

<p style="text-align: center;"><u>MEETING</u></p> <p style="text-align: center;">ENVIRONMENT COMMITTEE</p>
<p style="text-align: center;"><u>DATE AND TIME</u></p> <p style="text-align: center;">TUESDAY 4TH JUNE 2019</p> <p style="text-align: center;">AT 7.00 PM</p>
<p style="text-align: center;"><u>VENUE</u></p> <p style="text-align: center;">HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ</p>

TO: MEMBERS OF ENVIRONMENT COMMITTEE (Quorum 3)

Chairman: Councillor Dean Cohen BSc (Hons)
Vice Chairman: Councillor Peter Zinkin

Elliot Simberg
Laithe Jajeh
Alison Cornelius

Felix Byers
Alan Schneiderman
Jo Cooper

Laurie Williams
Geof Cooke

Substitute Members

Sarah Wardle
Kath McGuirk

Weeden-Sanz
Tim Roberts

Fluss
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 Thursday 30 May 2019 at 10am. Requests must be submitted to Paul Frost 020 8359 2205 paul.frost@barnet.gov.uk

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

Andrew Charlwood – Head of Governance

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

Media Relations Contact: Gareth Greene 020 8359 7039

ASSURANCE GROUP

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ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the previous meeting	5 - 14
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)	
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16.	Any Other Items that the Chairman Decides are Urgent	
17.	Motion to Exclude the Press and Public	
18.	Advertising Contract Renewal - Reprovision of the Existing Bus Shelter Assets (Exempt)	145 - 154

19.	Any Other Exempt Items that the Chairman Decides are Urgent	
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Decisions of the Environment Committee

14 March 2019

Members Present:-

AGENDA ITEM 1

Councillor Dean Cohen (Chairman)
Councillor Peter Zinkin (Vice-Chairman)

Councillor Simberg	Councillor Alan Schneiderman
Councillor Thomas Smith	Councillor Jo Cooper
Councillor Laithe Jajeh	Councillor Laurie Williams
Councillor Alison Cornelius	Councillor Geof Cooke

1. MINUTES OF THE PREVIOUS MEETING

RESOLVED that the minutes of the Environment Committee held on 21 January 2018 be approved.

2. ABSENCE OF MEMBERS

None.

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

None.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

Mr Roger Chapman made a public comment in relation to item 7. Mr Jon Dix made a public comment in relation to item 9. The Environment Committee noted this and had the opportunity to ask questions.

The Environment Committee noted the details of public questions that had been submitted and circulated. Members of the public had the opportunity to ask supplementary questions.

6. MEMBERS' ITEMS

None

7. CEASING PARKS LOCKING

The Strategic Director of Environment introduced the report and requested the Committee consider the report and the recommendations. The Chairman, Councillor Dean Cohen thanked Mr Roger Chapman for making a representation earlier in the meeting. The Chairman noted that he had received correspondence from Ward Members of Brunswick Park Ward Members and East Barnet Ward Members in respect to the item.

During the consideration of the item, Councillor Alan Schneiderman moved a motion as outlined below, this was seconded by Councillor Cooper.

That the plan to cease locking parks be abandoned and parks be continued to be locked.

The Chairman requested that the item be voted on.

For 4

Against 6

The Chairman requested that the item be voted on.

RESOLVED that:

- 1. The Committee agreed to cease locking the phase 1 sites.**
- 2. The Committee agreed to the completion of a consultation exercise for the phase 2, the results of which will be reported to a future meeting for decision.**

Votes recorded were:

6 for

4 against

8. SPORTS HUBS MASTER PLANNING

The Strategic Director of Environment introduced the report. Members of the Committee were given the opportunity to ask questions and make comments.

The Chairman requested that the item be voted on.

RESOLVED that:

- 1. The Committee approves the decision to permanently relocate the Gaelic football provision to King George V Playing Fields and notes that progress/ maintenance works will be undertaken to enable the commencement of play for the Season 2020.**
- 2. The Committee approves the Draft Master Plan for Barnet and King George V Playing Fields (noting the recommendation 1 outlined above) and agrees that the Draft Master Plan is submitted for full public and stakeholder consultation with the outcomes being reported to a future meeting of the Committee together with Outline Business Cases for their development and operation.**

3. **That the Committee approves the Draft Master Plan for West Hendon Playing Fields, and agrees that the Draft Master Plan is submitted for full public and stakeholder consultation with the outcomes being reported to a future meeting of the Committee together with Outline Business Cases for their development and operation**

The vote recorded was:

6 For

0 Against

4 Abstained

9. ROUND RE-ORGANISATION REVIEW

The Strategic Director of Environment introduced the report. He verbally outlined a correction within table 2.1 of the report. He provided this to Committee members in hard copy for information. Councillor Alan Schneiderman however stated that the information was incorrect. The Strategic Director of Environment noted this and stated that he will re circulate the information to Members.

Committee Members were given the opportunity to consider the report and ask questions. In respect to the equality impact assessment, Councillor Cooper stated that the information provided was not what was requested. The Strategic Director of Environment invited Councillor Cooper to meet with him which she duly accepted.

Councillor Peter Zinkin moved that the Committee receive regular updates on the financial position on the proposed savings targets. This was seconded by Councillor Elliot Simberg and agreed by all Members.

Having considered the report, the Committee unanimously:

RESOLVED that:

1. **The Committee noted the Recycling and Waste Round Change Review.**
2. **The Committee approved the rebalancing of collections and the change of a number of residents collection days as set out in the Recycling and Waste Round Change Review recommendations.**
3. **The Committee requested that Members of the Committee receive regular updates on the financial position on the proposed savings targets.**

10. MOTION FROM FULL COUNCIL – STREET CLEANSING & ENVIRONMENTAL ASB

The Strategic Director of Environment introduced the report. The Chairman requested that members give consideration to how best to spend any additional funds on street cleansing. He requested ideas and suggestion from the Committee Members. Councillor Schneiderman reminded Members of his motion that had been reported to Full Council.

During the consideration of the item the Strategic Director of Environment requested that the Committee agreed to delegate £100,000 of the committee budget to deploy. This was duly agreed by the Committee.

Having considered the report, the Committee unanimously:

RESOLVED that:

- 1. The Committee noted the full Council Motion, the report and its content.**
- 2. The Committee noted that a report will be submitted to the next meeting on 04 June 2019. Members noted that the Strategic Director for Environment will submit a report containing the options raised. The Chairman requested that Members provided any further suggestions to the Strategic Director for Environment before the next meeting in order for the Committee to agree how to allocate funding accordingly.**
- 3. The Committee request that the Strategic Director for Environment report back to the Committee options on how any additional money which has been allocated to Street Scene in 2019/20 can best be spend on improvements to Street Cleansing.**
- 4. The Committee agreed to delegate £100,000 to the Strategic Director of Environment to deploy.**

11. BARNET TO JOIN THE LONDON LORRY CONTROL SCHEME (LLCS)

The Chairman introduced the report and encouraged members to agree that the London Borough of Barnet join the Lorry Scheme. He added that the scheme is operated by London Councils and is self-funding

Having considered the report, the Committee unanimously:

RESOLVED that:

- 1. Subject to making of the necessary Traffic Orders, Barnet joins the London Lorry Control Scheme and that officers continue to work with London Councils on the details of the scheme.**
- 2. Authorise the Strategic Director for Environment to consult on a Traffic Management Order to revoke The Barnet (Greater London) (Restriction of Goods Vehicles) Traffic Order 1985) (Amendment No. 3) Traffic Order 1996.**
- 3. Authorise the Strategic Director for Environment to consider any objections received as a result of the consultation referred to in recommendation 2, and determine whether the Traffic Management Order should be made, with or without modification.**
- 4. Note the intention to use the LLCS Traffic Order as the means by which a London-wide HGV Safety Permit Scheme will be implemented**

12. AUTHORISATION OF NECESSARY CONTRACT VARIATIONS TO ACCOMMODATE THE INTRODUCTION OF LED LIGHTING

The Strategic Director of Environment introduced the report. He outlined that the report was required to implement the proposed Street Lighting Improvement Project consisting of LED lantern and Central Management System (CMS). The Committee were informed of the contractual matters illustrated in the report and therefore Members were requested to consider the report and the recommendations.

Having considered the report, the Committee unanimously:

RESOLVED that:

- 1. The Committee approved the progression of the proposed Street Lighting Improvements via the LED/CMS Conversion Project in accordance with the process identified in this report using the existing Street Lighting PFI Project Agreement (Contract) Change Control procedure for the provision of the equipment installation via the PFI Service Provider as a single source supplier.**
- 2. The Committee authorised the Strategic Director of Environment to approve the required contract variations.**
- 3. The Committee agreed and noted that Authority be discharged to enable the Council to enter into and executes the agreed deeds of variation as required by the Contract.**

13. ENVIRONMENT COMMITTEE DELIVERY PLAN 2019/20

The Strategic Director of Environment introduced the report. He stated that the reported outlined the annual Delivery Plan for 2019/20 which captured the specific actions for how the priorities for the Committee will be delivered during the year.

Having considered the report, the Committee:

RESOLVED that the Environment Committee approved the Delivery Plan 2019/20 as set out in Appendix B.

The vote was recorded as:

6 for

0 against

4 abstain

14. HIGHWAYS PLANNED MAINTENANCE PROGRAMME

The Strategic Director of Environment introduced the report. He informed the Committee of the following two amendments to the report which the Committee noted:

- 1. On footway relay programme replace Gloucester Road with full length of Oakleigh Gardens, at a cost of £145,870.**
- 2. On the footway relay RESERVE programme replace Middleton Road with Rotherwick Road.**

Having considered the report, the Committee unanimously:

RESOLVED that:

- 1. The Committee approved, subject to Full Council agreeing the final 2019/20 capital programme and Policy and Resources agreeing the £0.69 million grantfunded addition to the programme, the capital expenditure of £7.215 million for the delivery of the 2019/20 Planned Maintenance and Network Recovery Plan work programme consisting of carriageway and footway renewal works as listed in Appendix A of this report, carriageway patching and associated works.**
- 2. The Committee noted the changes to the Work Programme as a result of Ward Member consultation and engagement, as set out in Appendix A of this report.**
- 3. The Committee agreed the proposed investment proportions detailed in paragraph 5.2.3 of this report.**
- 4. The Strategic Director for Environment be authorised to alter the programme of carriageway and footway renewal works.**
- 5. Subject to the overall costs being contained within agreed budgets, the Strategic Director for Environment be authorised to instruct Re to implement the schemes proposed in Appendix A by placing orders with the Council's term maintenance contractors or specialist contractors appointed in accordance with the public procurement rules and or the Council's Contract Procedure Rules as appropriate.**

15. PARKING TARIFFS AND OPERATIONAL REVIEW

The Strategic Director of Environment introduced the report. He stated that the report outlines the proposals for parking fees and charges as detailed in the Strategic Director of Environment introduced the report. He stated that the report outlines the proposals for parking fees and charges as detailed in the report.

During the consideration of the report the Chairman moved that parking relief be provided as follows. This was seconded by Councillor Simberg.

1. Priority 1 – parking in disabled bays would not lead to automatic vehicle removal unless blue badge fraud was suspected
2. Priority 2 - footway parking enforcement would be further considered by officers
3. That Priority 2 recommendations were not agreed and will be reported back to a future meeting

Having considered the report the Chairman stated that the voting processed and therefore he proposed resolution 1 below that was seconded by Councillor Simberg:

RESOLVED that:

- 1. The Committee approves the proposed parking fees and charges as set out in section 3 of this report, and for these to be implemented by 1st July 2019 (in accordance with paragraph 7 of this report); as follows;***

1a. The revised DVLA aligned air quality categories and associated charges and additional vehicle charges for resident parking permits as laid out in Table 4 along with the charges for 7 seater resident vehicles as laid out in section 3.1.6

1b. The new DVLA aligned air quality categories and associated charges (including a diesel supplement) for business parking permits as laid out in Table 6 and the charge due for an 'ANY' vehicle permit as set out in paragraph 3.2.7

The vote was

For - 6

Against

Abstain – 4

1c. The changes to on street and car park charges representing a 28% increase to the relevant existing charges. That the Executive Director of Environment explores a discounting offer for electric vehicles similar to schemes on offer in Central London.

The vote was

For - 6

Against – 4

1d. The changes to suspension signs to those laid out in paragraph 3.4.4

For 6

Against - 4

1e. The creation of the Contractor Permit and associated charges as laid out in Table 10 and the charge due for an 'ANY' vehicle permit as set out in paragraph 3.7.5

The vote was

For - 6

Against – 0

Abstain – 4

The amendment was therefore carried.

2. That the Environment Committee approves the adoption of virtual visitor permits for the Borough at the same charge as existing paper visitor vouchers and the promotion of these as the preferred form of visitor parking permit.

The Vote was:

10 For

3. That the Environment Committee delegates authority to the Executive Director of Environment to arrange for the necessary amendments and publication of Traffic Management Orders to implement proposals outlined within this report and delegates the authority to resolve any objections to these, in consultation with the chair of the Environment Committee.

The Vote was:

For - 6

Against – 0

Abstain - 4

4. That the Environment Committee notes the sundry changes to the parking permit system detailed in paragraph 3.5.

The Vote was:

For - 6

Against – 0

Abstain - 4

5. That Environment Committee approves the use its statutory powers as detailed section 4 of this report to commence vehicle removals in accordance with the draft vehicle removals policy set out at Appendix B, subject to a detailed mobilisation plan and operational procedures being established.

The vote was:

For - 6

Against – 0

Abstain - 4

6. That Environment Committee recommends, and refers to full council for approval, that the appointed day for which Part 5 of the London Local Authorities and Transport for London Act 2008 shall come into operation in the London Borough of Barnet shall be 1st July 2019.

The Vote was

For - 6

Against – 0

Abstain - 4

During the consideration of the report the Chairman moved that parking relief be provided as follows. This was seconded by Councillor Simberg.

1. Park 1 – disabled badges shouldn't be removed
2. Part 2 – footway parking enforcement

Having considered the report the Chairman stated that the voting processed to and therefore he proposed resolution 1 below that was seconded by Councillor Simberg:

RESOLVED that:

The Committee approves the proposed parking fees and charges as set out in section 3 of this report, and for these to be implemented by 1st July 2019 (in accordance with paragraph 7 of this report); as follows;

1a. The revised DVLA aligned air quality categories and associated charges and additional vehicle charges for resident parking permits as laid out in Table 4 along with the charges for 7 seater resident vehicles as laid out in section 3.1.6

1b. The new DVLA aligned air quality categories and associated charges (including a diesel supplement) for business parking permits as laid out in Table 6 and the charge due for an 'ANY' vehicle permit as set out in paragraph 3.2.7

The vote was

For - 6

Against

Abstain – 4

1c. The changes to on street and car park charges representing a 28% increase to the relevant existing charges. That the Executive Director of Environment explores a discounting offer for electric vehicles similar to schemes on offer in Central London.

The vote was

For - 6

Against

Abstain – 4

1d. The changes to suspension signs to those laid out in paragraph 3.4.4

For 6

Against - 4

1e. The creation of the Contractor Permit and associated charges as laid out in Table 10 and the charge due for an ‘ANY’ vehicle permit as set out in paragraph 3.7.5

The vote was

For - 6

Against – 0

Abstain – 4

The amendment was therefore carried.

2. The Committee approves the adoption of virtual visitor permits for the Borough at the same charge as existing paper visitor vouchers and the promotion of these as the preferred form of visitor parking permit.

The Vote was:

10 For

3. The Environment Committee delegates authority to the Executive Director of Environment to arrange for the necessary amendments and publication of Traffic Management Orders to implement proposals outlined within this report and delegates the authority to resolve any objections to these, in consultation with the chair of the Environment Committee.

The Vote was:

For - 6

Against – 0

Abstain - 4

4. The Committee notes the sundry changes to the parking permit system detailed in paragraph 3.5.

The Vote was:

For - 6

Against – 0

Abstain - 4

5. The Committee approves the use its statutory powers as detailed section 4 of this report to commence vehicle removals in accordance with the draft vehicle removals policy set out at Appendix B, subject to a detailed mobilisation plan and operational procedures being established.

The vote was:

For - 6

Against – 0

Abstain - 4

6. That Environment Committee recommends, and refers to full council for approval, that the appointed day for which Part 5 of the London Local Authorities and Transport for London Act 2008 shall come into operation in the London Borough of Barnet shall be 1st July 2019.

The Vote was

For - 6

Against – 0

Abstain - 4

16. QUARTER 3 2018/19 ENVIRONMENT PERFORMANCE REPORT

The committee gave consideration to the report and unanimously:

RESOLVED that the Committee note the financial, performance and risk information for Q3 2018/19.

17. COMMITTEE FORWARD WORK PROGRAMME

The Committee noted the work programme and agreed to add the following items:

Enforcement Update

Street Cleansing

18. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

None.

The meeting finished at 21:13



Environment Committee

4 June 2019

Title	Member's Items
Report of	Head of Governance
Wards	All Wards
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Paul Frost, 020 8359 2205, paul.frost@barnet.gov.uk

Summary

Members Items have been received for the Environment Committee from Councillors Jo Cooper, Alan Schneiderman, Laurie Williams and Geof Cooke. The Committee are requested to consider the items and give instructions.

Officers Recommendation

That the Environment Committee's instructions in relation to these Member's Items are requested.

1. WHY THIS REPORT IS NEEDED

- 1.1 Members of the Committee have requested that the items tabled below are submitted to the Environment Committee for considering and determination. The Environment

Committee are requested to provide instructions to Officers of the Council as recommended.

Cllr Jo Cooper	<p>Make Barnet Plastic Free</p> <p>I request that the Environment Committee commits to making Barnet a plastic free borough.</p> <p>300 million tons of new plastic is made each year, half of which is for single-use. In many cases there are practical alternatives available that are either re-usable or sustainable.</p> <p>I request that a report is brought back to a future meeting with a plan setting out the steps to achieve a plastic free borough, including:</p> <ul style="list-style-type: none"> • undertaking an audit of single-use plastics used by the council and all council commissioned services, replacing them with sustainable or re-usable alternatives where practicable. • ensuring, where possible, all future council commissioning exercises eliminate the use of single-use plastics, replacing them with sustainable or re-usable alternatives where practicable. • informing members of the public in its online and written communications about reducing plastic waste. • working collaboratively with businesses and other organisations to encourage them to reduce the amount of plastic waste they produce.
Alan Schneiderman	<p>London Climate Action Week</p> <p>The Mayor of London, Sadiq Khan has announced that a 'London Climate Action Week' will take place between 1-8 July 2019. I request that the Environment Committee and LB Barnet support this initiative by promoting its events and awareness of the climate challenge through the council's website.</p> <p>https://www.london.gov.uk/what-we-do/environment/climate-change/london-climate-action-week</p>
Cllr Laurie Williams	<p>A 'Bee Corridor' for Barnet</p> <p>Studies have shown a large drop in the number of pollinating insects across the UK and that the loss of wild habitats has played a part in this.</p> <p>I request that the Environment committee instructs officers to develop a plan to create plots in Barnet's parks and open spaces as meadows where wildflowers can be sown. This will help to form a 'bee corridor' across Barnet, linking up with a similar initiative in Brent.</p> <p>https://www.brent.gov.uk/council-news/press-releases/pr6968/</p>

Cllr Geof Cooke	<p>Barnet Council's Response to Mayor's Air Quality Audit of Schools</p> <p>I request that the Committee be updated with Barnet Council's response to Mayor Sadiq Khan's Air Quality Audit of London Schools which highlights unacceptable pollution levels at some locations in Barnet.</p> <p>The Mayor's report named Wessex Gardens Primary and Tudor Primary schools.</p> <p>I request that the Committee is updated with the details of what funds the Mayor has provided to help tackle the problem; what funds the Council are themselves committing to this issue; and also the details of what the money will be spent on to mitigate the problem.</p> <p>I request that the Committee explore the possibility of suitable planting on Council land between the Tudor School and the North Circular to absorb pollutants as is being done elsewhere.</p>
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2. REASONS FOR RECOMMENDATIONS

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

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 N/A

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

- 5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

- 5.3.1 A Member (including Members appointed as substitutes by Council) will be permitted to have one matter only (with no sub-items) on the agenda for a meeting of a committee or

Sub-Committee on which s/he serves. The matter must be relevant to the terms of reference of the committee.

- 5.3.2 The referral of a motion from Full Council to a committee will not count as a Member's Item for the purposes of this rule.

5.4 **Risk Management**

- 5.4.1 None in the context of this report.

5.5 **Equalities and Diversity**

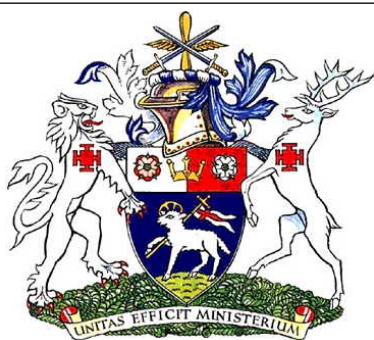
- 5.5.1 Members' Items allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications.

5.6 **Consultation and Engagement**

- 5.6.1 None in the context of this report.

6. **BACKGROUND PAPERS**

- 6.1 None.



Environment Committee

4 June 2019

Title	Street Cleansing Improvement Options
Report of	Chairman of Environment Committee
Wards	All
Status	Public
Urgent	No
Key	Yes
Enclosures	Appendix A – Street Cleansing Improvement Options Report
Officer Contact Details	Richard Gilbert – Head of Street Scene Service Development Richard.Gilbert@barnet.gov.uk 020 8359 4115

Summary

On 14 March 2019, the Environment Committee endorsed the allocation of an additional £500k per annum to be provided to Street Scene commencing in the 2019-20 financial year. This was to be used to make improvements to the street cleansing service. The Committee approved that £100k be delegated to the Strategic Director of Environment to deploy in advance of the Environment Committee on 4 June 2019 to make early improvements with further options developed to invest the remaining £400k in activities that would make the greatest impact on improving the cleanliness of the borough. In line with the recommendations agreed at 14 March 2019 Environment Committee this report:

- sets out how £100k of this additional funding has been used to address immediate priorities.
- provides costed options for where the remaining £400k could be used from June 2019 to make further longer term, sustainable improvements.

Recommendations

1. That the Environment Committee notes the report and its content
2. That the Environment Committee reviews the options presented within the Street Cleansing Improvement Report (Appendix A) and agrees those which it would like taken forward by officers

- 3. That the Environment Committee agree to the inclusion of the section of Gaskarth Road within the Barnet Waste Regulations, as set out in section 1B of this report.**

1. WHY THIS REPORT IS NEEDED

1A. STREET CLEANSING IMPROVEMENT OPTIONS

On 14 March 2019, the Environment Committee endorsed £500k from the additional £1m funding allocated to Street Scene by Full Council in the 2019-20 budget setting process. This was to be used to make improvements to the street cleansing service. The Committee approved that £100k be delegated to the Strategic Director of Environment to deploy in advance of 4 June 2019 Environment Committee to make early improvements with further options developed to invest the remaining £400k in activities that would make the greatest impact on improving the cleanliness of the borough.

1.1 This report:

- sets out how £100k this additional funding has been used to address immediate priorities; and
- provides costed options for where the remaining £400k could be used from June 2019 to make longer term, sustainable improvements.

1.2 The Street Cleansing Improvement Options Report can be found in Appendix A.

1.3 The following recommendations are offered:

- The street cleansing establishment should be increased. Recruitment should be a mix of permanent and agency staff to better ensure that deployment of staff within the service remains constant.
- An Operations Supervisor post dedicated to the management, coordination, delivery and improvement of street cleansing services should be established and recruited to. This would enable greater focus to be invested in the service, ensuring available resources are used to maximum effect and staff are well supported.
- Working hours need to be more flexible and shift patterns developed to ensure adequate coverage of cleansing services to meet demand across the day, particularly in high footfall areas of the borough. Changes to the current working patterns for new staff will enable this creating a more flexible and responsive service.
- Current residential road cleansing schedules should be reviewed. Different areas of the borough require different levels of street cleansing. It is accepted that in town centres a daily presence is needed. Extended periods between monitoring assessments and delivering the cleansing needed will be acceptable on some residential roads. While all areas will not receive the same level of service to ensure minimum standards are maintained, they will receive the same level of outcome. Over delivery of services in the current financial climate is to be avoided and this needs to be communicated to residents and supported by elected Members.

- Action is needed to address the current detritus levels that have increased as a result of increased litter picking and a reduction in some areas of manual sweeping frequencies. The recruitment of more Driver/Operatives will enable full deployment of mechanical sweepers. Alternate side cleansing should be trialed to determine the effectiveness and replicability of these in enabling more obstruction free mechanical and manual cleansing.
 - An agency staff budget to help support the increased annual demand in quarter three to address leaf fall from the borough's street trees should be established. This would allow targeted leaf clearance during winter months, key in helping to better manage detritus levels.
 - Additional staffing resources should be utilised to support the clearance of flytipping within the borough. This London wide issue requires a regional approach working with relevant organisation to address the current increase. Communications and the adoption of a zero tolerance approach to this illegal activity and publicising successful prosecutions should continue.
 - An additional jet washing crew should be created to tackle the increasing graffiti levels in the borough and carry out deep cleansing of pavements and footways in high footfall areas. Street Scene Operations Managers, Supervisors and Street Cleansing Operatives should be involved in the specification of a suitable vehicle and equipment. The service should be promoted to organisations and private land owners in the borough failing to maintain acceptable standards. Any revenue generated should be reinvested in the street cleansing service.
 - The fleet refresh timeframe needs to be revisited with the prioritisation of replacing those vehicles that are no longer fit for purpose, unreliable or on hire. The dilution of the fleet age profile should begin during the 2019-20 financial year.
 - The grant allocated to the Council through the High Street Community Clean Up fund should be fully utilised during 2019-20. Links with known community and voluntary groups should be consolidated and new groups identified with support provided to help them mobilise and carry out cleansing focussed activity that improves the local environment and supports Council objectives.
- 1.4 As those closest to the street cleansing service, meetings were held with Operations Managers, Supervisors and frontline cleansing staff to share their valuable expertise and discuss ideas and suggestions as to how the additional funding could be invested to help in delivering a high quality and resilient street cleansing service.
- 1.5 Meetings began with Managers and Supervisors on 3 April with communications being issued to frontline staff via memo on 4 April. In addition, information was displayed on posters at depots and on the AV display units at Oakleigh Depot located in both the reception area and canteen area requesting their involvement and ideas
- 1.6 Interactive briefings with frontline staff took place on 25 April at Oakleigh Depot and 30 April at Harrow Depot. A total of 35 staff attending the morning briefings with a further staff spoken to outside of this as well as meetings on location with staff who begin their working day 'in the field'.

- 1.7 A short paper survey was also issued to all staff. All constructive feedback received was used to inform the options presented in Appendix A.

1B. INCLUSION OF ADDITIONAL SECTIONS OF ROADS WITHIN THE BARNET WASTE REGULATIONS

- 1.8 This report seeks agreement to include an additional section of road within previously agreed areas that are subject to time banded recycling and waste collections, as part of the Barnet Waste Regulations 2017 approved for implementation at Council on 31 October 2017.
- 1.9 For clarification and the avoidance of doubt, the Environment Committee is requested to note that the timing of any enforcement action within time banded areas will be carried out in line with the Barnet Waste Regulations 2017. Any waste which is found to be non-compliant (including waste in unidentified containers, fly tipping, waste presented outside of the required presentation windows or in incorrect locations, and waste presented in bins where these are not permitted) is subject to enforcement.
- 1.10 Barnet's Waste Regulations 2017 aim to:
- Create a cleaner and tidier borough so that our town centres are a more attractive place to live, work and visit
 - A cleaner and tidier borough so that our residential areas are a more attractive place to live, work and visit.
 - Reduce the number of obstructions on the footways from recycling and waste containers.
- 1.11 The implementation of these regulations involves the establishment of "Time Bands" for recycling and waste collections and has the following effects:
- in town centre/shopping areas, restricting businesses and residents from putting out BINS for collection on the public highway and footpaths outside of specified times
 - in town centre/shopping areas, restricting the time BAGGED waste can be put out for collection
 - in all of Barnet, requiring residents and business not to consistently leave bins out before and after collection for an excessive time.
- 1.12 Time banded collections were introduced in Mill Hill town centre in July 2018, and there has been positive feedback from local residents and businesses.
- 1.13 The second time banding scheme was launched in Burnt Oak town centre on 6 May 2019.

