park;
  - Clarefield Park;
  - Victoria Park;
  - Court Way OS; and
  - Princes Park

Overall, the analysis identified an estimated nearly 2,000 residential properties and over 50 commercial properties within 300m of the selected sites. The property premium potentially covers some of the recreational benefits (for example people who want to visit the parks frequently live near them) but could also reflect other values such as preference for natural views from the home or office. Therefore, the recreational and property value premiums are not added together in the accounts.

**Table 4.1: LB Barnet physical flow account (various units) (2015-2016)**

| Spatial accounting unit by natural capital benefit | Indicator  | Units                      | Baseline year 2015/16 |
|--|--|----------------------------|-----------------------|
| <b>Recreation</b>                                  |  |                            |                       |
|  | SEG AB visits  | million visits per year    | 4.0                   |
|  | SEG C1 visits  | million visits per year    | 3.5                   |
|  | SEG C2 visits  | million visits per year    | 1.5                   |
|  | SEG DE visits  | million visits per year    | 1.6                   |
|  | <b>Total number of visits</b>                                      | million visits per year    | <b>10.6</b>           |
| <b>Physical health</b>                             |  |                            |                       |
|  | Population meeting activity guidelines outdoors                    | no. of people              | 110,000               |
| <b>Property value premiums</b>                     |  |                            |                       |
|  | Total residential properties in buffer                             | no. residential properties | 1,876                 |
|  | Total commercial properties in buffer                              | no. commercial properties  | 55                    |
| <b>Climate regulation</b>                          |  |                            |                       |
|  | Total carbon dioxide equivalent sequestered from woodland          | tCO <sub>2</sub> e per yr  | 882                   |
|  | Total carbon dioxide equivalent sequestered from amenity grassland | tCO <sub>2</sub> e per yr  | 223                   |
|  | Total carbon dioxide equivalent sequestered from neutral grassland | tCO <sub>2</sub> e per yr  | 69                    |

- Climate regulation – The average UK carbon sequestration rates for the three main habitat types (i.e. woodland, amenity grassland, and neutral grassland) present in Barnet have been applied to the area of each habitat (as measured and compiled based on LB Barnet and Jon Sheaff and Associates (2016) as part of this study). Woodland is associated with total carbon equivalent (CO<sub>2</sub>e) sequestration of nearly 900 tonnes each year, while amenity and neutral grassland are associated with over 200 tonnes and 70 tonnes annually. Further details on sources, methods, and assumptions for each calculation are provided in Annex 2.

## 4.2 Results

Table 4.1 shows the physical flow account for the natural capital benefits that are within the scope of this CNCA.

## 4.3 Data gaps and limitations

The gaps to consider for research to further develop the natural capital physical flow account are:

- For some services provided by natural capital data is not readily available. For example, air pollution mitigation and water flow attenuation (for flood risk management) from different sites in LB Barnet would require modelling that is not in the scope of this project.
- Recreational visitors may represent a significant underestimate as values do not include benefits to tourists and children under the age of 16.
- The impact that open spaces and greenspaces have by enhancing property values is likely to be significant (e.g. in the hundreds of millions), however due to the scope of this project and the complexities in modelling the number of properties within GIS, a full analysis for the Borough was not undertaken. With adequate GIS knowledge and data layers, this analysis could be carried out in future. If this benefit is used in future, overlap with other types of benefits need to be assessed.

## NOTES

<sup>2</sup>Available online: <http://leep.exeter.ac.uk/orval/>.

<sup>3</sup>SEGs are a classification that groups people with similar social and economic status: A – High managerial, administrative or professional; B - Intermediate managerial, administrative or professional; C1 – supervisory, clerical and junior managerial, administrative or professional; C2 – Skilled manual workers; and D – Semi and unskilled manual workers; and E - state pensioners, casual or lowest grade workers, unemployed with state benefits only.

<sup>4</sup> ANGSt is a range of accessibility standards for natural sites and areas within easy reach of people's homes. The standards were developed by Natural England to address the variation in access and proximity to green space of the population. It recommends that everyone, wherever they live, should have an accessible natural green space of: at least 2 ha in size no more than 300 meters from home; at least one accessible 20 ha site within 5 km from home; one accessible 100 ha site within 5 km of home; one accessible 500 ha site within 10 km of home; and a minimum of one ha of statutory Local Nature Reserves per thousand population (Natural England, 2010).



# 5

## MONETARY FLOW ACCOUNT

The monetary flow account shows the economic value of the benefits from natural capital that accrue to the organisation which owns / manages the assets (private benefits) and those that accrue to others (external benefits). This Section describes how we developed the monetary flow account for LB Barnet building on the physical flow account presented in Section 4.

### 5.1 Development

The advantage of using the UK NEA habitat types in the natural capital asset registry (as in Table 3.1) is that it is an established classification that aligns with the evidence base, developed as part of the UK NEA (2011), and a number of economic valuation studies. It is also consistent with the classifications used in the Defra ecosystem services guide (Defra, 2007) and supplementary guidance to the Green Book on valuing environmental impacts (HM Treasury and Defra, 2012). Further, it is easily reconciled with the Natural Capital Committee's classification of broad habitats. The habitat classifications therefore help in linking the physical flow account to the valuation evidence used to construct the monetary flow account.

Monetary estimates were developed as follows:

- Recreation – The recreational value of trips to Barnet's greenspaces was estimated using ORVal. Each year the 10.6 million visits made to greenspaces in LB Barnet are estimated to provide a value of over £40 million per year. Of this total:

- around £16 million are associated with SEG AB;
- £14 million from C1; and
- £6 million from C1; and £6 million are associated with C2 and DE.

Once again, a particular point of interest is that most of the value is derived by people from SEG AB and C1.

- This estimated value does not take into consideration visits by tourists and children under the age of 16, and so is a significant underestimate. Based on a UK-wide assessment of public park usage (DTLGR 20002), the total number of visits to Barnet's parks could be closer to 15 million per annum. Nonetheless, the assessment highlights that LB Barnet's open spaces provide significant recreational benefits to the local population.
- Physical health – From the development of the physical flow account, it was estimated that over 100,000 residents meet their weekly recommended amount of physical activity within Barnet's greenspaces. To estimate the value of this physical activity, UKActive

estimates of Barnet's % inactive population (approx. 26%) and annual cost to LB Barnet's economy as a result of physical inactivity, including treating diseases and sickness absences from work (over £17million) were used to estimate the average costs per inactive person in Barnet (£178) (UKActive, 2014). Applying the cost per inactive person to the number of greenspace users meeting physical activity guidelines gives an estimate of the value of physical activity undertaken outdoors, in terms of avoided health costs, of over £19million per year. It is important to note that it is not being assumed that active residents would not partake in physical activity if the greenspaces did not exist, rather this estimate is highlighting the value of physical activity undertaken in, and support by, Barnet's greenspaces.

- Property value premiums – Literature supports that greenspace can positively impact property values in the surrounding areas. For residential properties, the estimates of the size of the premium vary between under 1% and 19%, though the majority fall within the 5

to 10% range (Mourato et al., 2011; Thomy et al., 2016; Garrod and Willis, 1992; Garrod, 2002; Wolf, 2007; Luttik, 2000; Dunse et al., 2007; Luther and Gruehn, 2001; CABE, 2004; 2005). For commercial properties, a conservative 3% rental premium was estimated by Gensler and the Urban Landscape Institute (ULI) (2011). The estimated number of residential and commercial properties within 300m of five greenspaces was combined with local ONS and Valuation Office Agency (VOA) data regarding the value of residential and commercial properties (respectively). The estimated property premiums were then applied to these property values. Residential property premiums are reported as total values while commercial rent premiums represent annual values. As shown in Table 5.1, the value of proximity to greenspace can be significant – the five sites explored in Barnet may be supporting between £70 million - £140 million in residential property premiums for the surrounding area. In addition, the same sites may support over £0.2 million in commercial rental premiums each year. These estimated values reflect a premium people will pay for property near green space, in order to benefit from it through enhanced neighbourhood liveability and access to recreational opportunities. As a result this uplift could double-count the recreational and health values and so are not included in the monetary account to eliminate a potential error.

- Climate regulation – DECC guidance (2014) was followed to estimate the value of carbon sequestered. The average sequestration rates for the three main habitat types presented in the physical flow account were coupled with DECC non-traded carbon values. The total estimated value of carbon sequestered is just over £100,000 per year, with carbon sequestered by woodland representing the vast majority of this value. The comparatively low values for carbon sequestration highlight that it is not currently a significant service provided by sites within the Borough. However, it is likely that green belt sites not included within this assessment may provide a more important climate regulation service.

A detailed description of the methods and sources used to estimate monetary values is provided in Annex 2.

**Table 5.1: LB Barnet monetary flow account (various units) (2015-2016)**

| Spatial accounting unit by natural capital benefit | Indicator  | Units     | Baseline year 2015/16 |                        |                               |
|--|--|-----------|-----------------------|------------------------|-------------------------------|
| <b>Recreation</b>                                  |  |           |                       |                        |                               |
| <b>Total value of visits</b>                       |  | £m per yr | <b>41.2</b>           |                        |                               |
|  | SEG AB   | £m per yr | 15.7                  |                        |                               |
|  | SEG C1   | £m per yr | 13.6                  |                        |                               |
|  | SEG C2   | £m per yr | 5.6                   |                        |                               |
|  | SEG DE   | £m per yr | 6.2                   |                        |                               |
| <b>Physical health</b>                             |  |           |                       |                        |                               |
|  | Value of physical activity supported (avoided costs of inactivity) | £m per yr | <b>19.6</b>           |                        |                               |
| <b>Property values for five example sites</b>      |  |           |                       |                        |                               |
|  |  |           | <b>Residential 5%</b> | <b>Residential 10%</b> | <b>Commercial (£m per yr)</b> |
| <b>Total value of premiums</b>                     |  | £m        | <b>72.3</b>           | <b>144.6</b>           | <b>0.22</b>                   |
|  | Sunny Hill Park  | £m        | 23.6                  | 47.3                   | 0.02                          |
|  | Clarefield Park  | £m        | 5.6                   | 11.1                   | 0.18                          |
|  | Victoria Park  | £m        | 11.7                  | 23.4                   | 0.02                          |
|  | Court Way OS   | £m        | 9.2                   | 18.4                   | 0.00                          |
|  | Princes Park   | £m        | 22.2                  | 44.4                   | 0.00                          |
| <b>Climate regulation</b>                          |  |           |                       |                        |                               |
| <b>Total value of carbon sequestered</b>           |  | £m per yr | <b>0.1</b>            |                        |                               |
|  | Woodland   | £m per yr | 0.1                   |                        |                               |
|  | Amenity grassland  | £m per yr | 0.01                  |                        |                               |
|  | Neutral grassland  | £m per yr | 0.004                 |                        |                               |

## 5.2 Results

Table 5.1 presents the monetary flow account for LB Barnet. The value of each natural capital benefit has been estimated based on information compiled as part of the physical flow account.

The figure of £61m (£41.2m + £19.6m + £0.1m - note that property premiums are not included in order to avoid double-counting) is used as an estimate of annual benefits, in perpetuity, which have a total value over time of £1,944m in present value terms (see Figure 7.1).

## 5.3 Data gaps and limitations

The monetary flow account presented in this section should be interpreted in the context of the following key limitations:

- The account does not assess all services provided by LB Barnet's natural capital assets; however it does include several of those deemed to be most significant to urban greenspace. Other services which likely provide important values, such as pollution mitigation (air quality), biodiversity, and water flow attenuation, are not currently assessed in the account. This is due to the measuring of some services being beyond the scope of the study (i.e. the detailed air quality modelling required to derive physical values for pollution mitigation was not in scope), a lack of scientific evidence (e.g. for flood risk mitigation), and a lack of economic valuation evidence (e.g. for biodiversity) regarding these services. It is likely that these services are partially captured in the value of other ecosystem services that they support. Overall, the account conveys significant values attributable to Barnet's natural capital assets, and subsequent iterations can build on these estimates and provide a more up to date and uniform picture of the account.
- Recreational values may represent a significant underestimate as values do not include benefits to tourists (non-locals) and children under the age of 16.
- The flows of services captured in the monetary flow account for property premiums are calculated for five example sites, rather than for the Borough as a whole. They also have a risk of double-counting the benefits of recreation and thus are not included in the account.



# NATURAL CAPITAL MAINTENANCE COST ACCOUNT

**Monetary cost accounts demonstrate spending on maintaining natural capital assets. The information reported usually comes from the existing financial accounts of the organisations that manage the assets. This section describes how we developed the maintenance cost account for LB Barnet's natural capital assets.**

## 6.1 Development

The benefits of parks and open spaces are an output of other forms of capital as well as natural capital. For example, a park provides benefits from its vegetation (natural capital) but also from the work of park operative staff (human capital) and infrastructure like paths (built capital) that allows access to and maintenance of natural capital. The CNCA shows the benefits (value) of the natural capital assets made possible through spending on human and built capital, or the cost of maintaining the natural capital.

The maintenance cost account has been prepared on the basis of the total costs required to maintain all the services provided by parks and open spaces, such as operating, cleaning and maintaining changing facilities, playground equipment, etc. as well as managing natural elements such as woods and grassland.

Discussion with LB Barnet's Finance Manager (Streetscene, Parking, Housing, and Re Customer and Support Group) has identified that the cost centres in Table 6.1 would provide a comprehensive basis of estimates for the relevant costs. The source of data was the Integra Finance System and Cost Centre Income and Expenditure reports. These reports provided detail on the elements for cost and income, and sense checks were



performed on the previous year's financial results (2015/16), and the current financial year (2016/17) spend to date, full year forecast and budget. There was a high degree of stability in these figures and the current year (2016) forecast was taken as the most appropriate estimate of costs for future forecasting purposes.

For each cost centre an assessment was made of the proportion of activity that related to the maintenance of parks and open spaces. This was achieved through discussions with the relevant managers and the supporting Finance Manager. The values are derived from the gross annual running costs. They are not net of any income from fees, rents or recharges. This is because most fees for using services would double-count the benefits evaluated in the previous sections. The only exception to this approach was the reimbursement of costs for work done by the Sports Grounds cost centre for Barnet Homes. The 2016/17 forecast recharge for this work was deducted from the gross forecast costs to give the appropriate estimate in Table 6.1.

## 6.2 Results

The costs of maintaining the services delivered by natural capital have been estimated at £4.2m per annum. A summary of the breakdown of costs by category is shown in Table 6.1 below.

The figure of £4.2m is used as an estimate of annual maintenance cost in perpetuity, equating to an ongoing liability of £134m in present value terms (see liabilities in the account in Figure 7.1). This is an estimate of the total costs of maintaining green spaces in Barnet into the future.

**Table 6.1: LB Barnet natural capital maintenance cost account (£) (2016)**

| Cost Centre         | Forecast Annual Cost (£m) | Basis of Estimate/allocation to Parks & Open spaces  |
|---------------------|---------------------------|--|
| Parks & Open Spaces | 1.38                      | 100% of the costs of this cost centre are attributable. Income from playing fees and rents is excluded.  |
| Sports Grounds      | 2.66                      | 100% of the costs of this cost centre are attributable excluding the costs of work done for Barnet Homes which is reimbursed on a cost recovery basis. All other Income is excluded. |
| Tree Management     | 0.07                      | The manager of the service estimated that £70k is the cost of maintaining trees in parks & open spaces. Income from fees is excluded.  |
| Management Overhead | 0.09                      | A 10% allocation of the costs of the Streetscene management team and business improvement team.  |
| <b>Total</b>        | <b>£4.20m</b>             |  |

## 6.3 Data gaps and limitations

CNCA encourages a deeper understanding of natural capital maintenance activity by promoting the splitting of maintenance costs between legal obligations and other requirements. In the context of parks and open spaces, it was recognised many legal obligations are likely to relate to the safety of equipment and facilities provided rather than requirements to maintain natural assets per se. This is an area that may provide useful insights and is worth considering for future enhancements to the accounts.

## CONCLUSIONS



### 7.1 Natural capital balance sheet

The final output of a CNCA is the natural capital balance sheet. This quantifies the benefits of natural capital assets under 'Assets' and the maintenance costs under 'Liabilities'; it is an adequate representation of material costs and of a subset of benefits. This section summarises the account evidence for the assets and benefits that are in within the scope of the CNCA for LB Barnet.

Based on the information compiled for the account, Figure 7.1 sets out a natural capital balance sheet for LB Barnet. Asset values and liabilities are reported in present value (PV) terms calculated, in perpetuity, as the discounted flow of future value. This method is based on the concept that the value of an asset is the total value of the benefits it can provide over its lifetime. The values that accrue in different future periods are discounted to express them all in present value terms through discounting at a rate recommended in the HM Treasury Green Book (2003 & update 2011).

The asset values were calculated by first aggregating all annual values presented in Table 5.1. This excludes property premiums, in order to avoid double-counting. Discounted annual costs and benefits were then subtracted to arrive at a net value.

The rows in the asset and liability parts of the balance sheet mirror a financial balance sheet in that they explain the reasons for change in the asset value over time, and type (and degree of flexibility) with the type of liability.

**Figure 7.1: LB Barnet natural capital balance sheet (£)(2016)**

|   | Private Value<br>(PV £m) | External Value<br>(PV £m) | Total Value<br>(PV £m) |
|---|--------------------------|---------------------------|------------------------|
| <b>Assets</b>                           |                          |                           |                        |
| Baseline Value                          |                          | 1,944                     | 1,944                  |
| Cumulative Gains/(Losses)               |                          |                           |                        |
| Additions/(Disposals or Consumption)    |                          |                           |                        |
| Revaluations and Adjustments            |                          |                           |                        |
| <b>Gross Asset Value</b>                | -                        | 1,944                     | 1,944                  |
| <b>Liabilities</b>                      |                          |                           |                        |
| Legal Provisions                        | -                        |                           |                        |
| Other Maintenance Provisions            | (134)                    | nil                       | (134)                  |
| <b>Total Net Maintenance Provisions</b> | (134)                    |                           | (134)                  |
| <b>Total Net Natural Capital Assets</b> | -                        | 1,944                     | 1,810                  |

Notes: Asset values and liabilities are reported in PV terms calculated as the discounted flow of future value over 100 years, using a variable discount rate as suggested by Green Book Guidance (2003 & updated 2011): 3.5% for 0 - 30 years, 3.0% for 31-75, and 2.5% for 76 - 100 years.

## 7.2 Key results

The account details the benefits delivered which accrue to the population of LB Barnet and in the case of carbon sequestration, to the rest of society. The services captured within the account include:

- Recreation – The number of visits to sites within LB Barnet have been assessed using the ORVal which estimates that 10.6 million visits are made to LB Barnet greenspaces each year. The analysis suggests that the value of this recreation is over £40 million per year
- Physical health – The analysis estimates that over 100,000 people (approximately 30% of the population) meet their physical activity guidelines through visits to the natural environment (i.e. parks and open spaces) in Barnet each week. The value (avoided health costs of inactivity) of this physical activity supported by LB Barnet's greenspaces is estimated at over £19 million per year.
- Property value premiums – Overall, the analysis identified an estimated 2,000 residential properties and over 50 commercial properties within the established property premium buffers for five selected sites. It found that property premiums around these sites may range from £6 - £50 million of total residential values (i.e. not per annum) and £0.2 million per year in commercial property rent premiums.
- Climate regulation – The average sequestration rates for the three main habitat types (i.e. woodland, amenity grassland, and neutral grassland) present in Barnet have been applied to the area of each habitat. The total value of carbon sequestered by these habitats is estimated to be £0.1 million per year.

Development of the maintenance cost account found that the costs of maintaining the services delivered by natural capital are estimated at £4.2 million per annum.

The results show that the net value of natural capital assets is estimated at over £1.8 billion. The benefits from open spaces in LB Barnet are over ten times the costs of maintaining them in perpetuity.



The CNCA also shows the costs of managing natural capital in LB Barnet's open spaces appear in financial accounts of the Council but the resulting health, wellbeing and economic benefits for the population of Barnet do not.

## 7.3 Discussion

The CNCA for LB Barnet highlights the significant values delivered by the natural capital assets in its scope. It also provides a valuable resource in terms of organising and linking data on natural capital and communicating benefits that are commonly understood but invisible if only the financial accounts are considered.

LB Barnet is the first London Borough to formally create a baseline CNCA for all its open space (there have been partial benefit assessments developed for other Boroughs). As a result, there are likely to be opportunities for further learning and refinement of the account, but the results show that the values delivered by open spaces are substantial, with net benefits around ten times the costs. The CNCA will provide an evidence base for future investment in the maintenance of natural capital assets and should support a joined-up approach to planning, regeneration, health provision, education, climate change adaptation and leisure.

The development of the account has (firstly) confirmed that there is enough information available to develop a meaningful account that highlights the significance of values from the natural capital assets that are not captured in conventional financial accounts. This account can be updated over time, providing a useful resource for future monitoring, decision-making and analysis.

It should be noted that the aggregation of recreation and physical health values has the potential to double-count some of the benefits, as some people partake in recreation actively enough to generate health benefits. However, the use of avoided health costs to value the physical activity undertaken within greenspaces minimises this double-counting to a level where it is not considered a significant inaccuracy.

