

<p style="text-align: center;"><b><u>MEETING</u></b></p> <p style="text-align: center;"><b>ENVIRONMENT COMMITTEE</b></p>
<p style="text-align: center;"><b><u>DATE AND TIME</u></b></p> <p style="text-align: center;"><b>WEDNESDAY 11TH SEPTEMBER, 2019</b></p> <p style="text-align: center;"><b>AT 6.30 PM</b></p>
<p style="text-align: center;"><b><u>VENUE</u></b></p> <p style="text-align: center;"><b>HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ</b></p>

**TO: MEMBERS OF ENVIRONMENT COMMITTEE (Quorum 3)**

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

Elliot Simberg  
Felix Byers  
Laurie Williams

Laithe Jajeh  
Alan Schneiderman  
Geof Cooke

Alison Cornelius  
Jo Cooper

Substitute Members

Sarah Wardle  
Kath McGuirk

Weeden-Sanz  
Tim Roberts

Nizza 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 Friday 06 September 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 Services 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 - 12
2.	Absence of Members	
3.	Declarations of Members' Disclosable Pecuniary Interests and Non-Pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
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13.	Barnet Annual Air Quality Report 2019/2020	477 - 600
14.	Paving Slab Enhancement – Privately Funded Highway Works	601 - 626
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19.	Any Other Items that the Chairman Decides are Urgent	

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## **Decisions of the Environment Committee**

4 June 2019

### **AGENDA ITEM 1**

Members Present:-

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

Councillor Elliot Simberg	Councillor Felix Byers
Councillor Laithe Jajeh	Councillor Alan Schneiderman
Councillor Alison Cornelius	Councillor Geof Cooke
Councillor Tim Roberts (Sub)	Councillor Nagus Narenthira (sub)

#### **1. MINUTES OF THE PREVIOUS MEETING**

**RESOLVED** that the minutes of the Environment Committee held on 14 March 2019 be approved.

#### **2. ABSENCE OF MEMBERS**

An apology of absence was received from Councillor Jo Cooper and Councillor Laurie Williams. They were substituted by Councillor Tim Roberts and Councillor Nagus Narenthira.

The Chairman welcomed all Members and in particular Councillor Felix Byers as it was his first meeting of the Environment Committee.

#### **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)**

An apology of absence was received from Councillor Jo Cooper and Councillor Laurie Williams. They were substituted by Councillor Tim Roberts and Councillor Nagus Narenthira.

The Chairman welcomed all Members and in particular Councillor Felix Byers as it was his first meeting of the Environment Committee.

#### **6. MEMBERS' ITEMS**

##### **Councillor Cooper Make Barnet Plastic Free**

In the absence of Councillor Cooper the Chairman allowed Councillor Alan Schneiderman to introduce the item which he duly did.

Councillor Perter Zinkin noted that the North London Waste Authority had delivered a campaign that had been agreed by all member Boroughs for a low plastic zone. He suggested that LB Barnet explore this and consider a trial in order to adopt a minimal plastic policy, and that Councillor's Coopers views be requested on the matter. Councillor Alan Schneiderman requested, support on the topic and that the Council and the Environment Committee support Councillor Cooper's Member's Item.

The Executive Director for Environment, Mr Jamie Blake said that it was possible to support the North London Waste Authority's campaign and consider a trial based on that. He added that the Committee's priorities had been agreed along with the Committee Work Programme that included the Recycling and Waste Plan. Councillor Peter Zinkin requested that any future report on this subject consider and include the usage of plastic within the Borough.

Having considered the report the Committee unanimously:

**Resolved:**

- That the Members Item be noted
- That the Environment Committee agree to support the North London Waste Authority proposals
- That the Environment Committee noted that the detail of this item be incorporated within the Recycling and Waste Plan that was due to be reported in September 2019.

**Councillor Alan Schneiderman - London Climate Action Week**

Councillor Alan Schneiderman introduced and requested that the Committee support the item.

Having considered the report the Committee unanimously:

**Resolved:**

- That the Members Item be noted
- That the Environment Committee agree that information relating to 'London Climate Action Week' will take place between 1-8 July 2019 be published on the Council's website.

**Councillor Laurie Williams - A 'Bee Corridor' for Barnet**

In the absence of Councillor Laurie Williams the Chairman allowed Councillor Geof Cooke to introduce the item which he duly did. Councillor Cooke requested that the Committee support the item.

Having considered the report the Committee unanimously:

**Resolved:**

- That the Members Item be noted
- That the Environment Committee agree the report

**Councillor Geof Cooke - Barnet Council's Response to Mayor's Air Quality Audit of Schools**

Councillor Alan Schneiderman introduced and requested that the Committee support the item.

Having considered the report the Committee unanimously:

**Resolved:**

- That the Members Item be noted
- That the Environment Committee noted that this item be submitted to the September meeting.

## **7. STREET CLEANSING IMPROVEMENT OPTIONS**

The Executive Director for Environment, Mr Jamie Blake introduced the report. He stated that the report outlined how £100k of additional funding had been used to address immediate priorities. He also illustrated how the costed options for the remaining £400k could be used from June 2019 to make further longer term, sustainable improvements. He asked the Committee to note that at 5.1.2 the total figure approved by the Policy and Recourses committee was £1.3m not £1m.

The Chairman reminded members that this item had been reported to the last meeting on 14 March 2019. He requested that Members consider the allocated funding proposals and he therefore encouraged members to review the recommendations.

Having consider the report the Committee unanimously agreed the reports recommendation and additional resolution.

**Resolved:**

That the Environment Committee noted the report.

That the Environment Committee reviewed the options presented within the Street Cleansing Improvement Report (Appendix A) and agreed those which it would like taken forward by Officers.

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

That the outcome of the alternative parking Trial in tables 1&2 be report back to the Committee in order for options be considered and how that could be implemented and rolled out across the Borough. In doing so residents will be made aware of when their road will be cleared.

Councillor Peter Zinkin proposed and requested that Officers work with fast food outlets in order to encourage and improve the surrounding areas at their premises. It was agreed that 0.33FT (1/3) be provided to resource this initiative together with the low plastic initiative.

## **8. SCHOOLS PERMIT SCHEME**

The Environment Committee received the report:

**Resolved**

1. That the Environment Committee noted the outcome of the surveys conducted in zones GS and J.

2. That the committee approved 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 Environment Committee agreed that the maximum number of concurrent permits to be issued to staff at Beis Chinuch School be limited to 10.
4. That the Environment Committee agreed 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 for Environment in consultation with Ward Members.

## **9. BARNET TREE POLICY UPDATE**

The Executive Director for Environment, Mr Jamie Blake introduced the report. He encouraged the Committee to consider the report and the recommendations.

Councillor Peter Zinkin moved to amended the second recommendation to read to reflect funding and delivery and in particular planting in areas where air quality improvements are needed and for the shading of children's play grounds, this was seconded by Councillor Laithe Jajeh. This was supported by Cllr Alan Schneiderman.

Councillor Alan Schneiderman moved that the Chairman write to the Mayor to thank him for providing funding for trees in the Borough, this was seconded by Councillor Laithe Jajeh.

Having considered the report, the Committee unanimously agreed the following:

### **Resolved**

1. Environment Committee noted the annual Barnet Tree Policy Update.
2. Environment Committee approved changes in tree planting areas to reflect funding and delivery and in particular planting in areas where air quality improvements are needed and for the shading of children's play grounds
3. That the Committee requested that the Chairman of the Environment Committee to write to the Mayor of London to thank him for providing funding for trees. The Committee agreed more would be welcome.

## **10. CHILDS HILL PARK - IMPROVEMENT PLAN**

The Executive Director for Environment, Mr Jamie Blake provided the Committee with an overview of the report. He outlined that the S106 contribution of £210,000 would improve the capacity and facilities of Childs Hill Park.

The Chairman welcomed representatives of the Friends of Childs Hill Park who were in attendance.

Having considered the report, the Committee unanimously:

## **Resolved**

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.

## **11. BARNET FLOOD RISK MANAGEMENT**

The Executive Director for Environment, Mr Jamie Blake provided the Committee with an overview of the report.

Having considered the report, the Committee.

## **Resolved**

1. That the Committee agreed 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 agreed 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.
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.

The vote was recorded as follows:

For - 9

Against - 0

Abstained - 1

## **12. EXTENSION OF ESPO 271 VEHICLE HIRE - SELF-DRIVE FRAMEWORK**

The Executive Director for Environment, Mr Jamie Blake. He said that the report was submitted in order to give 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 Committee noted that the extension period was up to 31/03/2020.

Having considered the report, the Committee unanimously:

**Resolved**

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.

**13. END OF YEAR 2018/19 ENVIRONMENT PERFORMANCE REPORT**

The Executive Director for Environment, Mr Jamie Blake introduced the item. He stated that the report provided an annual overview of the Theme Committee priorities in the Corporate Plan 2018/19 Addendum at the End of Year including budget outturns and performance on activities and key indicators, as well as any high-level risks.

The Environment Committee considered the reports and had the opportunity to make comments. In doing so membership scrutinised the information presented.

During the consideration of the item the Chairman requested that future reports included a estimated breakdown of the figures for dry recycling for households and for flats. He requested that this be circulated to the Committee Membership.

The Committee also noted that there will be a consultation on green waste later in the year.

Having considered the report, the Committee unanimously:

**Resolved:**

The Committee noted the financial, performance and risk information for End of Year 2018/19.

**14. COMMITTEE FORWARD WORK PROGRAMME**

The Environment Committee noted the Work Programme and requested that the:

- Barnet Hospital Parking Survey be reported to committee

**15. MOTION TO EXCLUDE THE PRESS AND PUBLIC**

The Chairman moved to exclude the press and public.

**16. ADVERTISING CONTRACT RENEWAL - REPROVISION OF THE EXISTING BUS SHELTER ASSETS**

The Executive Director for Environment, Mr Jamie Blake introduced the item.

The Committee were reminded of the decision that was taken at the meeting on 13 September 2018. Therefore, it was noted that the Committee were requested to



consider and determine the number of bus shelters within the new contractual arrangements.

Having considered the report, the Committee:

**Resolved:**

1. That Committee agreed 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 agreed that the Executive Director for Environment is authorised to conclude the contract with the preferred bidder.
3. The Committee noted the exempt information.

Vote – 7

Against – 0

Abstained – 3

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

None.

The meeting finished at 21:45

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	<p style="text-align: right;">AGENDA ITEM 6</p> <p style="text-align: center;"><b>Environment Committee</b></p> <p style="text-align: center;"><b>11 September 2019</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Referral from the Finchley &amp; Golders Green Area Committee - Church Lane /High Road - Feasibility Study.</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Head of Governance</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>East Finchley</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix A – Report considered by Finchley &amp; Golders Green Area Committee.</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Faith Mwende, Governance Officer Faith.mwende@barnet.gov.uk 020 8359 4917</p>

## Summary

At the Finchley & Golders Green Area Committee on 9 July 2019 agenda Item 14 Church Lane /High Road – Feasibility Study was referred to Environment Committee by the Chairman following a vote of the Committee.

The Environment Committee is therefore requested to consider the recommendations and resolve.

## Recommendations

1. That the Environment Committee consider and determine if additional measure which would be considered beneficial such as carriageway resurfacing and high friction treatment at the approaches to the crossing, with an estimated cost between £40,000 to £65,000 depending on extend of works agreed to progress, as set out in para 2.15 to 2.19 of Appendix A.

## 1. WHY THIS REPORT IS NEEDED

- 1.1 The Constitution allows the Chairman of an Area Committee to refer applications to the area committee budget to the Environment Committee.
- 1.2 The Committee are requested to note that appendix A was considered by the Finchley & Golders Green Area Committee on 9 July 2019. The Committee resolved that:

*Councillor Mittra then moved motion that was seconded by Councillor Hutton for a new recommendation 7 to refer the additional measure which would be considered beneficial such as carriageway resurfacing and high friction treatment at the approaches to the crossing, with an estimated cost between £40,000 to £65,000 depending on extend of works agreed to progress as set out in para 2.17 to 2.19 of the report to Environment Committee.*

*The committee voted as follows*

<i>For</i>	<i>: 3</i>
<i>Against</i>	<i>: 0</i>
<i>Abstain</i>	<i>: 4</i>

- 1.3 The Environment Committee are therefore requesting note that the above motion was agreed and therefore members are requested to consider and resolve this matter as identified in 1.2 of this report only.