The roads currently included within the Burnt Oak town centre time banded area are set out below.

Road	Section	Time Band
Burnt Oak Broadway	From North Road to 98 Burnt Oak Broadway (former Tesco) (one side)	06:00 – 09:30 Household and business
Watling Avenue	From Burnt Oak Broadway to Orange Hill Road	
Back Lane	All of Back Lane	17:00 – 19:30 Business only
Market Lane	All of Market Lane	
Barnfield Road	From Back Lane to Market Lane	22:00 – 00:00 (midnight) Business only - private waste collectors only

- 1.14 It is recommended that agreement is given to include the section of Gaskarth Road between Watling Avenue and Market Lane within the Barnet Waste Regulations. This road would then be included within the Burnt Oak time banded area.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations will allow the Environment Committee to review the report and agree the areas of priority for Street Cleansing and activities that Committee wish to take forward to make improvements in the performance and resilience of the service.
- 2.2 This will enable any appropriate education and enforcement action to be taken where bins or bagged waste are incorrectly presented in Gaskarth Road, which is adjacent to the previously agreed areas that are subject to time banded recycling and waste collections. This section of road was indicated on the maps considered at the meeting of Council on 31 October 2017, but was omitted from the written list of roads to be included. There are no residential or commercial addresses along this section of Gaskarth Road.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The alternative approach would be to delegate decision making authority to the Chief Officer or not take forward any options or make any changes to the service.

4. POST DECISION IMPLEMENTATION

- 4.1 If the Committee is so minded to approve the recommendations then Street Scene will develop detailed implementation plans and progress implementation.
- 4.2 Signage will be installed on Gaskarth Road to set out the time banding requirements to any residents and businesses who may use this road to deposit their waste. The section of road will be shown on the council's web pages related to time banding. Where necessary, any enforcement action will be carried out in current and future time banded areas, in line with the requirements for time banding, including on the day of collection.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

The Council's Corporate Plan, which sets out the outcomes, priorities and strategic approach, has been refreshed for 2019 to 2024. The Delivery Plan being reported to the March 2019 Committee set out how the service will deliver the Corporate Plan and includes performance indicators/targets to monitor progress.

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

- 5.1.1 **Finance & Value for Money**: The Medium Term Financial Strategy (MTFS) requires savings of £50,000 in 2016/17, and a further £600,000 in 2017/18 to 18/19 from changes to street cleaning.
- 5.1.2 In the Medium Term Financial Strategy 2019/24 and Budget for 2019/20, the Policy and Resources Committee approved the addition of £1m to the base budget for funding to be set aside for Environmental Improvements. Environment Committee agreed that of this, £0.500m will be provided for Improvements to Street Cleansing.
- 5.1.3 **Procurement**: None at this time.
- 5.1.4 **Staffing**: None at this time.
- 5.1.5 **Property**: None at this time.
- 5.1.6 **IT**: None at this time.
- 5.1.7 **Sustainability**: None at this time.
- 5.2 **Social Value**
 - 5.2.1 Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. The street cleansing frame work will aid the cleansing in town centres helping underpin economic success. It will

also help to improve local environmental quality, and support community engagement.

5.3 Legal and Constitutional References

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

5.3.2 Under the Council's Constitution:

- Article 2 states that a “key decision” is one which will result in the council incurring expenditure or savings of £500,000 or more, or is significant in terms of its effects on communities living or working in an area of two or more wards.
- Article 7 (Committees, Forums, Working Groups and Partnerships) sets out the responsible body and their functions. For the Environment Committee it's functions include:

Responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.”

5.4 Risk Management

5.4.1 There is a risk that should approval not be given to progress the investment options presented in Appendix A then improvements needed in the street cleansing service will not be realised or will be significantly delayed.

5.4.2 If approval is not given for the inclusion of Gaskarth Road to be included within the Burnt Oak timebanded area it would leave this location susceptible to increased flytipping and general non compliance with the Council unable to address this through enforcement.

5.5 Equalities and Diversity

5.5.1 Equality and diversity issues are a mandatory consideration in the decision-making of the council. The Equality Act 2010 and the Public-Sector Equality Duty, requires elected Members to satisfy themselves that equality considerations are integrated into day-to-day business and that all proposals emerging from the business planning process have taken into consideration the impact, if any, on any protected group and what mitigating factors can be put in place.

5.5.2 This is set out in the council's Equalities Policy together with our strategic Equalities Objective - as set out in the Corporate Plan - that citizens will be

treated equally with understanding and respect; have equal opportunities and receive quality services provided to best value principles.

5.6 Corporate Parenting

Not applicable.

5.7 Consultation and Engagement

5.7.1 Street Cleansing Improvement Options - Not Applicable

5.7.2 In May 2017 Environment Committee approved the draft waste regulations for consultation. Public consultation was undertaken between 4 May 2017 and 14 June 2017. The outcomes of the public consultation were considered at Council on 31 October 2017, and Council approved the adoption and implementation of Barnet Waste Regulations 2017.

5.8 Insight

5.8.1 There are no insight implications at this time.

6 BACKGROUND PAPERS

6.1 Environment Committee, 14th March 2019, Motion from full council – Street Cleansing & Environmental ASB
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9669&Ver=4>

6.2 Environment Committee, 14th July 2016, Street Cleansing Framework
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8634&Ver=4>

6.3 Council, 31st October 2017, Final Barnet Waste Regulations 2017,
<https://barnet.moderngov.co.uk/documents/s42881/Appendix%20A%20-%20Final%20Barnet%20Waste%20Regulations%202017.pdf>

6.4 Environment Committee, 28th November 2018, Business Planning 2019-2024
<https://barnet.moderngov.co.uk/documents/s49873/Business%20Planning-Committee%20Report.pdf>

6.5 Policy and Resources Committee, 11th December 2018, Corporate Plan 2019-24, Business Planning - Medium Term Financial Strategy 2019/24 and Draft Budget for 2019/20
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=9460&Ver=4>

6.6 [Policy and Resources Paper February 2019](#) – including paper provides an update on the council's financial position

London Borough of Barnet Street Cleansing: Improvement Options Report

June 2019

**Author:
Richard Gilbert – Head of Street Scene Service Development**

Street Cleansing Improvement Options

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Street Cleansing Improvement Options

1. Introduction and Background

On 14 March 2019, the Environment Committee endorsed the allocation of an additional £500k per annum to be provided to Street Scene in the financial year commencing 2019-20. This was to be used principally to make improvements to the street cleansing service. The Committee approved that £100k be delegated to the Strategic Director of Environment to deploy in advance of the Environment Committee on 4 June 2019 to make early improvements with further options developed to invest the remaining £400k in activities that would make the greatest impact on improving the cleanliness of the borough.

This report:

- Sets out how £100k of this additional funding has been used to address immediate priorities
- Provides costed options for where the remaining £400k could be used from June 2019 to make further long term, sustainable improvements.

1.1 External Funding

At the end of the 2018-19 financial year a £9.75m High Street Community Clean-Up fund was created by the Ministry of Housing, Communities and Local Government. Money was allocated to all Local Authorities to be used specifically for working with communities to improve high streets by the end of quarter four of 2018-19. A letter was received on 18 March 2019 by the Council informing that it had been awarded a grant of £67,981 from the fund.

The challenging deadline to use the grant has led to Barnet, and many other local authorities, rolling forward this money to ensure it is used to maximum effect during the 2019-20 financial year. This one-off funding will, in line with the spend criteria, be ringfenced to supporting initiatives and delivering cleansing work in partnership with community and voluntary groups that focus on high street and town centre improvements.

2. Immediate Service Priorities

As approved by Environment Committee, £100k was delegated to the Strategic Director of Environment to deploy in advance of 4 June 2019 Environment Committee to make immediate service improvements.

Although a narrow window, priority areas were known to officers in the service, discussed and invested in. Money not allocated during this period will be carried forward to support service improvement options presented in section 3.

Actions were agreed and taken forward in the following five areas:

2.1 Increased Weed Control

In parallel to the first annual borough wide application of herbicide by a specialist contractor, a small in-house trial of herbicide application using existing equipment and qualified staff from the Grounds Maintenance service was carried out across Childs Hill Ward. This was closely supervised, weeds were cleared following die back and monitoring to assess regrowth continues to take place. The cost of this spray was £3,614.

2.2 Increasing Staff Numbers and Deployment

Street Cleansing Improvement Options

Following the restructuring of the Street Cleansing service in 2017-18 an establishment of seventy seven staff was agreed, equivalent to an average deployment of sixty seven staff per day. Staff are split equally across both Oakleigh Road and Harrow operational depots to deliver cleansing across the borough. The split of roles and staff is set out in Appendix 1.

In April 2019 each depot had thirty six and thirty five cleansing staff respectively, a total of seventy one staff. Recruitment is in train to fill vacant posts within the street cleansing service up to full establishment levels.

From 15 April 2019 eleven agency staff have been employed across both depots to cover annual leave, extended sickness and to temporarily cover vacant posts, ensuring deployment within the service to full establishment levels and therefore greater service continuity. The total cost of this was £19,700.

Increasing staffing levels above the current establishment using a combination of permanent and agency staff is costed within the menu of options presented in section 3.

2.3 Maximising Use of Operational Technology

During 2017-18 significant investment was made in new operational technology including six small Hako City Master 1600 mechanical sweepers. As a result of long term sickness and skill shortages within the service these have not been fully deployed on a daily basis.

To address this, staff with valid driving licences have been trained to use this equipment. In addition, agency staff with valid driving licenses have been brought in to ensure the sweepers are deployed to maximum effect across the week.

Amendments and grade changes to vacant posts are being delivered, supported by Human Resources colleagues, to ensure all newly advertised posts are at a level where applicants are required to have a driving licence and therefore can be utilised to drive these smaller mechanical sweepers when needed.

2.4 Residential Road Cleansing

Adjustments to the service within the scope of the Street Cleansing Framework have been made to reallocate resources to cleansing residential streets. This has focused initially on addressing locations where litter and detritus issues were particularly identified.

A database has been created, in advance of the new Data and Works System for Street Scene that is in the process of being procured and is currently planned to be in place during 2019-20, that will be used to assist with planning and recording the cleansing of residential roads including standards on arrival and post cleanse.

During the initial six weeks of quarter one of the 2019-20 financial year, supported by increased agency staff, a number of residential roads were selected based on staff assessments, resident complaints and Member feedback and received an intensive clean with further cleansing work on residential roads across the borough continuing to be scheduled.

2.5 Independent Local Environmental Quality Survey

In order to obtain an independent assessment of the current cleanliness of the borough, Keep Britain Tidy, industry experts in carrying out Local Environmental Quality (LEQ) surveys on behalf of national and local government, were commissioned to carry out a benchmark survey

Street Cleansing Improvement Options

of the borough using the former National Indicator 195 methodology which focuses on the presence of litter, detritus, graffiti and flyposting.

Recreation and industrial land uses were omitted to ensure the survey was focussed on assessing the cleanliness of retail areas and residential streets. The wards in which surveys were carried out were: Golders Green, High Barnet, Coppetts, Edgware and West Finchley. The cost of this survey was £6,000.

The report shows that the issues we face are concentrated on litter and detritus particularly on residential roads with graffiti and fly tipping at more expected levels.

3. Improvement Options

A review has been carried out on a large number of options on how the remaining £400k allocated for the 2019-20 financial year could be most effectively used to make the greatest ongoing positive impact to cleanliness in the borough. Any option will require additional resource, whether staff or equipment, and therefore the money will be substantially invested in additional staff. The options that are chosen will determine what services these staff are asked to perform.

Options were informed and developed through a combination of Members requests, frontline staff engagement*, officer knowledge of the current service and the areas requiring improvement, the results from the independent Keep Britain Tidy LEQ survey and approaches that have been successfully employed previously or are being employed by other boroughs with similar characteristics.

The list of options was condensed into a menu of six costed service improvements that would be achievable within the additional budget and resource allocation. Table 1 summarises those options, setting out the resource level to support each. Table 2 summarised the cost of this resource. These are expanded on in further detail in section 4.

The areas on which this additional resource should be focussed centres around improving:

1. The cleanliness of residential roads and supporting the removal of flytips
2. Carrying out more frequent cleansing of the boroughs trunk roads and increasing the coverage of the service through evening and weekend working
3. Extending areas around town centres to receive increased frequency cleansing
4. Increased graffiti removal and deep cleansing in town centre and high footfall locations
5. Creating a budget specifically to support the seasonal removal of leaf fall from roads and footways during quarter three
6. Supporting local community and volunteer groups through the High Street Community Clean-Up fund

Improvements in cleanliness and service performance resulting from investment in options will be assessed through in house monitoring on streets and locations across the borough and the ongoing evaluation of Members enquiries, complaints and requests for street cleansing services.

Street Cleansing Improvement Options

A number of the options presented will require ongoing financial commitment in future years beyond the initial £400k allocated during 2019-20. As such they are included on the assumption that increased funding will be part of the services base budget until further notice. Costs have been calculated from quarter two onwards with full year costs, based on £500k being available, shown for 2020-21.

Following agreement of the options presented in this report Street Scene will develop detailed implementation plans and progress the implementation of each.

***Staff Engagement**

As those closest to the street cleansing service, Operations Managers, Supervisors and frontline cleansing staff were met with to share their valuable expertise and discuss ideas and suggestions as to how the additional funding could be invested to help in delivering a high quality and resilient street cleansing service.

Meetings began with Managers and Supervisors on 3 April with communications being issued to frontline staff via memo on 4 April. In addition, information was displayed on posters at depots and on the AV display units at Oakleigh Depot located in both the reception area and canteen area requesting their involvement and ideas

Interactive briefings with frontline staff took place on 25 April at Oakleigh Depot and 30 April at Harrow Depot. A total of 35 staff attending the morning briefings with a further staff spoken to outside of this as well as meetings on location with staff who begin their working day 'in the field'.

A short paper survey was also issued to all staff. All constructive feedback received was used to inform the options presented in table 1 and expanded on in section 3.

Street Cleansing Improvement Options

Table 1: Street Cleansing Improvement Options Summary Table

The desire is to increase the number of frontline Driver/ Operatives in the street cleansing service staff through a split of permanent and agency staff and recruit an additional town keeper and two staff to operate a jet washing machine. We will also increase supervisory resource through establishment and recruitment of an Operations Supervisor to focus on the management, coordination, delivery and improvement of street cleansing services. This will cost c£360K in total.

	Option	Summary	Staffing Resource
1	Increased Street Cleansing	Carry out increased cleansing of residential streets, clear flytipping, remove graffiti, deliver more frequent cleansing of areas immediately adjacent to town centres and extended service coverage into the evening and at weekends.	10 FTEs
2	Trunk Road Cleansing	Deliver more frequent cleansing of the boroughs trunk roads working with relevant partners to ensure safe working.	2 FTEs
3	Expanded Town Centre Coverage	Review of the Town Centre cleansing 'Gold Zones' to create 'Silver Zones' with higher frequency cleansing.	1 FTEs
4	Alternate Side Cleansing	Trial the conciliatory and enforced moving of vehicles on high obstruction residential roads to enable mechanical and enhanced manual cleansing.	1 FTE
5	Jet Washing	Create an additional jet washing/deep cleansing team to carry out graffiti removal, enhanced cleaning of high footfall areas and remove footway staining.	2 FTEs
6	Seasonal Working	Creating a budget to for the recruitment of agency staff during Q3 to support the increased demand of leaf fall clearance at this time.	3 FTEs
Total		Permanent or agency roles	15 FTEs
		Supporting trials and seasonal working	4 FTEs

Street Cleansing Improvement Options

Table 2: Resource cost for each Improvement Option

	Option	Revenue 2019/20	Revenue 2020/21
1	Increased Street Cleansing	£ 224,887 (from Q2)	£ 299,850
2	Trunk Road Cleansing	£ 44,977k (from Q2)	£ 59,970
3	Expanded Town Centre Coverage	£ 24,150 (from Q2)	£ 32,200
4	Increased Supervision	£38,025 (from Q2)	£50,708
5	Alternate Side Cleansing	£ 7,496 (3 months)	Dependent on trial outcome
6	Jet Washing	£ 44,977 (from Q2)	£ 59,970
7	Seasonal Working	£ 20,000 (Q3)	£ 25,000 (Q3)

Street Cleansing Improvement Options

4. Improvement Options – Supporting Information

Those options summarised in Table 1 are expanded on individually in this section providing the rationale for inclusion, implementation cost and timeframes, the key areas of risk and additional supporting comments. All salaries include on costs.

1. Increased Street Cleansing

Summary Increased Street Cleansing	
Resource	10 FTEs
Potential Impact	High
Recommended	Yes

Short Description: Increase the frontline street cleansing establishment above the current level of seventy seven staff through a mix of permanent and agency recruitment by up to a further twelve Driver/Operative posts (Grade B).

Rationale: Increasing the number of Driver/Operatives in street cleansing would reduce pressure on the service enabling more proactive scheduling of work as well as greater responsiveness to issues reported to Street Scene. The additional resources would be focused on delivering enhanced cleansing of residential roads, supporting the removal of flytipped waste from relevant land, maximise the use of operational technology, cleaning graffiti and extending the coverage of the service through delivering work later into the evening and weekends.

Implementation Timeframe:

Short	By August 2019	Review working pattern arrangements and adjust for new starters to enable flexibility of staff to meet the demands of the service. Place adverts for staff.
Medium	By October 2019	Recruit, train and deploy additional staff in the street cleansing service in agreed areas.

Risk:

Risk Area	Description	Mitigation
Supervisory Capacity	Dependent on the level of increase, existing supervision resource would need to be assessed to ensure effective management and maximum productivity is achieved from the new and existing street cleansing staff.	Increased supervision should be considered as necessary should this option be agreed.

Street Cleansing Improvement Options

Candidate Availability and Retention	The availability of skilled staff within the sector and retention of these post recruitment.	Adverts would be placed via tested recruitment channels. Strong agency staff would be encouraged to take on newly established positions. Provision of employment options to care leavers by the service would continue.
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Additional Comments: Increasing the street cleansing establishment to better resource the services ability to deliver essential work and meet increasing demand was a key request from managers, supervisor and frontline cleansing staff within the service during staff engagement.

2. Trunk Road Cleansing

Summary Trunk Road Cleansing	
Resource	2 FTEs
Potential Impact	High
Recommended	Yes

Short Description: Carry out regular scheduled cleansing of the boroughs main trunk roads working with relevant partners and ensuring safe working through partial road closure and use of the impact protection vehicle where needed. In tandem with this, request partner organisations responsible for roads in the borough fulfil their cleansing obligations, aligning this where possible.

Rationale: Trunk roads present a cleansing challenge for all Local Authorities. Multi agency involvement is frequently needed as well as partial road closures, specialist vehicles and close supervision. As such this work is not able to be scheduled and delivered as regularly as desired. This can result in extended periods between cleansing, creating a negative perception of the areas through which they pass.

This work has to be scheduled during times of reduced traffic flows, typically late evenings or early mornings at weekends, to minimise disruption. Adjustments to working patterns for new staff would enable this work to be supported. Money would need to be allocated for overtime rates to be paid to experienced existing staff delivering this work. The time limited nature of this work means focus is predominantly on litter and detritus removal by mechanical broom, removing flyposting where present and addressing vegetation and weed growth through manual removal.

Implementation Timeframe:

Short	By September 2019	Have reviewed and updated the trunk road cleansing scheduled for highways under Council control. Have contacted relevant organisations responsible for other trunk roads in the borough and determined windows for cleansing activity to take place.
Medium	By October	Have resources in place and commence scheduled

Street Cleansing Improvement Options

	2019	work on trunk roads supporting and supported by partner organisations where required.
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Risks:

Risk Area	Description	Mitigation
Health and Safety	Proximity to vehicles moving at speed make cleansing of trunk roads by staff inherently more dangerous than other roads and land used under Council management.	As with all services delivered by Street Scene HSE and industry standard risks assessments would be followed and training/briefings provided to staff delivering this work.

Additional Comments: The relevant Highways Department within the Council as well as the relevant sections of Transport for London and Highways Agency would be engaged and an agreed cleansing schedule developed. This would involve cleansing of all trunk roads to bring them to an acceptable standard and two to three annual enhanced cleans thereafter. This will need to be supported on an ongoing basis through regular cleansing and litter picking of safe, accessible areas adjacent to trunk road carriageways and the targeted use of enforcement powers to tackle littering from vehicles.

3. Expanded Town Centre Coverage

Summary Expanded Town Centre	
Resource	1 FTE
Potential Impact	High
Recommended	Yes

Short Description: Expansion of the current Town Centre cleansing arrangements to cover roads and locations directly adjacent to the existing zone boundaries, increasing the frequency of cleansing and addressing issues of ASB and littering that negatively impact adjoining roads.

Rationale: The increased focus of street cleansing resources carrying out daily cleansing activities in Town Centres has resulted in significant improvements recognised by businesses and visitors. Roads and areas immediately adjoining these locations have not benefitted to the same extent and a demarcation in standards is developing in some areas, particularly in the eyes of residents living adjacent to roads receiving daily attention. Reassessing and redrawing the cleansing zones would help address this, improving cleansing standards and reducing complaints.

All town centres would be visited and surveys carried out with officers and cleansing staff to determine inclusion of additional locations, above the first 25m of adjoining roads, into a 'silver zone' and agree cleansing frequencies. This would require officer resource to plan and

Street Cleansing Improvement Options

the addition of a Town Keeper (Grade D) to support this work across each of the town centres. Examples of this for town centres of North Finchley in Woodhouse Ward and Golders Green in Childs Hill wards can be found in Appendix 2.

Implementation Timeframe:

Short	By September 2019	All town centres would be visited and surveys carried out by officers and existing town keepers to determine inclusion of additional locations to form 'silver zones' and agree cleansing frequencies.
Medium	By October 2019	Proposed zoning of town centres would be presented, agreed and increased cleansing frequencies implemented.

Risk:

Risk Area	Description	Mitigation
Reduction in Standards	Potential dilution of the overall effectiveness of the now established cleansing of town centres that has been positively acknowledged by residents, visitors and individual town centre groups.	An increase to the street cleansing establishment including an additional Town Keeper and supervisory resource, would enable this to be delivered, preventing any negative impact on the existing arrangements.

Additional Comments: A rezoning exercise would ideally be complimented by the extension of staff hours of operation including weekend working where demand requires this. This flexibility would be included in working arrangements for new starters. This would also be offered to existing staff.

4. Increased Supervision

Summary Increased Supervision	
Resource	1 FTE
Potential Impact	High
Recommended	Yes

Short Description: Recruit an additional Operations Supervisor to focus exclusively on the management, coordination, delivery and improvement of street cleansing services.

Rationale: The capacity of existing supervisors to support the implementation of the improvement options presented will be challenging. This will increase if there is approval to increase the establishment and recruit additional street cleansing operatives.

Street Cleansing Improvement Options

The recruitment of an additional Operations Supervisor focused exclusively on street cleansing could initially be fixed term for a year. This would allow time to assess the impact of the post in terms of both improving the effectiveness of the street cleansing service and relieving pressure to enable existing supervisors to allocate greater time to other key areas of street scene services.

Implementation Timeframe:

Short	By July 2019	Review the current Operations Supervisor job description and tailor this to the needs of the street cleansing service accordingly. Place advert for role through channels targeted at experienced waste and street cleansing professionals.
Medium	By September 2019	Recruit, induct and embed the successful candidate.

Risk:

Risk Area	Description	Mitigation
Candidate Availability and Retention	There current employment market is high. The availability of experienced candidates, willing and able to leave a current role and join the service at this time could be limited.	This will be an important and high profile role that will be attractive to potential candidates. It will have a key role in both improving street cleansing performance and freeing up supervisory resource working in a forward thinking and progressive service.

Additional Comments: Increased supervisory resource, and the desire for greater supervision, was requested by both existing managers and supervisors, and frontline cleansing staff as important to making improvement to street cleansing and the wider service during staff engagement.

5. Alternate Side Cleansing Trial

Summary Alternate Side Cleansing Trial	
Resource	1 FTE
Potential Impact	High
Recommended	Yes

Short Description: Carry out a trial on high and medium obstruction residential roads whereby residents are requested to move their vehicles to enable obstruction free cleansing of the carriageway and channels. Trials would be assessed for their effectiveness against a control.

Street Cleansing Improvement Options

Rationale: The density of parked cars on many residential streets across the borough often restricts mechanical sweeping and reduces the effectiveness of manual sweeping thereby impacting productivity. Removing cars on a temporary basis would enable unobstructed cleansing to take place, rectifying issues and returning the road to an acceptable standard where this was not the case. In order to determine the effectiveness of this, three trials would be implemented and evaluated:

1. Sample A Roads – Letters and signage on 5 roads – Residents are contacted by letter and asked not to park on one side of the street on a set day and time by letter. This is reinforced in advance of and during cleansing by temporary on street signage.
2. Sample B Roads – Letters, signage and cones on 5 roads – As above with traffic cones being placed out in advance of the designated cleansing day.
3. Sample C Roads – Traffic Management Order (TMO) on 5 roads – A TMO is put in place and residents are instructed not to park on one side of the street on a set day and time. Parking enforcement is carried out on the designated cleansing day where this is not adhered to.

The costs of preparing the trial roads in advance of, and delivering the cleansing activity needed at each location on the designated day, would be covered within the increased staffing establishment.

Non Staffing Costs:

Revenue 2019/20	Revenue 2020/21	Capital
£ 12,504	£ tbc	£ 0
This cost is made up of: <ul style="list-style-type: none"> • Letter production and distribution to households • Signage production and placement • Cone placement • TMO implementation costs 	This cost is made up of: <ul style="list-style-type: none"> • Dependent on the trial evaluation outcome 	This cost is made up of: <ul style="list-style-type: none"> • No capital costs

Implementation Timeframe:

Short	By August 2019	An implementation plan for the trial is developed, identifying control, soft and medium approach roads, and creating the required communication materials. Control, soft and medium trials are delivered.
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Street Cleansing Improvement Options

Medium	By October 2019	Trials on hard approach roads are implemented and assessed.
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Risks:

Risk Area	Description	Mitigation
Non Compliance	Residents do not voluntarily move their vehicles during the designated cleansing window or visitors are unaware of this limiting the effectiveness and requiring a harder approach to be employed.	The trial would be focussed on the roads where the greatest number of cleansing related requests for service or complaints have been received during 2018-19. The assumption being residents on these roads would be most receptive to assisting the Council in delivering effective cleansing.
Increased Complaints	If the hard trial is the most effective and TMOs are needed then this increases costs. The enforced disruption would potentially generate complaints against the Council.	The ongoing deliverability of this would need to be assessed. Costs would mean this would not be scalable and therefore reserved as an option to enable cleansing of roads consistently falling below acceptable standards to be rectified.

Additional Comments: This may be beneficial on some of the roads that represent the greatest challenge to clean to return these to a situation from where they will be manageable through scheduled manual cleansing. This approach is, however, not something with universal replicability across the borough and roads would need to be carefully selected.

6. Dedicated Jet Washing Team

Summary Dedicated Jet Washing Team	
Resource	2 FTEs
Potential Impact	High
Recommended	Yes

Short Description: Create an additional dedicated jet washing/deep cleansing team to carry out enhanced cleaning activity including removing graffiti and pavement staining.

Rationale: Increased resources in this area would enable a greater volume and wider coverage of graffiti removal and washing work to be delivered. This would include the increased scheduling of deep cleansing and pavement washing in town centres, areas of relevant land outside transport hubs and other high footfall areas as well as specific targeted and reactive work across the borough.

Street Cleansing Improvement Options

Non Staffing Costs:

Revenue 2019/20	Revenue 2020/21	Capital
£ 4,200 (from Q2)	£ 5,600	£ 60,000
This cost is made up of: <ul style="list-style-type: none"> Vehicle fuel, maintenance, insurance and overheads 	This cost is made up of: <ul style="list-style-type: none"> Vehicle fuel, maintenance, insurance and overheads 	This cost is made up of: <ul style="list-style-type: none"> Specialist vehicle funded via Council capital fund

Implementation Timeframe:

Short	By August 2019	For the specification, procurement and ordering of a suitable vehicle and equipment and recruitment of staff.
Medium	By December 2019	For the delivery of the vehicle and equipment, training and deployment.