Although residential property premiums are not included within the balance sheet, discounted asset value results suggest that they are in the correct order of magnitude. Property values

represent an asset value and an indication of market value through the anticipation of future benefits. In other words, the value of a property is somewhat influenced by the expected future benefits to the users of that property (e.g. through the expected changes in the local area, expected total lifespan of the property). In this way, the loss or gain of property values are similar to present value calculations, as they can be seen to represent capitalised value (future benefit flows) for the property.

This iteration of the balance sheet aims to establish a baseline against which gains and losses can be calculated in future accounting periods. Further iterations of the account may also extend the coverage of the monetary account, which can in turn change the balance sheet position. It can also provide a more detailed analysis of the benefits from natural capital that are already captured by the council in terms of rents and captured by others in terms of spending.

The physical and monetary flow accounts can be used to track how and why natural capital asset values change over time, including the influence of management decisions by LB Barnet. For example, changes in the number of visitors to the open spaces (which is likely given a projected increase in the population of the borough) changes in their habits and/or changes in the quality of or access to the open spaces would be reflected in the physical flow account. This would then result in a change in the monetary flow account where the number of visitors is multiplied by the value per recreational visit. A change in the value per recreational visit would only be reflected in the monetary flow account. Both such changes would feed into the balance sheet and their interpretation can help decision makers to identify opportunities and risks to better manage the factors that affect asset values.

## 7.4 Data gaps and limitations

An important gap that could be addressed by further research to develop the natural capital asset register is to include areas within LB Barnet that are not currently included as part of the Parks and Open Spaces Strategy (including green belt, agricultural land, and cemeteries). These areas are likely to contribute significantly to the benefits provided by green infrastructure in LB Barnet, especially in respect carbon sequestration and air

pollution mitigation. They may also provide significant values to large populations that have limited access to parks and open spaces under council management few alternative greenspaces available.

The account does not encompass all of the benefits delivered by natural capital assets, although it does include those considered to be most significant. Further research could cover:

- The calculation of air quality regulation provided by habitats through pollution absorption. Methods for developing these estimates are currently being further developed through work led by the Centre for Ecology and Hydrology, involving eftec, for the Office for national Statistics (ONS). Results from this work can inform future iterations of this account
- The flood risk reduction benefits provided by natural habitats, which require local modelling could also be estimated.
- The impact that open spaces and greenspaces have on property value uplift is likely to be significant (e.g. in the hundreds of millions). However due to the scope of this project and the complexities in modelling the number of properties within GIS, a full analysis for the borough was not undertaken. With adequate GIS knowledge and data layers, this analysis could be carried out in future.
- Recreational values are likely to be a significant underestimate as values do not include benefits to tourists and children under the age of 16.
- This study provides an estimate of natural capital maintenance costs and opportunities for refinement have been identified and will be shared with LB Barnet's finance team.
- Further discussion is required to confirm whether or not some of the health benefits identified (the avoided health costs) are actually private values to LB Barnet, in that they are avoided health treatment costs that would have to be met from the social care budget of LB Barnet. Evidence is not currently available to estimate what proportion of the avoided health costs would have to be met by LB Barnet and what proportion from other sources (e.g. the NHS for most treatments, and employers for lost workforce productivity) in order to attribute them between the private and external parts of



the account. Further investigation could try to establish whether evidence is available to attribute benefits in this way.

It should be noted that many of the services provided are co-dependent or intrinsically linked and the addition of estimates of the values of different services provided by the same habitats/spaces increases the risk of double-counting. The returns on efforts to include more and more services therefore diminish, as further values cannot always simply be added to the account. However, further valuations of services they would contribute to understanding the distribution of values provided, both spatially and across social groups. This should remain a point to be considered in future updates of the account.

Previous work has highlighted the need to develop a formal plan to communicate the findings of the natural capital account. The CNCA can be a very powerful tool as long as it is used appropriately. It is recommended that maintenance cost estimates in the account are linked to Barnet's accounting system to automate their production as far as practical in future.

## NOTES

<sup>5</sup> Estimated residential property premiums, a significant value, were not included within the balance sheet to avoid double-counting. The figure is the present value in perpetuity for recreational, physical health and carbon sequestration benefits.



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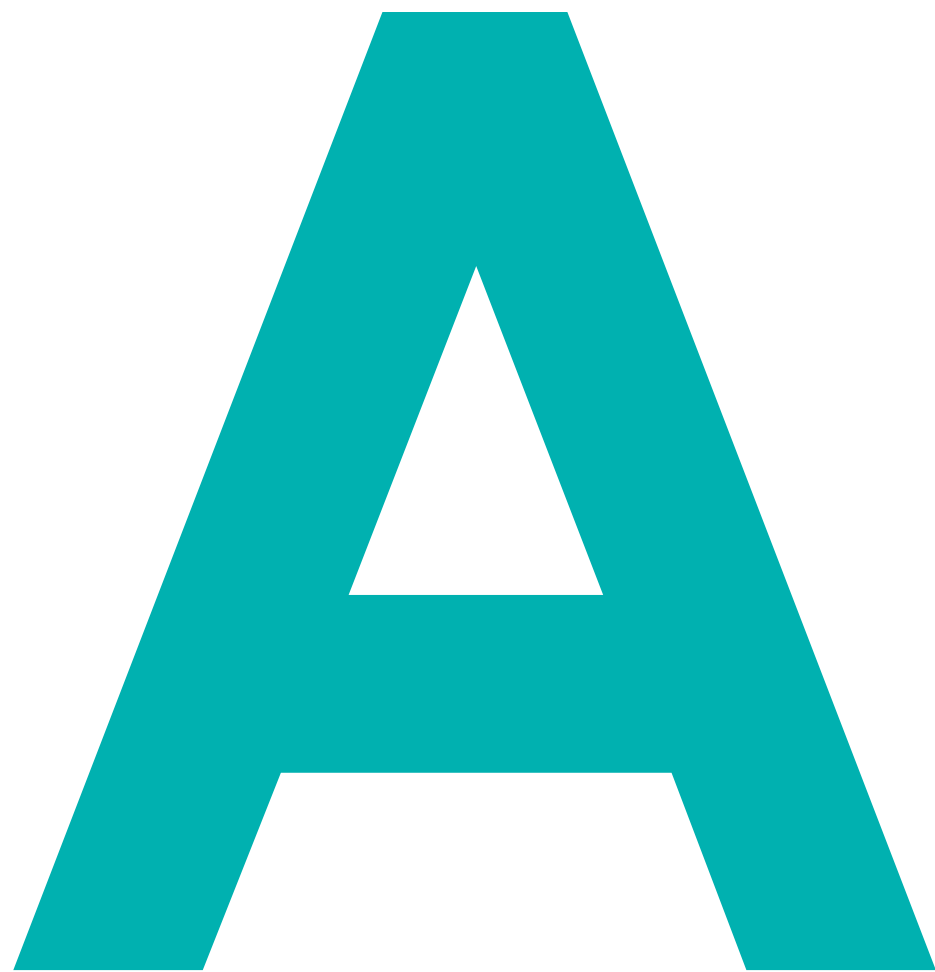
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## ANNEX 1: Background to CNCA

This Section summarises the account evidence, in particular a natural capital balance sheet reports the value of the (in-scope) natural capital (assets) and the ongoing costs of maintaining natural capital at the reporting date (liabilities).

### A1.1 Concept of Natural Capital and Accounting

Natural capital refers to the stock of natural assets upon which our economies and societies are built. Like other forms of capital, natural capital produces value for people in the form of 'goods' (e.g. timber, fish stocks, minerals) and 'services' (e.g. water provision, air purification, flood prevention). In order to effectively and sustainably manage natural capital, information on its condition and productivity needs to be collated in a structured and systematic way so that informed decisions can be made to achieve higher (long term) benefits while minimising costs.

The Corporate Natural Capital Accounting (CNCA) framework developed by eftec and partners for the Natural Capital Committee produces a set of reporting statements that can be used by an organisation to monitor and measure the health and value of natural capital it owns or manages. CNCA can also be used to make strategic and business decisions about the future management and development of that natural capital (as well as the wider business).

The CNCA framework collates and presents information about natural capital in a similar way to how other capital assets (e.g. financial and physical assets) that are reported on an organisations balance sheet. It reports the benefit to both the organisations that own natural capital assets and the communities that benefit from them with reference to the following issues:

1. What natural capital assets does the organisation, own, manage, or is responsible for?
2. What flows of benefits do those assets produce for the organisation and wider society?
3. What is the value of those benefits?
4. What does it cost to maintain the natural assets and flows of benefits?

To this end, the CNCA:

- records the condition of natural capital owned or managed by an organisation (natural capital asset register and physical flow accounts)
- measures the value that the natural capital produces for the organisation itself and society in general (asset values) (monetary flow accounts)
- establishes the costs (liabilities) of maintaining this value (maintenance cost accounts).

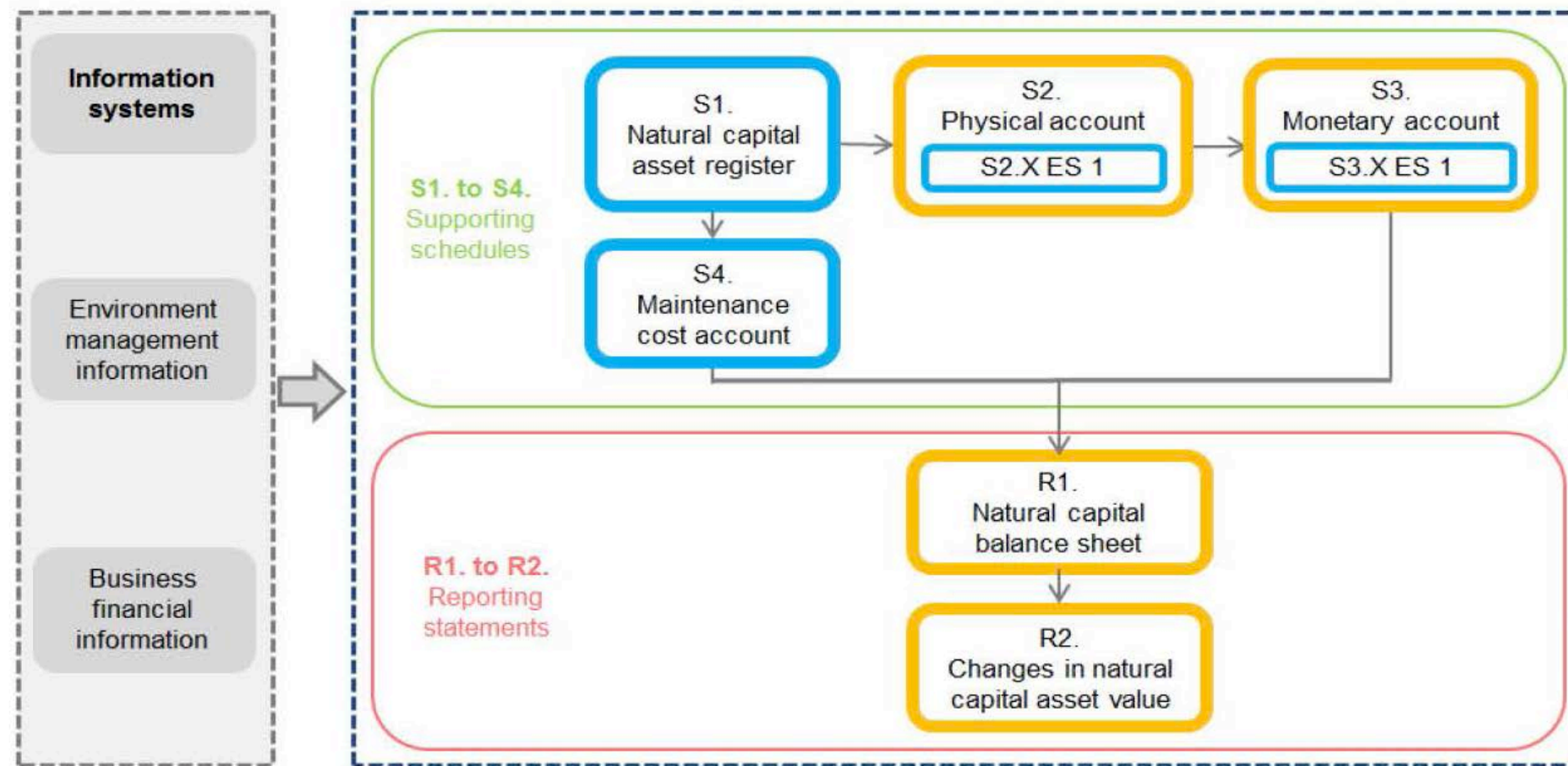
### A1.2 Overview of CNCA process

CNCA is made up of four supporting schedule and two reporting schedules (see Figure A.1).

Supporting schedules are:

- Natural capital asset register which shows the size and the condition of the assets (Section 3 of the main report);

**Figure A.1. The Corporate Natural Capital Accounting (CNCA) framework structure**



### A1.3 LB Barnet CNCA

The CNCA for LB Barnet is:

1. Composed of:
  - a. An asset register for the sites included within the Parks and Open Spaces Strategy;
  - b. A natural capital balance sheet for the benefits of these sites that are possible to quantify and monetise
2. Consistent with the guidance on CNCA including from the Natural Capital Committee and the Natural Capital Protocol as well as existing CNCA examples; and
3. Replicable so that LB Barnet staff can update it every year to allow future statements of changes in net natural assets.

- Physical flow account which measures the (ecosystem) services provided by these assets in biophysical terms – as relevant to each service (Section 4);
- Monetary flow accounts which estimates the benefits of these services to the organisation itself (private values) and to others (external values) (Section 5), and
- Maintenance cost account which shows how much the organisation spends maintaining the natural capital assets within the scope of the CNCA (Section 6).

- A natural capital balance sheet which reports the value of natural capital assets and the costs (liabilities) of maintaining those assets and
- A statement of change in natural assets which reports the change (gain or loss) in asset values and liabilities over a given accounting period. As the application in LB Barnet was for the first (base) year only, this statement cannot be produced.

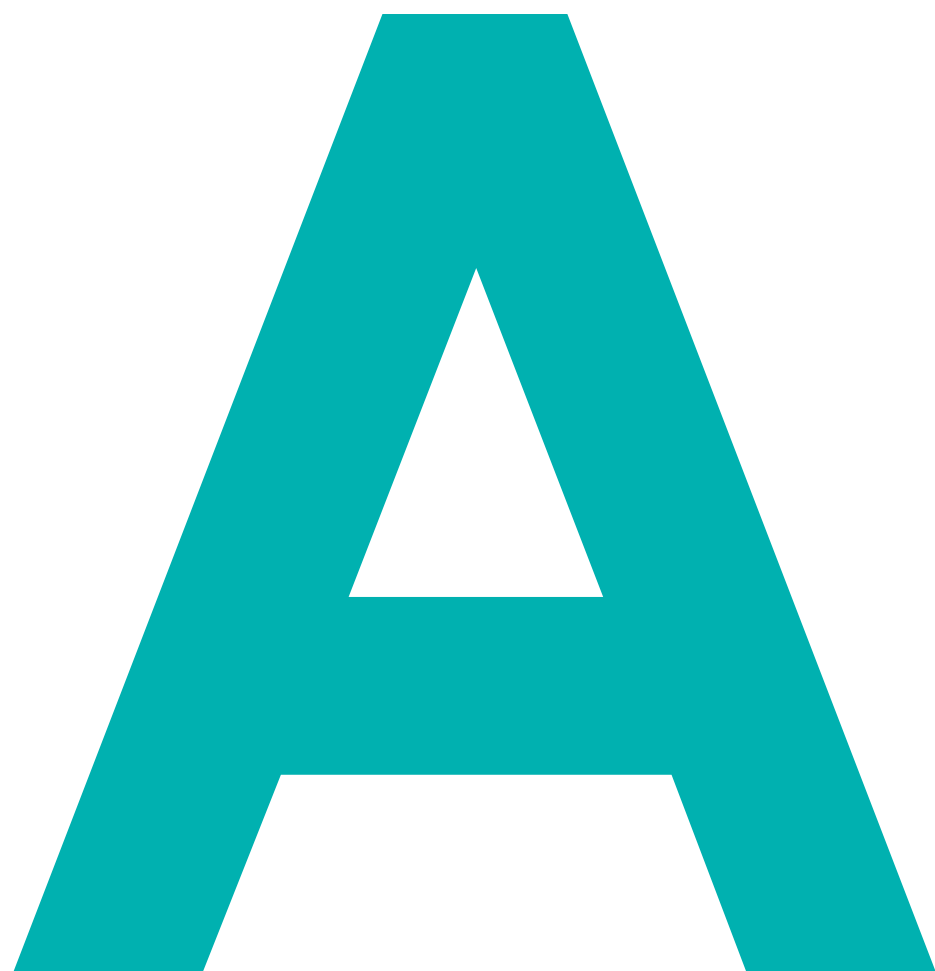
The reporting statements are:

This study produced the natural capital balance sheet as an opening account. An Excel workbook has also been produced for future use by LB Barnet to develop a statement of change.

### NOTES

<sup>7</sup> See: effec et al. (2015) Developing corporate natural capital accounts, Final Report for the Natural Capital Committee, January 2015; and effec et al. (2015) Developing corporate natural capital accounts, Guidelines for the Natural Capital Committee, January 2015.





## ANNEX 2: METHODOLOGY

This annex provides information regarding sources, methods, and assumptions used to develop the CNCA for LB Barnet. Detailed steps of each subsequent calculation of the analysis are provided within the (automated) Excel workbook developed for LB Barnet as part of this account. The Excel workbook and accompanying calculations will be presented to Council staff during a training exercise aimed at enabling LB Barnet to update the CNCA in the future. The section is organised along the lines of the benefits assessed.

### A2.1 Recreation

Sites considered for the analysis of recreation benefits are those included in the Parks and Open Spaces Strategy. As highlighted in Section 4, the number of visits to sites within LB Barnet has been estimated using the Outdoor Recreation Valuation Tool (ORVal) developed by the University of Exeter for Defra. The tool is based on the nationally representative Monitor of Engagement with the Natural Environment (MENE) survey (n=280,790) which uses interviews with a weekly quota sample, and population weights, to estimate nature visit frequency across England, and provides details on these visits. The tool also takes into account substitutes in determining recreational values, and distinguishes between displaced and additional recreation activity. For the purposes of this CNCA, and with the aim of aligning the analysis to the Parks and Open Spaces Strategy, the following types of greenspaces were filtered out (i.e. unselected within the tools interface) of the LB Barnet boundary during ORVal analysis:

- Cemeteries;
- Coastal;
- Estuary;
- Golf;
- Parking;
- Verges and SLOAP sites; and
- Seaside.

One (unnamed) greenspace site that was included within ORVal, but not included within the Open Space Assessment was also removed from the analysis. The filtered ORVal results, aggregated provide an estimate of 10.6 million visits made to LB Barnet greenspaces in the Open Spaces Assessment each year.

The tool also provides an estimate for the welfare values (in monetary terms) associated with these visits. The estimation of welfare values identifies how much welfare an individual enjoys as a result of visiting a greenspace and its attributes (e.g. the size, the amenities). In addition, it identifies how much welfare is lost from each extra pound of cost incurred in travelling to a

greenspace. The figures reproduced in Table A.1 are net welfare values for open spaces in LB Barnet based on the visitor and value estimates in ORVal.

- Agricultural land;
- Allotments;

**Table A.1: ORVal recreation welfare value estimates (£ million per year)**

|                              |           | £m per yr   |
|------------------------------|-----------|-------------|
| <b>Total value of visits</b> |           | <b>41.2</b> |
| <b>SEG</b>                   | <b>AB</b> | <b>15.7</b> |
|                              | <b>C1</b> | <b>13.6</b> |
|                              | <b>C2</b> | <b>5.6</b>  |
|                              | <b>DE</b> | <b>6.2</b>  |

These values were used within the CNCA as indicative of the recreational value provided by LB Barnet's greenspace, and are driven by the number of visits.

## A2.2 Physical health

Access to local, safe and natural green space can help individuals sustain higher levels of physical activity. In addition, the motivation to continue physical activity schemes is more likely to be sustained through the natural environment. People tend to be more likely to continue activities in which exercise becomes secondary to environmental or social benefits (e.g. gardening, Green Gym or walking in green space) than activities in which exercise remains the primary driver (Bird, 2004).

This analysis explores the potential value of physical activity supported by greenspace in LB Barnet in terms of avoided health costs of inactivity. In England, the direct costs of inactivity and its associated health costs have been estimated at around £10 billion per year (Designed to Move, 2013; Walking for Health, 2010; National Institute for Health and Care Excellence, 2006). Inactivity has been identified globally as the fourth leading risk factor for mortality (WHO, 2010). Further, a report by the Association of Public Health Directors showed that if everyone in England met guidelines for physical activity nearly 37,000 deaths a year could be prevented (Network of Public Health Observatories, 2013).

Public Health England (2016) reports that 60% of Barnet residents meet the weekly recommended physical activity requirements

(i.e. 150 minutes of physical activity per week in accordance with UK Chief Medical Officer recommended guidelines on physical activity), which is around 220,083 people. A Sports and Physical Activity Consultation found that half of Barnet's physically active residents use parks and green spaces for their physical activity and exercise, making them the most popular locations for exercise in the Borough (LB Barnet, 2013). The number of people in Barnet meeting their physical activity requirements outdoors by LB is therefore estimated as half of the active population, or around 110,041 people (i.e. 220,083 x 50%).