## 2. REASON FOR REFFERAL

- 2.1 The Chairman referred the matter to the Environment Committee following discussion and a vote by the Committee as the additional expenditure was estimated between £40,000 to £65,000 (depending on the required works). The level of spend was outside the remit and budget allocation of the Area Committee.

## 3. REASONS FOR RECOMMENDATIONS

- 3.1 As set out in the substantive report.

## 4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 4.1 As set out in the substantive report.

## 5. POST DECISION IMPLEMENTATION

- 5.1 As set out in the substantive report.

## 6. IMPLICATIONS OF DECISION

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

6.2 As set out in the substantive report.

**6.3 Legal and Constitutional References**

6.3.1 The Council's constitution, permits the Chairman of an Area Committee to refer applications to the area committee budget to the Environment Committee. The Chairman must give reasons for the referral.

**6.4 Risk Management**

6.5 As set out in the substantive report.

**6.6 Equalities and Diversity**

6.7 As set out in the substantive report.

**6.8 Consultation and Engagement**

6.9 As set out in the substantive report.

**7. BACKGROUND PAPERS**

**7.1 [Finchley & Golders Green Area Committee Tuesday 9th July, 2019 7.00 pm](#)**

7.2 Minutes of the Finchley and Golders Green Area Committee, Tuesday 9 July 2019:

<http://barnet.moderngov.co.uk/documents/g9957/Printed%20minutes%2009th-Jul-2019%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

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## Finchley and Golders Green Area Committee

**9 July 2019**

**Title**

**Church Lane /High Road - Feasibility Study**

**Report of**

Executive Director, Environment

**Wards**

East Finchley

**Status**

Public

**Urgent**

No

**Key**

No

**Enclosures**

None

**Officer Contact Details**

Jamie Blake – Executive Director, Environment  
Email – [Highways.Correspondence@barnet.gov.uk](mailto:Highways.Correspondence@barnet.gov.uk)

### Summary

This report details the outcome of Transport for London (TfL) finding on the signal timings of the existing pelican crossing and outline the next step to improve safety around the signalised crossing by Martin Primary School. The report outlines other initiatives to be progressed with Martin Primary School. The report also outlines the next steps for a feasibility study for the request for the junction of A1000 with Church Lane to be signalised.

### Officers Recommendations

1. That the Finchley and Golders Green Area Committee notes the comments and outcomes of Transport for London (TfL) on existing traffic signal at A1000 High Road by Martin Primary School.

2. That the interim measures to improve the safety of the site which are estimated at £24,000 to be confirmed by Finchley and Golders Green Area Committee and detailed design and consultation to be carried out.
3. That the Finchley and Golders Green Area Committee delegates authority to the Executive Director, Environment to carry out a Consultation on the improvements in recommendation 2.
4. That the Finchley and Golders Green Area Committee agree that if any objections are received because of the consultation, referred to in recommendation 2, the Executive Director, Environment will consider these objections and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.
5. That the Finchley and Golders Green Area Committee notes the initial investigation into the signalisation of Church Lane junction with A1000, and the requirement for Transport Feasibility Study of the junction and the subsequent TfL Model Auditing Process (MAP) may be required subject to the outcome of the Transport Feasibility Study.
6. That the Finchley and Golders Green Area Committee notes that Road Safety Education Officer will engage with School Travel Advisor of Martin Primary to offer several proposals as set up in Paragraphs 2.20 to 2.25 of the report which is to take place in the Autumn Term.

## 1. WHY THIS REPORT IS NEEDED

- 1.1 During the Finchley and Golders Green Area Committee Meeting on 4 April 2019 the matter of safety around the junction of Church Lane and the High Road was referred up by a Ward Councillor Arjun Mittra. The issued raised was as follows

*'I request the Committee to seek a report from officers on safety around the junction of Church Lane and The High Road in East Finchley. In February there was a serious collision at the traffic lights outside Martin Primary School, where a car failed to stop at red lights and hit a father and child. This junction is known to be dangerous, and local residents alongside school parents are working on a petition.*

*I request the Committee to commission a report on potential solutions, such as three way filter light, or any other system officers recommend and bring it back to next committee'.*

*A petition which was started by a group of parents and East Finchley residents has been submitted requesting to improve safety at the crossing and surrounding junctions on High Road, East Finchley and outside Martin Primary School.*

- 1.2 Following discussion on the item, Finchley and Golders Green Area Committee unanimously agreed and it was therefore resolved:

*a) To instruct the road safety and school travel officer to contact the school and present to pupils on road safety.*

*b) To further discuss with TfL the implementation of the delay between road traffic signals and the pedestrian crossing signals.*



*c) To allocate £5,000 for officers to undertake the necessary feasibility study and bring a report that will detail discussions with TfL and suggested next steps, including interim solutions to make the crossing safer. An update will be brought to the next meeting.*

*RESOLVED: that the Committee issue their instructions to officers as set out above and where necessary report back to a future meeting.*

- 1.3 Prior to the decision Officers noted concerns over the timescales of reporting a full feasibility study on a signalise junction for Church Lane/A1000 to the next Committee, including the requirement to engage with TfL.
- 1.4 Councillors Moore and Mittra met borough and TfL officers at the crossing location on 1 April 2019, and expressed their concerns regarding the crossing and junction. The TfL officer agreed to find out whether TfL colleagues could adjust the signal timings to increase the time between the signals changing to red for traffic and changing to green for pedestrians, and offered TfL road safety education support if needed. Visibility to the signals was noted to be generally adequate, although some potential for signs to be obscured by parked vehicles or trees was noted. Other traffic management approaches including previous consideration of signalising the junction were also discussed.

## **2. REASONS FOR RECOMMENDATIONS**

### **Alterations to the Signal Timings**

- 2.1 Transport for London (TfL) has been contacted to investigate whether the all red time between the signals turning red for traffic and green for pedestrians can be increased.
- 2.2 The current traffic signal timings were checked and are running to the designed timings. The time between the signals turning red and green for pedestrians is governed by national standards. The traffic signal timings at A1000 High Road by Martin Primary School meet national standards.
- 2.3 The timings for when the traffic signals are changing from vehicle phase to pedestrian phase is dictated by the Department for Transport and is made up of two distinct parts.
- 2.4 The time when signals are amber for vehicles and red for pedestrians is a mandatory 3 seconds and cannot be adjusted.
- 2.5 The time when signals are red for both vehicles and pedestrians is adjustable between 1 to 3 seconds depending on site conditions.
- 2.6 The controller of A1000 High Road by Martin Primary School traffic signal has equipment that detects vehicles and will run 3 seconds if it still detects vehicles when it changes to give pedestrians the green man to cross. If no vehicles are detected when the crossing changes, it will run two seconds.
- 2.7 In view the site by Martin Primary School, the timings in the controller will be adjusted so that period when signals are red for both vehicles and pedestrians always runs 3 seconds whether vehicles are detected or not.

- 2.8 When implemented, the time separating vehicle green and pedestrian green when changing from vehicles to pedestrians will consistently be 6 seconds.
- 2.9 It is not possible to increase of these timings further as these are dictated by the Department for Transport and compliance to the signals should be enforced by the local police.
- 2.10 Officers can advise that TfL have attended the site and made the alterations to the Traffic Signals timings on 21 June 2019.

### **Personal Injury Accident information**

- 2.11 There were 4 personal injury accidents over 5 years to 31 December 2018 (the most recent data currently available to TfL) are shown on the table below.

Accident Date	Severity	Road Surface	Light Condition	Pedestrian Injury	Description
Sat, 11/10/2014	Slight	Dry	Light	No	Motorcycle swerved to avoid accident causing rider to fall
Mon, 19/01/2015	Slight	Dry	Light	No	Vehicle 2 hit rear of vehicle 1
Sun, 25/01/2015	Slight	Wet	Light	No	Vehicle 3 hit rear of Vehicle 2, pushing it into rear of Vehicle 1
Wed, 27/06/2018	Slight	Dry	Dark	No	Pedal cyclist involved. Not known how collision occurred.

- 2.12 Data for the serious accident that happened in February 2019 is not yet currently available.

### **Improvements in the vicinity of the existing Pelican Crossing**

- 2.13 Interim measures at the vicinity of the existing Pelican Crossing have been investigated including repaint existing pelican, zebra, double yellow lines and junction road markings, checking existing street lighting and Vehicle Activated Signs (VAS) are providing adequate lighting level and meeting current standard and if require upgrading or replacement, proposed waiting restriction at Plain Tree Walk to prevent parked vehicles blocking sightline and improve safety, upgrade traffic signal signs on yellow backing board traffic signs. This investigation will also include pedestrian and speed surveys to inform the feasibility studies, as well as topographical surveys.

## 2.14 Cost Estimation for interim measures

Description	Cost
Consultation and TMO	£4,000
Detailed Design for Interim Measures	£7,500
Construction Cost	£10,000
Implementation, supervision and post implementation cost	£2,500
<b>Total</b>	<b>£24,000</b>

- 2.15 An additional measure which would be considered beneficial is carriageway resurfacing plus high friction treatment at the approaches to the crossing, with an estimated cost between £40,000 to £65,000 depending on extend of works agreed to progress. However, the resurfacing is outside the budget of the Area Committee.

### **Feasibility Study to Signalise Church Lane junction with A1000.**

- 2.16 In order to further investigate the signalisation of the Church Lane junction with the A1000 a full Feasibility Study including modelling of the junction will be required. The cost of modelling the junction has been estimated at approximately £20,000. The processes include review historical information, site visit, carried out topographical, traffic and pedestrian surveys and review surveys, develop outline layout options, swept path analysis and layout plans, collision analysis, request statutory undertaker's information, Road Safety Audit Stage 1 (RSA1), design update to incorporate Road Safety Audit Stage 1 recommendations.
- 2.17 Following the feasibility study there may be a further requirement to carry out TfL Model Auditing Process (MAP) which is required by them for Traffic signalised junctions. There is an additional cost if approximately £20,000 for this process and this cost excludes the detailed design and construction costs. The MAP Process involving TfL takes approximately 9 – 18 months. TfL Model Auditing Process (MAP) consists of 6 Stages as below:
- MAP Stage 1 : Scheme and Network Scope Meeting  
 MAP Stage 2 : Calibrated Traffic Modelling Base Model Submission  
 MAP Stage 3 : Validated Traffic Modelling Base Model Submission  
 MAP Stage 4 : Traffic Modelling Proposed Models Checkpoint Meeting  
 MAP Stage 5 : Traffic Modelling Proposed Models Submission  
 MAP Stage 6 : Submission of Scheme Impact Assessment Report
- 2.18 Further discussion regarding the potential of funding the for the signalisation will be required and if approved timescales confirmed with TfL.

- 2.19 It should be noted that due to the limited width of the footway on one side of Church Lane which is too narrow for traffic signal installation there may be an additional requirement to Compulsory Purchase (CPO) a section of land in this location.

### **Road Safety Contact with Martin Primary School**

- 2.20 Road safety education workshops will be offered to every year group from nursery to Year 6, each one designed. For example, one of our key messages for our nursery, reception and Year 1 children is 'Holding Hands' as this is the main cause of killed or seriously injured young children involved in road traffic collisions to deliver key road safety messages relevant and engaging for that age group. Our Year 4 practical pedestrian training programme is a three part workshop where children are taken outside to be taught the road safety skills they need as they prepare to become independent travellers.
- 2.21 We also offer road safety resources to support our education programme:
- a road safety toolkit for Key Stage 1 children consisting of road layouts, role play tabards and street furniture to give children a chance to practice road safety in a safe environment;
  - 'Walk About Talk About' – a free DVD resource aimed at younger children and their carers on crossing safely;
  - We also have leaflets on a number of different themes available to distribute, for example 'Pelican Crossings – a guide for road users'.
- 2.22 In addition, our School Travel Advisors also delivers a Junior Travel Ambassador (JTA) scheme. This scheme encourages peer-to-peer engagement and the School Travel Advisor will give the school resources and guidance needed to promote safer, active and independent travel within the school community. This is aimed to be a fun and engaging way to spread important messages and build skills for life.
- 2.23 It is proposed that four pupils will be appointed 2 from Year 5 and 2 from Year 6 and will work with the allocated School Travel Advisor to deliver ready made road safety assemblies that identifies safer crossing points and description of various crossings and how to use them. There is also an interactive session that the School Travel Advisor will deliver that asks the children to point out the hazards from the picture.
- 2.24 The assembly will then be about safety outside the school and enforcing the messages about holding hands, looking everywhere whilst crossing and about the Junior Travel Ambassador's and what their role is.
- 2.25 A competition will then be launched for the whole school to take part in designing a road safety poster that will then be used around the school to promote the messages from the assembly during the assembly road safety facts will be given out the winning poster must include at least 3 facts. This will be offered to the school from September 2019.