Risks:

Risk Area	Description	Mitigation
Public Disruption	Jet washing and pavement washing is typically needed in busy locations with high footfall. This requires areas to be isolated/coned off.	In order to minimise disruption and maximise access to the locations in most need of cleansing jet washing in such areas would be carried out during non-peak evening hours.
Increased Costs	Evening working has cost implications as well as deliverability within existing contracts of employment.	Updated working patterns for new staff will include evening and weekend working, ensuring greater flexibility of the workforce.

Additional Comments: Graffiti is increasing in parts of the borough and additional resources to support the existing vehicle and crew would enable greater responsiveness to this. The deep cleansing and pavement washing offer could potentially be marketed to businesses and organisations in the borough. Any revenue generated could be reinvested in street cleansing services.

Street Cleansing Improvement Options

7. Seasonal Working

Summary Seasonal Working	
Resource	3 FTEs
Potential Impact	Medium
Recommended	Yes

Short Description: Increasing the number and deployment of staff during quarter three to support the leaf fall clearance works.

Rationale: Barnet has over 30,000 street trees. The leaf fall from these require annual clearance from footways to reduce the risk of slips and falls and prevent these from decomposing creating detritus that impacts on street cleansing and creates a medium for weed growth. Allocating budget for the recruitment of additional agency staff as needed to support existing street cleansing staff in their annual leaf fall clearance work would enable more comprehensive clearance to take place across 'leafing season'.

Implementation Timeframe:

Short	By August 2019	Engage agency staff provider and make them aware of staffing needs during Q3.
Medium	By October 2019	Recruit required number of agency staff to support leaf clearance work.

Risk:

Risk Area	Description	Mitigation
Staff Availability and Quality	The availability of agency staff fluctuates and the quality and commitment of individuals provided can vary considerably. This requires greater managerial and supervisory resource to be allocated to this work during this period.	A robust screening process, introductory training and monitoring will support this seasonal establishment uplift.

Additional Comments: Officers in Street Scene are working with Greenspaces to better use information on street tree locations and species, to predict peak demand for resources by area across the borough. Options to engage local community groups as well as utilise Community Payback to further support this work will be explored.

Street Cleansing Improvement Options

5. Ongoing Improvement Work

The need for ongoing enforcement and communications to assist in addressing illegal behaviours that have a negative impact on LEQ was raised by all engaged in developing the options presented. Below is a summary of the work that is and will continue to take place to make improvements to the street cleansing service and support the options that will be taken forward.

5.1 Enforcement Support

Robust enforcement is an important and positive tool in supporting street cleansing services. Through tackling illegal behaviours and activity that increases demand on the service, the ability to maintain acceptable standards across the borough is enhanced.

Street Scene work closely with colleagues in Safer Communities to ensure that the needs of the service are fully considered in planned enforcement actions and provide ongoing feedback on the locations where action is needed. Targeted work is co-delivered to address low level antisocial behaviour that impacts on the service, bringing increased focus on littering offences, smoking related litter, dog fouling, graffiti and flyposting. Joint working has been effective in supporting the operation of timebanded recycling and waste collections in town centres.

The services work closely on efforts to address flytipping. The increased deployment of mobile cameras to identify the perpetrators of large scale flytips at known hot spots has yielded positive results and will continue. Greater numbers of street cleansing staff would benefit from training on the identification and recording of evidence. This will be taken forward during 2019-20.

5.2 Communications

Communications and raising awareness to address issues negatively impacting the borough's public realm and encouraging positive behaviour change are important to support the work delivered by the service.

The success of the communications element of the recycling and waste collections round reorganisation in November 2018 shows the services ability to deliver multi-channel borough wide communications. Specific campaigns focussing on the key issues known to the service including flytipping, littering, correct presentation of waste and food on the go litter will be developed during 2019-20.

A number of the issues faced by street cleansing services are common across all Local Authorities in the UK. Supporting regional and national campaigns where relevant to Barnet and personalising these is important and will complement borough specific work led by the service.

6. Recommendations

There is a need to address issues in the borough currently negatively impacting our streets and public spaces. The menu of options presented in section 3 is not exhaustive but focusses on the areas where the need is most acute and can be addressed within the scope of the additional investment allocated to the street cleansing service.

Street Cleansing Improvement Options

It should be recognised that while increased investment in staffing resource will enable cleansing standards and responsiveness to improve, expectations on what can be delivered and the timeframes for which changes will begin to be recognised needs to be managed.

The following recommendations are offered:

- 6.1** The street cleansing establishment should be increased. Recruitment should be a mix of permanent and agency staff to better ensure that deployment of staff within the service remains constant.
- 6.2** An Operations Supervisor post dedicated to the management, coordination, delivery and improvement of street cleansing services should be established and recruited to. This would enable greater focus to be invested in the service, ensuring available resources are used to maximum effect and staff are well supported.
- 6.3** Working hours need to be more flexible and shift patterns developed to ensure adequate coverage of cleansing services to meet demand across the day, particularly in high footfall areas of the borough. Changes to the current working patterns for new staff will enable this creating a more flexible and responsive service.
- 6.4** Current residential road cleansing schedules should be reviewed. Different areas of the borough require different levels of street cleansing. It is accepted that in town centres a daily presence is needed. Extended periods between monitoring assessments and delivering the cleansing needed will be acceptable on some residential roads. While all areas will not receive the same level of service to ensure minimum standards are maintained, they will receive the same level of outcome. Over delivery of services in the current financial climate is to be avoided and this needs to be communicated to residents and supported by elected Members.
- 6.5** Action is needed to address the current detritus levels that have increased as a result of increased litter picking and a reduction in some areas of manual sweeping frequencies. The recruitment of more Driver/Operatives will enable full deployment of mechanical sweepers. Alternate side cleansing should be trialed to determine the effectiveness and replicability of these in enabling more obstruction free mechanical and manual cleansing.
- 6.6** An agency staff budget to help support the increased annual demand in quarter three to address leaf fall from the borough's street trees should be established. This would allow targeted leaf clearance during winter months, key in helping to better manage detritus levels.
- 6.7** Additional staffing resources should be utilised to support the clearance of flytipping within the borough. This London wide issue requires a regional approach working with relevant organisation to address the current increase. Communications and the adoption of a zero tolerance approach to this illegal activity and publicising successful prosecutions should continue.
- 6.8** An additional jet washing crew should be created to tackle the increasing graffiti levels in the borough and carry out deep cleansing of pavements and footways in high footfall areas. Street Scene Operations Managers, Supervisors and Street Cleansing Operatives should be involved in the specification of a suitable vehicle and equipment. The service should be promoted to organisations and private land owners in the borough failing to

Street Cleansing Improvement Options

maintain acceptable standards. Any revenue generated should be reinvested in the street cleansing service.

- 6.9** The fleet refresh timeframe needs to be revisited with the prioritisation of replacing those vehicles that are no longer fit for purpose, unreliable or on hire. The dilution of the fleet age profile should begin during the 2019-20 financial year.
- 6.10** The grant allocated to the Council through the High Street Community Clean Up fund should be fully utilised during 2019-20. Links with known community and voluntary groups should be consolidated and new groups identified with support provided to help them mobilise and carry out cleansing focussed activity that improves the local environment and supports Council objectives.

Street Cleansing Improvement Options

7. Appendices

Appendix 1 – Street Cleansing Establishment – Roles and Depot Split

EAST - Oakleigh Road Depot			WEST - Harrow Depot		
Chipping Barnet (Area 1)			Finchley & Golders Green (Area 2)		
			Hendon (Area 3)		
			Town Centre Cleaners (2 Posts)		
			Town Centre Cleaners (5 Posts)		
			Town Centre Cleaners	Area Based Town Keeper c/w Glutton Machine	Cricklewood
			Town Centre Cleaners	Area Based Town Keeper c/w Glutton Machine	Golders Green
			Town Centre Cleaners	Area Based Town Keeper c/w Glutton Machine	Finchley Church End
			Town Centre Cleaners	Area Based Town Keeper c/w Glutton Machine	East Finchley
			Town Centre Cleaners	Area Based Town Keeper c/w Glutton Machine	Woodhouse (Nth Finchley)
Zone Cleaner (5 Posts)			Zone Cleaner (3 Posts)		
Operative	Area based cleansing operative - c/w Beat-Barrow	Brunswick Park/Coppetts	Operative	Area based cleansing operative - c/w Beat-Barrow	Summers Lane
Operative	Area based cleansing operative - c/w Beat-Barrow	East Barnet/ New Barnet	Operative	Area based cleansing operative - c/w Beat-Barrow	Temple Fortune
Operative	Area based cleansing operative - c/w Beat-Barrow	High Barnet	Operative	Area based cleansing operative - c/w Beat-Barrow	Childs Hill
Operative	Area based cleansing operative - c/w Beat-Barrow	Whetstone			
Operative	Area based cleansing operative - c/w Beat-Barrow	Colney Hatch Lane			
Litter bins and secondary retail (6 Posts)			Litter bins and secondary retail (12 Posts)		
Driver	3.5 Tonne Caged Vehicle	Brunswick Park/Coppetts	Driver	3.5 Tonne Caged Vehicle	Cricklewood
Operative			Operative		
Driver	3.5 Tonne Caged Vehicle	Totteridge / East Barnet	Driver	3.5 Tonne Caged Vehicle	Golders Green
Operative			Operative		
Driver	3.5 Tonne Caged Vehicle	New Barnet	Driver	3.5 Tonne Caged Vehicle	Finchley Church End
Operative			Operative		
			Driver	3.5 Tonne Caged Vehicle	East Finchley
			Operative		
			Driver	3.5 Tonne Caged Vehicle	Garden Suburb
			Operative		
			Driver	3.5 Tonne Caged Vehicle	Woodhouse (Nth Finchley)
			Operative		
Other - Rapid Response/Residential Roads (3 Posts)			Other - Graffiti/ Rapid Response/Residential Roads (2 Post)		
Driver	3.5 Tonne Caged Vehicle	All	Driver	7.5 Tonne Caged Vehicle c/w Tail-Lift	All
Operative			Operative		
Operative			Operative		
Small Mechanical Sweepers (2 Posts)			Small Mechanical Sweepers (2 Posts)		
Driver	Hako City Master 1600	All	Driver	Hako City Master 1600	All
Driver	Hako City Master 1600	All	Driver	Hako City Master 1600	All
Large Mechanical Sweeper (1 Posts)			Large Mechanical Sweeper (1 Posts)		
Driver	Sweeper	All	Driver	Sweeper	All
Fly-Tip Clearance (2 Posts)			Fly-Tip Clearance (2 Posts)		
Driver	7.5 Tonne Caged Vehicle c/w Tail-Lift	All	Driver	7.5 Tonne Caged Vehicle c/w Tail-Lift	All
Operative			Operative		

Street Cleansing Improvement Options

Appendix 2 – Example Town Centre ‘Gold’ and ‘Silver’ Zones

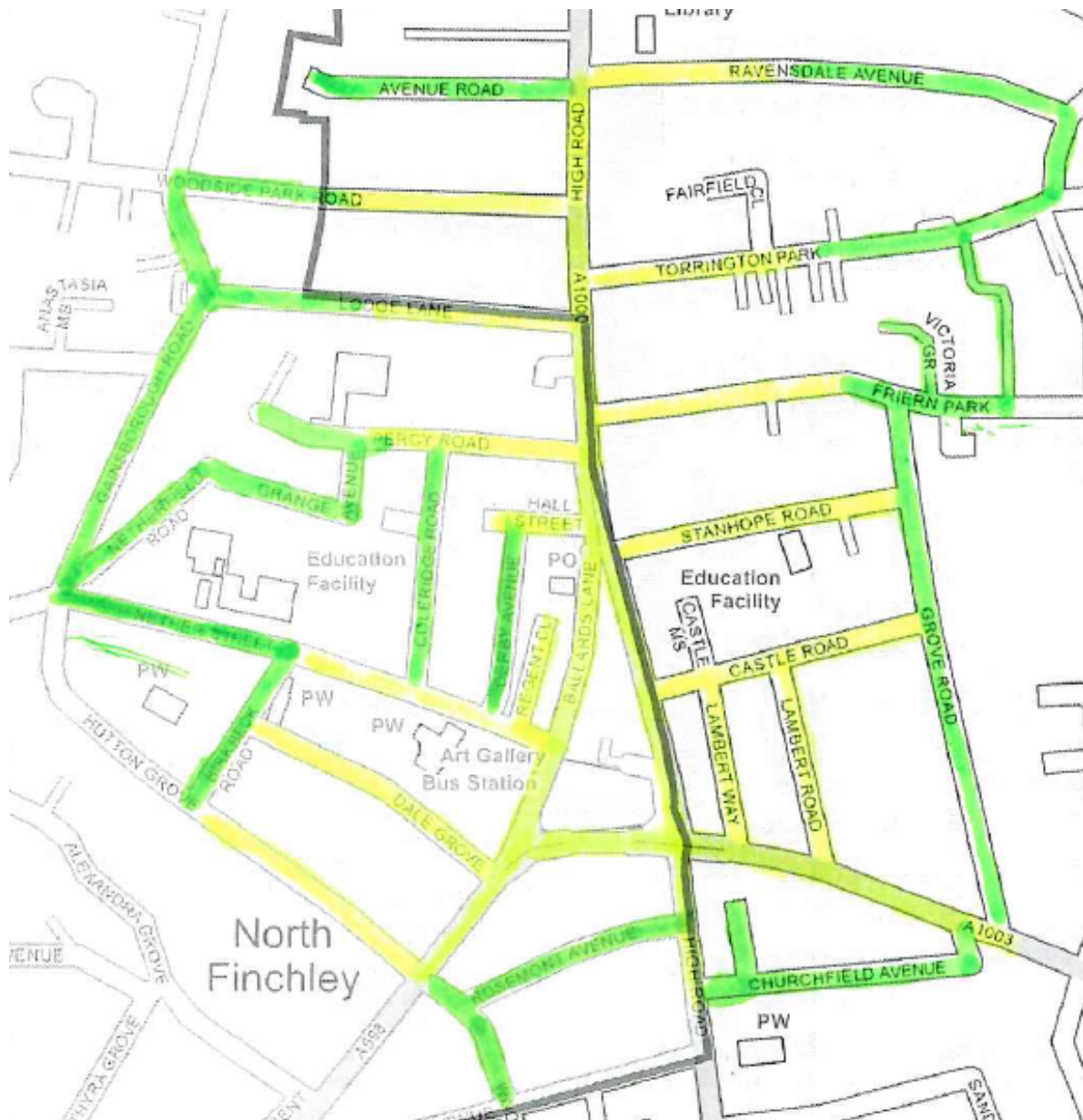
Figure 1: Golders Green Town Centre – Childs Hill Ward (gold zone – yellow, silver zone – green)



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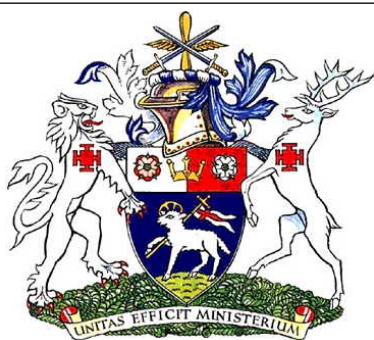
Street Cleansing Improvement Options

Figure 2: North Finchley Town Centre – Woodhouse Ward (gold zone – yellow, silver zone – green)



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Environment Committee

4 June 2019

Title	Schools Permit Scheme
Report of	Chairman of the Environment Committee
Wards	Edgware, Garden Suburb
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A: Survey Results, Zone J Appendix B: Survey Results, Zone GS
Officer Contact Details	Jamie Cooke, Assistant Director Transportation and Highways Environment Directorate, 020 8359 2275, Jamie.cooke@barnet.gov.uk Rebecca Penneck, Parking and Highways Programme Manager, Parking Client Team, 020 8359 4763 schools.permits@barnet.gov.uk

Summary

This report sets out the details of the applications by the following schools to join the School Permit scheme for staff in reference to the conditions agreed by Environment Committee at its meetings on 11 May 2017 and 11 January 2018.

School	Ward	Zone	Survey Status
Beis Chinuch School	Edgware	J	Complete
Garden Suburb School	Garden Suburb	GS	Complete

It provides recommendations for the acceptance of the applications subject to certain conditions regarding the maximum number of permits and areas in which the permit

holders may not park.

This report also recommends that future applications for schools permits which meet the scheme criteria previously agreed by the Committee are authorised by the Executive Director, Environment, in consultation with ward members. This recommendation is a change to the current process which requires that each request by a school to join the schools permits scheme is considered by Environment Committee, after consultation with ward members.

Officers Recommendations

- 1. That the Environment Committee note the outcome of the surveys conducted in zones GS and J.**
- 2. That the committee approve the issue of school permits to allow staff at the listed school to park in permit bays for the applicable zone while the holder is carrying out school duties or travelling for the purpose of carrying out school duties, subject to the conditions agreed at the Environment Committee of 11 May 2017, and 11 January 2018.**
- 3. That the committee agree that the maximum number of concurrent permits to be issued to staff at Beis Chinuch School be limited to 10.**
- 4. That the committee agree that the maximum number of concurrent permits to be issued to staff at Garden Suburb School be limited to 25.**
- 5. That approval of future applications for schools permits which meet the scheme criteria agreed by Environment Committee on 11 May 2017 and 11 January 2018 respectively be delegated to the Executive Director, Environment in consultation with ward members.**

1 WHY THIS REPORT IS NEEDED

1.1 On 11 May 2017, following a pilot scheme and impact study, Environment Committee resolved to make the School Permit scheme permanent and allow applications to join the scheme from all schools meeting the criteria agreed.

1.2 The Committee agreed to the following criteria:

- Ofsted registered schools located within the CPZ be eligible to apply for a school permit
- Schools must have an up-to-date school travel plan in place to be eligible.
- The permit will be only be valid within the schools catchment area
- It will be the responsibility of the schools to manage the distribution of permits to their staff
- That permits would not be issued in a CPZ where demand for parking places exceeds 85% of capacity.

- That school would need an existing school travel plan.
 - The cost of the annual permit is set at £190 per annum.
 - The school decide on which staff are eligible for the limited number of permits
 - That the school cannot park on the adjacent streets to the school
 - That before school permits be issued the Executive Director for Environment consult with relevant Ward Members, the School and report the findings back to the Committee in order for approval to be granted to award school permits.
- 1.3 On 11 May 2017, following a pilot scheme and impact study, Environment Committee resolved to make the School Permit scheme permanent and allow applications to join the scheme from all schools meeting the criteria agreed.
- 1.4 Since the pilot at Childs Hill was made permanent applications from the following schools to join the scheme have been agreed by the Environment Committee:
- Rimon Jewish Primary School
 - Menorah Primary School
 - Wessex Gardens Primary School
 - St Catherine's RC Primary School
 - All Saints CoE Primary School
 - Pardes House Primary School
- 1.5 The application received from Beis Soroh Schneirer school was declined as the parking capacity survey found that there was insufficient capacity available in the area to accommodate school permits.
- 1.6 At its meeting of 11 January 2018, Environment Committee agreed the following additional criteria in respect of the scheme:
- That the parking survey should show that demand at the busiest surveyed time should not exceed 85% of the total number of resident permit bays occupied in the surveyed area if one or more additional vehicle were to be added.
 - an area of adjacent streets should be excluded (exclusion zone) in each case and that where more than one school falls within a zone, these areas should apply to permit holders from all schools in the zone. This exclusion zone will be set by the Executive Director for Environment following consultation with ward members.
 - the maximum number of concurrent permits to be issued to staff at each School be limited to 25.
 - The committee noted the above exclusion zone and cap on permits and delegate authority to the Executive Director for Environment plus Ward Members to review and vary them in response to changes in circumstances.

1.7 Applications have now been received from the following schools to join the scheme:

- Beis Chinuch School
- Garden Suburb School

2 REASONS FOR RECOMMENDATION

2.1 The applicant schools are located at the following addresses, fall within the following controlled parking and permit zones and have current School Travel Plans at the following statuses.

School	Zone	School Travel Plan
Beis Chinuch <i>Yeshurun Synagogue, Fernhurst Gardens HA8 7PH and 296 Hale Lane, Edgware HA8 8NP</i>	J	Bronze
Garden Suburb School <i>Childs Way London NW11 6XU</i>	GS	Bronze

2.2 Demand was surveyed on 15th and 16th November 2018 within Zone J as part of the assessment of Beis Chinuch Girl's School's application. Results of this survey are included in Appendix A.

2.3 Demand was surveyed on 25th and 27th September 2018 in Zone GS as part of the assessment of Garden Suburb School's application. Results of this survey are included in Appendix B. Demand surveys establish the highest overall demand, the number of spaces available to permit holders, and peak demand has been measured against the 85% criteria previously agreed by Committee and it has been established that there is sufficient capacity to issue permits to each of the schools in question without exceeding that threshold.

2.4 Responsibility for the allocation of these permits will rest with each school, with evidence of permission from the school being required at the point of application.

2.5 The Executive Director, Environment will agree an exclusion area within which the permits would not be valid for use. The proposed exclusion zone is marked on the maps at Appendices A and B, and will be set by the Executive Director, Environment following consultation with ward members. The purpose of this area is two-fold and was considered on this basis of 1) to avoid adding undue pressure on the school's immediate neighbours and 2) to avoid affecting the drop-off and collection of those pupils who travel to schools by car. Permits would not be valid for use in permit bays falling within these areas.

2.6 The Members for the wards in which the schools fall are as follows:

School	Zone	Ward Councillors
Beis Chinuch <i>Yeshurun Synagogue, Fernhurst Gardens HA8 7PH and 296 Hale Lane, Edgware HA8 8NP</i>	J	Cllr Linda Freedman Cllr Brian Gordon Cllr Sarah Wardle
Garden Suburb School <i>Childs Way London NW11 6XU</i>	GS	Cllr Rohit Grover Cllr John Marshall Cllr Gabriel Rozenberg

- 2.7 In line with the resolution of the 11 May 2017 Committee, on 8 May 2019 the Executive Director, Environment, wrote to those Members for the appropriate wards providing details of the applications from the schools in their wards and inviting submissions to this Committee.
- 2.8 The ward members have therefore been consulted in line with the requirements of the 11 May 2017 resolution and committee approval is now required with regard to the issue of permits.
- 2.9 The results from the schools engagement with the pilot and subsequent schools which have successfully applied for permits show strong support for the scheme and they state it has only had a positive impact on the school day and their ability to provide improved teaching environment for the children.
- 2.10 This will further support Barnet schools with their recruitment and retention of teachers and will help to recruit teaching staff.
- 2.11 The pilot showed there has been no adverse impact to residents' being able to park as near to their homes as possible.
- 2.12 Surveys of the local area in Zone J and Zone GS indicates that capacity exists to allow the issue of school permits without significant risk to the amenities of existing users. For Zone J, capacity exists to allow the issue of up to 10 permits to Beis Chinuch Girls' School. For Zone GS, capacity exists to allow the issue of up to 25 permits to Garden Suburb School, which is the maximum allowed under the scheme.
- 2.13 It is therefore recommended that the Environment Committee agree that the maximum number of concurrent permits to be issued to staff at Beis Chinuch Girls' School be limited to 10 for use in residents' bays in the appropriate zones with the exceptions of the areas described above or specified by the Executive Director, Environment.

- 2.14 It is therefore recommended that the Environment Committee agree that the maximum number of concurrent permits to be issued to staff at Garden Suburb School be limited to 25 for use in residents' bays in the appropriate zones with the exceptions of the areas described above or specified by the Executive Director, Environment.
- 2.15 It is further recommended that future applications for schools permits which meet the scheme criteria as agreed by Committee on 11 May 2017 and 11 January 2018 are delegated to the Executive Director, Environment, for approval in consultation with ward members. This is being recommended for two reasons (1) to reduce the administrative burden of council officers and the Environment Committee in the preparation and consideration of committee reports for individual applications, (2) to reduce delay in granting permits to schools where an individual application is found to meet the criteria.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Refusal of extension of scheme to some or all of the schools. This option is not recommended as the applications received are in accordance with the parameters of the scheme.
- 3.2 Not to delegate future applications to the Executive Director, Environment, in consultation with ward members. This option is not recommended as the scheme has shown thus far that the traffic capacity survey is an adequate safeguard against permits being issued where there is insufficient capacity, which may cause issues for residents near to schools.

4 POST DECISION IMPLEMENTATION

- 4.1 The results will need to be communicated to stakeholders.
- 4.2 If and where capacity is identified, minor variations will be required to the parking website and related systems will need to be updated to allow school staff to apply. Customer Service Group parking staff will be advised of the extension of the scheme and the necessary actions will be taken.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The Council has three outcomes focused on place, people and communities:

- A pleasant, well maintained borough that we protect and invest in
- Our residents live happy, healthy, independent lives with the most vulnerable protected
- Safe and strong communities where people get along well.

The introduction of this scheme will greatly benefit school workers and those who study in Barnet whilst ensuring that resident parking is not unduly

affected. The scheme will help to ensure that school staff can focus on delivering high quality education by removing the distractions that parking arrangements currently add to the working day. This will enhance their quality of life and allow them to dedicate their attention to helping their students to receive a high quality education and so widen their opportunities. The scheme will also feature strongly in the recruitment and retention strategy for schools to ensure that the best teachers are attracted to work in the Borough ultimately providing a better education and quality of life for pupils.

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

5.2.1 The costs of enforcing the scheme will be charged to the council's Special Parking Account (SPA). Any income generated through permits and Penalty charge notices (PCNs) issued during enforcement, will also be allocated to the SPA. The scheme is not expected to require additional funding.

5.2.2 There are no procurement implications as a result of this report.

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 Council as the Highway and Traffic Authority has the necessary legal powers to introduce or amend Traffic Management Orders under the Road Traffic Regulation Act 1984. The Executive Director, Environment has the authority to make any necessary amendments to the Traffic Management Order to enable the implementation of the decision of the committee.

5.4.2 The Traffic Management Act 2004 places obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty. The school permit scheme is one such arrangement introduced by the Council in performance of its traffic management duty.

5.4.3 The Council's Constitution gives responsibility for parking provision and enforcement to the Environment Committee.

5.5 Risk Management

5.5.1 The Council has considered the potential impact to residents who currently park within the zone and the potential effect on road safety and the free flow of traffic of the potential on as well as any potential negative satisfaction or customer experience.

- 5.5.2 In particular the Council has considered the need to manage the risk associated with conflicting priorities carefully. Our policy states that residents should be able to park as close to their homes as possible, this risk is mitigated by the use of an exclusion zone in the immediate vicinity of the school.

5.6 Equalities and Diversity

- 5.6.1 Section 149 of the 2010 Equality Act outlines the provisions of the Public Sector Equality Duty which requires Public Bodies to have due regard to the need to:
- Eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act;
 - advance equality of opportunity between people who share a relevant protected characteristic and persons who do not;
 - foster good relations between people who share a relevant protected characteristic and persons who do not.
- 5.6.2 Having due regard means the need to (a) remove or minimise disadvantage 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 people who do not share it, (c) encourage persons who share a relevant protected characteristic to participate in public life in any other activity in which participation by such persons is disproportionately low.
- 5.6.3 The relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and maternity, religion or belief, sex and sexual orientation. The duty also covers marriage and civil partnership, but to a limited extent.
- 5.6.4 An equality impact screening has been undertaken in respect of the proposals contained within this report. It is considered that the overall equalities impact of the proposals is neutral.

5.7 Corporate Parenting

- 5.7.1 In line with Children and Social Work Act 2017, the Council has a duty to consider Corporate Parenting Principles in decision-making across the council. There are no Corporate Parenting implications in these proposals.

5.8 Consultation and Engagement

- 5.8.1 Statutory consultation has been carried through the experimental traffic management order and there has been no negative feedback received.
- 5.8.2 This recommendation has been referred to the ward councillors for the affected area in advance of this Committee

5.9 Insight

- 5.9.1 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.