To estimate the economic value of this physical activity, UKActive estimates of: (i) the % population inactive (~26%) and (ii) the annual cost to Barnet's economy, including treating diseases and sickness absences from work (over £17million), were used to estimate the average costs per inactive person in Barnet (£178) (UKActive, 2014). Applying the cost per inactive person to the number of greenspace users meeting physical activity guidelines gives an estimate of the value of physical activity undertaken outdoors, in terms of avoided health costs, of over £19 million per year.

It should be noted that these estimates have been calculated against a counterfactual of this physical activity having not taken place. This is not representative of a realistic scenario as it is likely that many people who currently exercise outdoors would, if faced with an absence of outdoor facilities in LB Barnet, shift to indoor exercise, or travel to other Boroughs (both alternatives do involve additional costs and hence welfare loss) for outdoor

exercise opportunities. These assumptions mean the account represents the health benefits supported by use of open spaces, but not necessarily the impact of those spaces. This is considered acceptable for accounting purposes.

It should also be noted that a proportion of the social value of increased physical activity would manifest itself as a decrease in costs to LB Barnet local health facilities and services. In general, as a person's mental and physical health and quality of life increases, their dependency on various local health care facilities and services decrease. Additional benefits to Barnet arise because, as recognised within Barnet's Joint Health and Wellbeing Strategy, health and wellbeing of an individual or population can positively influence wider factors such as education, employment, income, and welfare (LB Barnet, 2016).

## A2.3 Property values

Well-designed and maintained green space or green infrastructure can add to the aesthetic setting of an area, which can impact its attractiveness to prospective residents and businesses. In this way, it has been shown to positively impact land and property values, as people wanting to live / work in close proximity to green space are shown to pay more for a property in such a location. This premium on property prices reflect the scale of the benefits, and other factors such as the competition for this access (e.g. due to limited green space, increasing demand for it) (efftec and CRESR, 2013).

Property value premiums resulting from close proximity to green space can be applied to the total value of surrounding properties, therefore estimating the potential proportion of property value that may be attributable to green space proximity. For this analysis, proximity is defined as having a good quality green space within 300 meters from home. As described in Section 4, this is in line with the most local criteria with ANGSt (Natural England, 2010).

For residential property, the majority of estimates of the size of the premium as a result of proximity to green space fall within the 5% to 10% range (Mourato et al., 2010; Thomy et al., 2016; Garrod and Willis, 1992; Garrod, 2002; Wolf, 2007; Luttik, 2000; Dunse et al., 2007; Luther and Gruehn, 2001; CABE, 2010; 2005). This premium is related to the total value of the property, not a yearly flow of



value, and therefore results should not necessarily be described in present value terms. These estimates take account of other factors that influence the price of a property such as the size and characteristics of the property, and the characteristics of the general area and the population.

For non-residential properties, a survey conducted by Gensler and the Urban Land Institute (ULI) (2011) exploring the preferences of real estate developers, investors, consultants and public sector workers across Europe found that 93% of respondents are prepared to pay at least 3% more to be within close proximity of open green space. Commercial rents near accessible green space of good quality generally exceed rents in surrounding submarkets (Ernst & Young, 2003; CABE, 2005; Gensler and ULI, 2011).

Some of the value reflected in property premiums may double-count other benefits. For example, willingness to spend more on a house in close proximity to greenspace may be indicative of the extra recreation value and physical health benefits that the buyer might expect to receive in future. The following assessment of value provided to the residential and commercial and industrial market from proximity to green space should therefore be read keeping these factors in consideration.

The accompanying Excel workbook presents estimates for the value of residential properties and non-residential rental premiums attributable to green space within 300m of five case studies:

- Sunny Hill Park;
- Clarefield Park;
- Victoria Park;
- Court Way OS; and
- Princes Park.

The estimates (presented in Table A. 2) have been calculated using the aforementioned values from literature: 5% to 10% price premium for residential properties; and 3% rent premium for non-residential properties. These premiums were applied to data from the ONS and the Valuation Office Agency (VOA) regarding the value of residential and commercial property in the area (respectively).

As the estimates are dependent upon the value and number of residential and/or non-residential properties within 300m of each case study, those surrounded by more properties, or in areas

**Table A.2: Property value premiums (£ million)**

| Site                  | Residential 5% | Residential 10% | Commercial (£m per yr) |
|-----------------------|----------------|-----------------|------------------------|
| Sunny Hill Park       | 23.6           | 47.3            | 0.02                   |
| Clarefield Park       | 5.6            | 11.1            | 0.18                   |
| Victoria Park         | 11.7           | 23.4            | 0.02                   |
| Court Way OS          | 9.2            | 18.4            | 0.00                   |
| Princes Park          | 22.2           | 44.4            | 0.00                   |
| <b>Total premiums</b> | <b>72.3</b>    | <b>144.6</b>    | <b>0.22</b>            |

where property values are higher, are estimated to be linked to higher premiums.

The estimates (presented in 2) have been calculated using the aforementioned values from literature: 5% to 10% price premium for residential properties; and 3% rent premium for non-residential properties. These premiums were applied to data from the ONS and the Valuation Office Agency (VOA) regarding the value of residential and commercial property in the area (respectively).

As the estimates are dependent upon the value and number of residential and/or non-residential properties within 300m of each case study, those surrounded by more properties, or in areas where property values are higher, are estimated to be linked to higher premiums. (Refer to Table A.2)

As shown, estimates for premiums range around the low to mid tens of millions of pounds per park. The largest value of residential property premiums is attributable to Princes Park, representing an estimated £22 million – £44 million in price premiums for the residential properties in the surrounding (300m) area. The second-highest values are attributable to proximity to Sunny Hill Park from around £23 million and £47 million for the surrounding homes. Clarefield Park is estimated to have the largest impact on commercial rents, at around £0.18 million per year.

The provision of open spaces and other green infrastructure can provide significant value in terms of property price premiums within a local area. Therefore, its quality and accessibility, and measures impacting upon them, can impact this value. In addition, the proximity to populations, their density, income levels and the availability of substitutes all vary with location and are crucial drivers of the value provided by urban greenspace. Previous studies and approaches have been able to take many, but not all, of these spatial factors into account.

## A2.4 Climate regulation

Climate regulation includes reducing greenhouse gas emissions and/or their concentrations in the atmosphere. Mitigation is a vital response to a changing climate as the greater the reduction of emissions and concentrations of greenhouse gases, the less severe the negative impacts of climate change will be. Investments to enhance greenspaces can contribute to the following factors which aid mitigation:

- Carbon storage and sequestration in soil and vegetation;
- Fossil fuel substitution – e.g. through increased biomass resource;

- Material substitution – e.g. through increased / alternative fibre resource;
- Space for local food production; and
- Reducing the need to travel to access green space.

In addition, by helping to manage high temperatures, green infrastructure could also reduce energy demand for cooling in buildings, further helping to reduce greenhouse gas emissions. This also highlights how green infrastructure can play a role in climate change adaptation, but this issue is not explored further in this study.

Carbon sequestration rates differ for different types of habitats and different land management choices can either maintain or increase the carbon store for long periods of time, or result in net emissions. Therefore, land use and management choices can have an important role in determining the amount of carbon released into the atmosphere or stored in the soil (mitigation) and, as a consequence, in global climate regulation (Smith et al., 2007; Thompson, 2008).

For this analysis average sequestration rates for the three main habitat types (provided by (Soussana et al., 2009; eftec, 2010) present in LB Barnet (i.e. woodland, amenity grassland, and neutral grassland) were applied to the area of each habitat. The total amount of carbon sequestered was then applied to central non-traded carbon values following DECC Guidance (DECC, 2014). DECC estimates for the £ per tonne of non-traded carbon used within the valuation calculations is provided within the accompanying Excel workbook.

## A2.5 Maintenance costs

A summary of the cost by cost centre and expense type is shown below (Table A.3) .

## NOTES

<sup>13</sup> For more information, see: <http://leep.exeter.ac.uk/orval/>

<sup>14</sup> In this case, a figure describing the monetary equivalent of the welfare enjoyed by individuals as a result of having access to a greenspace.

Population for Barnet in 2016 sourced from London Borough of Barnet (2013). Population projections. Available online: <https://open.barnet.gov.uk/dataset/population-projections-barnet-2013/resource/36ed919d-add3-4de2-a42a-4c1cec30a72b> .

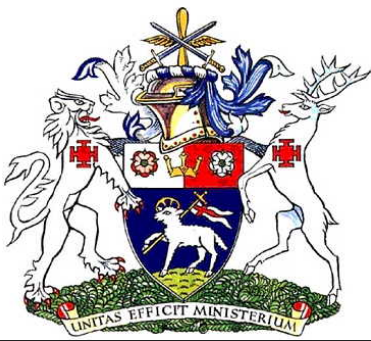
<sup>10</sup> Property values can be seen as a capitalised value; they represent an indication of market value through the anticipation of future benefits. In other words, the value of a property is somewhat influenced by the expected future benefits of that property (e.g. through the expected changes in the local area, expected total lifespan of the property). In this way, the loss or gain of property values are similar to present value calculations, as they can be seen to represent capitalised value (future benefit flows) of the property.

**Table A.3: Summary of the cost by cost centre and expense type**

**Detailed Maintenance Costs**

| Cost Centre/Expense type             | Code         | 2015/16<br>Actual | 2016/17<br>Forecast | %<br>Attrib | Est.<br>Cost | Est.<br>Income | Notes/Comments   |
|--------------------------------------|--------------|-------------------|---------------------|-------------|--------------|----------------|--|
|                                      |              | £                 | £                   |             | £'m          | £'m            |  |
| <b>Parks &amp; Open Spaces</b>       | <b>01764</b> |                   |                     |             |              |                |  |
| Staff Pay, Agency & Training         |              | 332,752           | 308,029             | 100%        | 0.31         |                | All staff engaged in parks activity                      |
| Buildings Maint, utilities, cleaning |              | 459,275           | 499,172             | 100%        | 0.50         |                | Park buildings upkeep and running costs                  |
| Grounds Maint.                       |              | 172,562           | 133,000             | 100%        | 0.13         |                | Broad range of grounds maint activity. All parks.        |
| Travel & Misc expenses               |              | 99,866            | 130,211             | 100%        | 0.13         |                | Travel, clothing and equipment costs. All parks related  |
| Insurance                            |              | 143,523           | 159,720             | 100%        | 0.16         |                | Tree Root Insurance (22% allocation of central contract) |
| Other services/expenses              |              | 205,801           | 90,000              | 100%        | 0.09         |                | Broad range of equipment/expenses. All parks.            |
| Recharges                            |              | 65,875            | 62,541              | 100%        | 0.06         |                | Misc. recharges  |
| Capital replenishment                |              |                   |                     | 100%        | -            |                | TBD  |
| Income                               |              | (831,159)         | (847,321)           | 100%        |              | 0.85           | £214k for fees, £575k for rents/lettings                 |
| <b>Sports Grounds</b>                | <b>10765</b> |                   |                     |             |              |                |  |
| Staff Pay, Agency & Training         |              | 2,397,220         | 2,482,073           | 100%        | 2.48         |                | All staff engaged in sports grounds activity             |
| Buildings, grounds maint             |              | 83,334            | 98,790              | 100%        | 0.10         |                | Buildings insurance, refuse and maint.                   |
| Vehicle, travel & misc.              |              | 154,777           | 221,900             | 100%        | 0.22         |                |  |
| Recharges                            |              | 475,959           | 538,867             | 100%        | 0.54         |                | Mainly Vehicle expenses recharges                        |
| Capital replenishment                |              |                   |                     | 100%        | -            |                | TBD  |
| Income                               |              | (503,430)         | (684,000)           | 100%        |              | 0.68           | £489K from Barnet Homes?                                 |
| <b>King George Playing Fields</b>    | <b>10768</b> |                   |                     |             |              |                |  |
| Insurance & Maint                    |              | 24,830            | 25,195              | 0%          | -            |                | Largely recharged from expenses incurred above.          |
| <b>Trees Management</b>              | <b>10952</b> |                   |                     |             |              |                |  |
| Staff Pay, Agency & Training         |              | 197,769           | 239,850             | 9%          | 0.02         |                | Staff costs  |
| Grounds maint                        |              | 692,484           | 600,000             | 9%          | 0.05         |                | Costs of external tree contractors                       |
| Travel                               |              | 5,585             | 5,850               | 0%          | -            |                | Misc travel costs  |
| Insurance                            |              | 469,712           | 522,710             | 0%          | -            |                | Highways related allocation of tree root insurance       |
| Misc Expenses                        |              | 10,701            | 11,802              | 0%          | -            |                | Misc. expenses   |
| Recharges                            |              | 79,202            | -                   | 100%        | -            |                |  |
| Income                               |              | (137,102)         | (44,500)            | 100%        |              | 0.04           | Charges for services provided.                           |
| Cost recovery from Barnet homes      |              |                   |                     |             | -0.677       | 0.677          |  |
| <b>Total</b>                         |              |                   |                     |             | 4.12         | 0.90           |  |
| <b>Overheads</b>                     |              |                   |                     |             |              |                |  |
| Streetsence Mgt team                 | 11369        |                   | 572,000             | 10%         | 0.06         |                |  |
| Business Improvement                 | 11372        |                   | 299,000             | 10%         | 0.03         |                |  |
| <b>Total Costs</b>                   |              |                   |                     |             | 4.21         |                |  |

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## Environment Committee

13 July 2017

|                                |   |
|--------------------------------|---|
| <b>Title</b>                   | <b>Annual Performance Report – 2016/17</b>  |
| <b>Report of</b>               | Strategic Director for Environment  |
| <b>Wards</b>                   | All   |
| <b>Status</b>                  | Public  |
| <b>Urgent</b>                  | No  |
| <b>Key</b>                     | No  |
| <b>Enclosures</b>              | Appendix A: Environment Committee Commissioning Plan - Annual Performance Report 2016/17  |
| <b>Officer Contact Details</b> | Kitran Eastman – Street Scene Director<br>Tel: 0208 359 2803. Email: <a href="mailto:kitran.eastman@barnet.gov.uk">kitran.eastman@barnet.gov.uk</a> |

### 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; and highways and regulatory services. All Theme Committees agreed five-year Commissioning Plans.

This report provides a review of the Environment Committee Commissioning Plan 2016/17 addendum (Appendix A), against the commissioning intentions and outcome measures.

### Recommendations

1. That the Environment Committee note progress on the Environment Committee Commissioning Plan 2016/17 addendum (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 Barnet 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, walk, cycle and participate in sports and physical activity.
- 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 Barnet – 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. Focusing always 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 Barnet.

## 2. Review of Commissioning Plan for 2016/17

2.1 Appendix A provides a review of the Environment Committee Commissioning Plan 2016/17 addendum, against each of the commissioning intentions and outcome measures.

**32** commissioning intentions are included in the Commissioning Plan

- **72% (23)** are Green
- **22% (7)** are Green Amber.
- **3% (1)** are Red Amber
- **3% (1)** are Red

**26** outcome measures (indicators) are included in the Commissioning Plan

- **50% (12)** are “on or above target” and
- **50% (12)** are “off target”.

**23** outcome measures (indicators) have been given a Direction of Travel status:

- **39% (9)** have an “improved or maintained” DOT
- **61% (14)** 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 the 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 and to 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** (24%) has declined by six percentage points since last year and so is significantly lower than the London Average. The complex nature of the service delivery model will be examined in 2017 to deliver further improvements in satisfaction. A new enforcement contract will be procured in 2018 and offers the potential to improve service delivery in 2017/18 (the new contract will go live in November 2018).
- Roll-out of the **electronic parking permit system** has now completed and despite early issues the system is now working successfully and allows residents to apply for and renew permits online. Circa 24,000 residents benefit from this new system which is one of the first of its kind in London.

## **Waste and Recycling**

The waste sector as a whole continues to face a number of policy and cost challenges including the achievement of recycling 50% of municipal waste 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** (75%) has worsened by three percentage points from 2015/16. The resident satisfaction rating is 7% above the London average, but below the councils target of 80%.
- The **recycling rate** has increased slightly to 36.973%; attributed a decrease in residual waste within this quarter; although residual waste remains at a high level overall.
- The Environment Committee on 22 March 2017 approved the draft of the Barnet Waste Regulation 2017 for consultation. Once adopted these regulations will specify how, when and where recycling and waste containers should be placed for collection, as well as which containers should be used



and what should and should not go in the containers. The aim of the regulations is to improve the quality of the local environment and keep our high streets free of litter, fly-tipped material and bins.

### **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** was 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.
- The Parks and Open Spaces **capital investment programme** was agreed by Environment Committee in November 2016. A number of specific requests for inclusion in the capital programme were agreed by the June 2017 Policy and Resources Committee. Further requests for specific projects to be included in the future capital programme will be submitted to future meetings of the Environment and go to Policy and Resources Committee.
- The **Playing Pitch Strategy** has been approved by Environment Committee in March 2017 and subsequently signed off by Sport England. The strategy defines the playing pitch work streams that will be worked up with the relevant sporting National Governing Bodies.

### **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** (51%) has remained lower than the London average (55%) and fallen by one percentage point this year.
- A trial to increase **Street Scene enforcement** took place in 2016/17. The trial has proved successful and between July 2016 and March 2017 over 3,000 FPNs have been issued for Litter, Duty of Care Business Waste checks, fly tipping, and flyposting. Payment rate is 75%, and unpaid FPNs are being prosecuted. The most recent prosecutions resulted in a £200 fine, £200 costs, a £30 victim surcharge and a collection order, totalling £430 each.

## Hendon Cemetery and Crematorium

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.

- We have installed the Orbitus Audio Visual system to both of Hendon Cemetery & Crematorium Chapels. This allows Funeral Directors to pre-book funeral music, upload and display picture and video tributes. The system can operate such that if there is a very large congregation, the service can be broadcast between the two chapels and the Cloister area.
- Funerals can now be webcast via a private secure link to enable family and friends who are unable to travel or live abroad to witness the funeral.
- Proposals to scope work to the derelict Cemetery & Crematorium Gatehouse buildings have been approved and we are currently preparing proposals to include the following; Gatehouse, improve office facilities to include private consulting room(s) for the bereaved, café, and other ancillary services.
- Following the recent, permanent, closure of a nearby florist shop, we will be opening an onsite florist stall in partnership with a local supplier. We will also investigate the possibility of utilising the loft space within the Gatehouse to provide a “hub” or touchdown office for mobile workers engaged in the wider delivery of council services.
- Redevelopment of the grounds maintenance facilities to enhance the visual aspect of the cemetery and free up valuable burial space.
- Grave re-use was approved at Environment Committee in January 2017.
- A Mausoleum garden is to be built on land unsuitable for traditional burial. This will extend the life of the Cemetery and diversify the demographic wanting to use Hendon.
- A number of sites have been identified outside the Borough and one inside the Borough which may be suitable as a new cemetery. These are being evaluated against certain criteria; size, location, access, topography, availability, planning consent and need within that area.

## 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.

- A **Highways Service** Improvement Plan has been in place to improve progress on minor works and NRP 1 defects. The Highways Exor IT upgrade project is a key aspect of the Plan, which commenced in March 2017 and is expected to be delivered by the summer 2017.
- As part of the **Network Recovery Programme (NRP)**, 47 Footway and 50 Carriageway relay schemes have been completed comprising an estimated total area of 67,428 square metres of pavements and 91,512 square metres of carriageway. Resident satisfaction with the 2016/17 work has considerably improved and the council continues to receive positive comment on the work done.

- Satisfaction with **street lighting** (69%) remains high but has slightly reduced since last year however there has been no increase in correspondence.

### **Regulatory Services**

The service covers Environmental Health, Trading Standards and Licensing.

- The multi-agency **Joint Tasking Group** continues to be a success with dedicated projects launched around issues in Burnt Oak and Golders Green. Public Health now also regularly attend these meetings
- The Community Protection (**ASB**) **team** have been working closely with Green Spaces and other partners in relation to on going issues with illegal raves at Scratchwood.
- The **ASB team** are strongly supporting the Multi Agency Risk Assessment Conference (MARAC) and Joint Tasking Action Group (JTAG) ensuing where necessary appropriate action is taken.
- **Areas Trading Standards** focused upon in 2016/17, included letting agents and second hand car dealers. Both areas have seen a significant reduction in complaints following these projects
- **Trading Standards and electrical safety:** During a week of coordinated enforcement action, issues were found at 23% of premises visited. Issues related to cord sets, adaptors and travel plugs. There has been a reduction in safety complaints in 2016/17 evidenced
- **Trading standards, Licensing, ASB and noise** have utilised the LBB twitter account to try to educate residents. Tweets using the LBB twitter account have been made around licensing, noise nuisance, banking scams, distraction burglary, second hand car tyres, electrical product safety, and letting agents.
- The **Licensing** team have continued to undertake successful out-of-hours visits in conjunction with the police and a Closure Notice was served in March 2016 in conjunction with the **Noise team** relating to a premises with persistent nuisance issues. The **Licensing team** also instigated a review in relation to a premises persistently breaching its licence conditions. In general there has been a significant increase in the number of licensing reviews which is a reflection of the joint working between the **licensing team, the police, noise nuisance and trading standards**.
- Officers have continued to work on a reactive basis dealing with service requests relating to rough sleepers/encampments, public health, nuisance and anti-social behaviour issues as they occur, hitting over 96% of service standards. The Public Health and Nuisance Team have also proactively been referring relevant properties to the Empty Property Team and the HMO licensing Team. Officers have been trained to ensure that they are aware of the new Additional HMO licensing criteria.
- In February 2017 officers were involved in a cross agency operation organised by the Police in Burnt Oak looking at accumulations and public health issues. Officers continue to work closely with Street Scene, Refuse and Community Safety to ensure that the most effective solution is found.