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

- 3.1** The current recommendation is for the interim measures to be progressed. The alternative options of the resurfacing with the high friction surface and the feasibility of the Study for the signalisation required additional funding.
- 3.2** An alternative option would be not to take any action but monitor the site, however this would not address the concerns raised by the school, residents and Ward Councillors.

## **4 POST DECISION IMPLEMENTATION**

- 4.1** Following the Finchley and Golders Green Area Committee's agreement, consultation on the interim measures to be carried out and detailed design of the proposal to be progressed subject to the outcome of the consultation. Engagement with the school will also take place with the Road Safety Education Officer and the School Travel Advisor from September 2019.

## **5 IMPLICATIONS OF DECISION**

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

- 5.1.1** The proposals will help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic" by helping residents and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion. The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.
- 5.1.2** Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

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

- 5.2.1** An annual allocation of £150k is made to each Area Committee. The total available shows the committee balance for 2019/20 to be £0.099m. This takes in account of the amount of unallocated funds from prior years, as well as allocated for the current financial year together with under and overspends relating to previous financial years.
- 5.2.2** The estimated implementation costs of the preferred option for the interim measures is £24,000 (based on prices contained in Year 4, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest) and is requested from the Area Committee (CIL) budget.
- 5.2.3** The work will be carried out under the existing PFI (electrical) and LoHAC (non-electrical) term maintenance contractual arrangements.
- 5.2.4** Additional funding for the resurfacing with High Friction surfacing and the Feasibility study for the signalisation for the Church is currently outside the scope of the Area Committee CIL budget.

- 5.2.5 TfL have completed to works to amend the timings of the existing Traffic Signals at no additional cost to the Council.

### **5.3 Social Value**

- 5.3.1 As procurement is via existing term of framework agreements, there are no relevant social value considerations in relation to this work.

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

- 5.4.1 The terms of reference of the Area Committees under Article 7 of the Council's Constitution and under Article 7.5 includes responsibility to discharge the functions for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.
- 5.4.2 Road Traffic Regulation Act 1984 provides powers to local authority to regulate or restrict traffic on roads in the interest of safety.
- 5.4.3 Section 16 of the Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

### **5.5 Risk Management**

- 5.5.1 The issues involved in this report are not likely to raise significant levels of public concern or comment or give rise to policy considerations.
- 5.5.2 There would be construction risk associated with introducing the scheme would require management throughout the detailed design, implementation and construction work.

### **5.6 Equalities and Diversity**

- 5.6.1 The Equality Acts outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
- Eliminate 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 persons who share a relevant protected characteristic and persons who do not share it.
  - The broader purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services
- 5.6.2 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.
- 5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

## **5.7 Corporate Parenting**

5.7.1 Not applicable in the context of this report.

## **5.8 Consultation and Engagement**

5.8.1 A statutory consultation will be undertaken on the proposals as set out above.

## **5.9 Insight**

5.9.1 The proposals developed for the scheme were informed through analysis of injury accident data and on site observations of the issues.

## **6 BACKGROUND PAPERS**

6.1 Finchley and Golders Green 4 April 2019.

<http://barnet.moderngov.co.uk/documents/s51979/Members%20Item%20Application%20for%20CIL%20Funding.pdf>

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	<h2 style="text-align: center;">Environment Committee</h2> <h3 style="text-align: center;">11 September 2019</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Referral from the Finchley &amp; Golders Green Area Committee</b></p> <p><b>Member's Item in the name of Councillor Arjun Mittra – 20 mph for East Finchley.</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Head of Governance</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>East Finchley</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>None.</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Faith Mwende, Governance Officer Faith.mwende@barnet.gov.uk 020 8359 4917</p>

## Summary

At the meeting of the Finchley and Golders Green Area Committee on the 9 July 2019 agenda Item 9 - Member's Item in the name of Councillor Arjun Mittra – 20 mph for East was referred to Environment Committee, by the Chairman. It was referred following the consideration and a vote of the committee. The Environment Committee is therefore requested to consider the matter.

## Recommendations

**That the Environment Committee give instructions to the items submitted by Members of the Committee highlighted at Section 1 of the report.**

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

- 1.1 The Finchley and Golders Green Area Committee on 09 July 2019 considered Councillor Arjun Mittra's Members Item. The minutes of that meeting outline that:

*Following discussion, the Committee Resolved:  
To Refer the item to the Environment Committee for Consider.*

- 1.2 The Environment Committee are there requested to consider Councillor Arjun Mittra's Members Items as highlighted below:

<b>Cllr Arjun Mittra</b>	<b>East End Road – East Finchley</b>  Members of the council will share my shock at the news of a fatal accident on East End Road in East Finchley, involving a three-year old. There was a fatal collision earlier this year, and a serious accident in February.  I therefore request officers to draw up plans for a ward wide 20 mph zone for East Finchley, in consultation with ward councillors. These plans should be brought back to committee to consider the costs of work and implementation, as well as the design details.
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## **2. REASON FOR REFFERAL**

- 2.1 The Member's Item was referred to the Environment Committee for consideration. Members are requested to note that the impact of a decision may affect more than one Ward.

## **3. REASONS FOR RECOMMENDATIONS**

- 3.1 The Environment Committee's instructions are requested.

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

- 4.1 None.

## **5. POST DECISION IMPLEMENTATION**

- 5.1 The Environment Committee's instructions are requested. Any post decision or implantation is reliant on the resolution of the Environment Committee.

## **6. IMPLICATIONS OF DECISION**

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

6.2 Members are requested to note that a decision made in respect to any traffic calming measures is likely to require funding.

**6.3 Legal and Constitutional References**

6.3.1 The Council's constitution, permits the Chairman of an Area Committee to refer applications to the area committee budget. The Chairman must give reasons for the referral.

**6.4 Risk Management**

6.5 None applicable

**6.6 Equalities and Diversity**

6.7 None applicable

**6.8 Consultation and Engagement**

6.9 None applicable. However Members are requested to note that a decision made could require a consultation to be conducted.

**7. BACKGROUND PAPERS**

7.1 [Finchley & Golders Green Area Committee Tuesday 9th July, 2019 7.00 pm](#)

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# Environment Committee

## 11 September 2019

<p><b>Title</b></p>	<p><b>Member's Items</b></p> <p><b>Councillor Alan Schneiderman - Barnet Hospital CPZ</b></p> <p><b>Councillor Jo Cooper - Glyphosate - Free Barnet</b></p> <p><b>Alteration to operating hours of Council CCTV camera on Queens Avenue, N20</b></p>
<p><b>Report of</b></p>	<p>Head of Governance</p>
<p><b>Wards</b></p>	<p>All Wards</p>
<p><b>Status</b></p>	<p>Public</p>
<p><b>Urgent</b></p>	<p>No</p>
<p><b>Key</b></p>	<p>No</p>
<p><b>Enclosures</b></p>	<p>None</p>
<p><b>Officer Contact Details</b></p>	<p>Paul Frost, 020 8359 2205, <a href="mailto:paul.frost@barnet.gov.uk">paul.frost@barnet.gov.uk</a></p>

### Summary

Members Items have been received for the Environment Committee from Councillors Jo Cooper, Alan Schneiderman and Felix Byers. 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.

<b>Alan Schneiderman</b>	<b>Barnet Hospital CPZ</b>  I ask the Environment Committee to agree an immediate review of the proposed Barnet Hospital CPZ which will offer resident parking permits to hospital staff. Residents are concerned about the impact this proposal will have on their ability to park.  I ask that the Committee agree that the CPZ will not be implemented, and hospital staff will not be issued with parking permits, until this review has taken place.
<b>Jo Cooper</b>	<b>Glyphosate - Free Barnet</b>  The London Assembly has voted unanimously for a motion to ask the Mayor of London to: <ul style="list-style-type: none"><li>• bring forward an action plan and timetable for a major reduction, to zero over time, in the spraying of glyphosate on GLA land and the TfL estate, prioritising ensuring that tracksides are cleared using mechanical rather than chemical methods to guarantee safety and</li><li>• to call on London boroughs to cease the spraying of glyphosate in all council operations as soon as possible.</li></ul> Environment Committee agreed last year to monitor alternatives to using glyphosate to remove weeds on pavements and council land. As discussed by the Committee, LB Hammersmith & Fulham have already stopped using glyphosate and LB Hackney and LB Croydon are also trialling alternatives.  Given the growing body of scientific evidence showing a link between glyphosate exposure and an increased risk of cancer, I ask that the Committee support the London Assembly motion and bring forward a Barnet action plan for phasing out the use of glyphosate by Barnet Council.  I also ask that the Executive Director for Environment writes to the

	<p>Mayor of London and the Chair of the London Assembly advising them of Barnet's support for the motion on glyphosate.</p> <p>Link to motion: <a href="https://www.london.gov.uk/press-releases/assembly/stop-using-harmful-herbicides-in-london">https://www.london.gov.uk/press-releases/assembly/stop-using-harmful-herbicides-in-london</a></p>
<b>Felix Byers</b>	<p><b>Alteration to operating hours of Council CCTV camera on Queens Avenue, N20</b></p> <p>The Council currently operates a CCTV camera on Queens Avenue, N20, a quiet residential street in Whetstone. Queens Avenue has a small appendage called Orchard Avenue, and behind this lies Queenswell School. There is a path connecting the end of Orchard Avenue to the school which is used by pupils to access the school in the mornings and afternoons (although this is not the primary entrance to the school).</p> <p>The Council installed the CCTV camera to police yellow zig-zag lines that have been placed at the intersection between Queens Avenue and Orchard Avenue which are intended as a safety measure for the pupils using the path to access the school. It operates from 8am – 5pm Monday to Friday all year round and any car that stops on the yellow zig-zag lines is given a PCN.</p> <p>The problem is that this set-up has resulted in numerous residents of Queens Avenue and Orchard Avenue being fined for simply accessing their own properties. This is because:</p> <ul style="list-style-type: none"> <li>· There is a chain that separates Queens Avenue and Orchard Avenue and residents have to stop their cars to get out and lower the chain. Residents have been issued PCNs for doing this;</li> <li>· The operating hours of the CCTV camera are excessive. They operate throughout the day, outside of school drop-off and pick-up times, and throughout the year. One resident was fined on New Years Day.</li> </ul> <p>I request that the Environment Committee directs the Executive Director for Environment to alter the operating hours of the CCTV camera so that it operates from 08:00 – 09:30 and 14:00 – 15:30 Monday to Friday, and does not operate at all between 21 December – 2 January.</p> <p>This will ensure the camera operates at school drop-off and pick-up</p>

	times. It will strike the right balance between protecting the safety of pupils using the path to the school, while also being fair and proportionate to the residents on the street who should not be given unjustified PCNs for simply accessing their own homes.
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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.