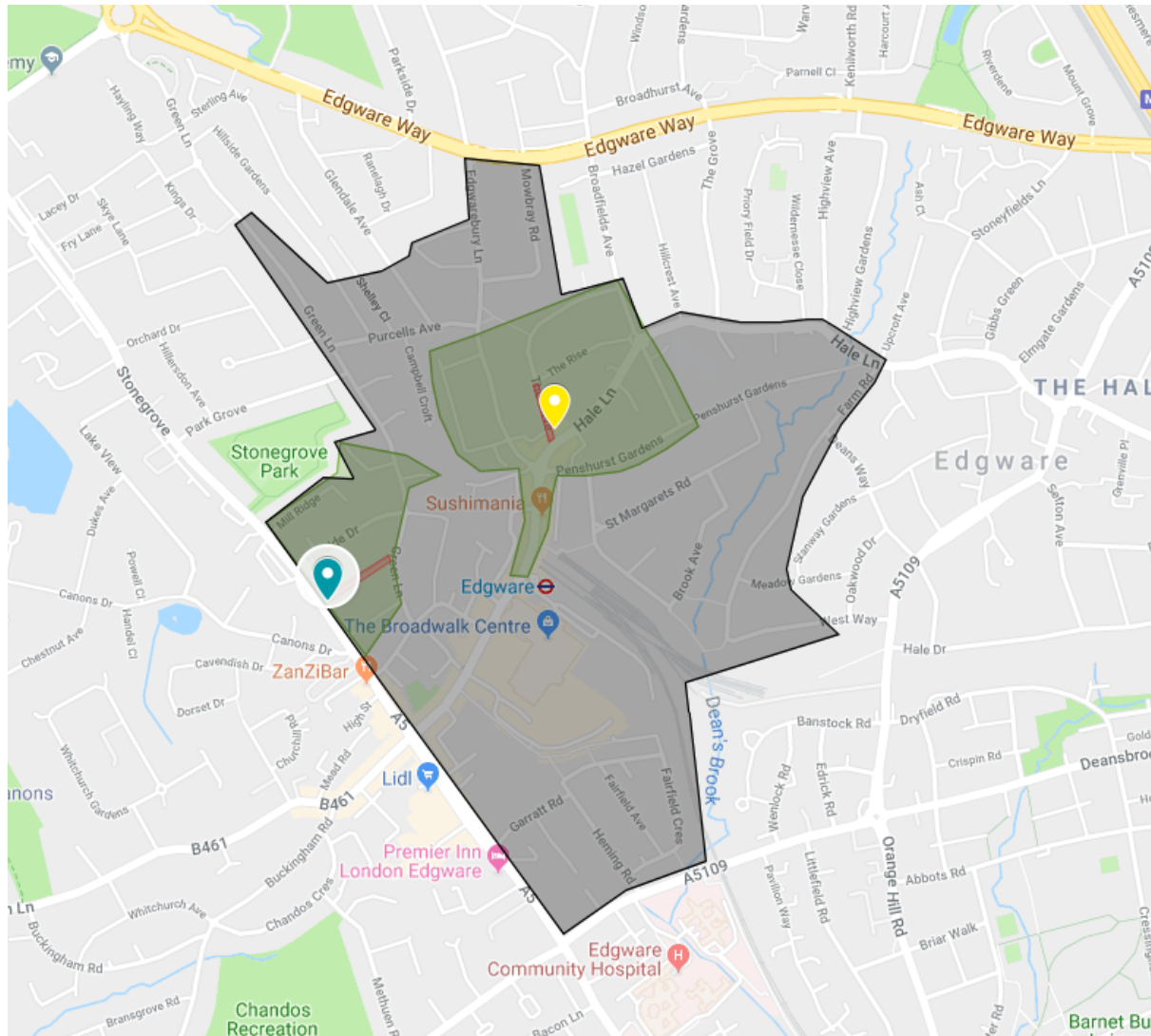
6 BACKGROUND PAPERS






- 6.1 Previous decisions of the Environment Committee of 11 May 2017 and 11 January 2018.

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Survey Results – Beis Chinuch Girls School (Zone J)

Beis Chinuch Girls' School has two sites, at Fernhurst Gardens and Hale Lane, marked on the map below. Both sites fall within CPZ Zone J which has controls in operation between 10am – 11am Monday to Friday. The streets surrounding the two sites were surveyed as shown on the map below.



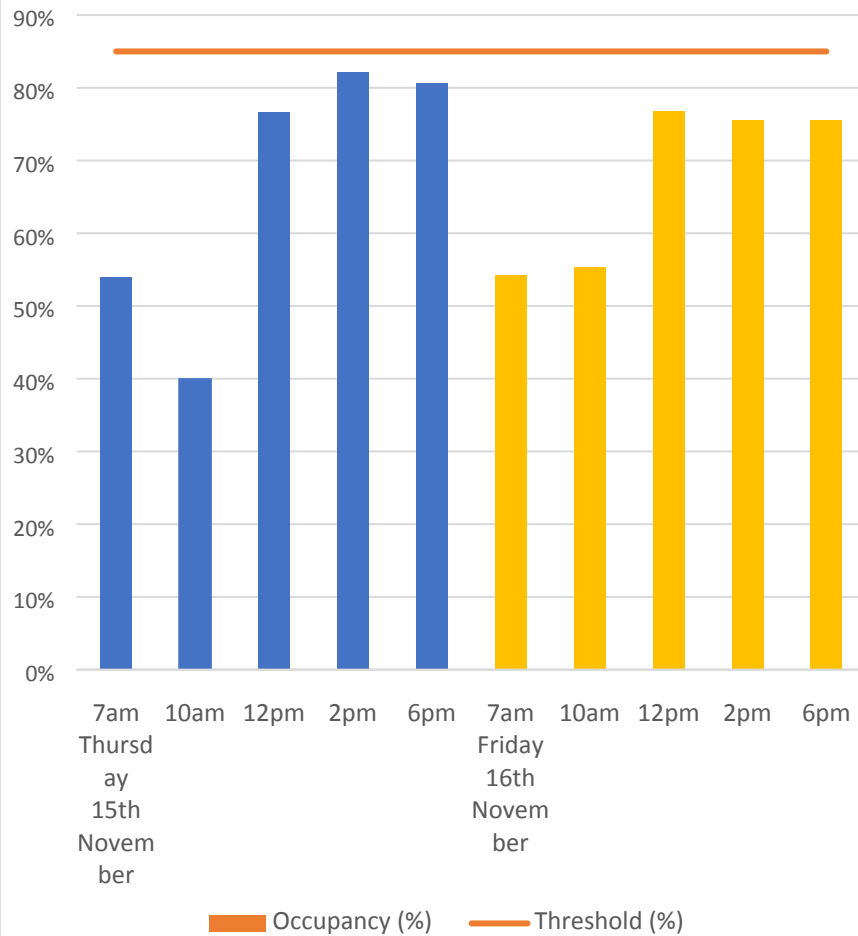
-  Beis Chinuch Girls School Site A, 296 Hale Lane
-  Beis Chinuch Girls School Site B, Yeshurun Federation Synagogue, Fernhurst Gardens
-  Approximate area within which Zone J permits are valid in designated bays
-  Surveyed Area (Green shaded areas)
-  Exclusion Zone (School Permits will not be valid):

- Site A: That part of The Drive between its junction with Hale Lane and its junction with The Rise
- Site B: Fernhurst Gardens

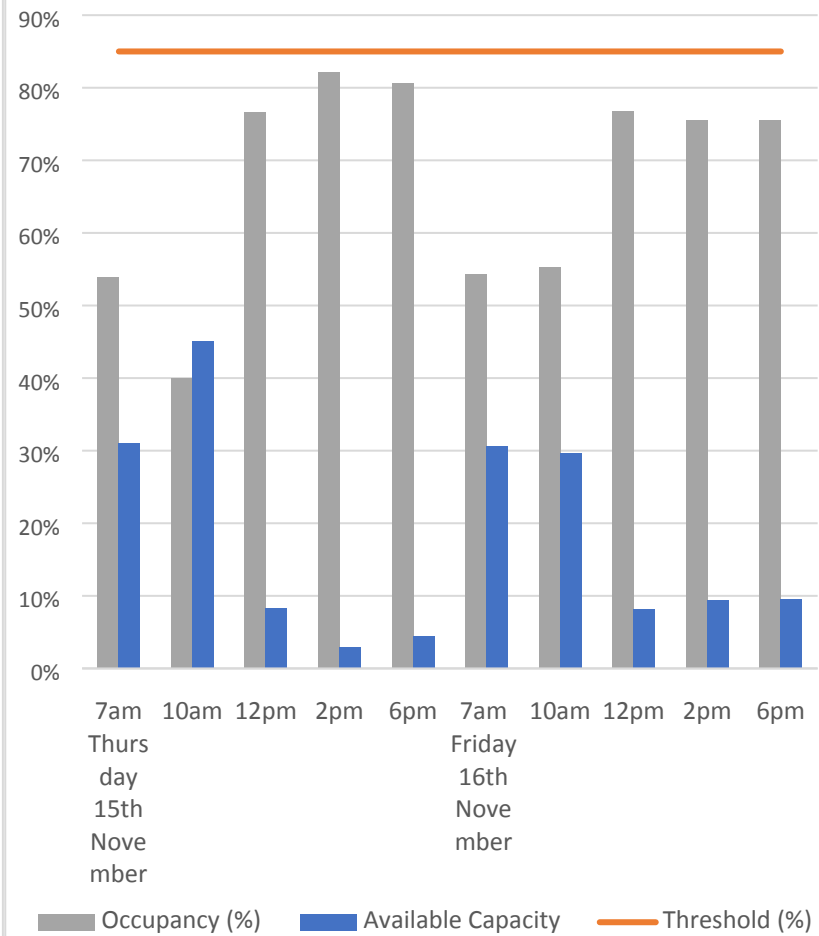
Parking demand was surveyed across two weekdays at various times of day. The survey results are shown below:

% Available Spaces											
	Thursday 15th November					Friday 16th November					
	7am	10am	12pm	2pm	6pm	7am	10am	12pm	2pm	6pm	Average spaces per road
Mill Ridge	50%	60%	30%	50%	40%	50%	70%	30%	50%	40%	10
Hillside Drive	53%	65%	5%	8%	3%	50%	78%	50%	30%	15%	40
Fernhurst Gardens	65%	26%	0%	9%	0%	43%	43%	4%	4%	9%	23
Carlton Close	100%	75%	75%	50%	50%	75%	75%	50%	50%	50%	4
Grove Road	42%	92%	25%	25%	17%	58%	50%	8%	8%	25%	12
Green Lane between H	3%	5%	1%	1%	1%	5%	7%	3%	1%	3%	73
Queens Close	25%	50%	0%	0%	50%	100%	50%	50%	25%	50%	4
Edwarebury Gardens	39%	74%	9%	9%	9%	57%	65%	4%	9%	17%	23
Edwarebury Lane (fro	75%	75%	8%	17%	17%	17%	42%	33%	17%	8%	12
The Drive	46%	76%	27%	22%	19%	62%	70%	30%	24%	22%	37
The Rise	59%	100%	23%	23%	23%	50%	59%	14%	18%	23%	22
Broadfields Avenue	8%	65%	46%	54%	19%	42%	8%	69%	65%	62%	26
Heather Walk	100%	100%	100%	0%	40%	40%	40%	0%	60%	40%	5
Penshurst Gardens (fro	27%	38%	0%	2%	4%	36%	13%	2%	4%	4%	45
Hale Lane (section fro	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Overall	46%	60%	23%	18%	19%	46%	45%	23%	24%	24%	336
Average available space each day			Thursday		33.3%				Friday	32.5%	
Threshold (%)	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	
Occupancy (%)	54%	40%	77%	82%	81%	54%	55%	77%	76%	76%	
Available Capacity	31%	45%	8%	3%	4%	31%	30%	8%	9%	9%	

Overall Occupancy in Surveyed Area



Occupancy and Available Capacity in Surveyed Area

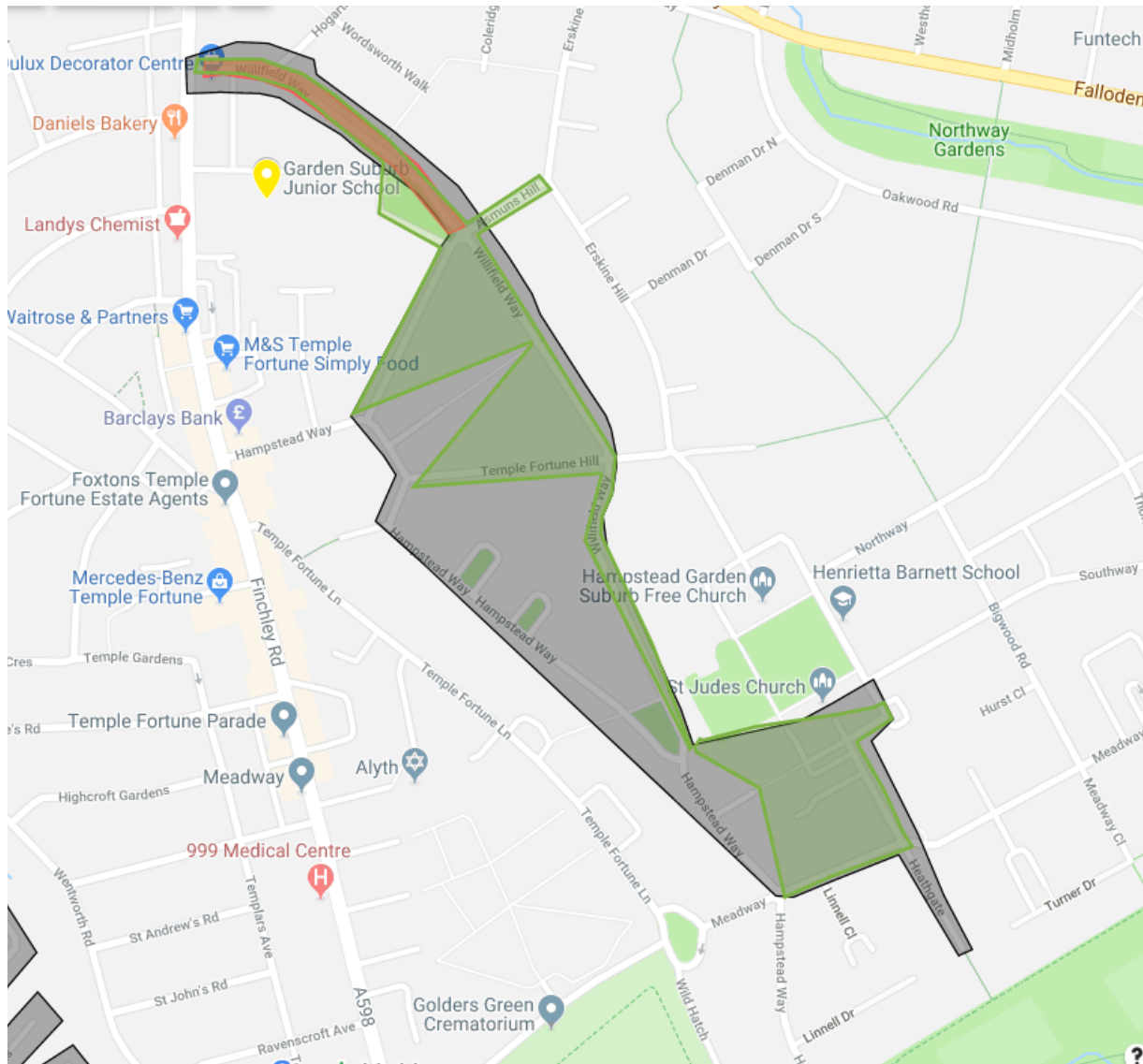


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Survey Results – Garden Suburb School (Zone GS)

The school is an Infants and Junior School on a single site at Childs Way NW11 as marked on the map below, however the site falls within the Garden Suburb 'GS' Controlled Parking Zone (CPZ) by way of its entrance off Willifield Way (Willifield Green). Zone GS has parking controls in operation between 1pm – 2pm Monday to Friday.

The streets surrounding the site were surveyed as shown on the map below.



Garden Suburb Infants and Juniors School (entrance off Willifield Way (Willifield Green))



Approximate area within which Zone GS permits are valid in designated bays



Surveyed Area (Green shaded areas)

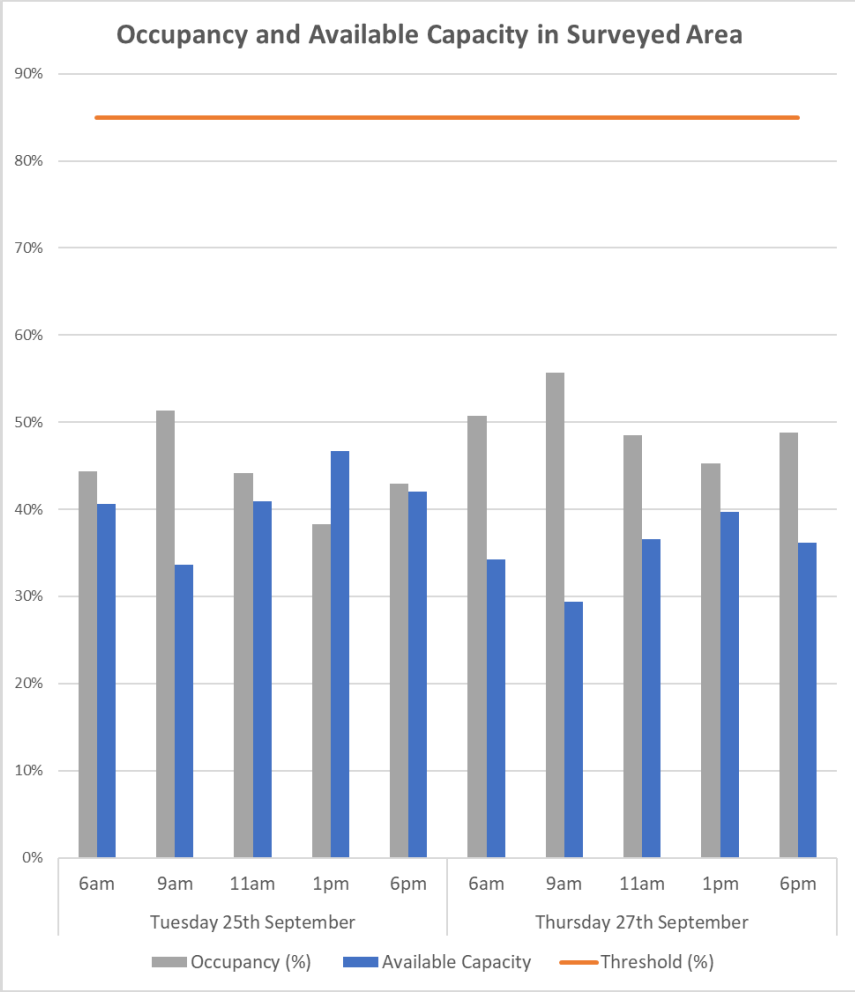
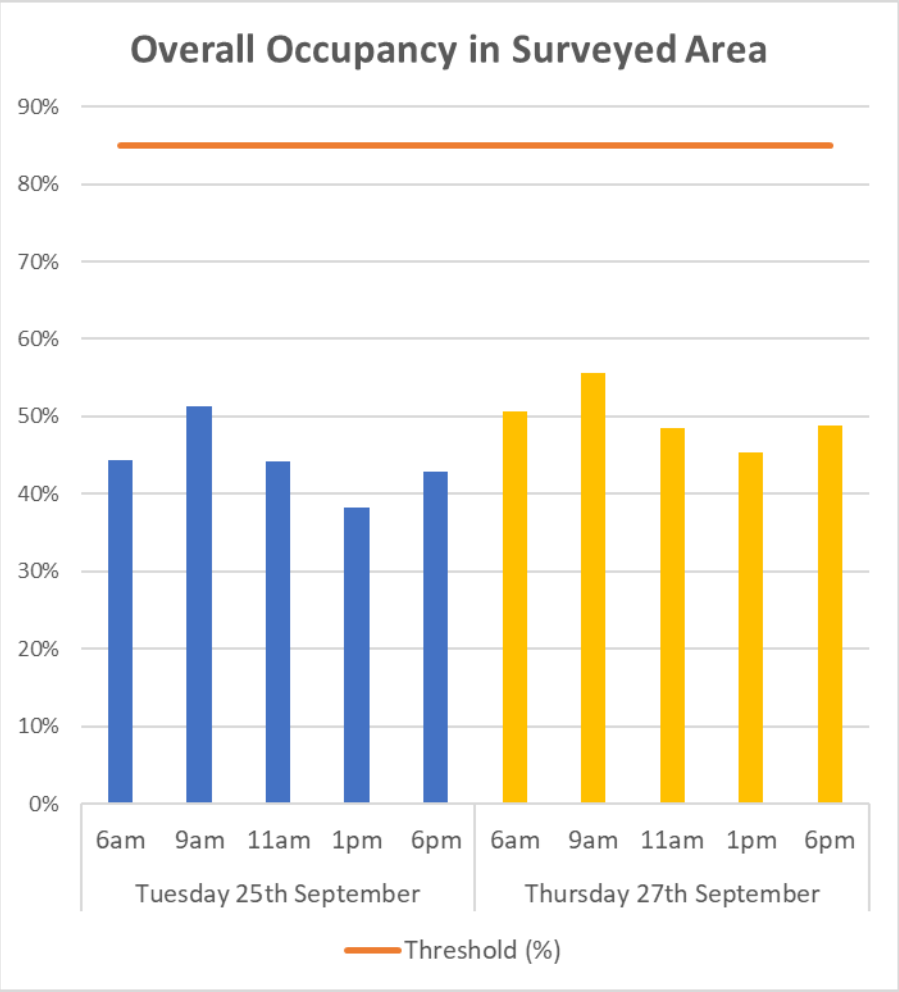


Exclusion Zone (School Permits will not be valid):

- That part of Willifield Way between its junction at Finchley Road and its junction with Asmunds Hill

Parking demand was surveyed across two weekdays at various times of day. The survey results are shown below:

% Available Spaces											
	Tuesday 25th September					Thursday 27th September					
	6am	9am	11am	1pm	6pm	6am	9am	11am	1pm	6pm	Average spaces per road
Hampstead Way (Asmuns Hill)	47%	31%	36%	46%	39%	37%	46%	35%	47%	38%	186
Asmuns Hill	49%	34%	40%	51%	47%	48%	36%	28%	33%	44%	88
Temple Fortune Hill	39%	32%	35%	32%	39%	33%	24%	31%	33%	38%	72
Willifield Way	41%	41%	39%	52%	43%	42%	33%	42%	45%	42%	254
Willifield Way (Willifield Hill)	75%	25%	50%	63%	50%	75%	13%	50%	63%	50%	8
Meadway (Hampstead Way)	45%	21%	45%	45%	38%	45%	48%	59%	62%	34%	29
Heathgate (south) - Park Road	48%	74%	74%	100%	65%	65%	74%	70%	70%	74%	23
Heathgate (north)	31%	28%	34%	48%	45%	28%	34%	45%	55%	48%	29
South Square	100%	100%	100%	80%	100%	100%	100%	100%	80%	100%	5
South Square (west) - Park Road	100%	100%	100%	100%	100%	57%	43%	57%	64%	57%	14
South Square (east) - Park Road	38%	50%	63%	63%	63%	13%	38%	50%	50%	38%	8
Overall	56%	49%	56%	62%	57%	49%	44%	52%	55%	51%	716
Average available space each day			Tuesday		55.8%			Thursday		50.2%	
Threshold (%)	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	
Occupancy (%)	44%	51%	44%	38%	43%	51%	56%	48%	45%	49%	
Available Capacity	41%	34%	41%	47%	42%	34%	29%	37%	40%	36%	



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Environment Committee AGENDA ITEM 10

4 June 2019

Title	Childs Hill Park - Improvement Plan
Report of	Chairman of Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 - Recommendations on allocation of S106 funding in Childs Hill Park
Officer Contact Details	Matthew Gunyon – Greenspaces Service Manager Matthew.gunyon@barnet.gov.uk 020 8359 7403

Summary

The Granville Road Estates development provides a Section 106 contribution of £210,000 for Childs Hill Park as such the Friends of Childs Hill Park undertook a consultation with its membership and other park users about their preferences for the allocation of S106 funding to improve the capacity and facilities in the Park.

Officers Recommendations

1. That the Environment Committee notes the results of the consultation completed by the Friends of Childs Hill Park and accepts the recommendations for the areas of investment set out in this report using a S106 contribution of £210,000 from planning permission F/04474/14.
2. That the Environment Committee agrees to delegate authority to the Executive Director, Environment to procure external design consultants and construction contractors for the Improvement Plan set out in this report, in accordance with the Council's Contract Procedure Rules.

1. WHY THIS REPORT IS NEEDED

1.1 Background

- 1.1.1 The Granville Road Estate development (F/04474/14) was refused for a number of reasons including that it would create a loss of green space. At the resulting public inquiry, the planning inspector agreed that the scheme would reduce the amount of outdoor leisure and play space available to existing and new residents of Granville Road. It would also increase the pressure on the already heavily used Childs Hill Park, the nearest green space to the proposed development.
- 1.1.2 The inspector made his approval of the development scheme dependent on a S106 agreement whereby the Developer would contribute £210,000 to improve the capacity and facilities of Childs Hill Park. The inspector said that an example of an improvement would be bringing the disused bowling green back into use.
- 1.1.3 Following this decision there was a meeting between council officers, Childs Hill ward councillors, representatives from the Granville Road Residents Association and the Friends of Childs Hill Park. At the meeting, officers asked the Friends of Childs Hill Park to undertake a consultation with their members and other local park users to establish preferences for the allocation of the S106 funding. This is in line with the Adopt a Place agreement between Greenspaces and the Friends of Childs Hill Park which states the Friends will from time to time carry out such consultation exercises. Barnet would have regard to the results of the consultation in reaching a conclusion on how to spend the S106 money to improve Childs Hill Park.

1.2 Improvement Plan

- 1.2.1 The committee of The Friends considered how to improve the capacity and facilities of the park so that it could serve a larger population. They also considered the long-term maintenance cost of any improvements. The Friends' committee put forward proposals which were discussed at the Friends A.G.M. in 2017. They were refined and submitted to the 2018 A.G.M where three main proposals were supported;
 - 1.2.1.1 To bring the disused bowling green back into use as a family friendly, dog free picnic area;
 - 1.2.1.2 To upgrade the Nant Road bed to provide an accessible and attractive amenity with additional seating capacity.
 - 1.2.1.3 To upgrade the children's playground surface to make it more usable year-round.
- 1.2.2 Each of the three proposals were put forward for public consultation, a summary of the responses can be found in Appendix 1. The Friends of Childs Hill Park concluded that the three proposals for the use of the S106 funds to improve the capacity and facilities of the park were all well supported, with approval ratings of between 56% and 80%.
- 1.2.3 The strongest support was for bringing the bowling green back into use as a dog free picnic area as such it is proposed that this workstream be prioritised with the others coming forward should sufficient budget or if other future funding becomes available in the future.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations are set to approve the proposed Improvement Plan and to allow for its delivery and implementation. By delegating authority to the Strategic Director for Environment the Greenspaces Team can work collaboratively with the Friends of Childs Hill Park to deliver the scheme for the benefits for the local residents.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 It is not recommended that further consultations are completed as the consultation completed to date has been led by the local community and so is considered to represent the interests of local residents.

4. POST DECISION IMPLEMENTATION

- 4.1 If the committee is minded to agree and approve the recommendations in this report then the council will work with the Friends of Childs Hill Park and procure external expertise to aid in the design and development of the proposals.

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 2018/19 Addendum includes the following:
- Barnet's parks and green spaces 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.
 - Investing in parks and open spaces for a greener borough.
- 5.1.3 The Joint Health and Wellbeing Strategy 2015-2020 states: -
- Barnet is now the largest Borough in London by population (367,265 at the end of 2015) and is continuing to grow
 - 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 cost £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

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

5.2.1 Finance and Value for Money – If the Improvement Plan is approved then the relevant process will be followed for the £210,000 Section 106 monies to be added to the Capital Programme subject to approval by the Policy and Resources Committee.

5.2.2 Staffing – At this time there are no implications. The implementation of the Improvement Plan will be led and managed by the council's Greenspaces Team.

5.2.3 IT – At this time there are no implications.

5.2.4 Property – At this time there are no implications

5.2.5 Sustainability – The initiatives detailed in this report seek to maintain a high quality park for everyone, whilst considering the maintenance costs in the short and long term in the position of declining resources.

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. 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, the purchase and maintenance of public walks or pleasure grounds under

the Local Government (Miscellaneous Provisions) Act 1976, including 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 use of the S106 contribution relation to the Granville Road Estate development is as set out in this report is in accordance with this planning obligation.

5.4.3 Council Constitution, Article 7 (Committees, Forums, Working Groups and Partnerships) – the terms of reference of the Environment Committee includes “Responsibility for all borough-wide or cross-constituency matters relating to the street scene including...parks.”