## **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 2016/17.

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

## **5.4 Legal and Constitutional References**

5.4.1 All proposals emerging from the business planning process 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 in December 2016.

## **6 BACKGROUND PAPERS**

6.1 Environment Committee Commissioning Plan 2015-20.

6.2 Environment Committee Commissioning Plan 2016/17 addendum

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## Appendix A

### Environment Committee Commissioning Plan - Annual Report 2016/17

The tables below provide an update on the Environment Committee Commissioning Plan for 2016/17 against each of the Commissioning Priorities:

- **Parks and Open Spaces** - attractive suburban parks that promote health and wellbeing, conserve the natural character of the area, and encourage economic growth.
- **Recycling and Waste** - high levels of resident satisfaction with waste and recycling services and a green and clean borough.
- **Street Cleaning** - low levels of littering compared with similar councils; resulting in high levels of resident satisfaction and a green and clean borough.
- **Roads and Transport** - a high quality, responsive, service that optimises travel times across the borough; and which is safe for users and reflects the growing nature of the borough.
- **Parking** - parking is an important service to residents and initiatives are in place to enable the parking service to fulfil its aims of keeping traffic moving, making roads safer, reducing air pollution, ensuring that there are adequate parking spaces on high streets and that residents can park as near as possible to their homes.
- **Regulatory Services** - effective, targeted, proportionate services that are easy to access and navigate by users. Breaches in regulatory services are effectively and efficiently enforced and costs recovered by the council. Regulatory services are directly contributing to public health and improved public safety.
- **Cemetery and Crematorium** - highest possible standards in meeting the needs of the bereaved safely – including administration, burial, cremation, memorial management, and ground maintenance and cremation memorial options.

PARKS AND OPEN SPACES

| Commissioning Intention  | RAG                           | Commentary   | Service             |
|--|-------------------------------|--|---------------------|
| <p>Look at how residents use parks and how they are likely to want to use them in the future, particularly as the density of housing in the borough increases</p>  | <p><b>Green<br/>Amber</b></p> | <p>The Parks and Open Spaces Strategy and capital programme was agreed by Environment Committee in May 2016 and November 2016 respectively. The key items for the capital programme will go onto Policy and Resources Committee for approval in June 2017. A series of other specific will go to Policy and Resources Committee for inclusion in the capital programme for 2017/18.</p> <p>Saving opportunities to Spring bedding, park locking and naturalisation of parks that impact less on service quality and provision for residents are being explored. .</p> <p>Income targets have been met for 2016/17, and Street Scene have been working with Estates to maximise income from park assets and two new mobile concessions for 2017 have been secured.</p> <p>The Bowls Management project has secured alternative delivery models with all of the existing clubs who are operating under the new models as of 1 April 2017. Formalisation of the arrangements via lease agreements and the completion of agreed works is underway.</p> <p>The Adopt a Place initiative has 13 active schemes, with 10 new schemes being implemented and more in development with community groups. Street Scene has been working with 25 active community groups in parks and open spaces.</p> <p>The Natural Capital Accounting assessment of the borough's parks has been completed and will assist in determining the prioritisation for investment and evidencing benefits delivered by external funding</p> | <p>Street Scene</p> |
| <p>Deliver major Parks and Open Spaces developments supported through the regeneration programme, drawing on private sector investment as well as our own e.g. Montrose Playing Fields, Silk Stream Park and Clitterhouse Park</p> | <p><b>Green<br/>Amber</b></p> | <p>Service design input has been made to the Montrose Park and Silkstream parks improvement scheme, the replacement Copthall Leisure Centre scheme, the new Leisure Centre in Victoria Recreation Ground and the master planning of the surrounding park and the Heybourne Park improvement scheme.</p>  | <p>Street Scene</p> |

| Commissioning Intention  | RAG   | Commentary   | Service          |
|--|-------|--|------------------|
| Consult on the Playing Pitch Strategy and develop schemes with national bodies and local interest groups | Green | The Playing Pitch Strategy has been approved by Environment Committee and Sport England in March 2017. The strategy will determine the other playing pitch work streams that will be worked up with the relevant sporting National Governing Bodies. | Env. Comm. Group |

| Ref | Indicator              | Polarity   | Period Covered   | 2016/17 Target      | 2016/17 Result | 2015/16 Result | DOT (From 2015/16) | Benchmarking  |   |
|-----|------------------------|--|------------------|---------------------|----------------|----------------|--------------------|---------------|---|
| CPI | SS/S1 (RPS – Biannual) | Percentage of residents who are satisfied with parks and open spaces                             | Bigger is Better | Autumn 2016         | 72%            | 72% (G)        | 67%                | Improving     | London 68% (November 2014, Survey of Londoners) |
| SPI | SS/S2                  | Percentage of households which have used parks, playgrounds or open spaces in the last 12 months | Bigger is Better | Autumn 2016         | 86%            | 84% (G)        | 87%                | Worsening     | No benchmark available                          |
| SPI | SS/C10                 | Measure of return on investment of parks and open spaces through a natural capital               | Bigger is Better | Apr 2016 - Mar 2017 | Monitor        | Not available  | Not available      | Not available | No benchmark available                          |

| RECYCLING AND WASTE   |             |   |              |
|---|-------------|---|--------------|
| Commissioning Intention   | RAG         | Commentary  | Service      |
| Recycle 50% of all waste by 2020  | Red         | <p>The recycling rate for 2015/16 was 36.83%. Barnet was ranked 9th for its 2015/16 performance with the majority of London Borough recycling rates having continued to stall or decrease during 2015/16<sup>1</sup>. The latest quarterly data available (October – December 2016) shows a 0.17% increase in performance compared to the same period last year, mainly due to a decrease in residual waste within this quarter; although residual waste remains at a high level.</p> <p>Actions to bridge the gap between performance and targets have included expanding the dry recycling service at flats, implementing the contamination management plan, food waste recycling roadshows (in February/March 2017) and development of communications plans, including a focus on contamination. Further changes to the service offer, including policy changes, will be required to deliver a step change in performance.</p> | Street Scene |
| Focus efforts on 'hot spots' where the majority of waste for disposal comes from because recycling facilities are often not easily accessible, such as blocks of flats and commercial centres | Green Amber | <p>A further 488 flats sites across the borough have been given optimum recycling provision, including the roll out of new recycling provision to 320 flats sites</p> <p>New Fees and Charges have been introduced from April 2017 for recycling bins provided at new developments. The income from the sale of these will support the change from small 240/360 litre bins to 1100 litre bins at existing flats sites as appropriate. A trial carried out by Street Scene has showed that these larger bins have increased recycling.</p> <p>Work on the Barnet Waste Regulation took place in 2016/17, to enable consultation in May 2017 and adoption by Full Council in July 2017. The introduction of the regulations will go hand in hand with increase recycling opportunities for flats above shops in commercial centres.</p>  | Street Scene |

<sup>1</sup> 5 out of the 8 boroughs ranking above Barnet in 2015/16 operated a fortnightly refuse collection.

| Commissioning Intention  | RAG         | Commentary   | Service          |
|--|-------------|--|------------------|
| Transform commercial waste service to offer all customers comprehensive recycling services   | Green Amber | <p>In the Mill Hill Trial area Final notice has been given to businesses with bins permanently stored on the highway and the removal of these bins as well as the introduction of commercial recycling will take place as soon as preparations are complete in 2017/18</p> <p>Commercial waste documents, waste contracts and web content have all been redrafted and approved by HB Law. Street Scene has continued to focus on increasing sales and on promoting bagged waste collections to generate additional income.</p> <p>Promotional activities have continued, including publicising the commercial waste service in this year's business rates brochure and other media.</p> <p>Procurement of a commercial waste customer management system has become part of the specification for a Street Scene Data and Works Management System resulting in a delay. The planned system is needed to support the introduction of recycling, as well as enabling all current work streams to be managed more effectively.</p> | Street Scene     |
| For those who fail to deal with their waste responsibly enforcement action will be taken to ensure fairness to all residents                     | Green       | <p>In March 2016 Environment Committee approved a trial to increase street scene based enforcement through a third party supplier. This increased enforcement against street scene crime and was aimed at tackling those causing the issues and reduces the burden and impact on law abiding residents and businesses in the borough.</p> <p>This trial commenced in July 2016 following the Keep Barnet Clean communications Campaign</p> <p>The trial established the cost and benefits of Street Scene enforcement, the number and type of FPNs which can be issued, key areas FPNs can be issued, what the impact on street cleansing in the Borough was and what Public opinion is on the use of increased Street Scene enforcement'</p> <p>Between July 2016 and April 2017 over 3,000 FPNs were issued of these 2,433 were issued for litter, 241 business waste related issues and 39 for fly tipping.</p>   | Env. Comm. Group |
| Work with the North London Waste Authority (NLWA) and the other six constituent boroughs in the delivery of new and replacement waste facilities | Green       | The council has continued to take an active role as a member of the NLWA, reviewing options and impact of the options for a new and replacement waste facilities   | Env. Comm. Group |

| Ref  |                        | Indicator   | Polarity          | Period Covered | 2016/17 Target  | 2016/17 Result       | 2015/16 Result  | DOT (From 2015/16) | Benchmarking   |
|--|------------------------|---|-------------------|----------------|-----------------|----------------------|-----------------|--------------------|--|
| CPI  | SS/S3                  | Percentage of household waste sent for reuse, recycling and composting                    | Bigger is Better  | Oct - Dec 2016 | 42%             | 36.73% (R)           | 36.55%          | Improving          | Rank 8 out of 27 London boroughs (Q3 2016/17, Waste Data Flow) |
| Performance has slightly improved from the same time last year (36.55%). This is mainly due to a decrease in kerbside collected residual waste.  |                        |   |                   |                |                 |                      |                 |                    |  |
| CPI  | SS/S4 (RPS - Biannual) | Percentage of residents who are satisfied with refuse and recycling services <sup>2</sup> | Bigger is Better  | Autumn 2016    | 80%             | 75% (GA)             | 78%             | Worsening          | London 68% (November 2014, Survey of Londoners).               |
| These services remain the highest rated council services. Street Scene will continue to provide a high quality service, whilst looking at any operational changes that could lead to an improvement in satisfaction  |                        |   |                   |                |                 |                      |                 |                    |  |
| SPI  | SS/C1                  | Waste tonnage – residual per household  | Smaller is Better | Oct – Dec 2016 | 590.85kg per HH | 154.06kg per HH (RA) | 162.49kg per HH | Improving          | Rank 20 (27 of 33 boroughs) (Q3 2016/17, Waste Data Flow)      |
| Residual waste bin capacity at houses remains high, with standard capacity being 240 litres per week, and a number of properties have in excess of this capacity 5 out of the 8 boroughs ranking above Barnet in 2015/16 operate a fortnightly refuse collection, which is a measure that supports recycling. A number of policy changes to drive a reduction of residual household waste are being assessed.  |                        |   |                   |                |                 |                      |                 |                    |  |
| SPI  | SS/C2                  | Waste tonnage – recycling per household   | Bigger is Better  | Oct – Dec 2016 | 427.97kg per HH | 89.42kg per HH (R)   | 93.59           | Worsening          | No benchmark available   |
| The service has experienced an increase in contaminated loads and has designed a contamination plan to address this issue. The contamination plan is in place and there has been an improvement in contamination figures. The service will be launching a food waste recycling campaign this year to encourage and support residents to recycle food waste. 5 out of the 8 boroughs ranking above Barnet in 2015/16 operate a fortnightly refuse collection, which is a measure that supports recycling. |                        |   |                   |                |                 |                      |                 |                    |  |

| STREET CLEANING  |           |   |              |
|--|-----------|---|--------------|
| Commissioning Intention  | RAG       | Commentary  | Service      |
| Invest in new technology where this can be used in place of human resources to help the service do its bit to make the necessary savings   | Red Amber | A review of the method of street cleansing across the borough was carried out, and a new cleansing regime using new vehicles and equipment in scheduled for 2017/18.  | Street Scene |
| Discourage littering and fly tipping with enforcement and fines, particularly in busy town centres where a lack of street cleanliness can have a detrimental effect on the local economy | Green     | <p>The Keep Barnet Clean enforcement trial has continued through Q4 with additional focus being given to Duty of Care Business Waste checks, with over 200 FPNs issued in this area. On the 15th March 2017 the trial summary was reported to Environment Committee, and agreement was given to extend the trial until 31st July 2017 while procuring a new long term contract. Environment Committee have also requested a review of all the FPN levels for the start of the new contract.</p> <p>The Keep Barnet Clean enforcement trial has proved successful over the last nine months. Between July and February 2,693 FPNs have been issued for Litter, Duty of Care Business Waste checks, fly tipping, and flyposting. Payment rate is 75%, and unpaid FPNs are being prosecuted. The most recent prosecutions resulted in a £200 fine, £200 costs, a £30 victim surcharge and a collection order, totalling £430 each.</p> <p>As the trial has progressed, NSL and the council have begun to build positive relationships with a variety of stakeholders, both internally and externally. This has helped to increase the profile of the trial and has enabled greater enforcement action.</p> | Street Scene |

| Ref   |       | Indicator                                   | Polarity          | Period Covered      | 2016/17 Target | 2016/17 Result | 2015/16 Result | DOT (From 2015/16) | Benchmarking  |
|---|-------|---|-------------------|---------------------|----------------|----------------|----------------|--------------------|---|
| CPI   | SS/S7 | Percentage of unacceptable levels of litter | Smaller is Better | Apr 2016 - Mar 2017 | 3.00%          | 5.83% (R)      | 2.44%          | Worsening          | Rank 9 (out of 14 reporting boroughs) (Q3 2016/17, LAPS). Group average was 4.77% |
| <p>Levels of litter were found to be higher than target and significantly higher than the same time last year; mainly generated by results from industrial areas and other highways. The survey had been undertaken prior to cleansing taking place following the leaf fall operations that finished in December, and the subsequent extended cleansing cycle, resulting in higher levels of litter being present.</p> <p>Street Scene is working to improve performance with the implementation of the Street Cleansing model, which will focus cleansing operations in areas of greatest need and footfall whilst delivering more effective cleansing through improved methodologies and investment in new equipment.</p> |       |   |                   |                     |                |                |                |                    |   |



| Ref   |                         | Indicator  | Polarity          | Period Covered      | 2016/17 Target | 2016/17 Result | 2015/16 Result | DOT (From 2015/16) | Benchmarking  |
|---|-------------------------|--|-------------------|---------------------|----------------|----------------|----------------|--------------------|---|
| CPI   | SS/S8                   | Percentage of unacceptable levels of detritus                                      | Smaller is Better | Apr 2016 - Mar 2017 | 9.00%          | 10.73% (R)     | 6.78%          | Worsening          | Rank 13 (out of 13 reporting boroughs) (Q3 2016/17, LAPS). Group average was 4.66%. |
| <p>Levels of detritus exceeded target at 10.73% and were higher than the same time last year. The levels of detritus has been due to the residual leaf fall in road channels and backlines that are scheduled to be cleaned as part of the residential cleansing programme, which at the time of survey was 60%, with completion at the end of March 2017. Street Scene will implement an additional deep cleanse to improve the standard of cleanliness across the borough with particular focus around parked cars and difficult access areas. An improved street cleansing model, due to commence in the summer, will deliver cleansing operations to areas of greatest need and footfall; and new technology and equipment will deliver more effective cleansing.</p> |                         |  |                   |                     |                |                |                |                    |   |
| CPI   | SS/S6 (RPS - Biannual)  | Percentage of residents who are satisfied with street cleaning <sup>2</sup>        | Bigger is Better  | Autumn 2016         | 58%            | 51% (RA)       | 52.0%          | Worsening          | London 55% (November 2014, Survey of Londoners)                                     |
| <p>Although below target, satisfaction with street cleaning remains in line with previous survey results. Street Scene is working to improve performance by raising awareness through the Keep Barnet Clean campaign on street cleansing services and steps the council is taking to address littering and fly-tipping. It is expected that this activity should positively influence levels of satisfaction by the spring survey. This will be capitalised upon further with the implementation of the Street Cleansing model, which will focus cleansing operations in areas of greatest need and footfall whilst delivering more effective cleansing through improved methodologies and investment in new equipment.</p>   |                         |  |                   |                     |                |                |                |                    |   |
| SPI   | CG/C15 (RPS - Biannual) | Percentage of residents who are concerned about litter/ dirt in streets (in top 3) | Smaller is Better | Autumn 2016         | 17%            | 14% (G)        | 17%            | Improving          | London 30% (November 2014, Survey of Londoners)                                     |

## ROADS AND TRANSPORT

| Commissioning Intention   | RAG                | Commentary  | Service       |
|---|--------------------|---|---------------|
| Develop a borough-wide Transport Strategy that will keep roads safe and well maintained while addressing congestion and air quality | <b>Green Amber</b> | The council is developing a sustainable transport strategy which will consider a range of Transport issues. The strategy is currently in its data gathering stage and is taking advantage of the rich datasets that are available from TfL and London Councils to inform the authority's overarching objectives in relation to transport. | Commissioning |

| Commissioning Intention  | RAG         | Commentary   | Service                  |
|--|-------------|--|--------------------------|
| Invest in key junctions to improve traffic flows and safety for pedestrians  | Green       | Local Implementation Plan funding is available for the council to investigate key junctions to improve safety, improve journey times and to reduce congestion. The yearly work programme is agreed by the Environment Committee at the beginning of the year with the details of the individual schemes subject to consultation with ward Members and residents.   | Re                       |
| Implement CPZs, emissions based parking permits and other charging mechanisms                                      | Green       | The council has now agreed new emission based permits which became operational from May 2017. In addition the council has Local Implementation Funding to implement new CPZs and review and review existing CPZs (amending where appropriate) borough wide.  | Parking Client Team / Re |
| Develop radial routes across the borough, so residents can travel to town centres without using their cars         | Green Amber | The council is developing a sustainable transport strategy which will consider a range of Transport issues, taking account the pace of new development in the borough and will include consideration for radial routes to link transport hubs, employment and leisure facilities   | Commissioning            |
| Invest in the highway network and focus on good value for money from a whole life costing approach                 | Green       | A Highways Service Improvement Plan has been in place to improve progress on minor works and NRP 1 defects. The Highways Exor IT upgrade project is a key aspect of the Plan, which commenced in March 2017 and is expected to be delivered by the summer 2017.<br><br>As part of the Network Recovery Programme (NRP), 47 Footway and 50 Carriageway relay schemes have been completed comprising an estimated total area of 67,428 square metres of pavements and 91,512 square metres of carriageway. | Re                       |
| Work with the public and private sector to improve accessibility to car clubs and electric vehicle charging points | Green       | We have engaged with the market and have identified a preferred car club model which is now looking at suitable procurement routes to commission this. We have also secured funding for electric vehicle charging points   | Commissioning            |
| Improve facilities and infrastructure for cyclists and pedestrians   | Green       | The transport strategy will underpin the cycling and walking improvement plans. In the meantime officers continue to implement a range of cycling and pedestrian improvement schemes.  | Commissioning            |

| Commissioning Intention  | RAG   | Commentary  | Service |
|--|-------|---|---------|
| Ensure the borough's infrastructure is protected by enforcement against developers who damage highways and footways. | Green | At the Environment Committee on the 15th March 2017, Members recommended the adoption of additional highway enforcement powers under Section 16 of the London Local Authorities and Transport for London Act 2003, to manage and enforce illegal vehicle crossings within the borough. A further report prepared for the Full Council was subsequently approved on 4th April 2017. Following this approval and necessary statutory consultation, these additional powers could now become effective during July 2017 and will simplify current management and enforcement of illegal crossovers. The new powers will allow the council to take preventative measures to minimise and mitigate damage to public highway reducing risk to residents. The March Environment committee also agreed a phased approach of limiting damage to footway as a result of work associated with development activities. Officers are in the process of implementing the recommendations of the report. | Re      |

| Ref   | Indicator               | Polarity   | Period Covered   | 2016/17 Target      | 2016/17 Result | 2015/16 Result | DOT (From 2015/16) | Benchmarking          |   |
|---|-------------------------|--|------------------|---------------------|----------------|----------------|--------------------|-----------------------|---|
| CPI   | CG/S11 (RPS - Biannual) | Percentage of residents who are satisfied with the repair of roads <sup>2</sup>      | Bigger is Better | Autumn 2016         | 35%            | 33% (G)        | 35%                | Worsening             | London 41% (November 2014, Survey of Londoners) |
| CPI   | CG/S12 (RPS - Biannual) | Percentage of residents who are satisfied with the quality of pavements <sup>2</sup> | Bigger is Better | Autumn 2016         | 35%            | 34% (G)        | 35%                | Worsening             | London 41% (November 2014, Survey of Londoners) |
| CPI   | KPI 2.1 -2.3            | Highways defects made safe within agreed timescale                                   | Bigger is Better | Apr 2016 - Mar 2017 | 100%           | FAIL (R)       | 97.3%              | Unable to provide DOT | No benchmark available                          |
| Progress has been made to resolve issues with submission of performance data by the contractor. The contractor has submitted data for Quarter 4, which is being reviewed and will be sent back for further clarification as part of the validation process. Performance data for January to March should be available for reporting in Quarter 1. |                         |  |                  |                     |                |                |                    |                       |   |
| SPI   | CG/C16 (RPS – Biannual) | Percentage of residents who are concerned about roads and pavements (in top 3)       | Small is Better  | Autumn 2016         | 27%            | 30% (G)        | 29%                | Worsening             | No benchmark available                          |
| SPI   | PI/C6 (RPS – Biannual)  | Percentage of residents who are satisfied with street lighting                       | Bigger is Better | Autumn 2016         | 72%            | 69% (G)        | 71%                | Worsening             | London 71% (November 2014, Survey of Londoners) |