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# Environment Committee AGENDA ITEM 8

11 September 2019



## Title

**Barnet Hospital inclusion in School Permits Scheme**

## Report of

Chairman of the Environment Committee

## Wards

Underhill, High Barnet

## Status

Public

## Urgent

No

## Key

No

## Enclosures

*Appendix A: Parking Capacity Survey Zone BH*

## Officer Contact Details

Jamie Cooke, Assistant Director Transportation and Highways Environment Directorate  
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Jamie.cooke@barnet.gov.uk  
Phillip Hoare, Head of Parking and Infrastructure  
020 8359 2308  
Phillip.hoare@barnet.gov.uk

## Summary

This report sets out recommendations for Barnet Hospital to partake in a scheme based on the School Permit scheme for staff parking. This arose from the conditions agreed by Environment Committee at its meetings on 11 May 2017 and 11 January 2018. Barnet Hospital is situated in Underhill ward at Wellhouse Lane, EN5 3DJ. In 2018, parking controls were introduced in the area surrounding the hospital which has seen a significant drop in parked cars in the included roads but has also caused issues for hospital staff finding places to park. The Council has been engaging with the hospital on potential solutions and has identified the existing school permits scheme as providing a model capable of being adapted for use with the hospital. A parking capacity survey has identified capacity to provide for permits to be issue to Barnet Hospital to allow their staff to park in

permit holder bays.

This report provides recommendations for the acceptance of the applications subject to certain conditions regarding the maximum number of permits.

## Officers Recommendations

1. That the Environment Committee note the outcome of the surveys conducted in zone BH and approves the issue of permits to allow staff at Barnet Hospital to park in permit bays for the applicable zone while the holder is carrying out hospital duties subject to the conditions agreed at the Environment Committee of 11 May 2017, and 11 January 2018
2. That the Environment Committee agrees the exclusion zone of streets identified as already having high levels of parking (so cannot accommodate additional parking) or likely to experience similar pressures from hospital staff.
3. That the Environment Committee agree that the maximum number of concurrent permits to be issued to Barnet Hospital is 100 and that the number of permits will be reviewed within 6-15 months from the date the scheme is agreed along with the extent of the exclusion zone.
4. To delegate to the Executive Director of Environment (in consultation with the Chair of the Environment Committee) the authority to determine the cost of the permits, as set out in paragraphs 2.17-2.18.

### 1. WHY THIS REPORT IS NEEDED

- 1.1 At its meeting on 11 January 2018 the Environment Committee resolved to consider the inclusion of Barnet Hospital within the schools' permit scheme.
- 1.2 In accordance with the Committee's resolution a parking survey has been carried out, the results of which are detailed at Appendix A to this report.
- 1.3 This report is now brought to Committee to recommend inclusion of Barnet Hospital within an adapted form of the school permits scheme.
- 1.4 The Environment Committee agreed 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.
- 1.5 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.
- 1.6 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 To date nine schools have made applications to join the scheme which have been agreed by the Environment Committee. One school made an application which was declined by the Environment Committee due to insufficient capacity available in the area to accommodate school permits.
- 1.8 The Barnet Hospital 'BH' Controlled Parking Zone (CPZ) is geographically split into 3 main areas north, west and east of the Hospital site:
- i. Roads north of Wood Street.
  - ii. Elmbank Avenue/Garthland Drive/Vyse Close/Wellhouse Lane/Wellside Close; and
  - iii. Roads off Bells Hill.
- 1.9 The CPZ which was originally introduced in September 2018 and extended in December 2018, operates between 8am and 6.30pm Monday to Saturdays, during which 'BH' permit holders (and visitor voucher holders) would be permitted to utilise the resident permit holders only parking places, and resident permit holders "past this point" areas during the CPZs period of operation.
- 1.10 Barnet Hospital is situated is situated in Underhill ward at Wellhouse Lane, EN5 3DJ.
- 1.11 The Council agreed at its meeting of the Environment Committee on 11 January 2018 to give consideration to issuing the Hospital or Hospital Staff permits to park. There are parallels between schools and the hospital, in that the staff are there to perform an essential public service duty. Even more than the school staff, some hospital staff will find public transport an unviable alternative, given that they may work shifts or have to stay in work when public transport is not available or practical.

- 1.12 Parking surveys were undertaken in order to establish kerbside usage and establish whether there is spare parking capacity in the vicinity of the site which would enable the Council to consider whether or not to issue permits to the hospital, and if so how many.

## **2 REASONS FOR RECOMMENDATION**

- 2.1 Parking capacity was surveyed on surveyed on Saturday 30th March 2019 and Tuesday 2nd April 2019 at 6am, 8am, 11am, 2pm, 5pm and 7pm.
- 2.2 The following streets were surveyed:
- Argyle Road
  - Granville Road
  - Kings Road
  - Cavendish Road
  - Jennings Way\* (past this point)
  - Grimsdyke Crescent
  - Elmbank Avenue
  - Wellhouse Lane
  - Wellside Close\* (past this point)
  - Lingholm Way
  - Sutton Crescent
  - Lexington Way
  - Garthland Drive
  - Vyse Close
- 2.3 The survey recorded numbers of vehicles parked in the relevant lengths of road to inform the varying kerbside parking levels and consequently the available parking spaces throughout the day. Parking place capacity has been derived by assuming standard parking space lengths of 5 metres. Two roads in the CPZ are subject to “past this point” controls (where parking places have not been provided) which are Jennings Way and Wellside Close. Parking capacity in these roads has been estimated by officers by considering the available kerbside space and assuming a sensible parking regime.
- 2.4 406 permit parking spaces/available kerbside spaces were identified within the survey area.
- 2.5 Surveys have established that generally there is capacity across the area to accommodate additional parked vehicles. At no time during the survey periods was the CPZ more than 45% occupied with parked vehicles and during the CPZ periods parked vehicles never took up more than 40% of the available space.
- 2.6 The survey results are attached at Appendix A.
- 2.7 Based on the surveys of the local area in Zone BH, there is sufficient capacity to allow for the issue of permits to hospital staff without significant risk to the amenities of existing users. This would leave the expected occupancy at peak times below the 85% agreed by committee for schools schemes.
- 2.8 It is therefore recommended that the Environment Committee agree that the maximum number of concurrent permits to be issued to Barnet Hospital be limited to 100 for use in residents’ bays in the appropriate zones with the exceptions of the areas described above or specified by the Executive Director, Environment.
- 2.9 Responsibility for the allocation of these permits will rest with the hospital.

- 2.10 A review will be carried out in consultation with the hospital in three to six months after permits are issued to assess the viability of the scheme and whether there is sufficient need and capacity to issue further permits. If following this review it is recommended to issue further permits, this will be in accordance with the schools permit scheme criteria as previously agreed by Committee and delegated to the Executive Director, Environment, for approval in consultation with ward members.
- 2.11 The members for Underhill ward in which the hospital falls are Cllr Jess Brayne, Cllr Paul Edwards and Cllr Tim Roberts.
- 2.12 In line with the resolution of the 11 May 2017 committee, on [DATE] the Executive Director, Environment, wrote to those members for the appropriate wards providing details of the proposal to issue permits to the hospital and the survey results and inviting submissions to this Committee.
- 2.13 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.
- 2.14 The engagement carried out with schools which have successfully applied for permits show strong support for the scheme. It is likely that the issue of permits to the hospital will have a positive impact on the working lives of hospital staff and their ability to provide improved environment for patients. This will further support Barnet Hospital with their recruitment and retention of staff.
- 2.15 The schools permit scheme since its implementation has shown no adverse impact to residents' being able to park as near to their homes as possible.
- 2.16 Streets that have been identified as already under high parking stress will form an exclusion zone where the Barnet Hospital Staff Permit must not be used. The Hospital will be responsible for informing staff of the excluded streets and notifying them that the permit should not be used there. The streets are: Wellside Close, Wellhouse Lane, Lexington Way and Vyse Close. There will be a review of included/excluded streets as part of the review point detailed in recommendation 3.
- 2.17 The committee is recommended to apply a higher charge than the schools scheme. This is due to the hospital operating car parks for a charge. It is also noted that the hospital may be charging staff for parking. The proposed figure for reflecting this commercial parking would be to charge a figure in excess of £1000 a year. However it is recommended that the Council engages with the Hospital, so as to provide the opportunity to gain information to help decide a final figure. The permits will not be available for the Hospital if the required information is not provided and it is also required that, in line with the schools scheme, a suitable travel plan for the Hospital is submitted before permits are issued.
- 2.18 The Council will request information on the amount of charge made to staff for parking where this is charged for at Barnet Hospital. It will also request details of the income generated from car parking charges to the general public and paid to the hospital so as to determine the income being generated to the hospital by their existing parking. The final cost will be determined on receipt of this information by the Executive Director for Environment in consultation with the chair of the Environment Committee. The cost will not be lower than the schools permit and will not seek to gain more than 50% of the income the Hospital is generating per space for the equivalent number of permits.

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

- 3.1 Refusal to extend the scheme to the hospital. This option is not recommended as the Environment Committee has previously agreed to give consideration to issuing permits to the hospital under the school permits scheme, and the capacity survey has found that there is sufficient parking capacity to allow this.
- 3.2 Making certain parking places within the CPZ available to use on a 'pay to park' basis at a discounted rate. This is not recommended due to the lack of existing paid for parking infrastructure throughout the CPZ area and the additional administration this would require to put in place through the statutory traffic order process.

### **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 hospital 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 hospital workers and those receiving treatment at Barnet Hospital whilst ensuring that resident parking is not unduly affected. The scheme will help to ensure that hospital staff can focus on delivering high quality care 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 their duties. The scheme will also feature in the recruitment and retention strategy for the hospital to ensure that the most highly skilled staff are attracted to work in the Borough ultimately providing better outcomes for patients.

#### **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 findings of the survey which indicates that there is sufficient headroom above the 100 permits recommended to be issued.

### **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 are positive in that hospital staff will be able to park closer to their place of work without undue stress or delay which may impact upon their working pattern and patient outcomes.

## **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.

Location:

Barnet Hospital Controlled Parking Zone

Date: Saturday 30th March 2019

	No resident permits issued	No resident permits issued (associated streets)	No resident permit parking spaces	6am			8am			11am			2pm			5pm			7pm		
				No. Parked vehicles	% parked vehicles	% of available spaces	No. Parked vehicles	% parked vehicles	% of available spaces	No. Parked vehicles	% parked vehicles	% of available spaces	No. Parked vehicles	% parked vehicles	% of available spaces	No. Parked vehicles	% parked vehicles	% of available spaces	No. Parked vehicles	% parked vehicles	% of available spaces
Argyle Road	4	1	12	3	25%	75%	3	25%	75%	2	17%	83%	2	17%	83%	2	17%	83%	3	25%	75%
Granville Road	47	0	45	25	56%	44%	25	56%	44%	17	38%	62%	20	44%	56%	21	47%	53%	27	60%	40%
Kings Road (easternmost north to south arm - Granville Road to Kings Road westernmost north to south arm)	36	0	19	3	16%	84%	2	11%	89%	3	16%	84%	2	11%	89%	2	11%	89%	2	11%	89%
Kings Road (east to west arm - Kings Road/Cavendish Road to Grimsdyke Crescent)			39	24	62%	38%	22	56%	44%	19	49%	51%	17	44%	56%	18	46%	54%	18	46%	54%
Kings Road (westernmost north to south arm - Kings Road/Grimsdyke Crescent to Wood Street)			20	5	25%	75%	5	25%	75%	6	30%	70%	4	20%	80%	4	20%	80%	5	25%	75%
Cavendish Road	19	1	34	11	32%	68%	10	29%	71%	11	32%	68%	8	24%	76%	10	29%	71%	9	26%	74%
Jennings Way* (past this point)	4	0	23	3	13%	87%	3	13%	87%	2	9%	91%	3	13%	87%	4	17%	83%	3	13%	87%
Grimsdyke Crescent (east to west arm - Kings Road to Grimsdyke Crescent north-west to south-east arm)	7	0	14	1	7%	93%	2	14%	86%	1	7%	93%	1	7%	93%	1	7%	93%	1	7%	93%
Grimsdyke Crescent (north-west to south-east arm - Grimsdyke Crescent east to west arm to northernmost extremity)			13	0	0%	100%	1	8%	92%	1	8%	92%	1	8%	92%	1	8%	92%	1	8%	92%
Grimsdyke Crescent (north-west to south-east arm - Grimsdyke Crescent east to west arm to Kings Road westernmost north to south arm)			16	0	0%	100%	0	0%	100%	1	6%	94%	0	0%	100%	1	6%	94%	0	0%	100%
Elmbank Avenue	16	0	36	11	31%	69%	8	22%	78%	9	25%	75%	8	22%	78%	9	25%	75%	12	33%	67%
Wellhouse Lane	1	0	4	2	50%	50%	3	75%	25%	3	75%	25%	2	50%	50%	3	75%	25%	3	75%	25%
Wellside Close* (past this point)	10	0	14	12	86%	14%	8	57%	43%	7	50%	50%	8	57%	43%	7	50%	50%	11	79%	21%
Lingholm Way	5	7	13	6	46%	54%	6	46%	54%	5	38%	62%	4	31%	69%	6	46%	54%	6	46%	54%
Sutton Crescent	47	0	44	29	66%	34%	28	64%	36%	27	61%	39%	23	52%	48%	29	66%	34%	29	66%	34%
Lexington Way	6	4	14	12	86%	14%	10	71%	29%	6	43%	57%	5	36%	64%	7	50%	50%	9	64%	36%
Garthland Drive	31	0	40	16	40%	60%	15	38%	63%	15	38%	63%	16	40%	60%	15	38%	63%	16	40%	60%
Vyse Close	10	0	6	6	100%	0%	5	83%	17%	4	67%	33%	5	83%	17%	6	100%	0%	6	100%	0%
	243		419	169	41%	59%	156	39%	61%	139	34%	66%	129	31%	69%	146	37%	63%	161	40%	60%