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. 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 protected characteristics are:

- Age
- Disability
- Gender reassignment
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- 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 Corporate Parenting

5.7.1 Not applicable.

5.8 Consultation and Engagement

5.8.1 The consultation was completed by the Friends of Childs Hill Park in line with their Adopt a Place agreement.

5.8 Insight

5.8.1 No insight information has been used to produce this report.

6. BACKGROUND PAPERS

6.1 None

Use of S106 funding in Childs Hill Park

April 7 2019

Summary

The Friends of Childs Hill Park undertook consultation with its membership and other park users about their preferences for the allocation of S106 funding to improve the capacity and facilities in Childs Hill Park. There was strong support for bringing the bowling green back into use as a dog free family picnic area, to upgrade the Nant Road bed and improve the playground. Respondents put forward additional ideas to promote diverse planting and wildlife, to enhance security and improve play opportunities. The report concludes that a design and costing exercise will be a vital first step to establish which measures are affordable.

Recommendation

2. That the Environment Committee should agree that (LBB Barnet/The Friends of Childs Hill Park) run a competition to select landscape architects to develop a costed design.

Background

3. Plans to develop 139 new flats and houses on the Granville Road Estate proved contentious, mainly because of the substantial loss of green space involved. The plans were initially rejected by Barnet, and then went to appeal.

4. At the resulting public inquiry, the planning inspector agreed that the scheme would reduce the amount of outdoor leisure and play space available to existing and new residents of Granville Road. It would also increase the pressure on the already heavily used Childs Hill Park, the nearest green space to the proposed development.

5. The inspector made his approval of the development scheme dependent on a S106 (planning gain) agreement whereby the Developer would contribute £210,000 to improve the capacity and facilities of Childs Hill Park. The inspector said that an example of an improvement would be bringing the disused bowling green back into use.

6. Following this decision there was a meeting between Childs Hill ward councillors, officers from Green Spaces, representatives from the Granville Road Residents Association and the Friends of Childs Hill Park. At the meeting, officers asked the Friends of Childs Hill Park to undertake a consultation with their members and other local park users to establish preferences for the allocation of the S106 funding. This is in line with the 'Adopt a Place' agreement between Green Spaces and the Friends of Childs Hill Park which states the Friends will from time to time carry out such consultation exercises. Barnet would have regard to the results of the consultation in reaching a conclusion on how to spend the S106 money to improve Childs Hill Park.

The consultation process

7. The committee of The Friends considered how to improve the capacity and facilities of the park so that it could serve a larger population. They also considered the long term maintenance cost of any improvements. The Friends' committee put forward proposals which were discussed at the Friends A.G.M. in 2017. They were refined and submitted to the 2018 A.G.M where 3 main proposals were supported.

- a) To bring the disused bowling green back into use as a family friendly, dog free picnic area;
- b) To upgrade the Nant Road bed to provide an accessible and attractive amenity with additional seating capacity.
- c) To upgrade the children's playground surface to make it more usable year round.

It was agreed that additionally respondents would be invited to give their own views on how they would like the funding to be used.

8) The Friends undertook a consultation exercise by incorporating these ideas into a Survey Monkey. This was circulated widely on line to members of The Friends of Childs Hill Park, other neighbourhood groups, Granville Road Residents Association and to local schools. Additionally face to face consultation took place in the park itself. There were a total of 185 responses.

Results

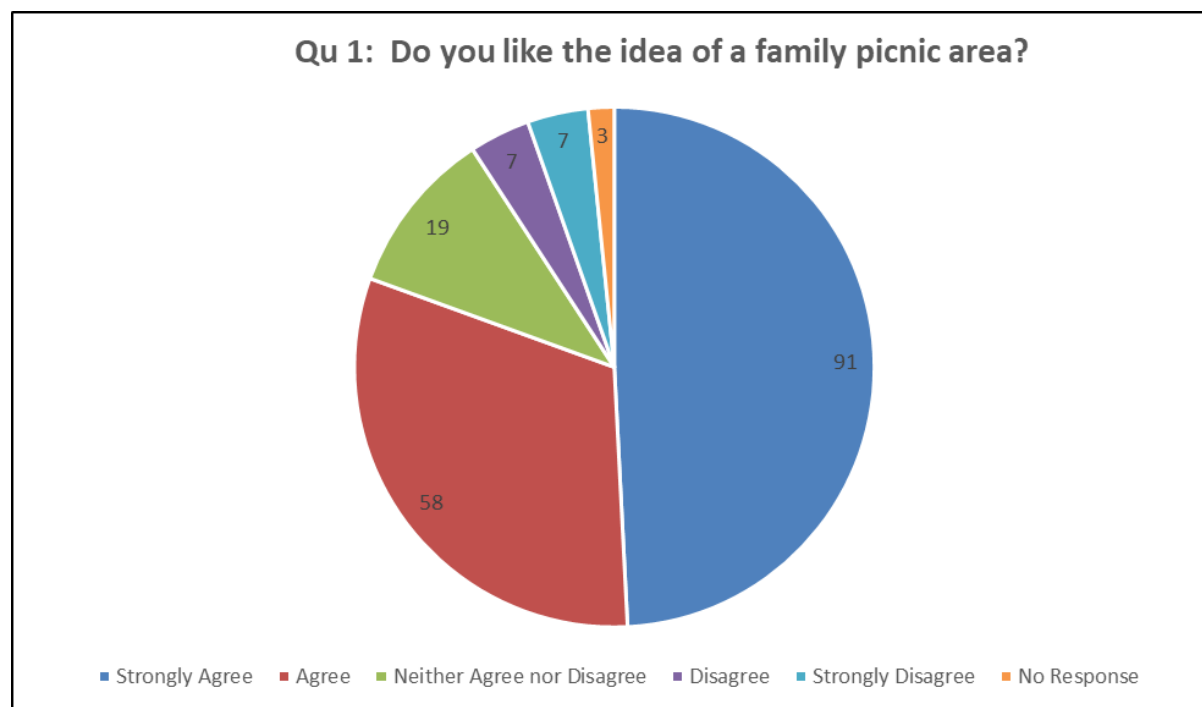
9. These are reported separately for each of the 3 main proposals and then a section on other ideas suggested by respondents. Note – there was a non-response rate (orange section) of between 1% and 2% for each question. Non responses have been omitted from the analysis.

The Bowling Green

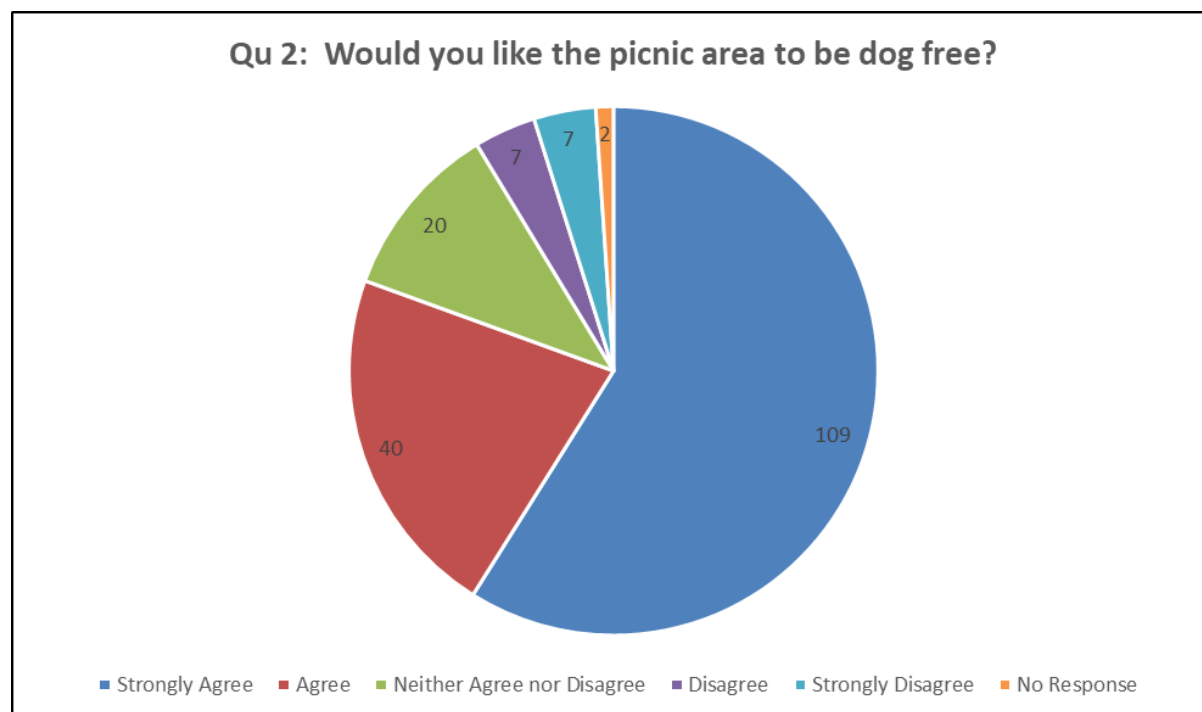
10. The bowling green club closed 5 years ago due to lack of membership. Barnet Green Spaces tried unsuccessfully for over 2 years to find an alternative club, and the green remains locked and unusable. It is surrounded by a high metal fence, which is covered in a dense high hedge of bushes and trees.

11. The proposal is to remove the fence and hedging, put in a low surrounding fence, level the grass and create a dog free family picnic area with robust picnic tables. An additional option would be to include some simple toddler equipment on the green. Picnicking is already a very popular activity in the park, but many people do not like dogs to approach them whilst they are eating.

12. Respondents were asked whether they liked the idea of a family picnic area, whether they would like it to be dog free, and whether toddler equipment should be included in the scheme.

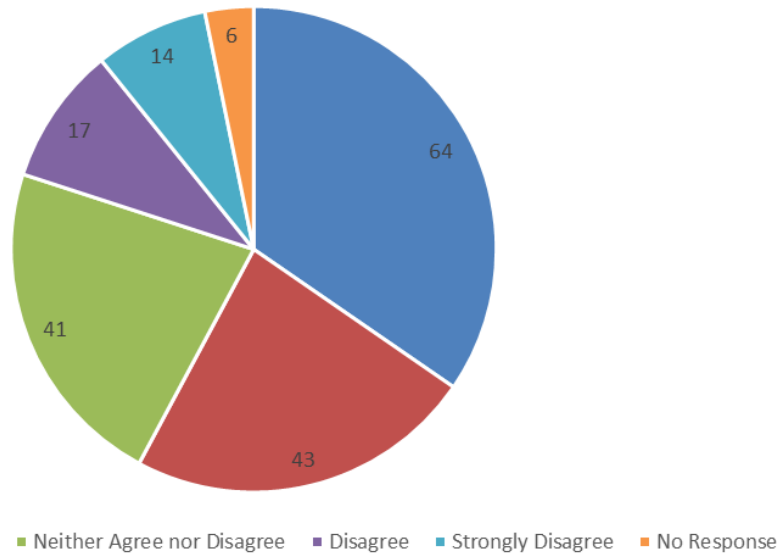


80% of respondents strongly agreed or agreed that they liked the idea, 11% neither agreed nor disagreed and 9% strongly disagreed or disagreed.



13. 78% of respondents strongly agreed or agreed that they would like the picnic area to be dog free, with the larger proportion strongly agreeing. 12% neither agreed nor disagreed, and 10% strongly disagreed or disagreed.

Qu 3: Would you like us to include toddler play equipment in the picnic area?



13. Views on including toddler equipment were less clear cut. 56% strongly agreed or agreed with the idea, 26% neither agreed nor disagreed and 18% strongly disagreed or disagreed.

14. Clearly overall there was very strong support for the proposal to use the bowling green as a picnic area. There were additional ideas for inclusion in the scheme. One was for water play **'an amazing water play area with pipes that allow children to see water flowing from one pipe to another'**

15. There was a suggestion to make provision for shade; **'make an area with shade and a roof so that children can play when raining or strong sun without getting burned.'**

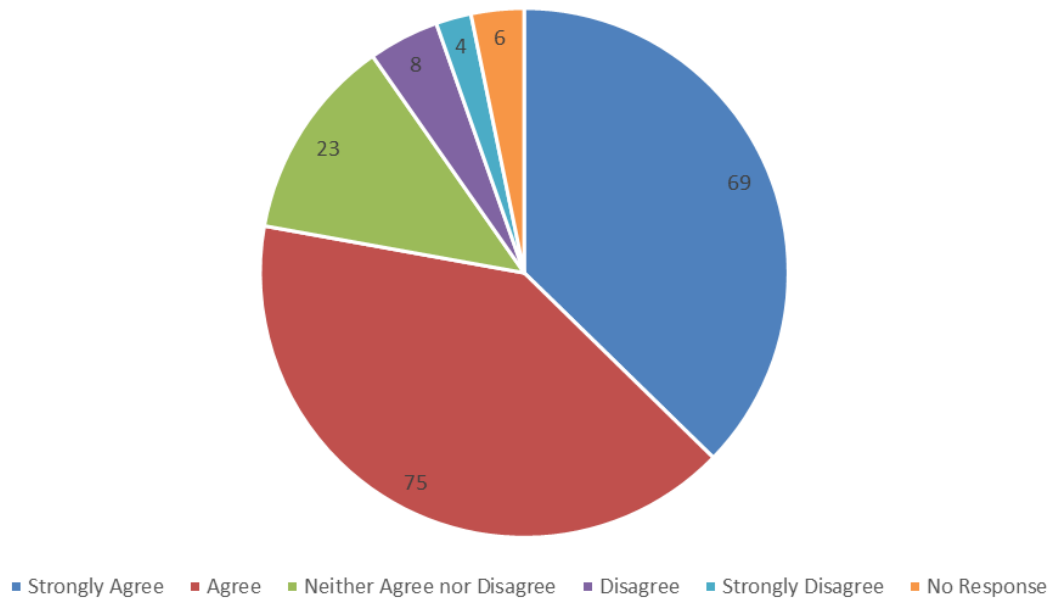
16. One respondent was particularly keen to ensure the picnic area would really remain dog free **'barriers must be equal to keeping dogs out.....there is no hiding-place or respite (in the park) for people who feel uncomfortable around dogs. And it would be great to have at least one small area free of dog faeces.'**

Nant Road Bed

17. The Nant Road bed is long and very deep. It has a few fine trees and shrubs, but mostly it is dense with weeds and snowberries. As a result the existing bed is not attractive to look at and is not accessible for use by the public.

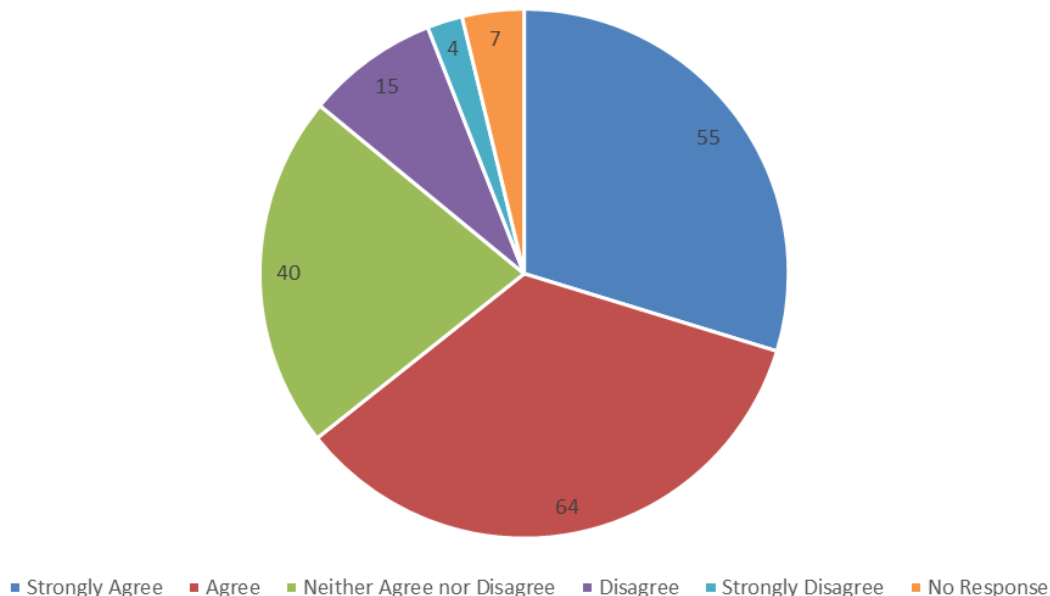
18. The proposal is to clear the bed other than the specimen trees and shrubs, grass it over and install more benches. This should be both attractive and easy to maintain.

Qu 4: Should we install more benches in the Nant Road bed?



19. There was strong support for more benches on the Nant Road side of the park, with 76% strongly agreeing or agreeing. 15% neither agreed nor disagreed, and 9% strongly disagreed or disagreed.

Qu 5: Would you like open grassy areas in the Nant Road bed?



20. There was less enthusiasm for open grassy areas in the Nant Road bed, with 60% strongly agreeing or agreeing, 25% neither agreeing nor disagreeing and 15% strongly disagreeing or disagreeing.

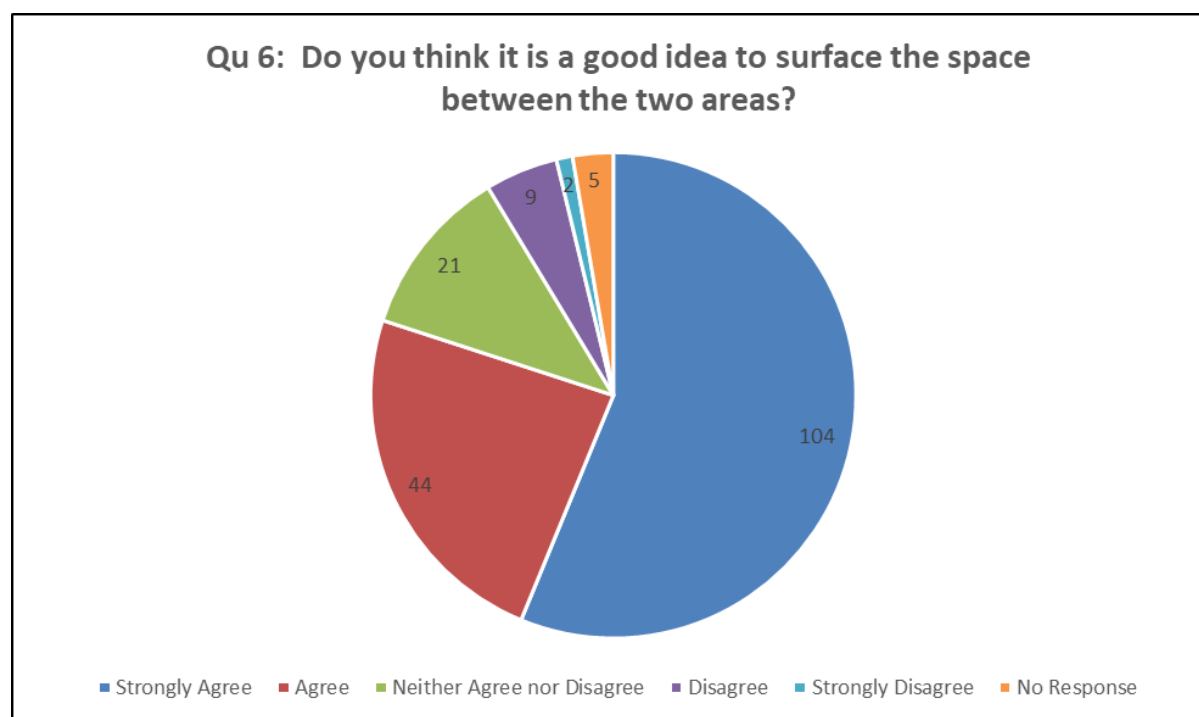
21. This would tie in with some of the concerns expressed in additional comments about the Nant Road proposal. Some respondents whose homes backed onto the park had security and

privacy concerns. 'The privacy of residents in Nant Road should be considered first so I would not like the removal of all of the bushes and shrubs or **any** trees.....There needs to be a barrier/screen including in Winter between the back of the back gardens and any seats for park users.'

22. The other consideration was to maintain a good level of planting. **'It would be nice to tidy up that area. But keeping in mind the wildlife, maybe not cutting all the existing plants to maintain their habitat too. And some more flowers would be lovely as well.'**

Playground surface

23. The playground is the most heavily used part of the park. It is partly hard surfaced, but there is a large grassy area between the two ends of the playground. This gets very muddy and slippery when it rains, particularly in winter, and some parents feel it is not safe for their children. The proposal is to complete the hard surface, possibly incorporating games such as hop-scotch, so as to make the playground more usable year round.



78% of respondents strongly agreed or agreed that it was a good idea to surface the rest of the playground; 14% neither agreed nor disagreed, and 7% strongly disagreed or disagreed.

24. Additional comments focused on further improvements to the playground. There were some requests for additional equipment such as swings, so that long queues do not form at busy times. There were several pleas for a water fountain and child friendly toilets near the playground.

General comments

25. Respondents were invited in the last section of the survey to suggest other improvements they would like to see. Several of these are for Green Spaces to consider. The

most frequently mentioned improvement was to tackle the litter problem. Many respondent highlighted the urgent need for additional bins with fox proof lids and more frequent collections of rubbish.

26. Another theme was a desire for more security, with a call for better lighting and mirrors, particularly in the passage ways and a stronger response to anti-social behaviour such as use of drugs. Additionally several respondents mentioned the poor state of the paths, particularly on the Dunstan Road side and in front of the café. This was inhibiting the use of the park, particularly by wheelchair users,

27. Other ideas could well be incorporated into S106 improvements. Some respondents asked for a tranquil area, with no ball games and perhaps a water feature. There were also many requests to improve the bio-diversity of the park, with planting of native species and installation of bat and bird boxes.

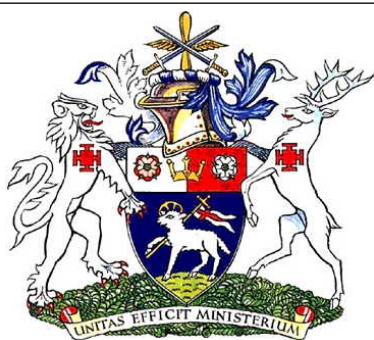
Conclusion

28. The three proposals for the use of the S106 funds to improve the capacity and facilities of the park were all well supported, with approval ratings of between 56% and 80%. The strongest support was for bringing the bowling green back into use.

29. Additional comments showed that park users want their park to be clean, full of plants and wildlife and to be safe. A bonus would be more play equipment and a water feature.

30. It is not clear how many improvements the £210,000 will cover. It is therefore suggested that if the Environment Committee approves the proposals, that the next step would be to use the first tranche of the funding to appoint a landscape architect to design and cost plans to implement the changes.

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Environment Committee

4 June 2019

Title	Barnet Flood Risk Management
Report of	Councillor Dean Cohen, Chair of Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Jamie Cooke, Assistant Director Transport and Highways Jamie.Cooke@barnet.gov.uk , 020 8359 2275

Summary

This report seeks Committee's approval for the submission of flood risk management projects to the Environment Agency's programme of Flood and Coastal Erosion Risk Management, for their consideration as part of their annual programme refresh cycle.

Recommendations

1. That the Committee agrees to support the submission of eight flood risk management projects to the Environment Agency's programme of Flood and Coastal Erosion Risk Management (FCERM) schemes, including:
 - a. Three flood risk management projects to be delivered in-year
 - b. A further five flood risk management projects to be included in the second tranche (post 2020/21) programme
2. That the Committee agrees the proposed capital investment of up to £60,000 detailed in paragraph 5.2.1 of this report, subject to funding being received from the Environment Agency, to support the delivery of the three in-year flood risk management projects.

- | |
|--|
| <p>3. That, subject to funding being received from the Environment Agency, the Executive Director for Environment is authorised to instruct Re to design and implement the schemes proposed in paragraph 2.10 by placing orders with the Council's term maintenance contractors or specialist contractors appointed in accordance with the public procurement rules and or the Council's Contract Procedure Rules as appropriate.</p> |
|--|

1. WHY THIS REPORT IS NEEDED

- 1.1 The Flood and Water Management Act 2010 and the Flood Risk Regulations 2009 place duties on local authorities. This legislation designates the London Borough of Barnet as a Lead Local Flood Authority (LLFA) and as such the authority has a statutory responsibility for leading the co-ordination of local flood risk management within the borough. This includes ensuring that flood risks from local sources, including surface water runoff, groundwater and ordinary watercourses and their interactions, are identified and managed.
- 1.2 The Flood and Water Management Act 2010 (section 9) places a duty for all Lead Local Flood Authorities to produce and publish a Local Flood Risk Management Strategy (LFRMS) to manage all sources of local flood risks consistent with EU and national risk management approaches. The adoption of the Barnet Local Flood Risk Management Strategy was approved by this Committee on 28 November 2018. The Barnet Local Flood Risk Management Strategy lists local flood risk zones also known as Critical Drainage Areas (CDA) across the borough. These are the areas that are considered to be at the highest risk of surface water flooding.
- 1.3 Central Government funding for LLFA flood risk management projects is allocated from the Department of Environment, Food, Fisheries and Rural Affairs (DEFRA) by the Environment Agency. The mechanism for this is the Environment Agency's programme of Flood and Coastal Erosion Risk Management (FCERM). LLFA's must submit their flood risk management projects in adherence with the Environment Agency's annual project refresh deadlines. For the Thames catchment, applications for flood risk management project funding require approval from the Thames Regional Flood and Coastal Committee (TRFCC) in July 2019.
- 1.4 The Environment Agency's current six-year capital investment programme ends in 2020/21. The next programme starts in 2021/22. If the Council supports the submission of these projects, three of which are for consideration for in-year funding and five for funding from 2021/22 onwards, the Environment Agency will consider these programme additions.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Across the borough we have experienced flooding incidents every year since 2010. This flooding is often localised, but these events highlight that flooding can occur at any time with potentially devastating consequences. The surface

water flooding experienced in 2012 further reinforces the risk faced by the borough from local sources. Climate change is predicted to result in more storm events and even greater levels of rainfall, and consequently the probability of flooding is increasing.

- 2.2 The Barnet Surface Water Management Plan and consequently the Local Flood Risk Management Strategy delineated 33 local flood risk zones also known as Critical Drainage Areas (CDA) across the borough. These are the areas that are considered to be at the highest risk of surface water flooding (from sewers, drains, groundwater, run off from land, and small watercourses and ditches that occurs as a result of heavy or intense rainfall). Across these areas there are approximately 127,000 residential properties and 15,500 non-residential properties that could be at risk of surface water flooding of greater than 0.1 metre depth during a 1% Annual Exceedance Probability (AEP) rain fall event.
- 2.3 The Barnet Surface Water Management Plan set out a phased approach to identify and manage surface water flood risk across the borough, and identified that following the delineation of the 33 Critical Drainage Areas, the Council was required to develop and implement flood risk alleviation options. To address this duty, the Barnet Local Flood Risk Management Strategy considered the flood risk to residential and commercial properties and infrastructure assets to create a ranked list of the 33 Critical Drainage Areas based on their risk profile.
- 2.4 Flood risk management proposals were initially developed for the two highest risk Critical Drainage Areas, these being Mill Hill Circus and Decoy Brook. A detailed study for Mill Hill Circus was completed in 2014 that identified properties and a major road junction (A41 Mill Circus roundabout) are at risk from surface water flooding. The study and economic appraisals identified the preferred remedial option was the reinstatement of the existing drainage ditch running around the edge of the field to the south of St Joseph's College grounds and creation of a flood storage area. This project required partnership working with Transport for London (TfL), who are currently not progressing the project. Without TfL's support and partnership funding this project cannot be progressed by the Council. However, this scheme remains on the Environment Agency's programme.
- 2.5 A detailed study for the second highest risk Critical Drainage Area, Decoy Brook, was completed in 2017 and identified that the main source of flood risk is overland flow between the open channel sections of the Decoy Brook. The study and economic appraisals identified two flood risk management proposals, these being improved channel conveyance and upstream storage on Hampstead Heath. This project is not currently being progressed, due to both the stakeholder concerns for the Hampstead Heath proposals and the need to seek partnership funding from TfL, as the funding awarded by the Environment Agency is not sufficient to deliver the project. However, this scheme remains on the Environment Agency's programme.
- 2.6 Scoping studies for the next ten highest ranked Critical Drainage Areas have

now been completed. These areas are Bittacy Park, Childs Hill, Folly Brook, Friern Barnet, Hadley, Hendon Way, Longmore Avenue, Muswell Hill, Oak Hill and Underhill as shown in Appendix 1.