## PARKING

| Commissioning Intention   | RAG   | Commentary   | Service                    |
|---|-------|--|----------------------------|
| Continue to improve the Parking Database with online permit and PCN transactions  | Green | An additional band for parking permits has been introduced which caters for residents with 7 seat vehicles; Barnet proactively supports the reduction of motor vehicles within the borough, and as such has reduced the prices for these type of vehicles for families to use one vehicle rather than two.<br>The new system successfully also installed new prices that are consistent with council policy to reduce air pollution in the borough by <ul style="list-style-type: none"> <li>Extended the green permit up to 110 gCo2 which see 1500 vehicles move from paying £30 to free of charge</li> <li>Introducing a new diesel surcharge</li> <li>Made the emission bands fairer by amending the bandings</li> </ul> | Parking & Infrastructure   |
| Continue to monitor local traffic issues outside schools and junctions to keep traffic moving and vulnerable road users safe  | Green | The moving traffic camera scheme has been rolled out to over 50 sites, and as such this has increased safety around schools ensuring that children are able to arrive/depart safely.   | Parking & Infrastructure   |
| Introduce transparent parking information, including details of the number of penalty notices issued in which locations and publish an annual report                    | Green | We have produced our second Parking Annual Report which details how we have performed over the last financial year. There are sections in this document on financial transparency, where the service needs to implement future improvements and enforcement levels. We have also published a great deal of data on the Open Barnet portal.   | Parking and Infrastructure |
| Provide more effective and customer-focused web content making it easier for residents to perform parking transactions and find out information                         | Green | Our partners in CSG have commenced a project to improve parking web content. The parking client team has also fully digitised permit applications with all permits now being renewed electronically.   | Parking and Infrastructure |
| Continue to improve services for disabled residents in terms of access to freedom passes and taxi cars whilst ensuring that we take a firm approach to Blue Badge fraud | Green | A full review of the disabled persons freedom pass process continues with many customer process improvements now being implemented.<br>We have increased the activity around Blue Badge fraud investigations and we will increase that based on the outcomes.  | Parking & Infrastructure   |

| Ref                              | Indicator  | Polarity         | Period Covered | 2016/17 Target | 2016/17 Result | 2015/16 Result | DOT (From 2015/16) | Benchmarking                                    |
|----------------------------------|--|------------------|----------------|----------------|----------------|----------------|--------------------|---|
| CPI<br>PI/S3<br>(RPS - Biannual) | Percentage of residents who are satisfied with parking services <sup>2</sup> | Bigger is Better | Autumn 2016    | 33%            | 24% (R)        | 30%            | Worsening          | London 33% (November 2014, Survey of Londoners) |

| Ref   | Indicator               | Polarity   | Period Covered    | 2016/17 Target      | 2016/17 Result | 2015/16 Result | DOT (From 2015/16) | Benchmarking |   |
|---|-------------------------|--|-------------------|---------------------|----------------|----------------|--------------------|--------------|---|
| The service is working closely with partners to ensure that resident perception changes by improving responses to enquires, exploring feedback received from other channels and providing a more proactive service.   |                         |  |                   |                     |                |                |                    |              |   |
| SPI   | PI/C3                   | Response processing in time  | Bigger is Better  | Apr 2016 – Mar 2017 | 99%            | 96.31% (GA)    | 99.87%             | Worsening    | No benchmark available                          |
| The service is working closely with partners to ensure that all correspondence is addressed in a timely manner and legislative timescales are not missed. On a monthly basis data is analysed and where a breach has occurred this is addressed with the relevant partner in line with contractual obligations. |                         |  |                   |                     |                |                |                    |              |   |
| SPI   | CG/C17 (RPS – Biannual) | Percentage of residents who are concerned about traffic congestion | Smaller is Better | Autumn 2016         | 18%            | 23% (RA)       | 26%                | Improving    | London 23% (November 2014, Survey of Londoners) |
| There has been an increase in the number of major works undertaken and also an increase in the number of regeneration / development work in some parts of the borough which would explain the perception that congestion is increasing.   |                         |  |                   |                     |                |                |                    |              |   |

| REGULATORY SERVICES   |       |  |         |
|---|-------|--|---------|
| Commissioning Intention   | RAG   | Commentary   | Service |
| Continue to inspect the highest risk food businesses and new food businesses and work with operators to ensure standards are improved or maintained | Green | <p>All indicators for food hygiene and food standards inspections had met target by the end of year. This comprised 401 programmed higher risk hygiene inspections and 287 new business inspections for hygiene and standards. 73 higher risk food standards inspections were also completed within target.</p> <p>Of the 128 businesses that were rated 0 or 1 in the Food Hygiene Rating Scheme 125 (97.7%) were improved to a rating of 2 or above or received statutory notices within the target of six months.</p> <p>The Food Standards Agency completed a planned routine audit in May 2017 which focussed on the systems in place to ensure the effective planning, resourcing and monitoring of delivery of the food hygiene law enforcement service. The full results of the audit will be reported later in the year, but the auditors complemented the outcomes and targeting approach described above.</p> | Re      |

| Commissioning Intention   | RAG                 | Commentary   | Service   |
|---|---------------------|--|-----------|
| <p>Work with neighbouring boroughs to implement project plans under the Mayors Air Quality Fund</p> | <p><b>Green</b></p> | <p>Two grant bids in Quarter 4 will help Barnet retain its “Cleaner Air Borough” status:</p> <ul style="list-style-type: none"> <li>• £25,000 funding to conduct a feasibility study on Consolidated Procurement Deliveries. This aims to limit the number of HGV and LGV vehicles on the road and so reduce air pollution and congestion. The Study was been completed in May 2017 and submitted to TFL who are likely to fund the project. Re are seeking Corporate sponsorship of the project to ensure all Barnet’s stakeholders engage with the transforming the delivery of procured goods and services and for the new Council Building at Colindale which has restricted space for deliveries.</li> <li>• £60,000 funding to co-ordinate and train Dust Enforcement Officers to visit/assess 80 construction and demolition sites in four North London boroughs (Haringey, Enfield, Waltham Forest and Barnet) to reduce equipment emissions and dusty activities. 20 site visits will be conducted in Barnet to reduce equipment emissions and dusty activities. These are aimed at ensuring construction sites use up-to date clean technology for equipment such as JCB’s, generators and piling rigs and additionally registering these on the Greater London Authority (GLA) website to improve air quality and furthermore, reduce the environmental impact of development. The Project recruited an officer in January 2017 who has visited most of the large construction sites in Barnet and the regeneration areas to reduce emissions from plant and dust.</li> </ul> | <p>Re</p> |

| Commissioning Intention   | RAG                 | Commentary  | Service   |
|---|---------------------|---|-----------|
| <p>Continue to investigate public health, noise, nuisance and anti-social behaviour service requests and work with interested parties to resolve problems</p> | <p><b>Green</b></p> | <p>The Community Protection (ASB) team have been supporting the work of both the Joint Tasking Group (JTAG) and the Multi Agency Risk Assessment Committee (MARAC) .</p> <p>A total of nine Community Protection Notice warnings were issued. These continue to be a very successful form of preventative action. A total of 28 (add in BL) enforcement notices served.</p> <p>The noise team and the licensing team jointly served a closure notice on Guns and Smoke, Church Passage, High Barnet in relation to significant nuisance from the premises.</p> <p>The noise team and the licensing team worked together to review the premises licence for The Wallace, 1023 Finchley Road in relation to noise from music at the premises. The licence was revoked by the Sub Committee.</p> <p>The Community Protection team have been working closely with Green Spaces and other partners in relation to on going issues with illegal raves at scratchwood.</p> <p>Officers have continued to work on a reactive basis dealing with service requests relating to rough sleepers/encampments, public health, nuisance and anti-social behaviour issues as they occur, hitting over 96% of service standards. The Public Health and Nuisance Team have also proactively been referring relevant properties to the Empty Property Team and the HMO licensing Team. Officers have been trained to ensure that they are aware of the new Additional HMO licensing criteria. Work has been undertaken with Thames water to try and streamline the process for dealing with misconnections in the borough where they have been identified as causing pollution to watercourses. In February officers were involved in a cross agency operation organised by the Police in Burnt Oak looking at accumulations and public health issues. Officers continue to work closely with Street Scene, Refuse and Community Safety to ensure that the most effective solution is found.</p> | <p>Re</p> |



| Commissioning Intention   | RAG   | Commentary   | Service |
|---|-------|--|---------|
| Continue to investigate serious complaints of unfair trading, fraud and consumer safety (Trading Standards) | Green | <p>The trading standards team remain 97% effective in their interventions in 2016/17 with only 3% of cases where the team investigated the matter resulting in a repeat complaint within 12 months.</p> <p>In 2016 trading standards successfully prosecuted Martin Marcus. He received a 4 and a half year sentence. Although the case was heard in early 2016 the sentence was passed in June 2016.</p> <p>Letting agent week of action: undertaken at the end of June. This resulted in a 100% compliance rate in relation to membership of redress scheme and fee information. Which is one of the highest compliance rates seen across London. This has also positively impacted on the numbers of complaint following the operation.</p> | Re      |

| Commissioning Intention                                     | RAG   | Commentary   | Service |
|---|-------|--|---------|
| Ensure that licensed premises meet the licensing objectives | Green | <p>The Licensing team remain 99% effective in their interventions in 2016/17 with only 1% of cases where the team investigated the matter resulting in a repeat complaint within 12 months.</p> <p>The noise team and the licensing team jointly served a closure notice on Guns and Smoke, Church Passage, High Barnet in relation to significant nuisance from the premises.</p> <p>The noise team and the licensing team worked together to review the premises licence for The Wallace, 1023 Finchley Road in relation to noise from music at the premises. The licence was revoked by the Sub Committee.</p> <p>Regular out of hours operations have taken place with both the police and the licensing team in attendance. These have been very effective and have evidenced many issues around non compliance with the licensing objectives</p> <p>Numerous action planning meetings have been held with licensed premises as a final opportunity for the premises to resolve their issues. These are jointly organised and attended by the police and the Licensing team. These are a highly effective way of dealing with issues around premises licences.</p> <p>Street Trading: In 2016 enforcement action was undertaken in relation to 34 premises. Furthermore the first 2 street trading prosecutions went to Court, with the defendants being pleading guilty. The first 68 premises in the borough have been designated for permanent street trading,</p> | Re      |

| Commissioning Intention  | RAG   | Commentary  | Service |
|--|-------|---|---------|
| Ensure that the Pest Treatment Service provides the highest standards of customer care and effective and reliable treatments at a fair and reasonable cost | Green | <p>The Pest Control Service has received high customer satisfaction response rates, and unlike many Pest Control Companies we aim to eradicate the pest problem rather than keep it under control. Bench marking has shown that we are highly competitive in terms of price. Re delivers over 1200 treatments per annum and has a number of commercial contracts with local businesses including West Hendon Estate for Barnet Homes. Re has an excellent track record in pest control and attains a high level of customer satisfaction. Our customer satisfaction survey between 1st April 2016 – 31st March 2017 demonstrated an overall satisfaction rate of 83%. Barnet Homes has praised us on the efficacy of our treatments and the quality of our advice and report writing. This has resulted in a £190k 3 year contract being awarded to undertake their pest control work.</p> <p>The service is ISO 9001, ISO 14001 &amp; OHAS 18001 accredited.</p> | Re      |

| Ref | Indicator       | Polarity  | Period Covered   | 2016/17 Target      | 2016/17 Result | 2015/16 Result | DOT (From 2015/16) | Benchmarking  |                        |
|-----|-----------------|---|------------------|---------------------|----------------|----------------|--------------------|---------------|------------------------|
| CPI | EH01B           | Compliance with Environmental Health Service Standards (Priority 1) | Bigger is Better | Apr 2016 – Mar 2017 | 100%           | 96.0% (R)      | 100.0%             | Worsening     | No benchmark available |
| SPI | EH01A           | Compliance with Environmental Health Service Standards (Priority 2) | Bigger is Better | Apr 2016 – Mar 2017 | 95%            | 97.0% (G)      | 96.9%              | Improving     | No benchmark available |
| SPI | Re/S5 (Annual)  | Customer satisfaction (Environmental Health)                        | Bigger is Better | Apr 2016 – Mar 2017 | 70%            | Not available  | Not available      | Not available | No benchmark available |
| SPI | EH02D           | Food sampling inspections   | Bigger is Better | Apr 2016 – Mar 2017 | 100%           | 143% (G)       | 150%               | Worsening     | No benchmark available |
| SPI | Re/74 and Re/76 | Appropriate response to statutory deadlines                         | Bigger is Better | Apr 2016 – Mar 2017 | 100%           | 100% (G)       | 100%               | Same          | No benchmark available |

#### CEMETERY AND CREMATORIUM

| Commissioning Intention | RAG | Commentary | Service |
|-------------------------|-----|------------|---------|
|-------------------------|-----|------------|---------|

| Commissioning Intention   | RAG                 | Commentary  | Service   |
|---|---------------------|---|-----------|
| <p>Implement the latest technology to meet the needs of the bereaved and ensure the funeral service offer is the best available locally</p>   | <p><b>Green</b></p> | <p>The Cemetery and Crematorium have moved away from paper based records keeping to the computerised Burial and Cremation Administration System (BACAS).</p> <p>We have installed the Orbitus Audio Visual system to both Chapels. This allows Funeral Directors to pre-book funeral music, upload and display picture and video tributes. The system can operate such that if there is a very large congregation, the service can be broadcast between the two chapels and the Cloister area.</p> <p>We have the facility to webcast funerals via a private secure link to enable family and friends who are unable to travel or live abroad to witness the funeral.</p> <p>We are currently negotiating a contract to digitise all the historical cremation &amp; burial records at Hendon Cemetery</p>   | <p>Re</p> |
| <p>Invest in the repair and modernisation of cemetery buildings to provide a modern and fit-for-purpose bereavement service office and associated facilities, including on-site catering facilities</p> | <p><b>Green</b></p> | <p>The fee proposal to scope this work was approved in May 2017, and we are currently preparing proposals to include the following;</p> <p>Gatehouse, improve office facilities to include private consulting room(s) for the bereaved, café, and other ancillary services. Following the recent, permanent, closure of the nearby florist shop, we will be opening an onsite florist stall in partnership with a local supplier. We will also investigate the possibility of utilising the loft space within the Gatehouse to provide a “hub” or touchdown office for mobile workers engaged in the wider delivery of council services.</p> <p>Grounds Maintenance facilities; the scope of the project includes the possible rebuilding of the grounds maintenance sheds on a small footprint. This will enhance the visual aspect of the cemetery and will free up valuable burial space.</p> <p>We have stopped the long standing historical problems of water ingress to the South Chapel. Both Chapels will be decorated.</p> <p>We have removed all identified asbestos from the Gatehouse, Office, Chapels, Public Toilets and Mess Facilities.</p> <p>Legionella prevention mitigation work is nearing completion.</p> | <p>Re</p> |

| Commissioning Intention  | RAG                | Commentary  | Service |
|--|--------------------|---|---------|
| Investigate means to prolong the life of Hendon Cemetery and provide additional burial space locally | <b>Green Amber</b> | <p>All aspects of Grave re-use were approved at January Environment Committee</p> <p>We have procured a supplier of Mausolea to build a Mausoleum garden on land unsuitable for traditional burial. This will extend the life of the Cemetery and diversify the demographic wanting to use Hendon.</p> <p>We have identified a number of sites outside the Borough and one inside the Borough which may be suitable as a new cemetery. We are evaluating those sites against certain criteria; size, location, access, topography, availability, planning consent and need within that area.</p> <p>At least two of the sites already have planning consent to be a cemetery.</p> | Re      |

| Ref |        | Indicator                      | Polarity         | Period Covered      | 2016/17 Target | 2016/17 Result | 2015/16 Result      | DOT (From 2015/16) | Benchmarking           |
|-----|--------|--------------------------------|------------------|---------------------|----------------|----------------|---------------------|--------------------|------------------------|
| SPI | Re/C34 | Meeting religious burial needs | Bigger is Better | Apr 2016 – Mar 2017 | 95%            | 100% (G)       | 100% (Jan-Mar 2015) | Same               | No benchmark available |
| SPI | HC004  | Charter for the bereaved       | Bigger is Better | Apr 2016 – Mar 2017 | Gold           | Gold (G)       | Gold                | Same               | No benchmark available |

**Key:**

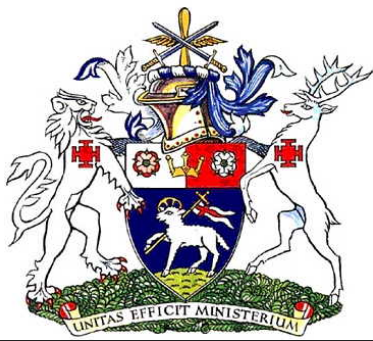
**Activities**

| RAG Rating  | Description                           |
|-------------|---------------------------------------|
| Green       | Action on track or met                |
| Green Amber | Action delayed, Low Impact            |
| Red Amber   | Action delayed, Medium Impact         |
| Red         | Risk of Not Delivering Or High Impact |

**Indicators<sup>2</sup>**

| Ref  | RAG Rating  | Percentage of Targeted Improvement Achieved |  |
|--|-------------|---|--|
| CPI = Corporate Plan Indicator for 2016/17     | Green       | 100% or more                                | Target is met or exceeded  |
| SPI = Commissioning Plan Indicator for 2016/17 | 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 |

<sup>2</sup> A representative sample of 500 residents (adults, 18+) from across the London Borough of Barnet. Confidence intervals for a sample of 500 = +/-4.4% (i.e. if we surveyed the whole population we can be confident that the results would be the same +/- 4.4%). London data taken from Survey of Londoners 2014/15 (November 2014) - a representative random sample of approximately 1,000 adults in London. National data taken from LGA public poll on resident satisfaction (October 2016) – a representative random sample of approximately 1,000 British adults polled by telephone once a quarter.



## Environment Committee

13 July 2017

|                                |  |
|--------------------------------|--|
| <b>Title</b>                   | <b>Brookside Walk Lighting proposal</b>  |
| <b>Report of</b>               | Strategic Director of Environment  |
| <b>Wards</b>                   | All  |
| <b>Status</b>                  | Public   |
| <b>Urgent</b>                  | No   |
| <b>Key</b>                     | No   |
| <b>Enclosures</b>              | None   |
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### Summary

A petition signed by 136 residents was presented to the Hendon Area Committee requesting that Brookside Walk, a section of the Dollis Valley Walk, have lighting installed. In October 2016 the Area Committee received a report into this and took the decision that the proposal to light Brookside Walk should be escalated to the Environment Committee to “consider options for funding the scheme from an agreed budget prior to progress of the scheme to detailed design, public, consultation and implementation.”

This report provides an assessment of the proposal covering what the lighting scheme would involve, potential advantages and disadvantages of the lighting scheme and a detailed cost estimate. The recommendation of this report is that the scheme not be proceeded with, however an alternative option (to proceed with the scheme) is also provided for the Committee’s consideration.