Location:

**Barnet Hospital Controlled Parking Zone**Date: **Tuesday 2nd April 2019**

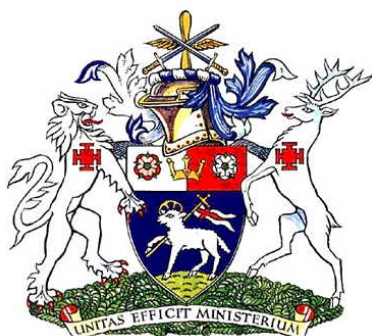
				6am			8am			11am			2pm			5pm			7pm		
	No resident permits issued	No resident permits issued (associated streets)	No resident permit parking spaces	No. Parked vehicles	% parked vehicles	% of available spaces	No. Parked vehicles	% parked vehicles	% of available spaces	No. Parked vehicles	% parked vehicles	% of available spaces	No. Parked vehicles	% parked vehicles	% of available spaces	No. Parked vehicles	% parked vehicles	% of available spaces	No. Parked vehicles	% parked vehicles	% of available spaces
Argyle Road	4	1	12	2	17%	83%	2	17%	83%	2	17%	83%	1	8%	92%	1	8%	92%	2	17%	83%
Granville Road	47	0	45	25	56%	44%	22	49%	51%	21	47%	53%	20	44%	56%	18	40%	60%	44	98%	2%
Kings Road (easternmost north to south arm - Granville Road to Kings Road westernmost north to south arm)	36	0	19	1	5%	95%	2	11%	89%	1	5%	95%	1	5%	95%	3	16%	84%	7	37%	63%
Kings Road (east to west arm - Kings Road/Cavendish Road to Grimsdyke Crescent)			39	25	64%	36%	20	51%	49%	16	41%	59%	15	38%	62%	17	44%	56%	20	51%	49%
Kings Road (westernmost north to south arm - Kings Road/Grimsdyke Crescent to Wood Street)			20	4	20%	80%	3	15%	85%	3	15%	85%	3	15%	85%	3	15%	85%	4	20%	80%
Cavendish Road	19	1	34	12	35%	65%	9	26%	74%	9	26%	74%	8	24%	76%	8	24%	76%	10	29%	71%
Jennings Way* (past this point)	4	0	23	3	13%	87%	4	17%	83%	4	17%	83%	4	17%	83%	3	13%	87%	3	13%	87%
Grimsdyke Crescent (east to west arm - Kings Road to Grimsdyke Crescent north-west to south-east arm)	7	0	14	1	7%	93%	1	7%	93%	1	7%	93%	0	0%	100%	2	14%	86%	2	14%	86%
Grimsdyke Crescent (north-west to south-east arm - Grimsdyke Crescent east to west arm to northernmost extremity)			13	2	15%	85%	3	23%	77%	2	15%	85%	1	8%	92%	3	23%	77%	3	23%	77%
Grimsdyke Crescent (north-west to south-east arm - Grimsdyke Crescent east to west arm to Kings Road westernmost north to south arm)			16	0	0%	100%	0	0%	100%	0	0%	100%	0	0%	100%	0	0%	100%	0	0%	100%
Elmbank Avenue	16	0	36	6	17%	83%	6	17%	83%	5	14%	86%	6	17%	83%	5	14%	86%	7	19%	81%
Wellhouse Lane	1	0	4	2	50%	50%	2	50%	50%	3	75%	25%	2	50%	50%	2	50%	50%	2	50%	50%
Wellside Close* (past this point)	10	0	14	8	57%	43%	6	43%	57%	7	50%	50%	5	36%	64%	6	43%	57%	8	57%	43%
Lingholm Way	5	7	13	6	46%	54%	5	38%	62%	4	31%	69%	4	31%	69%	4	31%	69%	6	46%	54%
Sutton Crescent	47	0	44	29	66%	34%	22	50%	50%	17	39%	61%	17	39%	61%	23	52%	48%	28	64%	36%
Lexington Way	6	4	14	13	93%	7%	6	43%	57%	5	36%	64%	4	29%	71%	7	50%	50%	8	57%	43%
Garthland Drive	31	0	40	18	45%	55%	14	35%	65%	14	35%	65%	15	38%	63%	12	30%	70%	19	48%	53%
Vyse Close	10	0	6	7	117%	-17%	4	67%	33%	5	83%	17%	6	100%	0%	7	117%	-17%	6	100%	0%
	243	419		164	40%	60%	131	31%	69%	119	31%	69%	112	28%	72%	124	32%	68%	179	41%	59%

Location:

Barnet Hospital Controlled Parking Zone

	No resident permits issued	No resident permits issued (associated streets)	No resident permit parking spaces	6am			8am			11am			2pm			5pm			7pm		
				No. Parked vehicles	% parked vehicles	% of available spaces	No. Parked vehicles	% parked vehicles	% of available spaces	No. Parked vehicles	% parked vehicles	% of available spaces	No. Parked vehicles	% parked vehicles	% of available spaces	No. Parked vehicles	% parked vehicles	% of available spaces	No. Parked vehicles	% parked vehicles	% of available spaces
Saturday 30th March 2019	243	419		169	41%	59%	156	39%	61%	139	34%	66%	129	31%	69%	146	37%	63%	161	40%	60%
Tuesday 2nd April 2019				164	40%	60%	131	31%	69%	119	31%	69%	112	28%	72%	124	32%	68%	179	41%	59%

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## Environment Committee

11 September 2019

<b>Title</b>	<b>Reduction and Recycling Plan (RRP)</b>
<b>Report of</b>	Chairman of Environment Committee
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	Yes
<b>Enclosures</b>	Appendix A – Reduction and Recycling Plan (RRP) Appendix B – Recycling and Waste Options Appraisal
<b>Officer Contact Details</b>	Kitran Eastman – Street Scene Director <a href="mailto:kitran.eastman@barnet.gov.uk">kitran.eastman@barnet.gov.uk</a> 020 8359 2803

### Summary

On 13 September 2018 the Environment Committee instructed officers to work with the GLA, and it was agreed that an independent review would be carried out on Barnet's recycling and waste service options. This review has been used as the basis for a number of elements in Barnet's draft Reduction and Recycling Plan (RRP). Under the Mayor of London's Environment Strategy (LES) all London Boroughs are required to develop a RRP covering the period 2018 to 2022. The RRP's must demonstrate how London Boroughs will work towards the objectives of the LES. This report seeks committee approval for Barnet's RRP prior to its submission to the Mayor of London

### Officers Recommendations

1. That the Environment Committee review and approve Barnet's Reduction and Recycling Plan (RRP) as set out in Appendix A

## 1. WHY THIS REPORT IS NEEDED

- 1.1 On the 31<sup>st</sup> May 2018 the Mayor of London published his London Environment Strategy (LES). The Mayor of London under the Greater London Authority Act 1999 (GLA) is required to publish a municipal waste management strategy containing proposals and policies for the recovery, treatment and disposal of municipal waste. The Mayor has included waste management within the LES, a link to which can be found in the background information for this paper.
- 1.2 Under the LES all London Boroughs are required to develop a Reduction and Recycling Plan (RRP) covering the period 2018 to 2022. The RRP's must demonstrate how boroughs intend to work towards the Mayor's objectives (see section 1.4). The RRP's are based on a GLA template, and include local reduction and recycling targets that contribute to the Mayor's London-wide targets.
- 1.3 Following discussion between Barnet and the Mayor of London, on 13 September 2018 the Environment Committee instructed officers to work with the GLA, and it was agreed that an independent review would be carried out on Barnet's recycling and waste service options. This review has been carried out (see Appendix B) and has been used as the basis for a number of elements in Barnet's draft RRP (see Appendix A).

### London Environment Strategy (LES) Expectations

- 1.4 The LES introduced an expectation that all Local Authorities in London would carry out a number of the following policies/proposals:

#### **"Policy 7.2.1 Increase recycling rates to achieve a 65 per cent municipal waste recycling rate by 2030"**

***Proposal 7.2.1.a The Mayor will set targets for local authority collected waste, a minimum level of service for household waste recycling collections and hold a contract register of waste authority waste contracts. The Mayor expects waste authorities to collectively achieve a 50 per cent LACW [Local Authority collected waste] recycling target by 2025 and aspire to achieve:***

- *a 45 per cent household waste recycling rate by 2025*
- *a 50 per cent household waste recycling rate by 2030*

*To help them achieve the recycling targets, waste authorities should deliver the following minimum level of service for household recycling:*

- *all properties with kerbside recycling collections to receive a separate weekly food waste collection*
- *all properties to receive a collection of, at a minimum, the six main dry recycling materials, i.e. glass, cans, paper, card, plastic bottles and mixed rigid plastics (tubs, pots and trays)*

*Waste authorities will need to demonstrate how they will meet the above minimum level of service by 2020 (at the latest), and also look to provide separate food waste collections to flats where feasible. They should also collect*



*Waste authorities are expected to provide the minimum level of service to non-domestic properties, including schools and public organisations. Some waste authorities have experienced cost savings and recycling improvements from reduced collection of residual waste, through reducing bin sizes or changing the frequency of collections. The Mayor encourages waste authorities to consider such interventions”.*

In addition, Local Authorities are encouraged to:

- ### Table 1: LES Targets and Aspirations

<sup>1&2</sup> The minimum level of service include, \$1.4 million in direct and indirect costs from all properties, separate from the actual level of service provided from the most practical and cost effective and focus on improving performance from flats

2030	<i>“50 percent reduction in food waste per head target by 2030”</i>
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- 1.6 It is accepted within the LES that some Boroughs will need to achieve higher levels of recycling to compensate for those who, due to local circumstances will be unable to achieve these levels. For example, boroughs with high numbers of flats.
- 1.7 Within the LES there is no funding put forward by the Mayor of London to achieve these outcomes. The LES goes so far as to state that *“Unprecedented funding cuts to local authority budgets has stifled investment in waste and recycling collection services, as boroughs are forced to make savings... Without a guarantee of further funding and fast action from government, it will not be possible for London, or England, to meet statutory waste targets”*. The evidence base document for the LES shows on page 112 that the cumulative cost by 2030 (in addition to Business as Usual (BAU)) of reaching just 42% recycling would be £129 million. The cost of going further and reaching the 50% target is not included. The link to the evidence base document can be found in the background information.
- 1.8 Barnet is currently contributing more than many Boroughs to London’s recycling rate.