- 2.7 For each of these Critical Drainage Areas a scoping study was completed to determine the existing flood risk within each catchment and review all available historical flooding information, in preparation for the detailed hydraulic modelling study.
- 2.8 The detailed study considered potential flood risk management options for alleviating flooding in each of the catchments and hydraulic models were developed to accurately assess the surface water flow paths for each of the flood risk management options. The second part of the detailed study was the economic appraisal of remedial options, considering the number of properties damaged for each flood event (from a 1 in 5 year return period event, through to 1 in 1,000 year return period event). The table of remedial options considered for each Critical Drainage Area is shown in Appendix 2. The economic appraisal was carried out using the methodology defined in Flood and Coastal Erosion Risk Management Appraisal Guidance and in accordance with HM Treasury's Green Book 2. The economic appraisal considered the benefits achieved by alleviating the annual average damage to properties and offset these against the projects costs (construction, operation and maintenance) to produce a Benefit Cost Ratio (BCR) for each of the flood risk management options.
- 2.9 For eight of the ten Critical Drainage Areas, the economic appraisal identified one or more flood risk management options that are economically viable (defined as a BCR greater than or equal to 1.0). It is proposed that these eight Critical Drainage Areas are submitted to the Environment Agency. The economic appraisal is summarised in the table shown in Appendix 3.
- 2.10 For two of the Critical Drainage Areas, Oak Hill Park and Hendon Way, the economic appraisal concluded that these projects should not be taken forward. For Oak Hill Park, the proposal to lower the ground level within the green space in the Oak Hill Park would not address the flooding. For Hendon Way, due to the limited surface water runoff in the catchment area and the potential development of a Thames Tank for the Brent Cross development, no flood alleviation options were considered at this stage.
- 2.11 For a further three of the Critical Drainage Areas, Folly Brook, Friern Barnet and Hadley, the detailed studies have determined that the flooding in these catchments could be somewhat alleviated through the installation of trash screens to reduce the risk of blockages to the culverts downstream. These are relatively low-cost measures, and the Environment Agency has indicated that funding could be made available this financial year for design and implementation, if the Council would support the schemes with partnership funding.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 No alternative options were considered, as the Council, as a Lead Local Flood Authority, has a statutory requirement to develop and implement flood risk alleviation options.

4. POST DECISION IMPLEMENTATION

- 4.1 Upon Committee approval of the recommendation to support the submission of flood risk management projects to the Environment Agency's programme of Flood and Coastal Erosion Risk Management (FCERM) schemes, officers will submit applications for the Critical Drainage Areas where the economic appraisals have identified flood risk management options that are economically viable.
- 4.2 Subject to the funding being made available in year, officers will take forward the design and implementation of the three trash screens, and if an instance arises where the community objects to a scheme being implemented, the Executive Director for Environment can take a decision to alter the programme under delegated powers.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Council's Corporate Plan – Barnet 2024, states in its strategic objectives that it will work with partners to achieve a pleasant, well maintained borough that we protect and invest in.
- 5.1.2 In particular, the Barnet Local Flood Risk Management Strategy and the associated flood risk management projects aim to put in place measures to reduce the risk of flooding, which will help to improve the local environment and the quality of life for the residents and help create conditions for a vibrant economy.

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

- 5.2.1 The total approved Network Recovery capital budget for 2019/20 is £7.191 million, which includes an allowance for capital drainage improvements. Subject to in-year funding being received from the Environment Agency, it is proposed that a £60,000 allocation is made from this budget as partnership funding for the trash screen proposals as set out below:

CDA Area	Total capital cost	LBB contribution	EA contribution
Folly Brook	£62,500	£20,000	£42,500
Friern Barnet	£62,500	£20,000	£42,500

Hadley	£62,500	£20,000	£42,500
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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 service contracts.

5.4 **Legal and Constitutional References**

- 5.4.1 The Flood and Water Management Act 2010 and the Flood Risk Regulations 2009 place duties on local authorities. This legislation designates the London Borough of Barnet as a Lead Local Flood Authority (LLFA) and as such the authority has a statutory responsibility for leading the co-ordination of local flood risk management within the borough. This includes ensuring that flood risks from local sources, including surface water runoff, groundwater and ordinary watercourses and their interactions, are identified and managed.

- 5.4.2 Council Constitution (Article 7, Committees, Forums, Working Groups and Partnerships) sets out the responsible body and their functions. For the Environment Committee it's functions include: Responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.

5.5 **Risk Management**

- 5.5.1 The Council has an established approach to risk management, which is set out in the Risk Management Framework.

5.6 **Equalities and Diversity**

- 5.6.1 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
- a) Eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
 - b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
 - c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it. 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 policies and the delivery of services. There is an on-going process of regularisation and de-clutter of street furniture and an updating of highway features to meet the latest statutory or technical expectations.
- 5.6.2 Any flooding event tends to disadvantage people with mobility problems and places more strain on the emergency services in the case of an evacuation. The LFRMS identifies objectives to reduce the risk of flooding and this will, therefore, reduce the impact on the community.

5.7 Consultation and Engagement

- 5.7.1 The Council, as a Lead Local Flood Authority (LLFA), in order to fulfil its duties, needs to coordinate with all stakeholders and partner organisations. It is recognised that much of the local knowledge and technical expertise necessary for the Council to fulfil their duties as LLFA lies with partner organisations. It is therefore crucial that the Council works alongside these partner organisations to ensure the effective and consistent management of local flood risk and the provision of a coordinated and holistic approach to flood risk management.
- 5.7.2 Subject to the funding being received from the Environment Agency for the identified flood risk management projects, officers will consult with internal and external stakeholders and partner organisations as part of the project delivery.

5.8 Insight

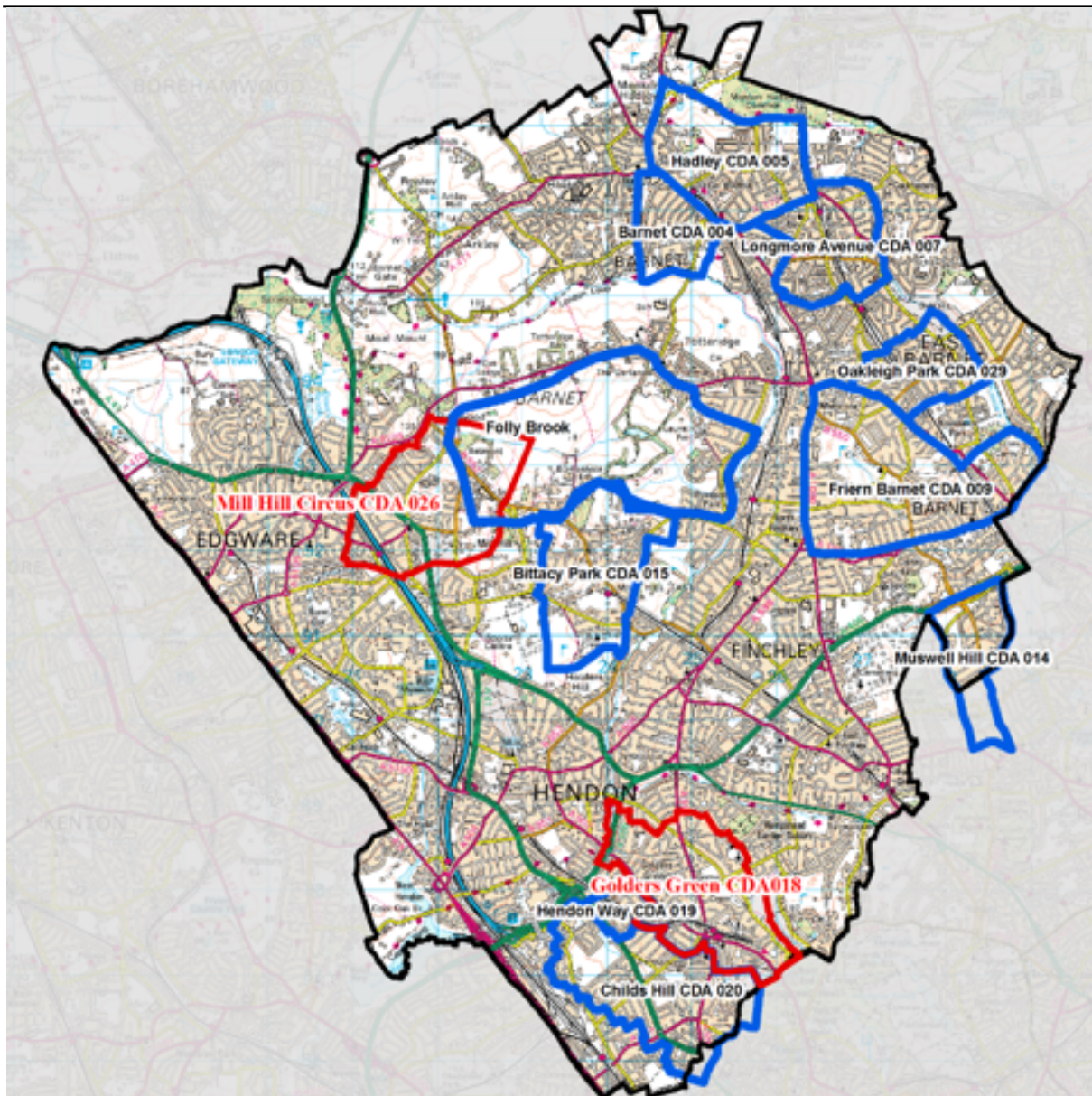
- 5.8.1 Not applicable.

6. BACKGROUND PAPERS

- 6.1 Barnet Local Flood Risk Management Strategy available on the Council's website
<https://www.barnet.gov.uk/citizen-home/planning-conservation-and-building-control/flood-risk-strategy.html>

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Appendix 1: Critical Drainage Areas Considered in this Report



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Appendix 2: Critical Drainage Areas Flood Risk Management Options

CDA Ref	Option 1	Option 2	Option 3
CDA015 Bittacy Park	<u>Former Railway line landscaping</u> A phase of landscaping immediately to the east of Mill Hill Cemetery to grade the flow pathway south where a bridge block will be present on a former railway line west of Woodcote Avenue.	<u>Underground Storage A</u> underground storage tank within the green space at Firth Grange Scout Camp to accommodate up to 2,000 m3 discharging into a unnamed stream within Finchley Golf Club.	N/A
Non-CDA – NE region’ and ‘Non-CDA – NW region Folly Brook	<u>Blockage of bridge over Folly Brook at Southover</u> Implementing a blockage run of the Bridge over Folly Brook at Southover allowing surface water to back up within the Darlands Nature Reserve reducing surface water runoff into the Dollis Valley Greenwalk.	<u>Trash Screen</u> Installing a trash screen along Folly Brook within Darlands Lake Nature Reserve to reduce the risk of blockages to the culvert downstream at Southover.	N/A
CDA009 Friern Barnet	<u>Flood Storage Areas</u> Landscaping and lowering of the ground level within three public green spaces within the CDA area. The three areas are the North Middlesex Golf Club, Friary Park and Bethune Park.	<u>Trash screen</u> Installing a trash screen on Blackett’s Brook within Friary Park and immediately north of Friary Road to reduce the risk of blockage to the culvert downstream.	<u>New underground surface water culvert</u> Installing a new underground surface water culvert to take surface water ponding within Bethune Park at Beaconsfield Road, east under the existing railway line to be discharged into Pymmes Brook.

CDA Ref	Option 1	Option 2	Option 3
CDA005 Hadley	<u>Flood Storage Area</u> Landscaping and lowering of the ground level by approximately 1 m within King George's Field to store surface water within the upstream catchment.	<u>Trash Screen</u> Installing a trash screen to be positioned at the south eastern corner of King George's Field on a unnamed watercourse to reduce the risk of blockage to the culvert downstream.	N/A
CDA019 Hendon Way	N/A	N/A	N/A
CDA007 Longmore Avenue	<u>Increase conveyance along Longmore Avenue</u> Doubling the kerb height along Longmore Avenue to create a corridor for surface water to flow allowing discharge into Pymmes Brook.	N/A	N/A
CDA014 Muswell Hill	<u>Update Surface Water Flow Pathway</u> A series of landscaping works and regarding of the roadway at Albion Avenue, Coppetts Wood Primary School and Halliwick Park Allotments to divert water from the current flow route to the west discharging into Strawberry Vale Brook.	<u>Improvement of Surface Gullies</u> Increasing the number of surface water gullies on roads off Colney Hatch Lane to allow more surface water into the drainage network.	<u>Flood Storage Areas</u> Landscaping (bundling) and lowering of the ground level by approximately 1 metre at Creighton Avenue Allotments, Coppetts Wood Primary school and land south of Orion Road.

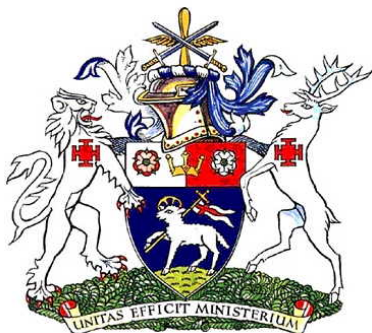
CDA Ref	Option 1	Option 2	Option 3
CDA029 Oak Hill Park	<u>Flood Storage Area</u> Lowering the ground level within the public green spaces in the north of the Oak Hill Park to construct new flood storage area.	N/A	N/A
CDA004 Underhill	<u>Flood Storage Area</u> Landscaping (bundling) and lowering of the ground level by approximately 1 metre at two locations along the southern extent of the catchment to create two new flood storage areas.	N/A	N/A
CDA020 Child's Hill	<u>Flood Storage Area</u> Landscaping and lowering of the ground level within three public green spaces within the CDA area. The three areas are the Child's Hill Allotments, Basing Hill Park and Clitterhouse Playing Fields.	<u>Flood Storage areas and culvert under Hendon Way</u> Landscaping / lowering of ground of the three public spaces (Child's Hill Allotments, Basing Hill Park and Clitterhouse Playing Fields) as well a new culvert under Hendon Way to link Basing Hill Park and Clitterhouse Playing Fields.	N/A

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Appendix 3: Summary of Economic Appraisal Option Analysis

CDA Ref	CDA015 Bittacy Park	Non- CDA – NE region’ and ‘Non- CDA – NW region Folly Brook	CDA009 Friern Barnet	CDA005 Hadley	CDA019 Hendon Way	CDA007 Longmore Avenue	CDA014 Muswell Hill	CDA029 Oak Hill Park	CDA004 Underhill	CDA020 Child’s Hill
Option 1 Capital Funding	£130,326	£86,884	£34,750,700	£2,138,558		£409,944	£396,804	£4,778,221	£2,035,522	£12,162,745
Option 1 BCR	3.0	2.73	0.3	1.57		3.0	59.2	-0.2	2	0.2
Option 2 Capital Funding	£348,376	£62,500	£62,500	£62,500		N/A	£8,100	N/A	N/A	£12,162,745
Option 2 BCR	1.4	3.5	259.5	0.8		N/A	-73.1	N/A	N/A	1.4
Option 3 Capital Funding	N/A	N/A	£183,232	N/A		N/A	£2,335,991	N/A	N/A	N/A
Option 3 BCR	N/A	N/A	55.6	N/A		N/A	5.7	N/A	N/A	N/A

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Environment Committee

4 June 2019

Title

Extension of the ESPO 271 Vehicle Hire Self-Drive Framework

Report of

Chairman of the Environment Committee

Wards

All

Status

Public

Urgent

No

Key

No

Enclosures

None

Officer Contact Details

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Summary

This report seeks approval to extend the Eastern Shires Purchasing Organisation (ESPO) framework 271 for Self-Drive Vehicle Hire call off agreement, to support delivery of front line services in Barnet. The extension period will be up to 31/03/2020.

Officers Recommendation

That the Committee approve the Transport Services to extend the ESPO 271 Vehicle hire – self-drive call off framework, to hire vehicles as and when required, from the approved providers, with total spend up to £1.5m to end of March 2020. The actual spend will be subject to the Service Area requirement. The extension period will be up to 31st March 2020.

1. WHY THIS REPORT IS NEEDED

- 1.1 To continue the procurement of vehicles, plant and equipment on hire, used to deliver the Council's front line services and achieves the Medium Term Financial Strategy (MTFS) savings.
- 1.2 This procurement has been approved in the Procurement Forward Plan by Policy and Resource Committee, with contract extension to be approved by the relevant Thematic Committee, in accordance with the Council's constitution, Article 10 Table B.
- 1.3 Interim Street Scene Director authorised access to ESPO Framework 271 from 1st March 2016 to 28th February 2017 via Delegated Power Report (DPR) as the proposed spend was authorised on the Council's Procurement Forward Plan.
- 1.4 The Interim Street Scene Director further approved an extension of this contract on 10/04/2017 for a further 2 years, in accordance with the ESPO 271 framework. This decision was also in accordance with the Council's Corporate Procurement Rules as the spend under this contract was approved in the Procurement Forward Plan.
- 1.5 The ESPO have extended the Self-Drive framework 271 for further year to end of March 2020 which enables the Council to continue with the existing arrangement.
- 1.6 The Corporate Procurement Rules requires that the extension of the contract above the value of £500,000 is approved by the Committee.

2. REASONS FOR RECOMMENDATIONS

- 2.1 There are number of vehicles currently on hire through the ESPO 271 Self-drive framework, since March 2016 meeting the requirement of various front-line Services.
- 2.2 Extension of this contract ensures the continuity of service provided by Highways Winter Maintenance, Passenger Transport Service, Street Cleansing, Parks & Open Spaces, Barnet Homes and other front-line services.
- 2.3 Extension of the existing call-off arrangements through the ESPO 271 framework will provide continuity of hire arrangements already in place and avoid the cost, that would otherwise be incurred if the current vehicles are required to be off hired or replaced, e.g. familiarisation training, off hire damages, excess mileages, delivery and collection charges, increased cost of newer vehicles etc.
- 2.4 Extension of the current framework is the most effective way to balance the need for value for money without committing the Council to long term contracts, which may or may not meet future needs.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative options to set up contract with suppliers directly was assessed and not considered as this would not be compliant with procurement rules, unless they have been through the OJEU exercise. There is also a risk that the new procurement exercise may

not achieve the competitive rate and diversity that is required for wide range of front line services.

4. POST DECISION IMPLEMENTATION

- 4.1 ESPO and current suppliers will be informed of the Council's decision to extend the call-off from the framework for period up to 31 March 2020.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The decision clearly supports the Council's Strategic Objective, namely "Where services are delivered efficiently to get value for money for the tax payer".

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

- 5.2.1 Eastern Shires Purchasing Organisation (ESPO) own frameworks for vehicle hire – self-drive, which are available for local authorities to access. In accordance with the framework, local authorities are able to call off with suppliers identified on the frameworks as these have been procured using OJEU regulations. Officers are satisfied that Barnet Council is entitled to call-off from this framework.
- 5.2.2 Transport Services requirements for spot hire have been confirmed as accessible through the ESPO Framework 271 to spot hire the vehicles required. Authorisation to proceed with call-off will enable Transport Services to review and confirm suitable periods for spot hire to achieve optimal day rates. The Contract Procedure Rules require authorisation to proceed using this framework for this purpose and this report seeks authorisation to do so. The framework for spot hire will have total spend of up to £1.5m, however, this may vary according to service requirements.
- 5.2.3 The cost of vehicle hire will be recharged to the relevant services that utilise the vehicles both within and outside Street Scene. It is the responsibility of these services to ensure that all the transport costs incurred can be fully funded from within their service area budgets for transport and meet any required savings.
- 5.2.4 Officers from Barnet Procurement Team have discussed the option to extend the current contract with ESPO, who have confirmed that further extension for the period up to March 2020 is possible.
- 5.2.5 There are no staffing and IT implication of this procurement.

5.3 Social Value

- 5.3.1 Not applicable

5.4 Legal and Constitutional References

5.4.1 This procurement undertaken is in accordance with the Council's Constitution Article 17 (Contract Procedure Rules (CPR's) March 2018). The variation or extension of contract over £500,000 to be approved by the relevant Thematic Committee, if within Budget.

5.4.2 This report is in accordance with Contract Procedure Rules.

5.4.3 The Public Contract Regulations 2015 allows the Council to call-off from the framework agreements and it prescribes rules and controls for their procurement. Contracts may be called off under such framework agreements without the need for them to be separately advertised and procured using the EU process.

5.5 Risk Management

5.5.1 Failing to continue this framework would create a significant risk to on-going service delivery. It would have significant impact on Highway's Winter Maintenance, Passenger Transport Services, Street Cleansing, Recycling and Waste and Barnet Homes as they will not have necessary vehicles to provide the service.

5.5.2 The risk of challenge to the future procurement process will be mitigated by following the standard procurement process with officers ensuring the process complies with Contract Procedure Rules and procurement law.

5.6 Equalities and Diversity

5.6.1 There are no direct equalities implications of this decisions.

5.7 Corporate Parenting

5.7.1 Not applicable

5.8 Consultation and Engagement

5.8.1 There is no public consultation associated with this decision.

5.8 Insight

5.8.1 Insight data is held by ESPO framework 271 contract manager. ESPO conducted a full EU tender, where suppliers were assessed through criteria before being awarded under this framework.

6. BACKGROUND PAPERS

- 6.1 Annual Procurement Forward Plan 2018/19
<https://employeeportal.lbbarnet.local/dam/APFP-2019-20-DRAFT-appendix/APFP%202019-20%20DRAFT%20appendix.pdf>
- 6.2 Article 10 of the Constitution, Decision Making.
<http://barnet.moderngov.co.uk/documents/s43171/11Article10DecisionMaking.docx.pdf>

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Environment Committee

4 June 2019

Title	End of Year (EOY) 2018/19 Environment Performance Report
Report of	Chairman of the Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Alaine Clarke, Head of Programmes, Performance and Risk alaine.clarke@barnet.gov.uk

Summary

This report provides an annual overview of the Theme Committee priorities in the Corporate Plan 2018/19 Addendum at the **End of Year (EOY) 2018/19**, including budget outturns (revenue and capital) and performance on activities and key indicators, as well as any high level (scoring 15+) risks.

Officer Recommendation

The Committee is asked to review the financial, performance and risk information for EOY 2018/19 and make any referrals to Policy and Resources Committee or Financial Performance and Contracts Committee in accordance with the terms of reference of these Committees.

1. PURPOSE OF REPORT

- 1.1 The Environment Committee has responsibility for all matters relating to the street scene. The priorities for the year (see table 1) were set out in the Corporate Plan 2018/19 Addendum, which is available online at <https://www.barnet.gov.uk/citizen-home/council-and-democracy/policy-and-performance/corporate-plan-and-performance>
- 1.2 This report provides an annual overview of these priorities at the **End of Year (EOY) 2018/19**, including budget outturns (revenue and capital) and performance on activities and key indicators, as well as any high level (scoring 15+) risks.
- 1.3 This report is in addition to the EOY 2018/19 Strategic Performance Report to Policy and Resources (P&R) Committee (17 June 2019) and the EOY 2018/19 Contracts Performance Report to Financial Performance and Contracts (FPC) Committee (19 June 2019). These reports will be published on the committee section of the website at <https://barnet.moderngov.co.uk/ieDocHome.aspx?bcr=1> prior to the committees.

Table 1: Environment Committee priorities for 2018/19

Priorities	Key activities
Modernising environmental services	<ul style="list-style-type: none"> • Introduce new equipment and technology to improve quality and efficiency • Implement a flexible management model to enable operational management to work across recycling/waste and street cleansing services • Make efficiencies through the optimum use of vehicles and use of electric fleet • Procure a data and works management system to modernise delivery and improve customer experience
Delivering highways improvements	<ul style="list-style-type: none"> • Implement Year 4 of the Network Recovery Plan (NRP) for roads and pavements • Provide additional capital investment for road patching and potholes • Invest in Transport for London (TfL) Local Implementation Plan (LIP) projects to improve safety, parking and local transport
Delivering transport improvements	<ul style="list-style-type: none"> • Deliver £400k of electric vehicle charging infrastructure • Introduce a 'floating model' car club to reduce car usage and transition to cleaner models of transport • Develop a transport strategy to move people towards greener modes of travel such as public transport or electric vehicles
Investing in parks and open spaces for a greener borough	<ul style="list-style-type: none"> • Construct new facilities at Montrose Recreation Ground/Silkstream Park • Complete masterplans for Copthall, West Hendon, Barnet Playing Fields and North West Green Belt sites • Commence improvement works to Victoria Park and the Colindale and Rushgrove sites, as part of Colindale regeneration • Plan parks and open spaces provision in the Brent Cross regeneration area
Delivering efficient regulatory services	<ul style="list-style-type: none"> • Investigate serious complaints of unfair trading, fraud and consumer safety; and ensure licensed premises meet licensing objectives • Work with neighbouring boroughs to implement project plans under the Mayor's Air Quality Fund • Investigate public health, noise, nuisance and anti-social behaviour (ASB) service requests and work with interested parties to resolve problems • Implement the latest technology to enhance the funeral service; invest in modernisation of cemetery buildings; and investigate means to prolong the

Priorities	Key activities
	life of Hendon Cemetery and provide additional burial space locally

Budget Outturns

1.4 The **Revenue Outturn** (after reserve movements) for Environment, Parking and Infrastructure, Street Scene and Re Managed Budgets is set out in table 2.

Table 2: Revenue Outturn (2018/19)

Service	Revised Budget	18/19 Outturn	Variance from Revised Budget Adv/(fav)	Reserve Move-ments	18/19 Outturn after Reserve Move-ments	Variance after Reserve Move-ments Adv/(fav)
	£0	£0	£0	£0	£0	£0
Environment Staffing	398	1,326	928	(553)	773	375
NLWA Levy	12,454	10,914	(1,540)	605	11,519	(935)
Community Safety	1,939	1,892	(47)	0	1,892	(47)
Environment	14,791	14,132	(659)	52	14,184	(607)
Highway Inspection/ Maintenance	561	936	375	(374)	562	1
Parking	(557)	(572)	(15)	0	(572)	(14)
Special Parking Account	0	(2,000)	(2,000)	942	(1,058)	(1,058)
Street Lighting	6,669	6,344	(325)	0	6,344	(325)
Parking and Infrastructure	6,673	4,708	(1,965)	568	5,276	(1,396)
Commercial Services	(1,786)	(1,790)	(4)	0	(1,790)	(5)
Fleet and Transport	628	610	(18)	0	610	(18)
Ground maintenance	2,356	1,971	(385)	0	1,971	(385)
Management and Service Support	1,764	1,359	(405)	0	1,359	(405)
Street Cleansing	2,543	2,475	(68)	0	2,475	(68)
Waste (frontline)	6,045	8,060	2,015	0	8,060	2,015
Street Scene Management	503	328	(175)	0	328	(175)
Street Scene	12,053	13,013	960	0	13,013	959
Drainage (Gully Cleansing)	300	241	(59)	0	241	(59)
Public Conveniences	50	44	(6)	0	44	(6)
NRSWA	57	57	-	0	57	-
Private Works Reinstatement	20	15	(5)	0	15	(5)
Rechargeable Works Other	39	(13)	(52)	0	(13)	(52)
Road Structural Planned	45	8	(37)	0	8	(37)
Parking Design Works	60	22	(38)	0	22	(38)
Road Structural Response	500	604	104	0	604	104
Rechargeable Work Crossover	380	13	(367)	0	13	(367)
Structural and Bridges Maintenance	80	38	(42)	0	38	(42)

Service	Revised Budget	18/19 Outturn	Variance from Revised Budget Adv/(fav)	Reserve Move-ments	18/19 Outturn after Reserve Move-ments	Variance after Reserve Move-ments Adv/(fav)
	£0	£0	£0	£0	£0	£0
Food Safety	16	1	(15)	0	1	(15)
Expenditure	1,547	1,030	(517)	0	1,030	(517)
Parking Design Income (LIP)	(1,611)	(1,075)	536	0	(1,075)	536
Income	(1,611)	(1,075)	536	0	(1,075)	536
Re Managed Budgets	(64)	(45)	19	0	(45)	19

- 1.5 The outturn variance for **Environment** (including Environment staffing, NLWA and Community Safety) was an underspend of £0.607m and includes a contribution to reserves for the NLWA levy, which underspent due to lower volumes of household waste processed in 2018/19. The outturn variance for **Parking and Infrastructure** was an underspend of £1.396m and is due to additional income for Moving Traffic Contraventions as part of the Special Parking Account.