## **Recommendations**

**1. That the Environment Committee agree not to implement a lighting scheme in Brookside Walk for the reasons set out in the report below**

**OR**

**2. That the Environment Committee agree to implement a lighting scheme as set out in section 3 of the report below and agree that the scheme should be funded through the Network Recovery Programme capital budget**

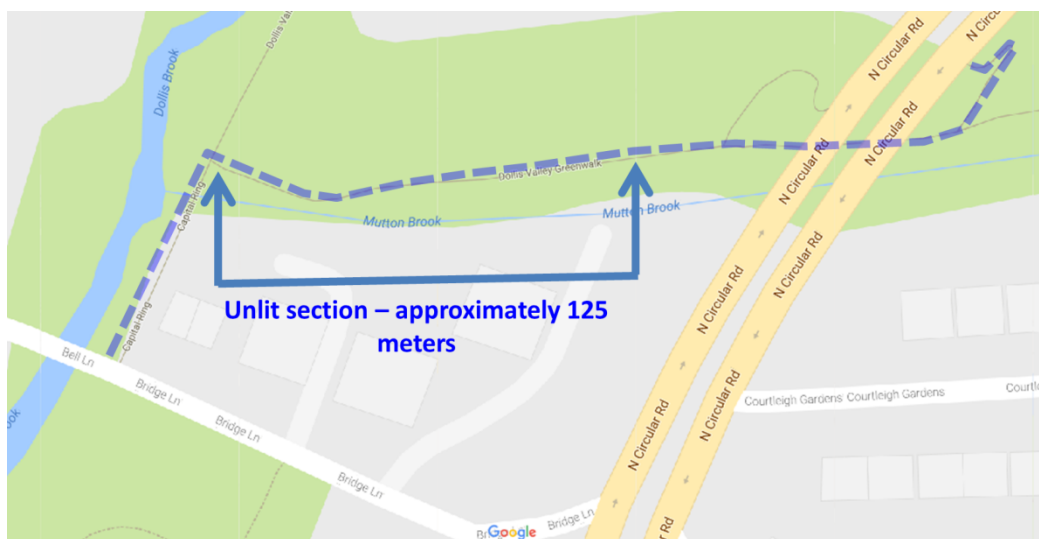
### **1. WHY THIS REPORT IS NEEDED**

- 1.1 A petition signed by 136 people asking for lighting to be installed in Brookside Walk was received at the July 2016 Hendon Area Committee. In response the committee requested the matter of lighting Brookside Walk be looked into and the findings brought back to the committee in a light touch report.
- 1.2 The October 2016 Hendon Area Committee received the light touch report which gave an outline of what the lighting scheme would involve and provided some indicative costings.
- 1.3.1 These estimated indicative costings of lighting the footpath given in the report exceed the approval threshold of the committee (£25,000).
- 1.3.2 Given this context the Hendon Area Committee's decision was to "escalate the proposal within the report to the Environment Committee to consider options for funding the scheme from an agreed budget prior to progress of the scheme to detailed design, public, consultation and implementation"
- 1.3.3 Following receipt of the petition asking for lighting in Brookside Walk, site visits to the location have been carried out by engineers from the Street Lighting Team, Community Safety Team officers and the police. The purpose of these visits was to assess a) any potential impacts on crime, antisocial behaviour and safety. (b) the practical details of what the proposed lighting scheme would involve b) estimated costs for such a scheme, and c) any apparent advantages and disadvantages of implementing the scheme.
- 1.4 This report summarises the findings relating to the above points (1.3) and provides two options for the Environment Committee to consider:
- a) *Not to proceed with the lighting scheme.* (This is the recommend option), or:
  - b) *To instruct that the scheme be progressed to detailed design, public, consultation and implementation, and to identify an agreed budget for this purpose.* (This is the alternative option)

## 2. REASONS FOR RECOMMENDATIONS

### Background Context

- 2.1 A petition signed by 136 people asks for lighting to be installed in the section of Brookside Walk between the lit Capital Ring path and the lit TFL path adjacent to North Circular Road.
- 2.1 The route illustrated by the dashed line on the map below is used by local residents to walk between Bridge Lane junction with Capital Ring and a point by North Circular near South Bourne Crescent.
- 2.3 Some sections of this route have lighting in place; however the approx. 125m section (denoted on the map below) of the Dollis Valley walk between the Capital Ring path and the TFL lit section near the North Circular is currently unlit.



### Potential advantages of lighting the unlit section

- 2.4 The following points are advantages which could result from implementing the lighting proposal:
- The lighting is likely to encourage more people to use this path and hence encourage walking – a healthy, low cost and sustainable transport mode.
  - Increased perception of safety of those using the path during hours of darkness.<sup>1</sup>

<sup>1</sup> However the increase in 'perceived' safety would not necessarily be matched by a corresponding increase in actual safety (the reasons for this are outlined in the 'Potential disadvantages' section of this report)

- The route using Brookside Walk is 1 minute 30 seconds shorter than the alternative route (along Bridge Lane and the North Circular).<sup>2</sup>

### **Potential disadvantages of lighting the unlit section**

- 2.5 The following points are disadvantages which could result from implementing the lighting proposal:

#### Possible increase in the risk of crime

- 2.6 There is a risk that the addition of lighting to Brookside Walk will result in an increase in crime and anti-social behaviour at the location during the evening. The reasons for this are given below.
- 2.7 At present there are no significant issues with crime or anti-social behaviour at the location – police figures show no report of any crimes or anti-social behaviour (ASB) there over the last 12 months.
- 2.8 The characteristics of the physical environment are one of the key factors which affect and influence the risk of crime at particular locations.
- 2.9 Lighting the 125m section of Brookside walk would alter the characteristics of the location in a way which may increase the opportunity for crime, as explained in the following points
- The risk of crime against individuals (such as robbery or assault) could increase because the presence of lighting would encourage more people to enter into Brookside Walk during the hours of darkness and some of those people would find themselves quite isolated and unable to easily escape from the pathway. (Because there is no exit route from the pathway once you've entered into it, except at the entrance and exits which are over 125 meters apart).
  - In addition the lighting would mean that while the path would be lit the areas either side of it would remain in darkness thereby allowing a potential perpetrator to remain hidden and unseen from those using the path, while they themselves would be able to observe people walking on the path.

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<sup>2</sup> The route using Brookside Walk is 285 meters and takes approximately 3 minutes and 30 seconds to walk. The alternative route using existing lit pathways was measured at 391 meters and takes approximately 5 minutes to walk.

- Given this, lighting may provide more, not fewer, opportunities for crime, while at the same time encouraging more people to enter into the pathway where they would be exposed to those risks.

2.10 In conclusion – given the vulnerabilities of the location as outlined above, serious consideration should be given as to whether it is sensible, or safe, to encourage residents, to use the footpath during the hours of darkness, whether lit or not. Especially given that there is a well-lit and convenient alternative route, already available for use after dark. This alternative route is along Bridge Road, together with the well illuminated footpath alongside the North Circular Road. Most of this section has the added safety consideration of CCTV coverage.

#### Possible increase in the risk of anti-social behaviour

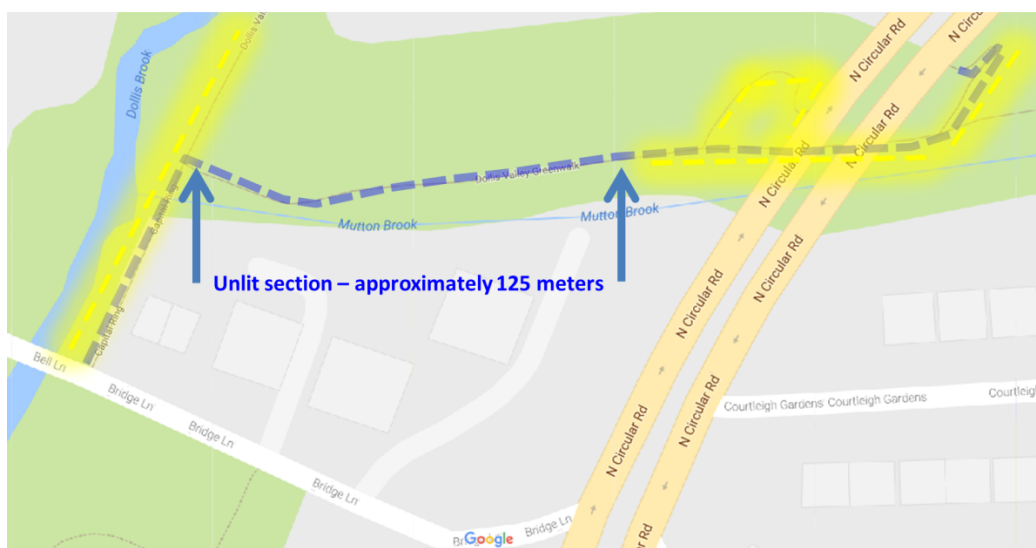
2.11 Whilst it would not be the intention to light the playground itself, any illumination of the footpath will, by virtue of proximity, also illuminate the playground area. Experience suggests this area would then have the potential of attracting anti-social behaviour and illegal activities, which could be especially prevalent during the hours of darkness.

#### Other potential disadvantages

2.12 The footpath itself is an integral part of the wider nature corridor, provided by the Dollis Valley Brookside Walk and, as such, has previously been deemed unsuitable for lighting. The reason for this is because it would seriously interfere with local wildlife activities, particularly during the hours of darkness when bats, moths and all manner of nocturnal species are likely to around.

### 3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The alternative option is that the Committee instruct the scheme to light Brookside Walk be progressed to detailed design, public, consultation and implementation, and to identify an agreed budget for this purpose. (See 3.4 for cost estimates)
- 3.2 The section of the path which would be lit under this scheme is the approximate 125 metre part of Brookside Walk between the Capital Ring path and the TFL lit section near the North Circular. (Illustrated on map below)



- 3.3 The site visit conducted by engineers from the Street Lighting Team established that there are no convenient electricity points in place along the unlit section, consequently, a separate electricity supply feeder pillar will be required to service the number of assets required to provide an appropriate standard of lighting to this footpath.
- 3.4 Further to the initial indicative cost estimates provided in the report to the Hendon Area Committee a more detailed assessment of the cost of the scheme has been carried out by the Street Lighting team in June 2017. The estimated costs given by this assessment are as provided in the supplementary paper "Brookside Walk Lighting Cost Estimates"
- 3.5 Members should note this is an estimate and the costs will require confirmation through a full commissioning and design process.

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

- 4.1 If the recommendation is agreed by the Committee the lighting scheme will not be progressed.

If the alternative option is chosen by the Committee and funding identified then the Commissioning Director Environment will instruct that the scheme outlined in the alternative options is progress to detailed design, public, consultation and implementation.

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

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

- 5.1.1 The Council will work with local, regional and national partners, and will strive to ensure that Barnet is the place:
- Of opportunity, where people can further their quality of life
  - Where people are helped to help themselves
  - Where responsibility is shared, fairly
  - Where services are delivered efficiently to get value for money for the taxpayer

The Council's 2015-2020 Corporate Plan includes the objective that: "Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill."

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

- 5.2.1 As the funding recommended is in excess of the Hendon Area Committee's £25,000 budget the committee has asked that the proposal to light Brookside Walk be escalated to the Environment Committee to consider options for funding the scheme from an agreed budget prior to progress of the scheme to detailed design, public, consultation and implementation.

### **5.3 Social Value**

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

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

5.4.1 The Council's Constitution (Clause 15A, Responsibility for Functions, Annex A) sets out the terms of reference of the Environment Committee. This decision is within the remit of the committee and therefore it is deemed appropriate for the Environment Committee to consider and determine this report.

### **5.5 Risk Management**

5.5.1 Should option 2 of this report be selected, a risk management assessment will be undertaken prior to implementation of the lighting scheme.

### **5.6 Equalities and Diversity**

5.6.1 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.

5.6.2 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 With regard to the council's public sector equality duty under section 149 of the Equality Act 2010, it is not considered that the proposals in this report will disproportionately disadvantage or benefit members of any protected group.

5.6.4 Individual proposals have been or will be subject to further consideration of equalities impacts as they are developed and approved.



## 5.7 Consultation and Engagement

5.7.1 As a matter of public law, the duty to consult on proposals which may vary, reduce or withdraw services will arise in four circumstances:

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

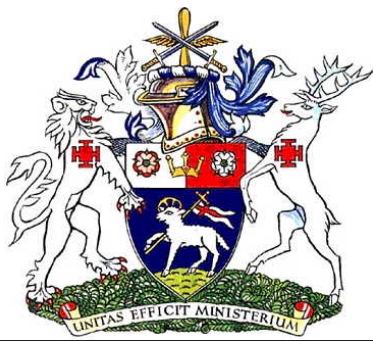
## 5.8 Insight

5.8.1 Not relevant in relation to this report.

## 6. BACKGROUND PAPERS

6.1 **“Progress update on Hendon Area Committee Actions”** Hendon Area Committee 26 October 2016  
<https://barnet.moderngov.co.uk/documents/s35347/Progress%20update%20on%20Hendon%20Area%20Committee%20Actions%20October%202016.pdf>

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## Environment Committee

13 July 2017

|                                |   |
|--------------------------------|---|
| <b>Title</b>                   | Tackling air pollution around Barnet's schools  |
| <b>Report of</b>               | Strategic Director for Environment  |
| <b>Wards</b>                   | All   |
| <b>Status</b>                  | Public  |
| <b>Urgent</b>                  | No  |
| <b>Key</b>                     | No  |
| <b>Enclosures</b>              | Appendix 1:<br>Council Motion tabled at full council on 4 <sup>th</sup> April 2017<br>Appendix 2:<br>Barnet Air Quality Action Plan and Criteria for Cleaner Air Borough Status |
| <b>Officer Contact Details</b> | Lucy Robson<br><a href="mailto:Lucy.robson@barnet.gov.uk">Lucy.robson@barnet.gov.uk</a><br>020 8359 7406  |

### Summary

This paper responds to the motion agreed (attached as appendix 1 of this report) at the full council meeting held on 4<sup>th</sup> April 2017 in relation to air pollution levels highlighted in a study commissioned by the London Mayor <sup>1</sup> which listed fifteen schools in Barnet that are located near areas where the toxic pollutant Nitrogen Dioxide NO<sub>2</sub> is at or has breached EU legal limits of 40 micrograms per cubic metre of air. The fifteen schools identified are listed in section 1.3 of this report.

The Full Council meeting noted the following:

- That children are more vulnerable to the effects of pollution, and there is a link to increased asthma and severity of asthma and other respiratory diseases.

<sup>1</sup> <https://data.london.gov.uk/dataset/analysing-air-pollution-exposure-in-london/resource/0925e909-9e44-4de3-ae72-97497d3c8511#>

- That thousands of deaths are caused by pollution each year in London and that MPs have called the problem a public health emergency.
- The Council acknowledges that Barnet council has been awarded the Cleaner Air Borough accreditation, which is part of the Mayor of London's Local Air Quality Management Framework (LLAQM), and that the accreditation is awarded to boroughs for effectively monitoring and reducing air pollution.

Full Council asked that the Environment Committee urgently investigate what measurable outcomes have resulted from LB Barnet's Air Quality Action Plan over the last year, and to come up with recommendations for the Mayor of London to implement, in order to improve the air quality around these fifteen schools and across the borough.

This paper responds to the Council motion above. It sets out

- The action being taken by the Mayor of London on air quality that will contribute towards addressing air quality across Barnet and its schools
- The outcomes of Barnet's Air Quality Action Plan in 2016/2017

## **Recommendations**

- 1. That the Committee notes the progress Barnet has made in relation to delivering the Mayor's London Air Quality Strategy locally in its Air Quality Action Plan – set out in section 1.6 of this report.**
- 2. That the Committee:**
  - a) Notes that two schools in Barnet will undergo an air quality audit as per the Mayor's scheme and that implementing the recommendations of the audit could have cost implications.**
  - b) Notes there are a further 13 schools within Barnet that are above the EU legal limits of 40 micrograms per cubic metre of air that could potentially benefit from a detailed air quality audit.**
  - c) Agree to receive a report setting out the outcomes and recommendations of the two schools air quality audits in Barnet.**
- 3. That the Committee considers and comments on the further recommended measures to improve air quality outlined in section 1.17 of the report, namely:**
  - a. Improve sustainable and active travel, specifically around schools**
  - b. Barnet joining the North London Freight Consolidation Project on a trial basis of two years. (Funding has already been secured through the Mayor's Air Quality Fund MAQF)**
- 4. That the committee consider and comments on the following measures for escalation to the Mayor of London, recommended by officers as requested in the Council motion as set out in section 1.10 of this report. This includes:**
  - **For the Mayor to note that 14 out of the 15 schools in Barnet that are above the EU limits of Nitrogen Dioxide (NO<sub>2</sub>) are sited either on or around the 5 TfL administered roads: North Circular Road (A406), Edgware Road/West Hendon Broadway (A5), the M1, Brent Street (A502), and Watford**

### Way/Hendon Way (A41)

- Request the Mayor to assess the impact the ULEZ will have on improving air quality in the areas around the 15 schools identified in his report
- Requesting that buses that serve routes within 100m of the affected fifteen schools in Barnet are prioritised for transferring to cleaner buses i.e. that Double-decker's should be hybrid, and single-deckers electric or hydrogen.

## 1. WHY THIS REPORT IS NEEDED

- 1.1 Air quality modelling data in London <sup>2</sup> commissioned by the Mayor of London, Sadiq Khan, highlighted 802 schools across London located near areas where the toxic pollutant Nitrogen Dioxide NO<sub>2</sub> is at or has breached EU legal limits of 40 micrograms per cubic metre of air. Fifteen of these schools are within the London Borough of Barnet. These schools are listed in section 1.4 of this report.
- 1.2 At the full council meeting on 4<sup>th</sup> April 2017 a motion was passed for the Environment Committee to urgently investigate what measurable outcomes have resulted from LB Barnet's Air Quality Action Plan over the last year, and to come up with recommendations for the Mayor of London to implement, in order to improve the air quality around the fifteen schools in Barnet.
- 1.3 Some of London's worst pollution hotspots are around schools, usually on busy and congested roads. The Mayor's figures <sup>1</sup> show that 24% of schools across London are in areas that breach the legal limit for the poisonous gas, nitrogen dioxide. In Barnet 15 of 118 schools (13%) breach this limit.

Table 1: Barnet Schools listed in the Mayors Data Store for high levels of Nitrogen Dioxide indicating their ranking compared to the 802 London Schools identified, their proximity to a major road in Barnet and action being taken to address air quality.

| School                                 | Rank (out of 802 schools exceeding objectives) | Major Road within 50m? | Micrograms per cubic metre Nitrogen Dioxide | Initiatives the school are engaged in locally      |
|--|--|------------------------|---|--|
| Wentworth Tutorial College<br>NW11 9LH | 98   | A406                   | 52 micrograms per cubic metre               | Not STARS accredited or engaged with LBB           |
| Beis Soroh Schneirer                   | 201  | M1                     | 47.8  | STARS Bronze in 2016 and submitted for Bronze 2017 |

<sup>2</sup> <https://data.london.gov.uk/dataset/schools-and-educational-institutions-air-quality-exposure-data>

|  |     |   |      |   |
|--|-----|---|------|---|
| Rhodes Farm School NW7 2AJ                   | 214 | M1                                      | 47.5 | No STARS accreditation  |
| Torah Vodaas NW9 7AJ                         | 234 | A5, Staples Corner junction M1 and A406 | 47.1 | Bikeability training (July 2016) and more booked in for July 2017<br><br>Planning permission requirement was to have a whole building ventilation system with air brought in from top of building to ensure safe internal air quality<br><br>No STARS accreditation   |
| Mapledown School, NW2 1TR                    | 265 | A406                                    | 46.5 | Bikeability training in September 2016 and booked in for September 2017<br><br>STARS Silver in 2016; submitted to retain silver in 2017   |
| St Joseph's Catholic Primary School, NW4 4TY | 280 | A41                                     | 46.1 | Green wall built alongside playground; air quality lessons delivered in 2016; ran Bikeability training in October 2016<br><br>STARS Bronze in 2016; submitted for Gold 2017   |
| Ayesha Community School, NW4 3ES             | 323 | M1                                      | 45.1 | "Play in a Day", road safety and active travel work in 2016; Bike It supported school , purchasing pool bike with a £1000 grant from Mayor's Air Quality Fund; Bikeability training (Feb and March 2017), Bikeability training for teachers (April 2017) and will have another session with teachers and women from the community.<br><br>Anti-idling event in May 2017 |

|  |     |      |      |   |
|--|-----|------|------|---|
|  |     |      |      | STARS Bronze in 2016; submitted for Gold 2017   |
| Unity Girls High School, NW9 7DY       | 324 | A5   | 45.1 | No STARS accreditation  |
| Beis Medrash Elyon , NW9 7DH           | 361 | A5   | 44.7 | No STARS accreditation  |
| Wessex Gardens Primary School NW11 9RR | 485 | A41  | 43.1 | Anti-idling event and “play in a day” in 2016; Bike It intensively engaged school, Child Bikeability training (march and June 2017)<br><br>STARS Silver; submitted for silver 2017  |
| Whitefield School NW2 1TR              | 675 | A406 | 41   | “Play in a day” in 2016; Bike It School secondary hub intensively engaged, have run complete beginner training, numerous Bikeability level 2 courses this year and last and more booked in, have their own pool bikes, allow us to store Barnet pool bikes at the school when not in use, hosting and interschool cycling competition on 6 <sup>th</sup> July, running holiday training, have run courses in the past and allowed us to open it up to all students in Barnet, 6 <sup>th</sup> form are creating a video promoting cycling.<br><br>STARS Gold in 2016; submitted to retain Gold 2017 |
| Tudor Primary School N3 2AG            | 702 | A406 | 40.7 | “Play in a day” in 2016; Bike It supported school<br><br>STARS Silver in 2016; submitted for Gold 2017  |
| Beis Yaakov                            | 720 | A5   | 40.6 | Bikeability training July 2016 and booked in for July 2017  |



|                                  |     |      |      |  |
|----------------------------------|-----|------|------|--|
| Primary School NW9 6NQ           |     |      |      | STARS Bronze in 2016; submitted for Bronze 2017  |
| Hasmonean Primary School NW4 2PD | 787 | A406 | 40.1 | Cycle training in June and July 2016, and May 2017 and booked in for July 2017<br><br>No STARS accreditation               |
| The Orion Primary School NW7 2AL | 802 | M1   | 40   | Bike It supported school; Bikeability training in April 2016<br><br>STARS Silver in 2016; applied to retain silver in 2017 |

Table Notes

- The Bike-It Plus programme aims to increase levels of cycling to school through tailored assistance and activities to meet each school's needs and create a pro-cycling culture.
- Bikeability is today's cycling proficiency training
- STARS (Sustainable Travel Active Responsible and Safe (STAR) accreditation scheme) ratings are given for work in the previous academic year. Submissions to TfL are made end of June, and final ratings for the 2016/2017 year will be given in July 2017

1.4 Table 1 demonstrates that most of the fifteen schools highlighted are actively taking part in schemes with Barnet Council that promote sustainable travel to school (walking and cycling). This is contributing to a modal shift from car use to active travel.