**Table 1:** London Boroughs Recycling Rates 2017/18

London Ranking	BOROUGH	Provisional recycling rate (17/18)
1	Bexley LB	52.1%
2	Sutton LB	50.0%
3	Bromley LB	50.0%
4	Ealing LB	48.8%
5	Royal Borough of Kingston upon Thames	48.3%
6	Richmond upon Thames LB	41.9%
7	Harrow LB	41.0%
8	Hillingdon LB	40.0%
9	Croydon LB	37.9%
10	Merton LB	37.0%
11	Barnet LB	36.9%
12	Brent LB	36.5%
13	Enfield LB	35.9%
14	Greenwich LB	35.1%
15	Southwark LB	34.7%
	Barnet performance 2018/19 (provisional)	34.6%
16	Havering LB	34.4%
17	Haringey LB	32.9%
18	Waltham Forest LB	32.5%

19	Camden LB	30.3%
20	Lambeth LB	29.8%
21	Hounslow LB	29.8%
22	Islington LB	29.5%
23	City of London	29.2%
24	Hackney LB	27.4%
25	Tower Hamlets LB	26.7%
26	Royal Borough of Kensington and Chelsea	26.2%
27	Barking and Dagenham LB	25.0%
28	Redbridge LB	23.9%
29	Hammersmith and Fulham LB	23.7%
30	Wandsworth LB	22.1%
31	Lewisham LB	21.8%
32	Westminster City Council	18.8%
33	Newham LB	14.1%

### Barnet's Reduction and Recycling Plan (RRP)

1.9 Barnet's Draft RRP can be seen in Appendix A, and follows the GLA template. It is split into five sections

- Dashboard
- Waste Reduction
- Maximising Recycling
- Reducing Environmental Impact
- Maximising Local Waste Sites

1.10 The table below hold the key targets which Barnet will aim to achieve, further detail can be seen in the Dashboard section in Appendix A.

<i>Performance Targets</i>	<b>Target years</b>	
	<b>2022</b>	<b>2025</b>
Total annual household waste per head (kgs/head)	343.54	<b>343.57</b>
Total annual household residual waste collected per household (kgs/household)	525.45	517.86
Total annual household avoidable (edible) food waste (kgs/head)	75	75
Annual household waste recycling rate (% by weight)	37.41%	36.99%
Annual LACW recycling rate (% by weight)	37.62%	37.40%
	<b>2020</b>	
Proportion (%) of properties receiving the Mayor's minimum level of service for household recycling (by 2020):	100% for dry recycling, 0% for food waste	
% of kerbside properties (all households on a kerbside collection) collecting six main dry materials and separate food waste	100% for dry recycling, 0% for food waste	
% of flats (communal collections and flats within	100%	

commercial buildings) collecting six main dry materials		
% of flats (communal collections and flats within commercial buildings) collecting six main dry materials and separate food waste	0%	
	<b>2020/21</b>	<b>2025/26</b>
Proportion (%) of waste fleet heavy vehicles that are ULEZ compliant (Euro VI diesel)	100%	100%
Performance of LACW activities against the Mayor's EPS (tonnes of CO <sub>2</sub> eq per tonne of waste managed).	0.023	-0.013

1.11 Barnet will aim to achieve the minimum service standards<sup>4</sup> by 2022. This includes the separate collection of food waste to street level properties which is currently suspended.

1.12 To successfully meet the aims of Barnet's RRP a number of constraints will need to be addressed. The key constraints are:

- A. **Fleet Capital Programme** – To ensure the most productive collection of food waste new dedicated food collection vehicles would be required as identified in the review in Appendix B. This would need to form part of a fleet capital programme in 2022 and capital funding secured. All new Vehicles will be ULEZ compliant (See Reducing Environmental Impact in Appendix A)
- B. **Depot Space and Infrastructure** - As the Borough continues to grow the pressure on waste infrastructure in terms of both depot space, and transfer station capacity and opening times becomes a greater risk. Barnet is extremely limited in the availability of sites for such facilities. Depot space to accommodate a separate fleet of food collection vehicles has not yet been identified. Option reviews will need to be carried out on potential space, and we will be working with the Mayor of London to find suitable infrastructure locations.
- C. **Financial impact** – As set out in Appendix B there is a notable cost of the reintroduction of the food waste collections, in addition to the current collection service. It should be noted that other elements of the current collection service are also part of the minimum level of service expected by the Mayor of London, namely the collection of six main dry recycling materials. Funding for the food waste service has not yet been identified.

There is also a risk of low participation with a separate food collection, which was Barnet's previous experience. Despite the lower cost of processing this was significantly higher than the cost of collection at the then participation rate. An increase in productivity through increased uptake would be needed to make the service financially viable.

<sup>4</sup> The minimum level of service includes six main dry recycling materials collected from all properties, separate food waste collections, including from flats where practical and cost effective and focus on improving performance from flats.

## Low Plastic Zone

1.13 On 4 June 2019 as part of the Members Item to “Make Barnet Plastic Free” the Environment Committee resolved:

- *That the Environment Committee agree to support the North London Waste Authority Low Plastic Zone project*
- *That the Environment Committee noted that the detail of this item be incorporated within the Recycling and Waste Plan that was due to be reported in September 2019*

1.14 Plans for future work as part of the RRP include working with the North London Waste Authority’s Low Plastic Zone project. The project aims to reduce the amount of single use plastic such as bottles and carrier bags thrown away across north London by engaging with local businesses in a trial area. Businesses will be invited to commit to eradicating a minimum of one single use plastic item. Once achieved, the business can then be accredited as being a ‘low plastic’ businesses. If more than 50% of the business operating in the area make this commitment then the area can be accredited as a ‘low plastic zone’..

## **2. REASONS FOR RECOMMENDATIONS**

2.1 **Recommendation 1** – It is recommended that the Environment Committee review and approve Barnet Reduction and Recycling Plan (RRP) as set out in Appendix A to ensure Barnet is working towards general conformity with the Mayor of London’s Environment Strategy

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

3.1 The Council could choose not to submit a RRP as requested by the Mayor of London, however, this would result in further discussion with the Mayor of London regarding the extent of the powers under Section 355(1)(a) of the GLA Act (see section 5).

## **4. POST DECISION IMPLEMENTATION**

4.1 If the Committee is so minded to endorse the recommendations then Street Scene officers will create a work plan for the implementation of the RRP and overcoming the key constraints listed in 1.12

## **5. IMPLICATIONS OF DECISION**

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

The council’s Corporate Plan, which sets out the outcomes, priorities and strategic approach, have been refreshed for 2019 to 2024. The RRP will support outcome 1 - “A pleasant and well-maintained borough that we protect and invest in.”

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

- Finance and Value for Money: A Key risk/barrier to the RRP is the financial impact as set out in section 1.12 and Appendix B.
- Procurement: At this time there are no implications, however, a reintroduction of food waste collection will lead to an increase in vehicle procurements around 2022.
- Staffing: At this time there are no implications, however a reintroduction of food waste collection will lead to an increase in staffing numbers around 2022.
- IT: At this time there are no implications.
- Property: A key risk/barrier to the RRP is the availability of Depot space and Infrastructure as set out in section 1.12.
- Sustainability: The drive to increase recycling will potentially improve sustainability, but this must be balanced by an increase in vehicles and infrastructure (see Appendix B)

## **5.3 Social Value**

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

## **5.4 Legal and Constitutional References**

- 5.3.1 Council Constitution (Article 7, Committees, Forums, Working Groups and Partnerships) sets out the responsible body and their functions. For the Environment Committee it's function is:
- 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.
- 5.4.1 The Environmental Protection Act 1990 Part II Waste on Land, section 46 Receptacles for Household Waste, provides waste collection authorities with the power to determine the size of the receptacles and whether a payment is required for them.
- 5.4.2 Section 355(1)(a) of the GLA Act requires each of the waste collection authorities in Greater London (of which, Barnet is one), in exercising any function under Part II of the Environmental Protection Act 1990, to act "in general conformity" with the provisions of the London Environment Strategy ("the Strategy") dealing with municipal waste management.
- 5.4.3 Section 355(1) is, however, subject to section 355(2). This provides that section 355(1) has effect only to the extent that compliance by an authority with its requirements does not impose excessive additional costs on the authority. The provisions of sections 356(1) and 356(4)(a) require to be read in the light of those

of sections 355(1) and 355(2). Officers have worked with the GLA and believe that the proposal is in general conformity with the LES.

## **5.5 Risk Management**

5.5.1 There are three key risk and issues to be managed and overcome in order to meet the objectives of the Mayor of London's Environment Strategy and Barnet's RRP, as set out in section 1.12 and listed below

- Fleet Capital programme
- Depot space and Infrastructure
- Financial impact

## **5.6 Equalities and Diversity**

5.6.1 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.

5.6.2 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.

## **5.7 Corporate Parenting**

5.7.1 Not applicable.

## **5.8 Consultation and Engagement**

5.6.3 Not at this time – Consultation would take place as need for individual elements.

## **5.8 Insight**

5.8.1 There are no insight implications at this time.

## **6. BACKGROUND PAPERS**

- [Environment Committee Papers 5<sup>th</sup> June 2018](#) – including Street Scene Operational Change report including food waste suspension.
- [Environment Committee May 2016 Papers](#) – including Barnet's Municipal Recycling and Waste Management Strategy.
- [Environment Committee May 2017 Papers](#) – including the Outcome for Street Scene Alternative Delivery Model project.
- <https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england> - Resources and waste strategy for England Papers.
- [London Environment Strategy](#)
- [London Environment Strategy Evidence Base](#) - Waste chapter starts on page 85.

- [Policy and Resources Committee Paper June 2018](#) – including paper provides an update on the council's financial position.
- [Policy and Resources Paper July 2018](#) – including paper providing an update on the council's financial position.
- Environment Committee, 28th November 2018, Business Planning 2019-2024  
<https://barnet.moderngov.co.uk/documents/s49873/Business%20Planning-Committee%20Report.pdf>
- 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>
- [Policy and Resources Paper February 2019](#) – including paper providing an update on the council's financial position



**Set out a few lines here on the Local Authority's key aims and objectives for effective waste management, including local challenges/circumstances to overcome**

*The council is working to support residents and businesses to reduce waste to below the London average by working on initiatives that promote waste minimisation and reuse. The council already meets the Mayor's minimum level of service for dry recycling, this service has been offered to all households for several years. The council suspended separate food waste collections in November 2018, and has since worked jointly with Resource London to identify options for the reintroduction of this service to houses. The council faces a number of challenges in relation to this, and will work with the Mayor to seek resolution to these. Other areas of focus include management of contamination of dry recycling to maintain and increase recycling rates to support materials quality, against the backdrop of rapidly increasing household number, with the growth being predominantly flats.*

## DASHBOARD

### London Borough of Barnet

Baseline (2017/18) performance against common reporting metrics

Metric	Performance (2017/18)	
Total annual household waste per head (kgs/head)	369.58	
Total annual household residual waste collected per household (kgs/household)	611.63	
Total annual household avoidable (edible) food waste (kgs/head)	77	
Annual household waste recycling rate (% by weight)	36.90%	
Annual LACW recycling rate (% by weight)	35.72%	
Proportion (%) of properties receiving the Mayor's minimum level of service for household recycling:		
% of kerbside properties (all households on a kerbside collection) collecting six main dry materials and separate food waste	100%	
% of flats (communal collections and flats within commercial buildings) collecting six main dry materials	100%	
% of flats (communal collections and flats within commercial buildings) collecting six main dry materials and separate food waste	0%	
Proportion (%) of waste fleet heavy vehicles that are ULEZ compliant (Euro VI diesel)	0%	
Performance of LACW activities against the Mayor's EPS (tonnes of CO2eq per tonne of waste managed). Use tool found here:	0.013	
<a href="#">Waste policy   London City Hall</a>		
Set Common Performance Targets	Target years	
	2022	2025
Total annual household waste per head (kgs/head)	343.54	343.57
Total annual household residual waste collected per household (kgs/household)	525.45	517.86
Total annual household avoidable (edible) food waste (kgs/head)	75	75
Annual household waste recycling rate (% by weight)	37.41%	36.99%
Annual LACW recycling rate (% by weight)	37.62%	37.40%
	2020	
Proportion (%) of properties receiving the Mayor's minimum level of service for household recycling (by 2020):	100% for dry recycling, 0% for food waste	
	100% for dry recycling, 0% for food waste	
% of kerbside properties (all households on a kerbside collection) collecting six main dry materials and separate food waste	100%	
% of flats (communal collections and flats within commercial buildings) collecting six main dry materials	100%	
% of flats (communal collections and flats within commercial buildings) collecting six main dry materials and separate food waste	0%	
	2020/21	2025/26
Proportion (%) of waste fleet heavy vehicles that are ULEZ compliant (Euro VI diesel)	100%	100%
Performance of LACW activities against the Mayor's EPS (tonnes of CO2eq per tonne of waste managed). Use tool found here:	0.023	-0.013
<a href="#">Waste policy   London City Hall</a>		