For **Street Scene**, the outturn variance was an overspend of £0.959m, an improvement of £0.189m when compared to the Period 9 (Q3) position, the key contributors to this position were Waste (frontline) – this service overspent by £2.015m. The delays in the start of, and difficulties embedding, the recycling and waste service changes resulted in increased expenditure relating to the recognition of the existing overspend and enhanced by the non-delivery of historic savings. This was exacerbated by increased costs of transformation due to the service not being fully embedded by Christmas and additional unresolved pressure generated by increased costs of maintenance on the recycling and waste fleet as it ages. The adverse variance was partially offset by an underspend of £0.385m relating to ground maintenance, generated by grass cutting savings due to weather conditions, as well as an underspend of £0.672m relating to planned management and service support savings.

For **Re Managed Budgets**, the outturn variance was an overspend of £0.019m. The LIP income shortfall pressure resulting from the negotiated fees agreement was largely mitigated by a number of underspends elsewhere in the service. These can be seen in the table above.

- 1.6 The **Capital Outturn** for Street Scene, Parking and Infrastructure and Re (Highways) is set out in table 3.

Table 3: Capital Outturn (2018/19)

Service	2018/19 Revised Budget	2018/19 Outturn	Variance	Additions / (Deletions)	Slippage and Accelerat ed spend
	£000	£000	£000	£000	£000
Local Implementation Plan 2016/17 and onwards	3,769	3,234	(535)	(535)	0
Highways TFL - Local Implementation Plan	3,769	3,234	(535)	(535)	0
Footway Reconstruction	0	0	0	0	0
Traffic Management	0	0	0	0	(0)
Reconstruction of Railway Bridges	0	0	0	0	0
Highways Improvement	14	41	27	0	27
Travel Plan Implementation	50	0	(50)	0	(50)
Carriageways	237	571	334	0	334
Highways Planned Maintenance Works Programme	0	0	0	0	0
Saracens - highways works	0	7	7	31	(24)
Drainage Schemes	70	0	(70)	0	(70)
Road Traffic Act - Controlled Parking Zones	60	0	(60)	0	(60)
Parking	0	0	0	0	0
Investment in Roads & Pavement (NRP)	9,308	8,642	(666)	0	(666)
Highways Non-TFL	9,739	9,260	(479)	31	(510)
Old Court House - public toilets	40	0	(40)	0	(40)
Parks & Open Spaces and Tree Planting	61	42	(19)	0	(19)
Park Infrastructure	140	4	(136)	(136)	(0)
Victoria Park Infrastructure	75	0	(75)	0	(75)
Data Works Management system	432	52	(380)	0	(380)
Parks Equipment	101	84	(17)	(10)	(7)
Fuel Storage Tank	0	0	0	0	0
Waste	220	220	0	0	0
Weekly Collection Support Scheme	442	443	1	0	1
Replacement Bins	0	0	0	0	0
Street litter bins	0	0	0	0	0
Vehicles	897	214	(683)	0	(683)
Street cleansing and greenspaces - vehicles and equipment	1,050	1,049	(1)	0	(1)
Green spaces development project	367	0	(367)	(79)	(288)
Refurbish and regenerate Hendon Cemetery and Crematorium	149	154	5	0	5
Hendon Cemetery & Crematorium Enhancement	116	84	(32)	0	(32)
Lines and Signs	170	33	(137)	0	(137)
LED Lighting	0	0	0	0	0

Service	2018/19 Revised Budget	2018/19 Outturn	Variance	Additions / (Deletions)	Slippage and Accelerated spend
	£000	£000	£000	£000	£000
Pay and Display parking machine estate upgrade	120	0	(120)	0	(120)
Moving traffic cameras	50	19	(31)	0	(31)
Controlled parking zones review	50	0	(50)	0	(50)
CCTV	0	0	0	0	0
CCTV Projects Retention	0	0	0	0	0
Town Centre Bays	0	0	0	0	0
Parking signs and lines introduction and replenishment	0	0	0	0	0
Car Parking improvement	0	0	0	0	0
Highways proactive patching	560	560	0	0	0
DLO restructure and Investment project	0	0	0	0	0
Highways (permanent re-instatement)	567	444	(123)	0	(123)
Other Environment	5,607	3,400	(2,207)	(225)	(1,982)
Total Environment	19,115	15,895	(3,220)	(729)	(2,492)

- 1.7 The **Re capital programme** included spend for **Highways**. The capital outturn for the TfL LIP overspent by £0.156m. The main area of slippage was in the non-TfL programme, which had an outturn of £9.260m. This was due to delays in the Investment in Roads and Pavement programme.

Committee priorities

- 1.8 The update on Committee priorities includes performance and risk information as follows:
- Progress on activities
 - Performance of key indicators¹
 - High level (scoring 15+) risks from the Corporate Risk Register²
 - Strategic issues/escalations related to Theme Committee.
- 1.9 There were a number of indicators in the Corporate Plan Addendum 2018/19 that were due to reported as part of the Residents' Perception Survey. These indicators are not included in the report, as the survey has been delayed until autumn 2019.

¹ RAG rating reflects the percentage variance of the result against the target as follows: On target = **GREEN (G)**; Up to 9.9% off target = **AMBER (A)**; 10% or more off target = **RED (R)**. The Direction of Travel (DOT) status shows the percentage variation in the result since last year e.g. Improving (**↑ I**), Worsening (**↓ W**) or Same (**→ S**). The percentage variation is calculated as follows: EOY 18/19 result minus EOY 17/18 result equals difference; then difference divided by EOY 17/18 result multiplied by 100 = percentage variation. Any results not for the full year are illustrated by (s) snapshot at end of year or (r) rolling 12 months.

² The Corporate Risk Register includes strategic risks (strategic and business critical risks) and high level (scoring 15+) service/joint risks (service and contract delivery risks). All risks are managed in line with the council's risk management framework. The risk registers are live documents and the Q4 18/19 Corporate Risk Register provides a snapshot in time (as at end March 2019).

- 1.10 An overall status for each of the Committee's priorities is shown in table 4. This reflects the EOY 2018/19 position on budget forecasts, progress on activities, performance of key indicators and any high level risks.

Table 4: Overall status for priorities (EOY 2018/19)

Environment Committee priorities	Overall status
Modernising environmental services	Amber
Delivering highways improvements	Amber
Delivering transport improvements	Amber
Investing in parks and open spaces	Green
Delivering efficient regulatory services	Green

Modernising environmental services

- 1.11 As part of achieving the MTFS savings for Street Cleansing, changes were made to the service, including a reduction in staffing levels. To mitigate against the impact of these staffing changes, capital funding was invested into new mechanised cleansing equipment namely small "Hako" mechanical sweepers and "Glutton" pavement vacuums. This equipment was to increase productivity of the town centre cleansing; enable mechanised pavement sweeping; and increase the speed and dexterity with which residential roads could be swept. The implementation of this plan was disappointing. The changes within the main town centres both to the shift pattern of the town keepers and the use of the "Glutton" pavement vacuums made improvements to these areas. The pavements were clearer of litter and litter bins were emptied more regularly through the day. The smaller elements of detritus, including cigarette butts, were also significantly reduced. However, the deployment of small "Hako" mechanical sweepers was not to the level expected. This was in part due to the level of sickness absence within the service and management focus on the changes to the recycling and waste collection rounds. Steps are in place to increase deployment of the "Hako" mechanical sweepers in 2019/20.

Changes to the recycling and waste collection rounds were introduced in November 2018 to:

- Bring the recycling and waste service costs to within the budget envelope of the service
- Balance the rounds using both data and local knowledge to ensure a more equitable work load between staff
- Create an easier system for residents with all bins collected in one day
- Create more productive rounds
- Create a more resilient service by area based working mirroring of recycling and refuse rounds
- Move garden waste collections into the week

Temporary service disruption and associated issues were expected with a change of this sort and were experienced across the borough. Particular problems emerged over the Christmas period and the service had settled by February 2019. Reported missed collections returned to around the pre-change level. Work is still needed to balance some collections and this will continue into 2019/20 as agreed by Environment Committee on 14 March 2019. The report can found on the website at: <https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9669&Ver=4>

Street Scene are in the process of procuring a Data and Works Management System. The system should transform the service through a digital and data driven method of managing service operations and information management. The system should also enable integration with and alignment to the corporate Customer Transformation Programme better utilising the Customer Relationship Management System.

1.12 There was one key indicator linked to this priority in the Corporate Plan. This indicator is reported a quarter in arrears and did not meet the Q3 target.

- **Household waste sent for reuse, recycling and composting (RAG rated RED) - 32.6% against quarterly target of 40.1%.** The rate has fallen from 35.9% in Q2 and performance is lower than last year (36.1%) due to a weather-related decrease in garden waste and the food waste recycling suspension pending service review.

Indicator	Polarity	17/18 EOY	18/19 Target	Q3 18/19			Q3 17/18	Benchmarking
				Target	Result	DOT	Result	
Household waste sent for reuse, recycling and composting	Bigger is Better	36.9%	42%	40.1%	32.6% (R)	↓ W -10%	36.1%	Rank 10 (out of 32 London Boroughs) (17/18, Waste Dataflow)

1.13 There were no high level (scoring 15+) risks linked to this priority in Q4 2018/19.

Delivering highways improvements

1.14 The planned repairs programme under the Network Recovery Plan (NRP) for 2018/19 saw the completion of 19 carriageway surfacing schemes, 33 micro asphalt schemes and 31 footway relay schemes. Post works residents' satisfaction surveys showed that residents were satisfied with the NRP and informed prior to works commencing. The NRP for 2019/20 was approved at Environment Committee on 14 March 2019, with an additional £6million secured for the following two years. The report can be found on the website at:
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9669&Ver=4>

With the grant received from the Department for Transport, the successful infrared proactive patching programme was increased, with two machines operating throughout the year. In total, 17,805 square metres of patching were completed, across 236 roads.

The 2018/19 Local Implementation Plan (LIP) was completed, which will result in the funds allocation to be fully utilised on network improvements. The GLA approved the LIP Three submission and investment for the next three years.

A relatively mild winter in 2018/19, with average road surface temperatures warmer than last year, meant that less precautionary gritting was required.

IT issues affecting the transfer of information, instructions and photographs between Re and Conway Aecom continued. An interface to address the issues was implemented in October 2018 but there remains a backlog of interventions.

Vacancies within the Highways Service challenged performance but the vacancy rate has been reduced in recent months.

The Local Flood Risk Management Strategy was published in November 2018, with areas highlighted for improvement to mitigate future flood events. The strategy can be found on the website at: <https://www.barnet.gov.uk/roads-and-pavements/drains-and-gullies-flooding/flood-risk-management-strategy>.

1.15 There were five key indicators linked to this priority in the Corporate Plan. As mentioned above, vacancies within the Highways Service challenged performance and three indicators did not meet the annual target.

- **Highways Category 1 defects rectification timescales completed on time (RAG rated AMBER) – 78.8% against an annual target of 100%.** The EOY result was impacted by two main factors early in the year: an increase in potholes due to adverse weather conditions in 2017/18 and significant IT issues. The DLO assisted the contractor to help reduce the volumes for a short period of time; and a new interface was developed to resolve the issue of transferring information, instructions and photographs between the Exor and Icon systems. This IT issues have now been resolved, but continue to be monitored.
- **Highways Category 2 defects rectification completed on time (RAG rated RED) – 69.2% against an annual target of 100%.** See comment above.
- **Satisfaction with NRP repairs – footways (RAG rated AMBER) – 86% against an annual target of 93%.** An annual survey was carried out in March 2019 to identify public perceptions for footways and carriageways repairs. 68 surveys were completed for footways. Satisfaction with footways repairs was 86%, which was less than target (93%) and worse than last year (90%). Comments on dissatisfaction included the refusal of a vehicle crossover; and lack of communication about repairs. All comments were reviewed and changes will be considered for the NRP going forward.

Indicator	Polarity	Annual Target	EOY 18/19		EOY 17/18	Benchmarking
			Result	DOT	Result	
Emergency defects rectification timescales completed on time	Bigger is Better	100%	100% (G)	↑ I +1%	98.9%	No benchmark available
Highways Category 1 defects rectification timescales completed on time (48 hours)	Bigger is Better	100%	78.8% (R)	↓ W -10%	87.5%	No benchmark available
Highways Category 2 defects rectification completed on time	Bigger is Better	100%	69.2% (R)	↓ W -4%	73%	No benchmark available

Indicator	Polarity	Annual Target	EOY 18/19		EOY 17/18	Benchmarking
			Result	DOT	Result	
Satisfaction with NRP repairs – footways (Annual)	Bigger is Better	93%	86% ³ (A)	↓ W -4%	90% ⁴	No benchmark available
Satisfaction with NRP repairs – carriageways (Annual)	Bigger is Better	90%	96% ⁵ (G)	↑ I +20%	80% ⁶	No benchmark available

1.16 There were two high level (scoring 15+) service risks linked to this priority in Q4 2018/19.

- PI022 - Ongoing operation of Central Management System (residual score 15).** The Harvard Central Management System operates street lights and provides reports to the Meter Administrator on energy consumption to inform monthly energy bills. The company went into Administration and obtaining replacement parts and reporting of data may not be possible. The Administrator announced that the business had been sold to a competitor in the same industry, LucyZodion. At end March 2019, it was unknown whether LucyZodion would continue to operate all parts of the business and what the impact of this would be.
- PI011 - Winter Service (residual score 15).** The relocation of the gritting depot from Barnet to Harrow could lead to increased travel time and the effectiveness of the service. As there was no other alternative available during this winter season, this risk was tolerated with a focus on ensuring that decisions and deployment were carried out in a timely manner. The weather for the winter period for 2018/19 was mild, which meant the gritting service did not need to work in severe conditions such as heavy snow. Therefore, the contingency site at Gateway services was not utilised over the winter.

Delivering transport improvements

1.17 The first floating car club with provider, Drive Now, was launched in November 2018. This provision enabled residents to access electric and low emissions vehicles that comply with the latest Euro NCAP safety standards. Data shows that the car club is being well used by residents and visitors to the borough and there are plans to expand the car club provision in the future.

The new LIP Three document was approved by the GLA, which outlines the package of network investment for the next three years.

Installation of the first phase of 40 lamp column Electric Vehicle Chargers progressed, with engineering works, including earth mats, being placed in situ. Letters to residents, website content, the customer interface and payment mechanism for the chargers are all in place and ready for go live.

³ The result refers to the survey undertaken in March 2019. 68 surveys were completed for footways.

⁴ The result refers to the survey undertaken in February 2018 and reported in Q1 2018/19. The result provides baseline data for the 2018/19 target 93%. 101 surveys were completed for footways.

⁵ The result refers to the survey undertaken in March 2019. 89 surveys were completed for carriageways.

⁶ The result refers to the survey undertaken in February 2018 and reported in Q1 2018/19. The result provides baseline data for the 2018/19 target 90%. 118 surveys were completed for carriageways.

Transport consultants, Steer, were commissioned to produce the new Transport Strategy. The Member Steering Group met three times and seven stakeholder workshops were held. The evidence base for the strategy was completed and comprehensive data is available to inform the strategy document. A draft vision statement and set of objectives have been drafted.

The council's Options Appraisal Report for step-free access at Mill Hill Broadway Station was awarded funding from the Department for Transport, enabling key improvements to be made.

Barnet re-joined the London Lorry Control Scheme, which will prevent lorries over 18 tonnes from using many of the borough's roads at night-time and weekends. The scheme also requires lorries to meet direct vision standards, which will contribute towards making the network safer.

- 1.18 There was one key indicator linked to this priority in the Corporate Plan, which met the annual target.

Indicator	Polarity	Annual Target	EOY 18/19		EOY 17/18	Benchmarking
			Result	DOT	Result	
Success of independent adjudicator appeals on Penalty Charge Notices	Bigger is Better	54%	55% (G)	New for 18/19	New for 18/19	No benchmark available

- 1.19 There was one high level (scoring 15+) service risk linked to this priority in Q4 2018/19.

- **TS013 - Passenger transport services (PTS) move (residual score 20).** The handback of NLBP will necessitate the relocation of PTS vehicles with operation to a suitable alternate site; not being able to secure a suitable site could result in additional costs to extend the current lease (subject to availability) or disruption to the Home to School transport service for Special Education Need children in and out of borough. The Project Board are investigating options at possible sites with a planning exercise at one potential site underway. The present arrangement where Passenger Transport are located at NLBP is being reviewed.

Investing in parks and open spaces

- 1.20 Blakedown Leisure Limited was appointed to undertake the landscaping and construction of the hub as part of the Montrose Recreation Ground/Silkstream Park development. The programme commenced in November 2018 and is anticipated for completion by February 2020, subject to risk mitigations (e.g. weather, ground conditions).

Subsequent to a phase of public consultation on an initial draft masterplan for Copthall and Mill Hill Open Spaces, the council launched a second phase of consultation (which closed in May 2019) on a revision to the masterplan for Copthall only. The outcome of the consultation and recommendations will be presented to Environment Committee in June 2019.

The Sports Hubs masterplans for King George V/Barnet Playing Fields and West Hendon Playing Fields were presented to Environment Committee on 14 March 2019 and can be found on the website at:

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9669&Ver=4>

All recommendations were agreed, which included public consultation on the proposals. The council commissioned the Sport, Leisure and Culture Consultancy to assist with this activity. A future report will be presented to Environment Committee outlining conclusions of the consultation and an Outline Business Case for consideration.

At the request of the Planning Committee, a review on the North West Green Belt sites was deferred, so it does not conflict with the Metropolitan Open Land, Green Belt sites review to support the development of the new draft Local Plan for Barnet. This work remains delayed in order to understand the evidence base, strategy and future policy considerations within the draft Local Plan.

The draft Victoria Park Masterplan was presented to Environment Committee for consideration on 28 November 2018. This included the results of the public consultation on the draft masterplan, which was undertaken between 18 June 2018 and 13 August 2018. The report was referred to Full Council acting as Trustees of the park on 5 March 2019. A delivery programme will commence in 2019/20.

The council engaged with the landscape architects following their appointment in association with Colindale and Rushgrove Parks. An initial draft has been developed and is under review. It is anticipated that draft designs will be presented to Environment Committee in autumn 2019.

The Greenspaces and Leisure Team are engaged with Argent Related in relation to future proposals on Brent Cross Cricklewood regeneration.

- 1.21 There were no key indicators linked to this priority in the Corporate Plan; and no high level (scoring 15+) risks linked to this priority in Q4 2018/19.

Delivering efficient regulatory services

- 1.22 **Environmental Health** – the Food, Health and Safety team completed the inspection programmes, ensuring that higher risk premises received more regular visits to improve compliance. They completed all work required following the 2018 FSA audit and implemented a refreshed system of internal monitoring, in line with FSA expectations. 1,559 food hygiene inspections were undertaken, with 98 outstanding inspections carried over to 2019/20. This compared to 355 outstanding inspections last year. 22 improvement notices, four prohibition orders and four emergency prohibition notices were served. At end March 2019, 90 per cent of premises were classified as “broadly compliant” with food hygiene standards.

Air Quality – the Scientific Services team are responsible for monitoring air quality in the borough and delivering initiatives and regulation to improve air quality. The GLA have approved Barnet’s 25 point Air Quality Action Plan and designated Barnet as a Cleaner Air Borough. A Corporate Steering Group has been established to oversee the delivery of the plan and activity to support improving air quality across the borough. Achievements and actions have included:

- Achieving the highest number of schools in London with STARS (Sustainable Travel; Active; Responsible; Safe) safer school travel plans and the most of any London Borough's with a gold standard, which has seen a significant decrease in pupils attending school by car in the last 10 years. During May 2019, the **Re Safer School Travel Plan** team and Scientific Services officers in Environmental Health attended schools to promote less vehicle use in travelling to school and to minimise the idling of engines, which wastes fuel, contributes to climate change and air pollution around schools. Barnet will be **promoting World Car Free day** on 22 September 2019.
- The **2016 London area emission inventory** has remodelled the schools affected by the busy trunk roads in Barnet. In the 2013 modelling exercise there were 15 schools that exceeded the national air quality objectives for Nitrogen Dioxide. With improved engine technology and reduced pollution from vehicle exhausts, the 2016 survey now has only five schools that exceed the objective. Two schools have been audited and the others will be assessed to see if there are further measures (e.g. greening of the school to absorb pollutants, filtration of the air, safer streets, active travel, and more efficient boilers) that can reduce exposure of pollution to the staff and pupils.
- Barnet is consulting on a new Transport Strategy for 2041; safety and air quality will be at the heart of the strategy. This will promote all forms of transport as equal and encourage active travel, cycling and walking.
- Working with Highways England to address the M1 air quality and noise issues. Actions considered include the potential for barriers to absorb air pollution and noise; a park and ride at Gateway Services to reduce vehicle numbers and reduce pressure on A1 for through traffic; issues associated with development between the M1 and A1; Highways England property and potential for enhancement; Mill Hill Broadway bus and train interchange.
- **Barnet's Tree Policy is ground-breaking in England.** Over five years, 900 trees are being planted each year. Environmental Health share information and data with the Tree Officers on where air quality hotspots and worst affected schools are. Using this data, 225 trees in 2018/19 were prioritised in areas that were urban heat islands / poor air quality and near schools, including Cricklewood Lane, Golders Green Road, High Road North Finchley, Woodhouse Road.
- **Promotion of electrical vehicle points in the borough.** All new developments will have limited parking with 20% active EV Charging points and 20% passive. Barnet is providing public access to up to 80 lamp column plug-in chargers across the borough. Phase 1 will be completed in spring 2019 and there will be 40 chargers available. Since 2015 there has been an electric car hire scheme for officers and all residents, with an E car club at Barnet House, N20 0EJ.
- The **council's fleet services** are in the process of procuring more energy efficient and less polluting vehicles.
- Barnet has bid for GLA funding for a **Low Emission Neighbourhood** in Brent Cross and Finchley Central.

- Work is underway to better link **public health** and air quality by mapping the air quality hot spots in Barnet, with an initial focus on Paediatric Asthma. GP practices with high levels of childhood asthma and hospital admissions for asthma and lung disorders are being mapped against air quality.
- The **promotion of active travel** to staff within the council and NHS; and for new and existing commercial developments. This includes business engagement and implementation of travel plans.
- Update of **new Local Plan** with sustainable measures to promote active travel and more sustainable energy sources like solar power and air source heat pumps.
- The **sustainable design and construction** team in Planning with Environmental Health promote through conditions on developers a reduction in the impact of construction emissions that cause 12% of air pollution in Barnet.
- Scientific Services tackled a range of polluting processes, including dust and noise from concrete crushers and waste granulators; smoke control in residential and commercial premises; and odour from restaurant flues. They supported local development by providing comment on planning applications to ensure developments helped to reduce noise and pollution for residents and construction emissions and hazardous materials prior to demolition. They also supported the Brent Cross development through consultancy services.

Community Protection (including Licensing, Trading Standards and ASB) - the service worked closely with other enforcement agencies to tackle illegal street trading (such as underage sales, counterfeit goods, illicit tobacco), illegal immigration, anti-social behaviour and breaches of licensing conditions resulting in a series of prosecutions.

Hendon Cemetery – the Chapels, Cloisters, Book of Remembrance Room and Chapel Toilets were refurbished and redecorated. Both Chapels were enhanced and now have lectern operated curtains and audio/ visual system. To help accommodate increasing numbers of mourners, especially within the Hindu faith, it is now possible to use the North Chapel as an overflow. Onsite ground improvements continue to be made, including improved drainage and ground levels to prevent graves being flooded during winter months. Planning and Building Control consent was obtained for the Gatehouse re-development and will go out to tender shortly. Phase one of the Mausolea project was completed and phase two will commence in June 2019.

The council purchased a new burial site adjacent to Westminster City Council's Milesplit Hill Cemetery in 2018. Finance for the infrastructure work is being finalised and the new Cemetery is planned to open in 2020.

1.23 There were four key indicators linked to this priority in the Corporate Plan. All indicators met the annual target.

Indicator	Polarity	Annual Target	EOY 18/19		EOY 17/18	Benchmarking
			Result	DOT	Result	

Indicator	Polarity	Annual Target	EOY 18/19		EOY 17/18	Benchmarking
			Result	DOT	Result	
Compliance with Environmental Health Service Standards (Priority 2)	Bigger is Better	95%	97.1% (G)	↓ W -1%	97.2%	No benchmark available
Compliance with Environmental Health Service Standards (Priority 1)	Bigger is Better	100%	100% (G)	→ S	100%	No benchmark available
Food sampling inspections	Bigger is Better	100%	125.6% (G)	↑ I +17%	107.6%	No benchmark available
Air quality monitoring sites reporting levels that match the national objective for nitrogen dioxide (Annual)	Bigger is Better	100%	Due in Q1 19/20 ⁷	New for 18/19	New for 18/19	No benchmark available

1.24 There were no high level (scoring 15+) risks linked to this priority in Q4 2018/19.

Contract indicators – by exception

1.25 In addition to the key indicators linked to the priorities in the Corporate Plan, Re reports on a suite of operational contract indicators (KPIs). Four contract indicators did not meet the annual target.

- **Timely response to permit requests (RAG rated AMBER) – 99.9% against an annual target of 100%.** The EOY result was affected by a single missed instance of responding to requests on time in Q2 and Q3 due to human error in the management of the cases. Council procedures state that this should not occur to any permit requests (with a limited headroom allowance), as a late response could mean the works are not co-ordinated into the road and streets network resulting in the council not meeting its network management duty. The headroom allowance has been reached and this has been raised with the service provider.
- **Appropriate response to statutory deadlines. – 99.6% against an annual target of 100%.** This indicator relates to the Licensing and Gambling Act. The EOY result was affected by a small number of Temporary Event Notices (TENs) from the same applicant which were entered onto the system and responded to on time in Q3, except for one which was sent out the day after it was technically due; although the overall 28 day target was met.
- **Construction of vehicle crossovers following receipt of payment – 98.6% against an annual target of 100%.** The construction of 18 vehicle crossovers (works to roads/pavements to enable vehicles to drive over) were not completed within the four weeks' timeframe following receipt of payment. The timeframe for 15 cases fell over the New Year when the service was closed and three cases were not completed due to factors that prevented construction such as defects or obstructions on site.

⁷ The EOY 2018/19 result will be reported in July 2019. This is due to a delay in the GLA providing the required template for London Boroughs to complete.

- **Improve customer satisfaction in DRS service – 68.1% against an annual target of 82.5%.** Satisfaction is measured via a survey that is sent via email or text to customers after a service request has been completed. The satisfaction rate at the EOY was significantly below target, but on a par with last year. Many of the customer-facing services in Re (DRS) incorporate enforcement activity such as the submission of warning letters or the threat of the suspension of services, which can lead to a negative perception of the service from customers.

Indicator	Polarity	Annual Target	EOY 18/19		EOY 17/18	Benchmarking
			Result	DOT	Result	
Timely response to permit requests (London Permit Scheme)	Bigger is Better	100%	99.9% (A)	↓ W -0.1%	99.9%	No benchmark available
Appropriate response to statutory deadlines	Bigger is Better	100%	99.6% (A)	↓ W -3%	99.8%	No benchmark available
Timely Construction of vehicle crossovers following receipt of payment	Bigger is Better	100%	98.6% (A)	↓ W -3%	100%	No benchmark available
Improve customer satisfaction in DRS service	Bigger is Better	82.5%	68.1% (R)	↑ I +0.2%	68.0%	No benchmark available

Strategic issues/escalations

- 1.26 There were no strategic issues/escalations in relation to this report for P&R Committee.

2 REASONS FOR RECOMMENDATIONS

- 2.1 These recommendations are to provide the Committee with relevant financial, performance and risk information in relation to the priorities in the Corporate Plan 2018/19 Addendum. This paper enables the council to meet the budget agreed by Council on 6 March 2018.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 None.

4 POST DECISION IMPLEMENTATION

- 4.1 None.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The report provides an overview of performance for EOY 2018/19, including budget forecasts for revenue and capital, progress on activities, performance of key

indicators and any high level (scoring 15+) risks.

5.1.2 The EOY 2018/19 results for all Corporate Plan indicators are published on the Open Barnet portal at <https://open.barnet.gov.uk/dataset>

5.1.3 Robust budget, performance and risk monitoring are essential to ensure that there are adequate and appropriately directed resources to support delivery and achievement of council priorities and targets as set out in the Corporate Plan.