1.5 The locations of the 15 schools are near major roads (A406, A41, A1, A5 and M1 motorway), and therefore receive a higher urban background amount of air pollution from traffic and HGVs than most of the other 103 schools in Barnet which are on more residential roads.

**Mayors Air Quality Strategy for London and progress on local delivery**

1.6 In July 2015 the most recent progress report on the delivery of the Mayor's Air Quality Strategy was published.

Table 2: Key school-based initiatives in the Mayor’s Air Quality Strategy and how this has been implemented in Barnet.

| Progress highlighted in the Mayor’s 2015 progress report   | Barnet Progress against the strategy  |
|--|---|
| <b>STAR Accreditation Scheme</b>   |   |
| <p>1,345 schools were part of the Sustainable Travel Active Responsible and Safe (STAR) accreditation scheme Across London. On average schools recorded an eight per cent modal shift from car use to active transport, saving 44 million vehicle kilometres and 8,000 tonnes of CO2 per year from the school run.</p> | <p>The STAR accreditation scheme has been actively promoted in Barnet and figures for 2015/2016 show that 89 of 118 schools are engaged in the scheme. 9 out of the 15 schools listed in section 1.3 of this report are actively engaged in this scheme.</p> <p>Since April 2016 we have trained 2999 children in cycling projects at schools, and 657 individuals have attended the adult and family Cycle Skills training; funded by LIP. Highways are investigating quiet unpolluted streets for future cycling routes.</p> <p>School Junior Travel Ambassadors have helped with anti-idling campaigns. In May/June 2017, 9 schools were visited, 47 parents were asked to turn their engines off, 300 leaflets about air quality were handed out, and 200 people spoken to about air quality.</p> <p>On 15<sup>th</sup> June, the first National Clean Air Day, an anti-idling event at a school was used as an occasion to launch the Council’s new Neighbourhoods Campaign.</p> |
| <b>Mayors Air Quality Funding (MAQF)</b>   |   |
| London   | Barnet  |
| <p>Through the Mayors Air Quality Fund (AQF), the GLA has supported a range of borough led awareness and engagement initiatives, including schools projects,</p>   | <p><u>Mayor’s Air Quality Fund 2013-2016</u></p> <p>Barnet secured funding from the Mayor’s Air Quality Fund 2013-2016 for air quality measures. This included funding an Air Quality Champion who visited schools</p>  |

business projects and anti-idling projects.

providing lessons, EV points and electric car club at Barnet House, and various projects around North Finchley (bicycle stands, tree planting, improvement of Percy Road pocket park, funding towards a scooter park at a school).

In 2017 these projects were completed, and included a project with the charity Living Streets to encourage children to use active travel methods to get to school, and teach them about air quality. A theatre group visited four secondary schools in March this year to spread the Go Your Own Way to school message in a fun interactive format.

Completion of project by MP Smarter Travel in October 2016. The Team worked alongside the Winter Well officer at Barnet Council and spoke to residents and professionals at the major hospitals in Barnet and council events. Presentations and Q&A sessions were delivered in community groups such as the Breathe Easy Group based in North Finchley. Approximately 350+ people were engaged over the course of 3 events and 2 community sessions.

Mayor's Air Quality Fund 2016-2019

New emissions requirements for Non Road Mobile Machinery used on construction sites came into effect from September 2015. The GLA has developed a new web-based database to assist with enforcement of the scheme.

Barnet secured £180,000 for a Construction Site Emissions Enforcement Officer. He works for four Boroughs, with Re Ltd leading the project on behalf of Barnet. He audits construction sites to educate about exhaust emissions from Non Road Mobile Machinery (NRMM), and dust. Replacing older NRMM with newer machines can significantly improve air quality. NRMM is believed to contribute to 12% of London's air pollution. The officer has already made over 60 visits to Barnet's major construction sites and NRMM is being replaced for cleaner machines.

|   |   |
|---|---|
| <p>TfL is an active partner in a number of European funded projects that support the development of innovative vehicle technology and urban freight solutions, sharing best practice across the EU. Projects include LaMiLo, which develops innovative solutions to improve the efficiency and sustainability of last mile logistics;</p> | <p>£55,000 was secured for joining the existing North London freight consolidation project for a trial period of 1 year. This was match-funded by TfL, who have granted £25,000 for a feasibility study, completed in April 2017. The project aims to reduce the number of delivery vehicles on the road by consolidating deliveries (further detail in section 1.9.2).</p> |
|---|---|

1.7 Table 3 below highlights key progress locally for non-school related actions. A complete list of actions can be found in Appendix 2 - the Council's air quality action plan.

| Progress highlighted in the Mayor's 2015 progress report   | Barnet Progress against the strategy  |
|--|---|
| <p>The Mayor published the London Plan in summer 2011, which includes policies to make new proposals 'air quality neutral' as a minimum.</p> <p>The GLA has published Supplementary Planning Guidance (SPG) on the control of dust and emissions from construction and demolition in August 2014. This included proposals to address Non Road Mobile Machinery.</p> <p>Supplementary Planning Guidance providing further advice to boroughs and developers on applying the 'air quality neutral' principle as well as emission requirements for combined heat and power and biomass boiler systems was published in 2014</p> | <p>Barnet's revised supplementary planning document for Sustainable Design and Construction, adopted in October 2016, has increased the importance of air quality.</p> <p>For major developments, an Air Quality and Dust Risk Management Plan is required.</p> <p>Non Road Mobile Machinery on construction sites must comply with emissions criteria.</p> <p>Combined Heat and Power plants must meet standards in the London plan. Developments must be "air quality neutral".</p> <p>Re consultancy service has in the last 2 years produced 12 air quality assessments in the borough giving advice to applicants with cost effective air quality mitigation measures.</p> |
| <p>A major programme of planting has been undertaken at priority locations.</p>  | <p>LIP funding was used to plant 216 trees (Jan 2017) with the specific aim to</p>  |

|  |  |
|--|--|
|  | improve air quality, and also increase shading.  |
| An Ultra Low Emission Vehicle Delivery Plan to set out actions to support the uptake of electric and hydrogen vehicles, including the delivery of supporting charging/refuelling infrastructure was published in 2015. | Implementation of emissions-based parking permits in 2015-16 and diesel car surcharge of £10 in 2016<br><br>Announcement in June 2017 of securing £400,000 for Electric Vehicle charging points in Barnet                    |
| TfL's Behaviour Change team has engaged with 1,300 London workplaces to promote walking and cycling initiatives including the installation of 16,000 cycle parking spaces.   | In 2016/17 319 cycle stands were installed with 638 spaces (2 spaces per stand) in a total of 81 locations across the borough.   |
| Statutory work to reduce pollution   | Re Ltd inspected the Borough's 5 crematoria, 66 drycleaners, 1 print-works, 3 vehicle re-sprayers, 2 bulk cement, and 23 petrol stations as part of statutory work to reduce air pollution.                                  |
| Dust complaints from waste management sites  | Re Ltd continue to liaise with Environment Agency regarding coarse dust complaints from waste management sites such as Donoghues, OM Skips, Eurostorage and GBN even though there are no Local Authority enforcement powers. |

### Mayor's Air Quality Audit for schools

1.8 In January 2017, the Mayor's Office announced £250,000 of funding would be made available for 50 air quality audits for some of London's most polluted schools. A list of five primary schools in Barnet was identified by the GLA, based on the level of Nitrogen Dioxide and the number of children on the school roll. Primary schools were given priority as younger children are at greater risk from the impacts of air pollution. The schools were as follows:

- St Joseph's Catholic Primary School
- Wessex Gardens Primary School
- Beis Yaakov Primary School
- Tudor Primary School
- Hasmonean Primary School

1.9 Barnet was invited to choose two of these schools and apply for an audit. Using a scoring matrix provided by the TfL the schools chosen were Wessex

Gardens and Tudor Primary School. The scoring included the schools' current level of engagement with School Travel Planning, as well as the potential for meaningful improvements to either reduce pollution or exposure to pollution. The application was successful.

1.10 Under this new scheme the schools will receive an audit carried out by an experienced transport and environment consultant. The audit will review ways to lower emissions and exposure to pollution in and around the school. It will run alongside a pollution awareness-raising education programme at each school.

1.11 The audit recommendations could include:

- moving school entrances and play areas to reduce exposure to busy roads;
- 'no engine idling' schemes to reduce harmful emissions during the school run;
- looking at the school estate to minimise emissions from boilers, kitchens and other sources;
- changes to local roads, including improved road layouts, restricting the most polluting vehicles round schools and pedestrianisation around school entrances; and
- 'green infrastructure' such as 'barrier bushes' along busy roads and in playgrounds to 'block' out toxic fumes
- encouraging walking and cycling through competitions, 'walking buses' with large groups of pupils walking together on pavements, plus improving cycle and walking routes

1.12 Funding for the audits is from the Mayor's Office. However funding to meet potential costs resulting from the recommendations may need to be considered under other funding streams for instance LIP and Mayor's Air Quality Fund (section 5.2)

1.13 Further audits could be conducted at the remaining 13 schools if the first two are successful, however, local funding may need to be considered should further GLA funding not be in place.

### **Cleaner Air Borough status**

1.14 The London Borough of Barnet was awarded Cleaner Air Borough Status in 2016. Each year, Barnet must demonstrate its commitment to maintaining this Status against key criteria. This includes the GLA approving an annual report of Barnet's air quality and progress against the measures in the air quality Action Plan.

- 1.15 Air pollution is dependent on many factors including weather and temperature. It also does not respect local authority boundaries. It is very difficult if not impossible to pin an exact number on the nitrogen dioxide emissions decrease when inspected, which is why progress is not measured by putting a number / quantifying individual actions in local Air Quality Management plans.
- 1.16 The following Table 4 shows key achievements last year. Additional information is in Appendix 1.

|   |
|---|
| A project was delivered by the charity Living Streets to encourage walking to school, and to educate children about the importance of good air quality. (April 2016 to March 2016 in 7 schools within a mile of North Finchley town centre, an Air Quality Focus Area)  |
| Completion of project by MP Smarter Travel in October 2016. The Team worked alongside the Winter Well officer at Barnet Council and spoke to residents and professionals at the major hospitals in Barnet and council events. Presentations and Q&A sessions were delivered in community groups such as the Breathe Easy Group based in North Finchley. Approximately 350+ people were engaged over the course of 3 events and 2 community sessions |
| Feasibility study undertaken to join North London Freight Consolidation Centre. (Mayor's Air Quality Fund project)  |
| Strategic links of air quality plan to transport, health and well-being strategies are being promoted through an air quality steering group set up in 2016.   |

### **Further recommendations to improve air quality around Barnet Schools**

- 1.17 Further officer recommendations to improve air quality around Barnet Schools include:

#### Improved active travel options, such as cycling and walking

Areas where there are high levels of vehicle congestion can contribute towards poor air quality. Encouraging cycling, walking or taking public transport as opposed to taking a car especially on short journeys reduces congestion and therefore has a positive benefit on air quality.

Reducing congestion around schools specifically and encouraging alternative methods to travel to school can also impact on the air quality around schools.

Cycle training at schools has been very successful. However infrastructure for cyclists in the Borough could be improved, such as low-cost cycle lanes



delineated by white lines on roads where feasible, and “advanced stop” areas for cyclists at junctions.

### Freight Consolidation Project

Barnet has secured funding from the Mayor’s air quality funding for joining a freight consolidation scheme. This is currently being run by DHL on behalf of the London Boroughs of Camden and Islington. The grant funding is for a trial period of one to two years.

The principle is that there are an increasing number of HGVs and vans on Barnet’s roads, contributing to polluted air. If deliveries can be consolidated, then there will be fewer vehicles, reduced congestion and better air quality.

Reducing HGVs and diesel vans on the major roads will reduce air pollution at the schools near to these roads. The feasibility study concluded that joining the scheme would be beneficial for Barnet, particularly in light of the office move to Colindale.

- 1.18 Areas the Environment Committee may wish to consider for escalation to the Mayor’s Office

### The impact of the proposed ULEZ (Ultra Low Emission Zone) on Barnet schools.

The ULEZ is an area within which all cars, motorcycles, vans, minibuses, buses, coaches and heavy goods vehicles (HGVs) will need to meet exhaust emission standards (ULEZ standards) or pay a daily charge to travel.

Proposals to extend the ULEZ from the central London congestion zone area to a wider area are going out for consultation in autumn 2017.

Barnet council could request that TfL assess the impact that the proposed ULEZ will have on the 15 Barnet schools listed in 1.3 of this report.

### Cleaner buses near Barnet’s schools

The GLA intends to ensure that all double decker buses operating within the ULEZ are hybrid, and all single-decker buses will be fully electric or hydrogen.

Barnet Council could request that all buses passing within 100m of the schools listed in section 1.3 of this report are the cleanest buses.

## **2 REASONS FOR RECOMMENDATIONS**

- 2.1 The content and subsequent recommendations of this report focus specifically on the action requested by members of full council at the meeting held on 4

April 2017. The motion is attached as appendix 2 of this report and the following action was agreed (as set out in the published draft minutes) at the meeting.

***Council asks the Environment Committee to urgently investigate what measurable outcomes have resulted from LB Barnet's Air Quality Action Plan over the last year, and to come up with recommendations for the Mayor of London to implement, in order to improve the air quality around these fifteen schools and across the borough.***

- 2.2 The two air quality school audits provide an opportunity for an independent expert to assess and provide recommendations. The Environment Committee should be updated about the results of the audit to consider the effectiveness and resource implications of the audits and further roll out to the other schools identified.
- 2.3 Improving sustainable, alternative and active travel, specifically around schools can reduce vehicle congestion and pollution around schools. A reduction in freight transport reduces diesel emissions, which will also have a high impact on air quality.
- 2.4 14 of the 15 Barnet schools identified are on or near the TfL administered roads and have increased vehicle use such as HGV vehicles and buses. Asking the Mayor to prioritise the use of greener buses that serve routes within 100m of the Barnet affected schools will enable a more targeted approach that will have a direct impact on these Barnet schools.

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

- 3.1 Do nothing. If we do this there will be no improvement in local air quality around schools

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

- 4.1 There is a statutory duty to report regularly to the GLA and Defra on progress with the Council's Air Quality Action Plan, and on its grant-funded projects. The decisions of the Committee resulting from this report will be reported to GLA and Defra. The Council has a steering group in place to regularly review and assess progress, and the decisions of the Committee will be taken to the Steering Group to determine how they will be implemented.

## **5 IMPLICATIONS OF DECISION**

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

- 5.1.1 Air quality is relevant to The Barnet Corporate Plan 2015-20 objectives:  
"The council, working with local, regional and national partners, will strive to ensure that 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” which is relevant to promoting sustainable transport and physical activity rather than over reliance on the car.

To deliver the action plan will reflect our Strategic Equalities Objective (SEO), 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.”

- 5.1.2 The air quality action plan is aligned to the Health and Wellbeing Strategy and its stated priorities and themes.

Wellbeing in the Community: Improving air quality is creating circumstances that enable people to have greater life opportunities. How we live is encouraging healthier lifestyles”. The air quality action plan encourages sustainable transport such as walking and cycling that help the objective to focus on reducing obesity and preventing long term conditions through promoting physical activity

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

- 5.2.1 Re (Regional Enterprise) is the Joint Venture to deliver Regulatory Services on behalf of Barnet under the Development and Regulatory Services contract.

- 5.2.2 An application was made on behalf of LB Barnet for £400,000 of funding from round two of the Mayor’s Air Quality Fund (2016-2019). The GLA granted £55,000 for a freight consolidation project and £180,000 between Barnet, Enfield, Haringey and Waltham Forest to fund a Construction Site Emissions Enforcement Officer. Unfortunately no further funding was given. TfL are also granting £50,000 to fund work on the freight project.

- 5.2.3 The LIP budget for 2017/18 does not currently include funding specifically for air quality which is a potential risk to successful work to improve air quality. However the LIP does fund work done by the Schools Sustainable Travel team for their school travel planning and cycle training work.

- 5.2.4 In order for additional council action to be taken on active travel, and acting on recommendations of school air quality audits, Council funding would be needed (for example from the LIP) if requests to TfL, or grant applications are unsuccessful.

- 5.2.5 The cost of audits has been confirmed by TfL as being £1000 each.

- 5.2.6 Further grants can be applied for by Re on behalf of the Council, however the next Mayor’s Air Quality Fund does not open until 2019. There is also a Defra grant that Re can apply for in the autumn; however recent years’ applications have not been successful.

5.2.7 Resources for existing activities are funded by the management fee for the DRS contract. Any additional work which the Council may wish to commission over and above these resources would incur additional costs to the council in accordance with the contract rates.

### **5.3 Social Value**

5.3.1 The existing and additional work on improving air quality has wide environmental and social benefits, particularly for residents and children living, working or going to school near to busy roads.

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

5.4.1 S.82-84 Environment Act 1995 imposes obligations on a local authority to periodically review air quality in its area and requires the issue of an Air Quality Action Plan once an Air Quality Management Area has been designated.

5.4.2 The delegated powers for this legislation fall within the remit of the Strategic Director for Environment in line with the Scheme of delegation for Officers and are delivered through Re, Environmental Health Team.

5.4.3 In 2014, the European Court of Justice ruled that the Supreme Court had authority to ensure that the UK Government complied with EU air quality limit values in respect of NO<sub>2</sub> in certain geographical zones. Subsequently, DEFRA was ordered to bring forward new, compliant air quality plans for those zones by the end of 2015 which it did, following a series of related consultations from the department including drafts of those plans. These plans were subsequently rejected by the High Court, and the government is currently consulting on new plans (June 2017).

5.4.4 The Council's Constitution comprising the current Scheme of Delegation states in Annex A to Part 15 Responsibility for Functions, that the Environment Committee has responsibility 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. The Scheme of Delegation also states that if any report comes within the remit of more than one committee, to avoid the report being discussed at several committees, the report will be presented and determined at the most appropriate committee.

### **5.5 Risk Management**

5.5.1 The risks of exceedences of air pollution in Barnet is managed by the following processes

- a yearly review and assessment of air quality,
- an air quality action plan
- an interdepartmental steering group to promote improved air quality

minimises the risks below:

- 5.5.2 EU legislation specifies that Member states can be fined for poor air quality. The national government, through DEFRA and GLA, check the effectiveness of local authority reports. If exceedences occur that can be deemed to be the fault of poor management of Council controlled highways then local authorities may be held directly responsible for a proportion of the fine.
- 5.5.3 It is not known how air quality legislation will change upon Britain leaving the European Union; however it is possible that Defra will continue with the policy of being able to fine local authorities if action to improve air quality is not effective.
- 5.5.4 There is a moderate risk of major reputational and operational impact if there is no progress acknowledged by the GLA/DEFRA on improving Barnet's air quality from measures described in the action plan.
- 5.5.5 Air quality is of growing importance in the media, and the number of residents complaining about poor air quality has risen significantly.

## **5.6 Equalities and Diversity**

- 5.6.1 From the Corporate Plan, work to improve air quality will reflect our Strategic Equalities Objective (SEO), 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."
- 5.6.2 The air quality of Barnet affects all residents and workers and does not differentiate between persons of different culture, religion, wealth, sex or physical ability, therefore the improvement sought in the on-going work to improve air quality will affect every part of society.

However poor air quality does not affect everybody equally. Poor air quality is likely to have greater effect on the very young, the very old or people with certain other disabilities or conditions who may be more prone to suffering as a result of poor air quality.

Poor air quality may also adversely affect poorer residents as they are more likely to be living nearest to busy congested roads.

## **5.7 Consultation and Engagement**

- 5.7.1 The Council's new air quality action plan is currently out for consultation on Engage Barnet, due to end on 3<sup>rd</sup> August 2017.

## **5.8 Insight**

- 5.8.1 Not applicable to this report

## **6 BACKGROUND PAPERS**

6.1 The Council's draft air quality action plan can be found on Engage Barnet  
<https://engage.barnet.gov.uk/air-quality-action-plan>

**Full Council: 4 April 2017**

**Administration Motion: Cllr Dean Cohen**

**Mayor Khan: Tackle Illegal Air Pollution on Our Trunk Roads**

Council calls on Mayor of London Sadiq Khan to explain what action he will take to reduce the unacceptable, unlawful, and harmful levels of NO<sub>2</sub> around Barnet schools sited near roads administered by Transport for London.

A study commissioned by the Mayor found the air around 15 Barnet schools to be polluted with NO<sub>2</sub> above the legal limit of 40 µg/m<sup>3</sup>. All schools but one were sited either on or around five TfL administered roads; the North Circular Road (A406), Edgware Road/West Hendon Broadway (A5), the M1, Brent Street (A502), and Watford Way/Hendon Way (A41).

To date this Council has introduced free green parking permits to drivers of electric cars, installed new charging points, and tabled the introduction of a diesel surcharge for Controlled Parking Zones later this year. We have also erected a 'green wall' around St Joseph's Catholic Primary – one of the 15 schools affected by illegal levels of NO<sub>2</sub>.