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London Environment Strategy Objective Reference	Key action – local policy or waste contract commitment	Key actions – core service provision	Key actions – behaviour change activities	Expected impact towards achieving local targets	Key milestones (including progress updates)
7.1 Drive resource efficiency to cut waste	<p><b>Corporate Plan 2019-2024:</b> Priority: <i>Getting Barnet clean through efficient street cleaning services, minimising and recycling waste, and weekly bin collections.</i></p> <p><b>Environment Delivery Plan 2019/20:</b> <i>Support residents to reduce waste to below the London average by working on initiatives that promote waste minimisation and reuse:</i></p> <ul style="list-style-type: none"> <li>- Improve information and user experience on the recycling and waste webpages, including promoting "recycle, reduce, reuse"</li> <li>- Implement Communications Plan for service changes, and regular key messages on recycling and reducing waste in Barnet First and via social media, including engaging resident groups</li> <li>- Work with Planning enforcement colleagues to ensure Planning guidance for new developments (which requires a 50/50 ratio for provision of refuse and recycling bin capacity) are met and enforced.</li> </ul> <p><i>Work with and engage landlords, housing associations and managing agents to reduce the hidden 'throw away' culture in many communal dwellings</i></p> <ul style="list-style-type: none"> <li>- Implement increased Recycling and Waste Minimisation Plan for Barnet Homes flats sites</li> <li>- Conduct a feasibility study for Increased Recycling Waste Minimisation for privately managed sites.</li> </ul> <p><b>Municipal Recycling and Waste Strategy 2016-2030</b> Continue to review best practice for promoting waste minimisation, while also linking with NLWA, London wide and national campaigns to ensure that more people from different backgrounds hear the campaign message in 2017.</p> <p>Review, expand and publish new Planning Guidance on recycling and waste requirements within new build properties and external to property for storage of bins by November 2016</p>	<p><b>Recycling and waste webpages</b> including promotion "recycle, reduce, reuse" revised and improved in April 2019, regular improvements are being made as required. The website includes promotion of:</p> <ul style="list-style-type: none"> <li>- home composting</li> <li>- food waste reduction - including Love Food Hate Waste</li> <li>- furniture recycling &amp; reuse organisations</li> <li>- real nappies - including subsidy scheme provided via North London Waste Authority</li> <li>- clothing and textiles reuse</li> </ul> <p><b>Communications Plan</b> A communications officer is embedded within the Street Scene service. An annual Communications Plan for recycling and waste minimisation is prepared and implemented, making full use of print and social media to maximise VFM/effectiveness. Communications output is linked to wider regional and national campaigns including Recycle for London and Love Food Hate Waste.</p> <p><b>Recycling &amp; Waste Guidance for Architects and Developers</b> Updated annually, includes planning requirements for 50/50 balance between recycling and refuse bin capacity, and provision of indoor recycling storage space.</p> <p><b>Barnet Homes recycling plan</b> Communications Campaign - package of communications for distribution to 15,000 housing ALMO households to support increased recycling and reduction in waste. Campaign implemented from September 2019, including printed media, social media, and refresh of on-site information for service users.</p> <p><b>Private flats - feasibility study</b> Feasibility study to identify options for increasing recycling and reducing waste for privately managed sites, including assessment of current bin capacity, level of rebalancing required to support increased recycling, communications.</p> <p><b>Home composting</b> The council has offered and promoted home composting bins since 1995. The council has made arrangements for residents to access home composters and wormeries at a discounted price through a selected supplier.</p>	<p>Promotion of behaviour change through all relevant council and community communications channels.</p> <p>Work with Planning enforcement colleagues to ensure Planning requirements for new developments are met and enforced.</p> <p>3 communications activities with Barnet Homes residents during 2019/20.</p> <p>Tbc.</p>	<p>All activities will support the achievement of targets set out in the dashboard.</p>	<p><b>Communications Plan</b> Plan created annually, and amended in year where there are changes in requirements or where new communications opportunities arise.</p> <p><b>Recycling &amp; Waste Guidance for Architects and Developers</b> Guidance is updated annually.</p> <p><b>Barnet Homes recycling plan</b> Number of targeted communications with landlords and agents to reduce throw away culture - 3 communications activities during 2019/20.</p> <p><b>Private flats - feasibility study</b> Plan finalised August 2019, rollout dependent on decision on options, and on resources available.</p>
7.1 Drive resource efficiency to cut waste	<p><b>Household Recycling and Waste Policies - September 2018</b> <a href="https://www.barnet.gov.uk/recycling-and-waste/household-recycling-and-waste/household-recycling-and-waste-policies">https://www.barnet.gov.uk/recycling-and-waste/household-recycling-and-waste/household-recycling-and-waste-policies</a></p> <p>Policies 1a, 1b and 1c - Collection Containers, and Policy 3 - New build collection containers: The policies set out the provision of bin capacity for household waste, and this includes a 50/50 split between refuse and recycling capacity.</p> <p>Policy 2 - Communal Collections: The Council is rebalancing existing communal collections to give equal capacity to refuse waste and recycling, with 170 litres of recycling capacity provided per dwelling and 170 litres of residual waste capacity provided per dwelling.</p> <p>Policy 7b – Additional Residual Waste Capacity: Additional residual capacity is only available where specific criteria are met.</p> <p>Policy 13b – Extra or Side Residual Waste: No side residual waste is collected.</p> <p>Policy 21 - Overweight Containers: Overweight containers are not emptied.</p>	<p>Policies are being rolled out in phases, commencing July 2019, the council website is being updated and customer contact centre staff briefed accordingly.</p>	<p>Policies to be promoted as appropriate including through the council's website, and enforced by collection crews and customer contact centre.</p>	<p>All activities will support the achievement of targets set out in the dashboard.</p>	<p>Policies rolled out by end of Q2 2019/20</p>