5.1.4 Relevant council strategies and policies include the following:

- Corporate Plan 2015-2020
- Corporate Plan - 2016/17, 2017/18 and 2018/19 Addendums
- Medium Term Financial Strategy
- Performance and Risk Management Frameworks.

5.1.5 The priorities of the council are aligned to the delivery of the Health and Wellbeing Strategy.

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

5.2.1 The budget outturns are included in the report. More detailed information on financial performance will be provided to Financial Performance and Contracts Committee.

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. The council's contract management framework oversees that contracts deliver the expected services to the expected quality for the agreed cost. Requirements for a contractor to deliver activities in line with Social Value will be monitored through this contract management process.

5.4 Legal and Constitutional References

5.4.2 Section 151 of the Local Government Act 1972 states that: "without prejudice to section 111, every local authority shall make arrangements for the proper administration of their financial affairs and shall secure that one of their officers has responsibility for the administration of those affairs". Section 111 of the Local Government Act 1972 enables a local authority to undertake actions that are calculated to facilitate, or are conducive or incidental to, the discharge of its functions.

5.4.3 Section 28 of the Local Government Act 2003 (the Act) imposes a statutory duty on a billing or major precepting authority to monitor, during the financial year, its income and expenditure against the budget calculations. If the monitoring establishes that the budgetary situation has deteriorated, the authority must take such action as it considers necessary to deal with the situation. Definition as to whether there is deterioration in an authority's financial position is set out in sub-section 28(4) of the Act.

5.4.4 The Council's Constitution (Article 7 - Committees, Forums, Working Groups and Partnerships) sets out the responsibilities of all council Committees. The responsibilities of the Environment Committee include:

- (1) Responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.
- (2) To submit to the Policy and Resources Committee proposals relating to the Committee's budget for the following year in accordance with the budget timetable.
- (3) To make recommendations to Policy and Resources Committee on issues relating to the budget for the Committee, including virements or underspends and overspends on the budget. No decisions which result in amendments to the agreed budget may be made by the Committee unless and until the amendment has been agreed by Policy and Resources Committee.
- (4) To receive reports on relevant performance information and risk on the services under the remit of the Committee.
- (5) To consider for approval fees and charges for those areas under the remit of the Committee.

5.4.4 The council's Financial Regulations can be found at:

<http://barnet.moderngov.co.uk/documents/s46515/17FinancialRegulations.doc.pdf>

5.5 Risk Management

5.5.1 The council has an established approach to risk management, which is set out in the Risk Management Framework. All high level risks (scoring 15 or above) associated with the priorities for this Committee are outlined in the report.

5.6 Equalities and Diversity

5.6.1 Section 149 of the Equality Act 2010 sets out the Public Sector Equality Duty which requires a public authority (or those exercising public functions) 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 persons who share a relevant protected characteristic and persons who do not.
- Fostering of good relations between persons who share a relevant protected characteristic and persons who do not.

5.6.2 The broad purpose of this duty is to integrate considerations of equality into everyday business and keep them under review in decision making, the design of policies and the delivery of services. The protected characteristics are: age; disability; gender reassignment; marriage and civil partnership, pregnancy and maternity; race; religion or belief; sex and sexual orientation.

5.6.3 In order to assist in meeting the duty the council will:

- Try to understand the diversity of our customers to improve our services.
- Consider the impact of our decisions on different groups to ensure they are fair.
- Mainstream equalities into business and financial planning and integrating equalities

into everything we do.

- Learn more about Barnet's diverse communities by engaging with them.

This is also what we expect of our partners.

5.6.4 This is set out in the council's Equalities Policy, which can be found on the website at: <https://www.barnet.gov.uk/your-council/policies-plans-and-performance/equality-and-diversity>

5.6.5 Equality Impact Assessments have been carried out to assess the impact of decisions on protected groups, where required.

5.7 Corporate Parenting

5.7.1 In line with Children and Social Work Act 2017, the council has a duty to consider Corporate Parenting Principles in decision-making across the council. There are no implications for Corporate Parenting in relation to this report.

5.8 Consultation and Engagement

5.8.1 Consultation on the Corporate Plan 2015-2020 was undertaken between summer 2013 and March 2015. Consultation on the new Corporate Plan 2019-24 was carried out in the summer 2018. The Corporate Plan will be approved by Council in March 2019.

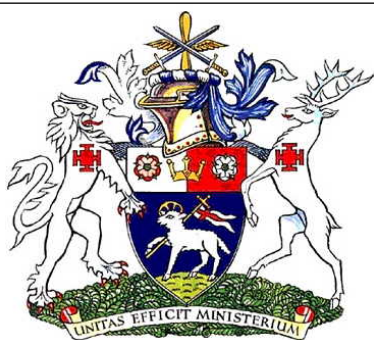
5.9 Insight

5.9.1 The report identifies key budget, performance and risk information in relation to the Corporate Plan 2018/19 Addendum.

6 BACKGROUND PAPERS

6.1 Council, 6 March 2018 – approved 2018/19 addendum to Corporate Plan
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=162&MId=9162&Ver=4>

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Environment Committee

4 June 2019

Title	Advertising Contract Renewal – Reprovision of the existing Bus Shelter Assets
Report of	Chairman of the Environment Committee
Wards	All
Status	Public (with separate exempt report)
Urgent	No
Key	No
Enclosures	Appendix 1 – Equalities Impact Assessment
Officer Contact Details	Jamie Cooke, Assistant Director Transport and Highways, Jamie.cooke@barnet.gov.uk , 0208 359 2275 Paul Bragg Head of Network Infrastructure, paul.bragg@barnet.gov.uk , 0208 359 7305

Summary

This report identifies the outcome of the tender for the re-provision of the Bus Shelter and Free-Standing advertising in Town Centres. The report seeks to obtain a decision on the options that have been presented and in particular to agree on the number of bus shelters to be re-provided under the new contract.

Officers Recommendations

1. That Committee agrees the preferred option to replace all existing bus shelters and for these to be supplied, installed and maintained under a new advertising contract with the preferred bidder.

2. That Committee agrees that the Executive Director for Environment is authorised to conclude the contract with the preferred bidder.

1. WHY THIS REPORT IS NEEDED

- 1.1 JC Decaux have, since 1991/2, held the street advertising contract for the London Borough of Barnet. The contract, generally, provides for installation, advertising, management and maintenance of a variety of different sizes and types of advertising panels on standalone panels, columns and bus shelters throughout the Borough.
- 1.2 The existing contract which is provided by JC Decaux (JCD), is due to end on 27th October 2019. In accordance with the requirements of the contract, the authority has served notice to terminate the contract, on expiry, to JC Decaux.
- 1.3 In order to ensure that the existing provision continues, a competitive market competition has been conducted as agreed at Environment Committee in September 2018.
- 1.4 In addition, at the September Environment Committee it was agreed that a further report would be presented to this Committee once the bids had been received and evaluated and to review and decide on the options presented and in particular to determine the number of Bus Shelters to be re-provided.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The existing contract includes the provision of the following Advertising Assets:
 - 88 Bus Shelters incorporating adverts and 35 without adverts
 - 52 Free Standing Units (FSU) 6 sheet panels
 - 9 Decorative Columns (FSU) with 6 sheet panels
- 2.2 The current contract identifies that all assets included in the contract are owned by JC Decaux and that JC Decaux are required to remove them, within six months of the expiry of the contract, including making good and fully reinstating pavement areas they have been installed in.
- 2.3 This therefore means that all existing Bus Shelters will be removed and will no longer be available for use within a period of six months from the end of October 2019.
- 2.4 In respect to the existing Bus Shelters provision it is recognised that the existing provider has been unable to continue to provide advertising on each of these assets throughout the current contract term and as such the cost of continuing to provide all 123 shelters was likely to be detrimental to the income that could be generated if there was no rationalisation of the number of bus shelters to be re-provided in a new contract. The soft market testing conducted prior to

tendering also indicated that the bus shelter estate was too large in the borough to be fully utilised for advertising.

2.5 With this in mind, the new contract specification has requested that bidders provide a number of options as follows:

- The continued re-provision of all 123 existing bus shelters (with or without advertising)
- The re-provision of a reduced number of 90 Bus Shelters (to align approximately with the current number that include advertising)
- The re-provision of a significantly reduced number of 60 Bus Shelters (to align with the number that was indicated during soft market testing as providing the best balance between retained provision and income return)
- Variants that would entail the re-provision of the bidders chosen number of Bus Shelters that would provide the best commercial return for both the bidder and the Council.

2.6 The tenders have been returned and evaluated and it is now necessary to take a decision on the preferred option to be implemented.

2.7 There have been two bids received with one bidder offering a bid for all of the specified options and also providing a number of variant bids for the Council to consider. The other bidder has only provided one option which is not fully in accordance with the specification of requirements and as such has been considered as a variant bid.

2.8 Based on the range of options that have been evaluated, it is clear that the Council has the opportunity to opt for an option that maximises income or an option that maximises the re-provision of bus shelters. The specification option identified to slightly reduce bus shelters to 90 units does not provide the middle ground balance of shelters and income that may have been expected, especially when compared against the option to re-provide all of the shelters.

2.9 A full breakdown of the options including the bids received against these options and the recommended option is identified in the exempt paper.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

Do Nothing

- 3.1 This option is not appropriate as the existing Bus Shelter provision will be removed following expiry of the existing contract later this year and the loss of this amenity would be very unpopular and could disproportionately impact the elderly and disabled and other potentially vulnerable groups.

Maximising Income Option

- 3.2 Choosing an alternative option that maximises income for the Council. This would involve reducing the Bus Shelter provision from the current 123 shelters to 60 shelters, in order to achieve an additional £80,000 per annum of income.

Continue existing Contract with an Extension

- 3.3 An extension provision was not accommodated within the existing contract and therefore could only be considered if agreed by both parties. However, this would not provide the best use of Council Assets and would not be maximising the benefits that can be derived from a new arrangement as has been demonstrated from the competitive tender exercise.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the preferred option has been established by the Committee's decision officers will immediately commence the actions required to award the new contract to the preferred bidder and to commence discussions to confirm the preferred option.
- 4.2 Following agreement of the preferred option commence with planning the decommissioning of existing and the mobilisation of the installation of the new assets.
- 4.3 As the existing contract does not expire until 27 October 2019 it is anticipated that the timescale for achieving the transition between the existing and new contract with all existing assets removed and all new assets commissioned and installed will be approximately 6 months from the expiry of the existing contract.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Council wants to create successful places, achieve great outcomes, deliver quality services and develop resilient communities. However, it faces an increasingly difficult financial challenge, with funding decreasing, demand increasing and uncertainty about how services will be funded in the future.
- 5.1.2 To ensure the council has a plan that reflects local priorities, as well as a financial strategy that will support a financially sustainable position, the development of the proposed Corporate Plan and MTFS have been aligned to cover the next five years (2019/20 to 2023/24). This will help to ensure we

have a medium-term plan setting out how we will allocate our limited resources in line with what we want to achieve for the borough.

5.1.3 To support delivery of the outcomes in the proposed Corporate Plan, Barnet 2024, each Theme Committee is responsible for delivering any corporate priorities that fall within its remit, as well as any additional priorities that relate to matters the Committee is responsible for under its Terms of Reference. These priorities inform an annual Theme Committee delivery plan which will set out the key activities, performance indicators/targets, and risks in relation to the corporate and committee priorities. The award of a new advertising contract is included as one of the projects within the Theme Committee's delivery plan which will assist in delivering savings/income over the next 5-year period.

5.1.4 The scale of the ongoing financial challenges means the way we deliver our services will need to change and there will be some difficult choices to make to ensure that savings are achieved, but not at the expense of delivering quality services and protecting our most vulnerable residents.

5.1.5 This Project supports the council's corporate priorities as expressed through the Proposed Corporate Plan for 2019-24 which sets out the vision and strategy for the next five years based on the core principles of fairness, responsibility and opportunity, to make sure Barnet is:

- A pleasant, well maintained borough that we protect and invest in
- Our residents live happy, healthy, independent lives with the most vulnerable protected
- Safe and strong communities where people get along well

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

5.2.1 The costs related to the removal of the existing Assets (Bus Shelters and Free- Standing Units) will be borne in full by the incumbent contractor, in accordance with the current contracts terms and conditions. This includes the reinstatement of the public highway.

5.2.2 The bids received includes that all costs incurred in obtaining necessary permissions, supplying, installing and maintaining the new Bus Shelter and Free-Standing assets will be borne by the Contractor. This includes the risk related to dealing with accident and vandalism damage through the contract period. Therefore, the sustainability of the new assets is fully covered by these provisions contained within the new contract.

5.2.3 This means that the Council will not incur any costs associated with the removal and re-provision of the Bus Shelter and Free-Standing Advertising units and will receive an annual income as indicated in the Exempt report.

5.2.4 The council will achieve Value for Money having conducted a competitive market competition and fully evaluated the options proposed and following

agreement that the recommended option provides the most advantageous solution for the Council.

5.2.5 There are no staffing, IT or Property implications of this decision.

5.3 Social Value

5.3.1 The Bus Shelter and Free-Standing Adverts will provide the opportunity for the Council to utilise the space for displaying Council messages, including identifying and encouraging attendance/participation at Council meetings and Consultations.

5.4 Legal and Constitutional References

5.4.1 Council Constitution, Article 7 – the terms of reference of the Environment Committee include: Responsibility for all borough wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, highways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and Environmental Health.

5.4.2 In the previous report approved by the Environment Committee in September 2018, it was agreed that the outcome of the tender process would be reported to this Committee and in particular to enable Committee to decide on the options in respect to Bus Shelter re-provision.

5.4.3 Part VIIA (in particular section 115B (1) (b) (ii)) of the Highways Act 1980 (“the Act”), the Council has the power to place objects or structures on, in or over certain types of highway for the purpose of enhancing the amenity of the highway and its immediate surroundings or of providing a service for the benefit of the public or a section of the public and this is the primary motivation for the decision to use its powers under this section to provide bus shelters and advertising. The council is also able to grant permission to another person to do so under Section 115E of the Act.

5.4.4 Under s.115B and s. 115E of the Act if the Council proposes to place an object on a highway for a purpose which will result in the production of income and intends to grant a third-party permission to do this, it must first obtain the consent of the frontage with an interest, assuming that these exist. This consent must cover the placing of the object, the purpose of which it is placed and the proposed grant of permission.

5.4.3 Section 115E of the Highway Act 1980 permits the Council to grant permission to use existing objects or structures on, in or over a highway covered by this Part of the Act, for the purpose of advertising and for a purpose which will result in the production of income.

5.4.4 In accordance with s. 115F of the Act, the Council may grant permission on such conditions as it sees fit, including conditions requiring the payment of reasonable charges. As the Council is the owner of the subsoil of the proposed sites, there is no statutory restriction on the amount of the

reasonable charge. The conditions can include an indemnity against any claim in respect of injury, damage or loss arising out of the granting of the permission, but this would not extend to matters where they are attributable to the negligence of the Council.

5.4.5 Under s. 115G, before granting permission under s. 115E the council must first publish a notice giving details of the proposal and a period of time to make representations. Any representations made must be considered prior to the granting of permissions.

5.4.6 Prior to granting permission, the Council must consult any authority other than themselves who are the highway authority for the highway (s. 115H (1) (b) (i)). This means that should the Council propose to grant a permission related to land where they are not the highway authority, such as land that is maintained by Transport for London, its consent will need to be obtained before any permission may be granted. Such consent must not be unreasonably withheld but may be given subject to any reasonable conditions, including a specified time period or payment of a fee to the relevant highway authority.

5.4.7 The procurement was conducted as a land deal outside of the Public Procurement Regulations 2015 (PCR) under Regulation 10 of the PCR as the arrangement is for the acquisition or rental, by financial means, of land, or other immovable property, and which concerns interests in and rights over them. However, the procurement process has been conducted transparently, fairly and in a non-discriminatory and proportionate way.

5.5 Risk Management

5.5.1 There is a risk that reducing the number of Bus Shelters would be very unpopular with those individuals who utilise this amenity on a regular basis and could disproportionately impact the elderly and disabled and other potentially vulnerable groups. By agreeing the proposed recommendation this important amenity will be retained fully and as such this risk will be fully mitigated.

5.5.2 The risks in the maintenance of the new assets will be fully accommodated by the new provider, including where assets are damaged/vandalised and need to be urgently rectified to safeguard the public highway for all highway users.

5.5.3 There is a risk that there will be an adverse impact in mobilising the new contract as the new assets can only be installed once the existing assets have been removed. As the existing contract allows a period of six months for existing equipment to be removed this impact could be for an undesirable extended period. To mitigate this risk, it will be necessary for the de-commissioning and mobilisation to be co-ordinated by all parties involved in carrying out these tasks. The Council will assign a Project Manager to assist in ensuring co-operation and co-ordination by those involved.

5.6 Equalities and Diversity

5.6.1 The Equality Act 2010 requires all Public bodies and all other organisations exercising public functions on its behalf to have due regard to the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; advance equality of opportunity between those with a protected characteristic and those without; promote good relations between those with a protected characteristic and those without. The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.

5.6.2 An Equalities Impact Assessment has been undertaken and this has indicated a detrimental impact on some of the protected characteristics (age, disability, and pregnancy and maternity) should the recommended option not be approved. This relates to the loss of seating and shelter should any existing shelters not be re-provided. The EIA is attached at Appendix 1.

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report.

5.8 Consultation and Engagement

5.8.1 This report is focussed on whether to fully re-provide an existing provision or to opt for an alternative option which would reduce the current amenity provided on the public highway. Where it is proposed to opt for a significant change it would be appropriate to conduct a consultation exercise to seek views prior to taking any decision. However, should the recommended option be approved the existing provisions would be retained and therefore a consultation exercise would not be required.

5.8.2 It will be necessary to seek necessary approvals and consents to place the proposed assets on the highway and this will include obtaining planning approvals, highway approvals, and engaging with frontages that may be impacted by these proposals.

5.9 Insight

5.9.1 The Council has sought to consider a range of options and as part of this process to re-procure the Bus Shelter and Free-Standing Advert provision has carried out Soft Market testing, considered and produced an Equalities Impact Assessment and has been provided with support from a specialist advertising consultant.

6. BACKGROUND PAPERS

- 6.1 The existing Contract, which is contained within various agreements and supplemental agreements made and added to since 1991.
- 6.2 The Council, through HBPL, has issued a termination notice to the incumbent service provider, in accordance with the requirements of the Contract.
- 6.3 The contract specification, tenders returned by the two bidders and the evaluation of these tenders.

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APPENDIX 1

Initial Equality Analysis (EIA) Resident / Service User

1. Details of function, policy, procedure or service:	
Title of what is being assessed: Re-Provision of Bus Shelters as part of the Advertising Contract (Renewal of the current JC Decaux Contract)	
Is it a new or revised function, policy, procedure or service? Barnet Transformation programme 2016 – 2020	
Department and Section: Environment Commissioning Group	
Date assessment completed: 22/05/19	
2. Names and roles of people completing this assessment:	
Lead officer	Paul Bragg, Workstream Lead
Other groups	
3. Employee Profile of the Project	Will the proposal affect employees? Yes. If no please explain why:

How are the following equality strands affected? <i>Please detail the effect on each equality strand, and any mitigating action you have taken / required. Please include any relevant data. If you do not have relevant data please explain why / plans to capture data</i>			
Equality Strand	Affected?	Explain how affected	Indicate what action has been taken / or is planned to mitigate impact?
1. Age	Yes	Impact to be fully assessed – it is possible that there could be an equalities impact on older people around the potential reduction in the number of bus shelters as the bus shelters provide seating and shelter from the weather This group may be more likely to use public transport for a variety of reasons and also as they may have freedom passes.	Following receipt of bids and having conducted an evaluation of all proposed options the Environment Committee will review the options and take a decision on the option to be approved. Committee Members will be aware of the impact of choosing an option that may reduce the number of shelters to be re-provided. The recommended option will be to re-provide all 123 shelters in order to mitigate this impact.
2. Disability	Yes	Impact to be fully assessed – it is possible that there could be an equalities impact on those	Following receipt of bids and having conducted an evaluation of all proposed options the Environment

		with disabilities around the potential reduction in the number of bus shelters as the bus shelters provide seating and shelter from the weather. This group may be more likely to use public transport for a variety of reasons and also as they may have freedom passes.	Committee will review the options and take a decision on the option to be approved. Committee Members will be aware of the impact of choosing an option that may reduce the number of shelters to be re-provided. The recommended option will be to re-provide all 123 shelters in order to mitigate this impact.
3. Gender reassignment	No	No impact anticipated	No mitigation required
4. Pregnancy and maternity	Yes	Impact to be fully assessed – it is possible that there could be an equalities impact on Pregnancy and maternity around the potential reduction in the number of bus shelters as the bus shelters provide seating and shelter from the weather	Following receipt of bids and having conducted an evaluation of all proposed options the Environment Committee will review the options and take a decision on the option to be approved. Committee Members will be aware of the impact of choosing an option that may reduce the number of shelters to be re-provided. The recommended option will be to re-provide all 123 shelters in order to mitigate this impact.
5. Race / Ethnicity	No	No impact anticipated	No mitigation required
6. Religion or belief	No	No impact anticipated	No mitigation required
7. Gender / sex	No	No impact anticipated	No mitigation required
8. Sexual orientation	No	No impact anticipated	No mitigation required
9. Marital Status	No	No impact anticipated	No mitigation required

10. Other key groups? Carers People with mental health issues Some families and lone parents	Yes	Impact to be fully assessed – it is possible that there could be an impact on those with small children and other and caring for other vulnerable groups around the potential reduction in the number of bus shelters. as the bus shelters provide seating and shelter from the weather	Following receipt of bids and having conducted an evaluation of all proposed options the Environment Committee will review the options and take a decision on the option to be approved. Committee Members will be aware of the impact of choosing an option that may reduce the number of shelters to be re-provided. The recommended option will be to re-provide all 123 shelters in order to mitigate this impact.
11. Other key groups? People with a low income Unemployed people Young people not in employment education or training	Yes	These groups may be more likely to use public transport and therefore they may be impacted more than other groups.	Following receipt of bids and having conducted an evaluation of all proposed options the Environment Committee will review the options and take a decision on the option to be approved. Committee Members will be aware of the impact of choosing an option that may reduce the number of shelters to be re-provided. The recommended option will be to re-provide all 123 shelters in order to mitigate this impact. No

5. Please outline what data sources, measures and methods could be designed to monitor the impact of the new policy or service, the achievement of intended outcomes and the identification of any unintended or adverse impact?

Include how frequently monitoring could be conducted and who will be made aware of the analysis and outcomes

The current Advertising contract includes the provision and maintenance of bus shelters, however this contract is due to expire in October 2019 and therefore a new contract needs to be procured in order to retain this provision. These bus shelters are utilised for displaying commercial advertising and Council messaging.

As bus shelter structures are expensive to supply, install and maintain, it was envisaged that under a new contract, the prospective service providers may wish to reduce the number of bus shelters to be re-provided in order to make the contract more commercially viable for the provider whilst achieving optimum value for money for the Council.

At present, there are 123 bus shelters within this advertising contract but only 89 of these are

currently displaying advertising. It is important to note that the majority of bus shelters within the borough are not provided via this advertising contract but are provided by TfL and Bus Service Operators. The (123) shelters included in the advertising contract tend to be located in the boroughs Town Centres where the advertising and Council messaging is more likely to reach a wider audience. The original concept of the advertising contract was to offset the cost of the shelters from the income generated from the advertising, however if the demand for advertising has dropped (as indicated by soft market testing) this becomes less viable.

It was therefore envisaged that the maximum number of shelters that bidders would recommend as viable under a new contract would be 89 but this number could potentially be lower based on soft market testing conducted. This therefore indicated that there could be a detrimental impact whilst attempting to retain this provision through a tender process.

In order to maintain the provision of bus shelters following the expiry of the existing contract a new procurement has been conducted with prospective bidders being asked to provide a number of options including re-providing all existing shelters along with a number of options to lower this number.

In respect to the ongoing provision of Bus Shelters Members of the Environment Committee will receive a report on these options. This will be a public meeting and anyone who wishes to express a view on which option the Committee should agree will be entitled to make their representations to the Committee.

Ultimately, those who are current users of the existing facilities will likely make their views known to the Council if the option to reduce the number of shelters is pursued. However, at this stage it is not known which bus shelters the preferred bidder would wish to retain and which would be proposed for removal. Until this was known it would not be possible to conduct a reasonable consultation to seek views on a proposed reduction of shelters and therefore any representations made at this stage would be based on an assumed position.

It may be possible to mitigate concerns related to the loss of seating facility as most Town Centres are also provided with bench seating many of which will be close to bus shelters. It may also be considered appropriate to add bench seating where this is not currently the case..

As it is envisaged that any proposal to reduce the bus shelter numbers will be detrimental to the groups indicated above and generally unpopular it is being recommended to the Committee that the option to re-provide all shelters is approved.

6. Initial Assessment of Overall Impact

Any reduction in bus shelter numbers is likely to be unpopular, and will have a detrimental impact in particular on those who utilise this facility on a regular basis and those who are elderly, disabled and pregnant.

7. Scale of Impact

Scale of impact will depend on the option approved by Committee. The more shelters that are not re-provided the higher the impact.

8. Outcome

Officers are recommending to the Environment Committee to approve the option which enables the re-provision of all existing shelters and thereby mitigating the potential adverse impact identified above.

If Committee was minded to not approve this recommendation and therefore to pursue an alternative option which would involve the reduction in bus shelter provision it is recommended that a consultation is conducted prior to confirming this proposal, in order to take account of the views of users.

9. Please give a full explanation for how the initial assessment and outcome was decided.

The Council could potentially obtain improved value for money by rationalising the existing Bus Shelters provision in order to achieve a higher income stream. This was established from soft market testing and from seeking opinion from a specialist in this market.

It is understood that Bus Shelters provide a useful facility for those who travel by bus and with the seating provided in most shelters it is likely that specific groups will be more impacted than others. (see above)

When consideration is also given to the added value of shelters due to:

- Sheltering in adverse weather conditions
- Timetabling information provided
- Next bus arrival time information

it is envisaged that any reduction in the number of shelters will be unpopular and could potentially be challenged.

The detrimental impacts identified therefore needs to be carefully considered by the committee.

On that basis, the specification of the replacement contract requested the prospective bidders to provide bids based on a number of options as follows:

- Re-provision of all shelters (to align with the current provision)
- Re-provision of 90 shelters (to align with those currently utilised for advertising)
- Re-provision of 60 shelters (to align with soft market testing opinion)
- Re-provision of the number of shelters that provides the best commercial return for both the bidder and the Council. (under this option the bidder will prioritise locations where advertising is deemed to be viable)

This allows the Committee to make an informed decision of balancing the impacts of any potential lost amenity against any financial benefits (improved value) that may be derived from

an alternative provision.

London Borough of Barnet
Environment Committee Work Programme
September 2019 – May 2020

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
11 September 2019			
Penalty Charge Notice Re-Banding	Committee to agree to apply to London Councils to change the Penalty Charge Notice banding to secure a higher level of compliance with parking and traffic restrictions	Chair of the Environment Committee	Non-key
Parks Car Park Charging	Committee to comment and agree on proposals to introduce car parking charges to named parks car parks	Chair of the Environment Committee	Non-key
Quarter 1 2019/20 Performance Report	Committee to comment on the 2019/20 Quarter 1 service performance	Chair of the Environment Committee	Non-key
Reduction and Recycling Plan	Committee to comment and agree on the submission of the Reduction and Recycling Plan to the GLA	Chair of the Environment Committee	Non-key
Collingdale and Rushgrove Parks Master Plans	Committee to comment and agree to consult on the draft masterplans	Chair of the Environment Committee	Non-key
Air Quality Update	Committee to note the air quality update and agree the action plan for 2019/20	Chair of the Environment Committee	Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
27 November 2019			
Draft Transport Strategy	Committee to comment and agree to consult on the Draft Transport Strategy	Chair of the Environment Committee	Non-key
Quarter 2 2019/20 Performance Report	Committee to comment on the 2019/20 Quarter 2 service performance	Chair of the Environment Committee	Non-key
Copthall Masterplan	Committee to consider and agree the final masterplan for Copthall	Chair of the Environment Committee	Non-key
20 January 2020			
12 March 2020			
Quarter 3 2019/20 Performance Report	Committee to comment on the 2019/20 Quarter 3 service performance	Chair of the Environment Committee	Non-key

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

AGENDA ITEM 18

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