We can and will do more, but the effects of our efforts will be limited while dangerously high levels of nitrogen continue to be belched from vehicles using TfL administered trunk roads. The Mayor's Ultra Low Emission Zone, while welcome, uses the North Circular as its outermost border and therefore will not include West Hendon; the ward most severely affected by NO<sub>2</sub> emissions.

***Under Full Council Procedure Rule 23.5: if my item is not dealt with by the end of the meeting I ask that it be voted upon at the Council meeting.***



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## **Appendix Two**

### **Barnet Air Quality Action Plan and Criteria for Cleaner Air Borough Status**

#### Barnet Air Quality action plan

The Council's air quality action plan is currently out for formal consultation on Engage Barnet. The consultation ends on 3<sup>rd</sup> August 2017. The draft went to the Environment Committee in February 2016.

The following table provides a brief summary of The London Borough of Barnet's progress against the Air Quality Action Plan, showing progress made this year (2016/2017). This table formed part of a statutory annual report to the GLA.

## Barnet Air Quality Action Plan Update

| Action ID | Action description  | Progress   | Further information  |
|-----------|---|--|--|
| 1         | Minimise dust emissions from construction sites               | <p>The supplementary planning document for Sustainable Design and Construction was adopted in October 2016. Developers are required to supply where necessary an Air Quality and Dust Risk Management Plan.</p> <p>Officers continue to respond to complaints of dust from construction sites, and will investigate and take appropriate action using the Environmental Protection Act 1990.</p> <p>An enforcement officer for construction sites was recruited in January 2017 to work across 4 boroughs in North London, including Barnet. Over 3 months he has made over 40 visits to 18 sites in Barnet in respect of both dust and Non Road Mobile Machinery (NRMM) (action 2).</p> | <p><a href="https://www.barnet.gov.uk/citizen-home/planning-conservation-and-building-control/planning-policies-and-further-information/supplementary-planning-documents/sustainable-design-and-construction.html">https://www.barnet.gov.uk/citizen-home/planning-conservation-and-building-control/planning-policies-and-further-information/supplementary-planning-documents/sustainable-design-and-construction.html</a></p> |
| 2         | Enforce Non Road Mobile Machinery (NRMM) air quality policies | <p>Enforcement officer recruited (See action 1.)</p> <p>The officer is increasing compliance of the NRMM regulations on construction sites. All NRMM over a certain size must comply with specific emissions criteria. Increasing compliance leads to a reduction in pollutant emissions.</p> <p>An NRMM planning condition is now put on all major developments.</p> <p>NRMM requirements have been written into the Council's newly adopted (Oct 2016) Supplementary Planning Document.</p>  | <p>New Action. Part-time officer has been in place since January 2017, funded by the Mayor's Air Quality Fund.</p>   |

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| 3 | Enforce CHP and biomass air quality policies   | The requirements in the London Plan's Sustainable Design and Construction SPG document 2014 for CHP to meet certain emissions standards are now being pursued by applying a planning condition. The requirements have been written into the Council's SPD.  | New action since 2016  |
| 4 | Enforce Air Quality Neutral policies and Monitor sustainable Travel Plans for developments | <p>There is now an "air quality neutral" planning condition that is required for all major developments.</p> <p>The requirements are in the Council's Supplementary Planning Document.</p> <p>The Council has Performance indicator PITD03 - Monitoring Travel Plans for Developments.</p> <p>An emerging issue is for development that comes under Prior Notification planning rules. For example, conversion of commercial offices to flats under this process need not consider air quality as a material consideration, even if in close proximity to a busy polluted road. Re still give advice to pre-notification applicants on how to mitigate poor air quality and encourage active sustainable transport.</p> <p>Re consultancy service has in the last 2 years produced 12 air quality assessments in the borough giving advice to applicants with cost effective air quality mitigation measures.</p> | New action since 2016  |
| 5 | Enforce Smoke Control Areas  | The scientific services team continues to take action where necessary to ensure approved stoves / approved fuel is used in residential chimneys. About 5 complaints are received each year. There are 2 current black smoke formal investigations concerning  | There are a lot of properties in the Borough that have wood burning stoves. It is our intention to have an information campaign for residents this winter. |

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|   |  | dark smoke bonfires in Cricklewood.  |  |
| 6 | Increase the planting of green barriers and vegetation   | LIP funding was used to plant 216 trees (Jan 2017) with the specific aim to improve air quality, and also increase shading.  |  |
| 7 | Control air pollution from industrial / commercial and residential sources                     | All our authorised processes were inspected. This year we took back the inspections of petrol stations from the fire service. The Borough has 5 crematoria, 66 drycleaners, 1 print-works, 3 vehicle re-sprayers, 2 bulk cement, and 23 petrol station permits. We regulate to reduce air pollution.<br>Continue to liaise with Environment Agency regarding coarse dust complaints from Waste Management sites such as Donoghues, OM Skips, Eurostorage and GBN even though there are no LA enforcement powers. | Regional Enterprise Regulatory Services KPI EH02(LAPPC) for 100% annual inspection of medium and high risk rated premises.   |
| 8 | Monitor air quality  | The Council continues to monitor for both nitrogen dioxide and PM10 at two continuous monitoring stations. There are also 15 diffusion tubes around the borough.<br><br>In 2016 a further 10 monitoring locations were chosen to monitor air quality in and around North Finchley air quality focus area, and other locations where magnolia trees were planted to reduce nitrogen dioxide.  | Most of the diffusion tubes showed an increase in nitrogen dioxide concentrations in 2016.<br><br>The roadside site of Tally Ho showed a decrease in NO2 levels.<br><br>Chalgrove School background site saw an increase (but remains well within the objectives). |
| 9 | Regularly brief Director of Public Health (DPH) on air quality issues in Barnet; what is being | This has been done, most recently in May 2017, and public health colleagues are invited to the air quality action plan steering group meetings.  | Action will link Air quality and Health and Wellbeing  |

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|    | done, and what is needed.  |  |   |
| 10 | Director of Public Health to sign off statutory Annual Status Reports and all new Air Quality Action Plans   | This ASR will be signed off by the Director of Public Health. He will sign off the final 2017-2022 Air Quality Action Plan once the consultation period on it has ended.   | Action will link Air quality and Health and Wellbeing                                       |
| 11 | Encourage schools to join the TfL STARS accredited travel planning programme by providing information on the benefits to schools and supporting the implementation of such a programme | 89 of schools were STAR accredited in 15/16 (last reportable year)<br>School Junior Travel Ambassadors have helped with anti-idling campaigns (Also see 12 below)  |   |
| 12 | Air quality projects with schools  | Amelix Theatre group visited 4 secondary schools in March 2017 to deliver a show to encourage children to travel to school in alternatives to the motor car.<br><br>Living Streets visited 6 primary and 1 secondary school in the North Finchley air quality focus area to educate children about air quality and walking to school.<br><br>Anti-idling campaigns aimed to be programmed once each school term. In May 2017 we visited 9 schools, requested 47 parents to switch their engines off, and handed out 300 leaflets about air quality/ idling engines. One of the 9 schools include the 15 June National Air Quality Campaign with a joint Campaign on 'Clean | Environmental Health are working with Highways (School Travel Team) to deliver this action. |

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|    |   | Air Day'  |   |
| 13 | Investigate joining North London Freight Consolidation Scheme   | A feasibility study was conducted from January to March 2017. It concluded that joining the scheme would be beneficial in reducing delivery miles. This Report has been submitted to the Commissioning Director for Environment.  | Other related issues such as personal items delivery will be looked at.<br><br>Procurement have taken steps to reduce the amount of deliveries through consolidation and minimum order value practises.   |
| 14 | Achieve Bronze accreditation of the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet  | This is now planned for September 2017.   | The department that runs the Council fleet is in the middle of operational changes, which have put back actions 14, 15 and 16.  |
| 15 | Investigate the possibility of increasing the number of hydrogen, electric, hybrid, bio-methane and other cleaner vehicles in the borough's fleet | Aim is to demonstrate vehicles with alternative fuel for Parks & Open Spaces and Street Cleansing Services between September and November 2017. If successful these will be introduced into the main fleet. The Electric car club trial of 2 cars has been expanded at Barnet House to all Barnet, Barnet Homes and Re officers, thus helping to reduce local air pollution for officer visits. |   |
| 16 | Accelerate uptake of new Euro VI vehicles in borough fleet  | All new vehicles purchased by L.B. Barnet will be Euro VI going forward.  | The refuse vehicles are currently Euro V with renewal due in 2022. Plan is to have about 5 Euro VI vehicles in future.<br><br>The possible extension of the ULEZ to include Barnet means that acceleration to Euro VI is becoming more important. |

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| 17 | Safer Urban Driver Training for drivers of vehicles in Borough's fleet i.e. through training of fuel efficient driving and providing regular re-training of staff. This was introduced in 2012 with training from the Energy Savings Trust. | 100% of drivers received smarter driver training   | Aim to arrange Smarter Driver training for 50 drivers by end of December 2016 and on-going 100% of drivers to receive training                         |
| 18 | Explore the option of extending the Ultra Low Emission Zone (currently proposed to stop at the A406) to cover whole of London Borough of Barnet   | The Council is continuing to brief Councillors on the implications of the ULEZ extension.  | This action is considered key to reducing air pollution in Barnet. Extending the ULEZ to cover the whole of the Borough for all vehicles is essential. |
| 19 | Lower the legal speed limit to 20mph in areas close to certain schools  | The council is continuing to increase the number of 20mph zones close to schools.  | A target of an extra 2km per year.   |
| 20 | Differential charges for residential parking permits based on pollutant emissions   | We implemented emissions based parking permits in 2015-16 and in 2016 introduced an additional surcharge of £10 for diesel cars.                                   | The Council will constantly review its pricing strategy to reflect national, regional and local policies.  |
| 21 | Improvement of electric vehicle charging point infrastructure   | 100 new points in next 3 years (2016-2019)<br>The two points at Barnet House serve two electric cars for staff pool car use, as well as for members of the public. |  |



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| 22 | Increase provision of cycle parking   | 2016/17 319 stands installed with 638 spaces (2 spaces per stand in a total of 81 locations across the borough.  | Target of between 50-100 extra cycle spaces per annum. Cabinet agreed in 2016 to improve cycling infrastructure and produce a Cycling Strategy.  |
| 23 | Encourage modal shift to bicycle through improved bicycle routes and encourage a shift to walking by providing safer, more accessible and attractive pedestrian routes. | 2017-2022 Current evidence of 1% modal shift based on 3 years data from TfL.<br>Target of 2,000 children and 250 adults to receive cycle training per year. Since April 2016 we have trained 2999 children in cycling projects at schools, and 657 individuals have attended the adult and family Cycle Skills training; funded by LIP. Highways are investigating quiet unpolluted streets for future cycling routes. | Regional Enterprise Highways PI HSTD02 target of 3 % of journeys by cycle in 2024 and HSTD01 % increase trips by walking from 29-31% by 2024<br><br>Funding for cycle training from TfL has now ended, and alternative revenue streams need to be found. |
| 24 | Liaise with Transport for London to explore traffic control actions on TfL-controlled roads   | This action has not been progressed this year.   | This action is very important as the busiest roads in the Borough are TfL-controlled, and so TfL is best-placed to take the lead.  |
| 25 | Liaise with the Highways Agency to explore options for improving air quality on the M1  | Progress is slow – the work in 2016/2017 concerning feasibility of Noise and air quality barriers in Mill Hill by Highways England is not yet complete   |  |

## 1.2 Commitment to Cleaner Air Borough Criteria

This table describes what the Council has submitted to the GLA in order to maintain Cleaner Air Borough Status. A final decision by the GLA has not been made at the time of writing.

| Theme                          | Criteria   | Achieved (Y/N)   | Evidence |  |
|--------------------------------|------------|--|----------|--|
| <b>1. Political leadership</b> | <b>1.a</b> | Pledged to become a Cleaner Air for London Borough (at cabinet level) by taking significant action to improve local air quality and signing up to specific delivery targets. | Y        | Made pledge at Cabinet level in 2013   |
|                                | <b>1.b</b> | Provided an up-to-date Air Quality Action Plan (AQAP), fully incorporated into LIP funding and core strategies.  | Y        | The 2017-2022 Action Plan is out for public consultation. LIP funding is used for air quality projects.<br><br>There is a quarterly steering group meeting to develop the action plan, including the Highways LIP engineer.  |
| <b>2. Taking action</b>        | <b>2.a</b> | Taken decisive action to address air pollution, especially where there is human exposure and vulnerability (e.g. schools, older people, hospitals etc) is highest.           | Y        | A project was delivered by the charity Living Streets to encourage walking to school, and to educate children about the importance of good air quality. (April 2016 to March 2016 in 7 schools within a mile of North Finchley town centre, an Air Quality Focus Area)<br><br>Completion of project by MP Smarter Travel in October 2016. The Team worked alongside the Winter Well officer at Barnet Council and spoke to residents |

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|  |            |  |   | and professionals at the major hospitals in Barnet and council events. Presentations and Q&A sessions were delivered in community groups such as the Breathe Easy Group based in North Finchley. Approximately 350+ people were engaged over the course of 3 events and 2 community sessions. |
|  | <b>2.b</b> | Developed plans for business engagement (including optimising deliveries and supply chain), retrofitting public buildings using the RE:FIT framework, integrating no engine idling awareness raising into the work of civil enforcement officers, (etc etc). | Y | Feasibility study undertaken from Jan to March 2017 to join North London Freight Consolidation Centre. (MAQF project)<br><br>New officer to enforce NRMM and dust on construction sites started in January 2017. This involves lots of work with construction companies. (MAQF project)       |
|  | <b>2.c</b> | Integrated transport and air quality, such as: improving traffic flows on borough roads to reduce stop/start conditions, improving the public realm for walking and cycling, and introducing traffic reduction measures.                                     | Y | Since April 2016 we have trained 2263 children in cycling projects at schools, and 622 individuals have attended the adult and family Cycle Skills training; funded by LIP  |
|  | <b>2.d</b> | Made additional resources available to improve local air quality, including by pooling its collective resources (s106 funding, LIPs, parking revenue, etc).  | Y | LIP funding provided £80,000 to plant 216 trees in areas affected by poor air quality. Trees were planted in January 2017.  |

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| <b>3. Leading by example</b> | <b>3.a</b> | Invested sufficient resources to complement and drive action from others.  | Y | <p>Invested resources in the form of project and people management to enable Mayors Air Quality Fund projects to be realised.</p> <p>Officers now work with school travel planners to continue the work started by the Air Quality Champion in the first round of the Mayor's Air Quality Fund. Example – anti-idling campaigns outside schools will be done regularly.</p> <p>Contacts established in the action planning process, along with the successful round one MAQF project have enabled further tree planting, paid for from the LIP budget.</p> <p>The air quality lead has been invited to attend the Transport Strategy steering group.</p> |
|                              | <b>3.b</b> | Maintained an appropriate monitoring network so that air quality impacts within the borough can be properly understood | Y | All existing AQ monitors maintained  |
|                              | <b>3.c</b> | Reduced emissions from council operations, including from buildings, vehicles and all activities.                      | Y | <p>EV vehicle points at main council offices reduce emissions from staff journeys. 2 cars are leased from E-Car.</p> <p>Stationery is now only delivered to Barnet Council twice a week, and for a minimum purchase order value, in order to reduce emissions connected with deliveries.</p>   |

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|                                     |            |  |   | <p>Electric vehicles will be trialled for some council fleet vans.</p> <p>Safer Urban Driving and Driver CPC training is done for all council fleet drivers</p>   |
|                                     | <b>3.d</b> | Adopted a procurement code which reduces emissions from its own and its suppliers activities, including from buildings and vehicles operated by and on their behalf (e.g. rubbish trucks). | Y | <p>All current fleet vehicles are Euro V; all new fleet vehicles will be EURO VI.</p> <p>Fleet manager to investigate emissions in a procurement code for contracted-out special needs vehicles (school buses for disabled pupils)</p> <p>The air quality officer and procurement manager for Barnet agreed at the February 2017 steering group meeting to work to producing a procurement code for sustainable deliveries and cleaner delivery vehicles.</p> |
| <b>4. Using the planning system</b> | <b>4.a</b> | Fully implemented the Mayor's policies relating to air quality neutral, combined heat and power and biomass.   | Y | <p>The Council's new Supplementary Planning Document for Sustainable Design and Construction (October 2016) now incorporates the Mayor's policies.</p> <p>Planning conditions are now applied</p>   |
|                                     | <b>4.b</b> | Collected s106 from new developments to ensure air quality neutral development, <i>where possible</i> .  | N | This subject will be debated at the next air quality steering group meeting (June 2017).  |

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|   | <b>4.c</b> | Provided additional enforcement of construction and demolition guidance, with regular checks on medium and high risk building sites. | Y | Dust and NRMM construction site enforcement officer recruited in January 2017. He works across 4 Boroughs and is MAQF funded. In Barnet he has done over 40 visits to 18 separate sites, raising compliance with the NRMM regulations from under 25% to over 80% compliant in 3 months.   |
| <b>5. Integrating air quality into the public health system</b> | <b>5</b>   | Included air quality in the borough's Health and Wellbeing Strategy and/or the Joint Strategic Needs Assessment.                     | Y | The Council's new Air Quality Action Plan (2017-2022) signposts the 2015-2020 Joint Strategic Needs Assessment (JSNA) and Health and Wellbeing Strategy 2016-2020. The Director of Public Health has been briefed on the new Air Quality Action Plan, and public health are due to attend the next action plan steering group meeting in June 2017. |
| <b>6. Informing the public</b>                                  | <b>6.a</b> | Raised awareness about air quality locally.  | Y | Amelix theatre group visited four secondary schools in March 2017 to promote alternatives to the private motor car to get to school, and to increase awareness of air quality.<br><br>The new air quality action plan went out for public consultation in May 2017, and included a Survey Monkey questionnaire.                                     |

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**London Borough of Barnet**  
**Environment Committee Work Programme**  
**July 2017 – May 2018**



| <b>Title of Report</b>                             | <b>Overview of decision</b>   | <b>Report Of (officer)</b>         | <b>Issue Type (Non key/Key/Urgent)</b> |
|--|---|------------------------------------|--|
| <b>Title of Report</b>                             | <b>Overview of decision</b>   | <b>Report Of (officer)</b>         | <b>Issue Type (Non key/Key/Urgent)</b> |
| <b>11 September 2017</b>                           |   |                                    |  |
| Public Realm Management Forum                      | Committee to comment on the development of a Public Realm Management Forum                  | Strategic Director for Environment | Non-key                                |
| Draft Public Realm arboriculture policy            | Committee to note and comment on the development of an arboriculture policy.                | Strategic Director for Environment | Non-key                                |
| Draft Recycling and Waste Polices                  | Committee to consider the draft recycling and waste policies and revised fees and charges   | Strategic Director for Environment | Non-key                                |
| Mayor of London's (MoL) draft Transport Strategy   | Committee to consider and comment on the response to the MoL draft Transport Strategy       | Strategic Director for Environment | Non-key                                |
| <b>7 November 2017 – Items to be allocated</b>     |   |                                    |  |
| Mayor of London's (MoL) draft Environment Strategy | Committee to consider and comment on the response to the MoL draft Environment Strategy     | Strategic Director for Environment | Non-key                                |
| Green Spaces capital projects report               | Committee to consider and comment on the proposals for capital investment into green spaces | Strategic Director for Environment | Non-key                                |
| 2018/19 Fees and Charges Report                    | Committee to consider and comment on proposed fees and charges for 18/19 financial year     | Strategic Director for Environment | Non-key                                |

| <b>Title of Report</b>                                 | <b>Overview of decision</b>  | <b>Report Of (officer)</b>         | <b>Issue Type (Non key/Key/Urgent)</b> |
|--|--|------------------------------------|--|
| Environment Committee Business Planning report 2018/19 | Committee to consider and comment on the 2018/19 Environment Committee business plan             | Strategic Director for Environment | Non-key                                |
| Footway Damage – Phase 2 report                        | Committee to consider and comment on phase 2 of the Footway Damage project                       | Strategic Director for Environment | Non-key                                |
| <b>11 January 2018 – Items to be allocated</b>         |  |                                    |  |
| LiP programme – 2018/19                                | Committee to approve the LiP programme for 2018/19   | Strategic Director for Environment | Non-key                                |
| Network Recovery Programme (NRP) 2018/19               | Committee to approve the NRP programme for 2018/19   | Strategic Director for Environment | Non-key                                |
| Copthall Master Plan                                   | Committee to comment and approve the Copthall Master Plan  | Strategic Director for Environment | Non-key                                |
| Public Realm arboriculture policy                      | Committee to note and comment on the arboriculture policy.                                       | Strategic Director for Environment | Non-key                                |
| Environment Commissioning Plan – 2018/19               | Committee to comment and approve the 2018/19 Environment Commissioning Plan                      | Strategic Director for Environment | Non-key                                |
| Parking Enforcement Contract                           | Committee to consider and comment on the progress of the Parking Enforcement procurement project | Strategic Director for Environment | Non-key                                |
| <b>14 March 2018 – Items to be allocated</b>           |  |                                    |  |
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| <b>Title of Report</b> | <b>Overview of decision</b> | <b>Report Of</b> <i>(officer)</i> | <b>Issue Type (Non key/Key/Urgent)</b> |
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|                        |                             |                                   |  |