<p>7.1 Drive resource efficiency to cut waste</p>	<p><b>North London Waste Authority (NLWA) - Waste Prevention Plan</b> The Plan is funded and approved on a rolling 2-yearly basis for implementation across the seven constituent boroughs of the NLWA. The current plan runs from April 2018 to March 2020.</p> <p>The development of the Waste Prevention Plan is the responsibility of the NLWA Waste Prevention Team working alongside borough colleagues. Boroughs and NLWA coordinate closely with implementing relevant activities and quarterly Waste Prevention Officer meetings are held. The team liaises with local government in London and more widely, including Resource London and the GLA. The budget agreed for 2018/19 was £480k and £480k plus inflation for 2019/2020. <a href="http://nlwa.gov.uk/media/2686/wp-plan-2018-20-v2.pdf">http://nlwa.gov.uk/media/2686/wp-plan-2018-20-v2.pdf</a></p>	<p>The council fully supports and promotes waste prevention work led on its behalf by the North London Waste Authority.</p> <p>The priority waste streams in the current plan are:</p> <ul style="list-style-type: none"> <li>• Food - extensive outreach activity, Waste Less Lunch Free events, themed food waste events and broad promotion of food waste reduction messages.</li> <li>• Bulky waste (Furniture and Waste Electrical and Electronic Equipment) - community exchange events, the London Upcycling Show, Repair Cafes and work with existing exchange networks and the third sector.</li> <li>• Textiles (clothing and non-clothing) - reuse and repair events, working with local textile re-use organisations where appropriate, and promotion of the Authority's textiles pack.</li> </ul> <p>The 2018-20 Plan also continues to implement smaller scale initiatives to promote reduction of waste streams such as single use plastic, paper and nappies.</p> <p>A Waste Prevention Community Fund is also available to non-profit making community based organisations in the NLWA area to develop new approaches to tackling waste reduction in north London. Smaller scale initiatives are undertaken to address a reduction of single use plastics, waste education, junk mail reduction and the promotion of real nappies including the provision of subsidies for parents through the Real Nappies for London Programme.</p>	<p>In terms of engagement with the relevant Mayoral and Resource London programmes the current position is as follows:</p> <ul style="list-style-type: none"> <li>• Mayor's project to reduce single use bottles – NLWA is working on a project to establish Low Plastic Zones – where businesses in the area commit to reducing single-use plastic waste. One of the commitments proposed is that participating businesses sign-up to and promote the 'Refill London' app, providing free water refill points for customers. The council is working to recruit an officer who will support the Low Plastic Zone initiative in Barnet as part of their role.</li> <li>• London Recycles – NLWA has liaised extensively with Resource London about the Authority's 'Save Our Stuff' recycling campaign targeting north London millennials and has attended meetings and input into Recycle for London communications too. Although NLWA has not used 'Recycle for London' as a campaign theme to date, Resource London is currently producing some artwork 'North London Recycles' for use in the area.</li> <li>• Love Food Hate Waste – although NLWA is currently using its own 'Wise Up To Waste' branding for food waste prevention initiatives, the Authority uses Love Food Hate Waste data and statistics to inform and support key messaging on food waste prevention in north London and also signposts residents to the Love Food Hate Waste website for further information.</li> <li>• Love Your Clothes - NLWA promotes the Love Your Clothes website and shares social media content from the campaign.</li> </ul>	<p>It is estimated that through the two-year waste prevention programme, approximately 10,000 tonnes per year (20,000 for 2018-20) tonnes of waste will be diverted from disposal across the North London Waste Authority's area, representing 1.2% of 2016-17's waste arisings. The evaluation regime is consistent with that outlined in 'Pre-waste', an EU-funded project designed to improve the effectiveness of waste prevention policies in EU territories.</p>	<p>Completion of Waste Prevention Plan activities by March 2020. Approve a new Waste Prevention Plan for NLWA and it's constituent boroughs by 2020/22.</p>
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London Environment Strategy Objective Reference	Key action – local policy or waste contract commitment	Key actions – core service provision	Key actions – behaviour change activities	Expected impact towards achieving local targets	Key milestones (including progress updates)
7.2 – Maximise recycling rates	<p><b>Corporate Plan 2019-2024:</b> <i>Priority:</i> Getting <i>Barnet</i> clean through efficient street cleaning services, minimising and recycling waste, and weekly bin collections.</p> <p><b>Environment Delivery Plan 2019/20:</b> Support residents to reduce waste to below the London average by working on initiatives that promote waste minimisation and reuse: - Improve information and user experience on the recycling and waste webpages, including promoting "recycle, reduce, reuse" - Implement Communications Plan for service changes, and regular key messages on recycling and reducing waste in Barnet First and via social media, including engaging resident groups</p> <p><b>North London Joint Waste Strategy:</b> Policy 4n1: "The Partner Authorities will aim to provide door-to-door recycling services to 95% of relevant households and achieve 65% capture rates of targeted recycling materials during the period of this Strategy."</p>	<p><b>Kerbside services:</b> A committed dry recycling service is offered to all households.</p> <p>Already providing the Mayor's minimum level of service for the six main dry recyclables. The existing NLWA MRF contract and the specification for replacement contracts reflect the acceptance of the following materials: - Cardboard, Newspaper and pamphlets, Mixed paper, Catalogues and Telephone directories, Plastic carrier bags, Aluminium Cans and Foil, Steel Cans, Plastic bottles (all colours and polymers), Glass bottles and jars (all colours), Cartons (e.g. milk, juice and Tetra Pak), Plastic pots, tubs and trays, Shredded paper. Household batteries are collected in clear bags on top of recycling bins. Free recycling collections of larger electrical goods from households in the borough are promoted on the council website's reuse pages. Larger contaminants are removed wherever possible at the council's Oakleigh Depot bulking facility, reducing the risk of rejected loads.</p> <p><b>Food waste</b> Separate collections of food waste from houses are currently suspended. A review of options for this service was conducted working with Resource London, to assess how the service could be reintroduced in a way that is both economical and environmentally beneficial. The council will seek to reintroduce the separate food waste service for houses alongside its other existing waste services. Constraints that the council will need to address in order to do this include: - New fleet requirements - 11 new dedicated food collection vehicles required as identified in the review. This would form part of a fleet refresh in 2022, at a capital cost of £935k, plus annual vehicle running costs of £176k and food waste crew costs of £1,036m. - Depot space to accommodate a separate fleet of food collection vehicles - no space currently identified. - Resupply of food waste containers, approximate cost of £409k. - Communications - cost dependent on scale of activity. - Risk of low participation, as per previous service - an increase in productivity would be needed to make the service viable. - Risk relating to the uncertainty over future costs of treating food waste via anaerobic digestion or energy from waste.</p> <p>A programme for reintroducing food waste collections would include: - Confirmation of vehicles specifications required for fleet procurement - Agreement of budget for fleet procurement - Communications Plan and Implementation Plan</p>	<p>Participation is high for the kerbside recycling service at 85%, therefore our focus is on managing contamination, and implementing Household Recycling and Waste Policies to support high levels of recycling, waste reduction and materials quality.</p> <p><b>Communications Plan</b> An annual Communications Plan for recycling &amp; waste is prepared and implemented, making full use of print and social media, and linking to wider regional and national campaigns including London Recycles, Love Food Hate Waste.</p> <p>Recycling and waste webpages including promotion "recycle, reduce, reuse" revised and improved in April 2019, regular improvements are being made as required.</p> <p><b>Recycling Contamination Plan</b> Trial of new approach to contamination underway from July 2019, this will inform future approach to implementation of a more robust contamination policy.</p>	<p>All activities will support the achievement of targets set out in the dashboard.</p> <p><b>Communications Plan</b> Supporting maintenance of high levels of dry recycling participation and capture.</p> <p><b>Recycling Contamination Plan</b> Reduction in the contamination rate from 10.72 in 2018/19 to 8.72% in 2022.</p>	<p><b>Communications Plan</b> Plan produced annually and reviewed regularly. Web pages updated regularly as required.</p> <p><b>Recycling Contamination Plan</b> Updated Contamination Plan to be finalised during Q2 2019/20. Plan to be implemented and embedded within the service during Q3.</p>
7.2 – Maximise recycling rates	<p><b>Corporate Plan 2019-2024:</b> <i>Priority:</i> Getting <i>Barnet</i> clean through efficient street cleaning services, minimising and recycling waste, and weekly bin collections.</p> <p><b>Environment Delivery Plan 2019/20:</b> Work with and engage landlords, housing associations and managing agents to reduce the hidden 'throw away' culture in many communal dwellings - Implement increased Recycling and Waste Minimisation Plan for Barnet Homes flats sites - Conduct a feasibility study for increased Recycling Waste Minimisation for privately managed sites.</p> <p><b>Municipal Recycling and waste Strategy 2016-2030</b> Engage with management companies and Landlords to enable recycling facilities to be introduced to all flats to enable them to recycling 50% of their waste by 2020.</p>	<p><b>Flats services:</b> A committed dry recycling service is offered to all households.</p> <p>Already providing the Mayor's minimum level of service for the six main dry recyclables.</p> <p>Trial of separate collections of food waste at flats in 2016 indicated high costs and &lt;1% improvement to the recycling rate, therefore this has not been rolled out.</p> <p>Specific web page is in place for the promotion of flats recycling.</p> <p><b>Barnet Homes recycling plan</b> Communications Campaign - package of communications for distribution to 15,000 housing ALMO households to support increased recycling and reduction in waste. Campaign implemented from September 2019, including printed media, social media, refresh of on-site information for service users.</p> <p><b>Private flats - feasibility study</b> Feasibility study to identify options for increasing recycling and reducing waste for privately managed sites, including assessment of current bin capacity, level of rebalancing required to support increased recycling, and communications.</p> <p><b>Time banded waste collections</b> As part of the introduction of time banded collections which commenced in July 2018, businesses and residents of flats above shops in town centres across the borough will receive communications which include promotion of recycling.</p>	<p><b>Barnet Homes recycling plan</b> Communications Campaign - package of communications for distribution to housing ALMO households, to support increased recycling and reduction in waste. Campaign implemented from September 2019, targeting 15,000 flats, printed media, social media, refresh of on-site information for service users.</p> <p><b>Private flats - feasibility study</b> Feasibility study to identify options for increasing recycling and reducing waste for privately managed sites, including assessment of current bin capacity, level of rebalancing required to support increased recycling, communications.</p> <p>The council will adapt plans based on any relevant outcomes and learning from the Resource London/Peabody work on estates recycling.</p>	<p>All activities will support the achievement of targets set out in the dashboard.</p>	<p><b>Barnet Homes recycling plan</b> Number of targeted communications with landlords and agents to reduce throw away' culture - 3 during 2019/20.</p> <p><b>Private flats - feasibility study</b> Plan finalised August 2019, rollout dependent on decision on options, and on resources available.</p>
7.2 – Maximise recycling rates	<p><b>Corporate Plan 2019-2024:</b> <i>Priority:</i> Getting <i>Barnet</i> clean through efficient street cleaning services, minimising and recycling waste, and weekly bin collections.</p> <p><b>Environment Delivery Plan 2019/20:</b> Support residents to reduce waste to below the London average by working on initiatives that promote waste minimisation and reuse: - Work with Planning enforcement colleagues to ensure Planning guidance for new developments (which requires a 50/50 ratio for provision of refuse and recycling bin capacity) are met and enforced.</p>	<p>Recycling &amp; Waste Guidance for Architects and Developers updated annually, includes requirements for 50/50 balance between recycling and refuse bin capacity, and provision of indoor recycling storage space.</p>	<p>Work with Planning enforcement colleagues to ensure Planning guidance for new developments are met and enforced.</p>		Mar-20
7.2 – Maximise recycling rates	<p><b>Corporate Plan 2019-2024:</b> <i>Priority:</i> Getting <i>Barnet</i> clean through efficient street cleaning services, minimising and recycling waste, and weekly bin collections.</p> <p><b>Environment Delivery Plan 2019/20:</b> Support residents to reduce waste to below the London average by working on initiatives that promote waste minimisation and reuse: - Work with Planning enforcement colleagues to ensure Planning guidance for new developments (which requires a 50/50 ratio for provision of refuse and recycling bin capacity) are met and enforced.</p>	<p><b>Commercial recycling &amp; waste service:</b> A recycling service is offered to all commercial waste customers. The service is seeking to expand its customer base and all new customers are encouraged to sign up for a recycling service.</p> <p>New Data and Works Management System being procured, this will enable more efficient administration of services and feedback to customers.</p>	<p>Promotion of recycling, incentivised through reduced charges compared with residual waste collections, plans to increase customer base.</p>	<p>Increase in commercial waste collected for recycling from 100 tonnes in 2017/18 to 1600 tonnes in 2022/23.</p>	<p>Increase in commercial waste collected for recycling from 100 tonnes in 2017/18 to 1600 tonnes in 2022/23.</p>
7.2 – Maximise recycling rates	<p><b>Municipal Recycling and waste Strategy 2016-2030</b> Re launch and expand trade waste service, which will achieve 50% recycling and embrace the use of customer friendly, self serve new technology which will reduce back office admin and increase customer satisfaction by 2018/19</p>	<p><b>Communications Plan</b> An annual Communications Plan for recycling &amp; waste is prepared and implemented, making full use of print and social media, and linking to wider regional and national campaigns including London Recycles, Love Food Hate Waste.</p> <p>Recycling and waste webpages including promotion "recycle, reduce, reuse" revised and improved in April 2019</p> <p>Regular improvements are being made to overall recycling communications as required, to better educate our residents. This includes output on recycling right, through a new recycling leaflet.</p> <p>Future communications to include: - Trial of recycling contamination sticker Q2 2019/20. - Contamination webpage, specifically for those receiving hangers/tickers where they have recycled incorrectly, tailored information. - Barnet Homes Flats recycling campaign from Q2 2019/20. - Street Cleaning - funding identified to support community litter picks from July 2019, council to support separation of recycling from residual litter where possible.</p> <p>Use of or participation in London Recycles templates, resources, social media and programmes as appropriate.</p>	<p>Communications impressions:  Barnet First – hard copy council magazine sent to all households in the borough up to 5 times a year. Barnet First e-newsletter – fortnightly newsletter emailed to at least 17,940 subscribers including Barnet residents, councillors, MPs and council staff. Facebook social media page – @Barnet Council. Page followed by 4,032 people. On average, about 1200 interactions each month (reactions, comments and shares). Pushed posts have had potential to reach around 60,000 people. Twitter social media page – @Barnet Council. Page followed by 17,100 people. On average, about 700 interactions each month (retweets, replies and likes). Instagram social media page – @BarnetCouncil. Page followed by 1,238 people. Communication Together Network bulletin – fortnightly bulletin emailed to over 1,000 subscribers including Barnet residents, community groups, councillors, MPs and council staff. Website - recycling page covering information on how to recycle, reducing waste and disposing of items correctly. Receives around 9,000 views a month. JCDecaux posters – located on high streets and in bus shelters across the borough. 140 bus shelter spaces and 80 high street spaces.</p> <p>The objective of these communications activities is to embed responsibility for behaviours that support Recycling Right, waste minimisation and an improved street scene among residents.</p> <p>Recycling leaflet to be distributed at public events. Recycle Right information to be included in distribution of recycling leaflet to 15,000 Barnet Homes properties.</p> <p>We will continue to enable residents to make full use of all recycling services, including through clear and effective communications, where our messages remain consistent and are reinforced over time.</p>	<p>All activities will support the achievement of targets set out in the dashboard.</p>	<p><b>Communications Plan</b> Plan produced annually and reviewed regularly. Web pages updated regularly as required.</p>

7.2 – Maximise recycling rates	<p><b>Household Recycling and Waste Policies - September 2018</b> <a href="https://www.barnet.gov.uk/recycling-and-waste/household-recycling-and-waste/household-recycling-and-waste-policies">https://www.barnet.gov.uk/recycling-and-waste/household-recycling-and-waste/household-recycling-and-waste-policies</a></p> <p>Policies 1a, 1b and 1c - Collection Containers, and Policy 3 - New build collection containers: The policies set out the provision of bin capacity for household waste, and this includes a 50/50 split between refuse and recycling capacity.</p> <p>Policy 2 - Communal Collections: The Council is rebalancing existing communal collections to give equal capacity to refuse waste and recycling, with 170 litres of recycling capacity provided per dwelling and 170 litres of residual waste capacity provided per dwelling.</p> <p>Policy 4 - Garden waste collections: The council provides a free of charge garden waste collection to low rise properties.</p> <p>Policy 7b - Additional Residual Waste Capacity: Additional residual capacity is only available where specific criteria are met.</p> <p>Policy 13a - Extra or side recycling is collected at low rise properties. Policy 13b - Extra or Side Residual Waste: No side residual waste is collected.</p> <p>Policy 17 - Rejected/contaminated containers: Helps to promote recycling right to reduce contamination and rejected loads.</p>	<p>Policies are being promoted as appropriate including through the council's website, and enforced by collection crews and customer contact centre.</p>	<p>Work is ongoing from Q2 2019/20 to roll out and embed these policies, which all support increased recycling.</p>	<p>All activities will support the achievement of targets set out in the dashboard.</p>	<p>Policies rolled out by end of Q2 2019/20</p>
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London Environment Strategy Objective Reference	Key action – local policy or waste contract commitment	Key actions – core service provision	Key actions – behaviour change activities	Expected impact towards achieving local targets	Key milestones (including progress updates)
7.3 – Reducing environmental impact	Barnet Council fleet	Four ULEZ compliant RCV's have been purchased, with 12 more on order. A capital bid is in progress for the remainder of the fleet to achieve compliance. Alternative fuel vehicles are being trialled, and any decision on their wider use will be based on the operational and financial case. The Council operates a bulking facility for recycling at its Oakleigh Depot, this reduces the vehicles emissions that would have resulted from recycling RCV's travelling directly to tip at the Biffa MRF in Edmonton. All RCV's have electric bin lifts, to reduce vehicle emissions and improve air quality.	Six electric charging points are in place at the Council's Oakleigh Depot.	All activities will support the achievement of targets set out in the dashboard.	The council will ensure its waste fleet is 100% ULEZ compliant by 2020.
7.3 – Reducing environmental impact	North London Waste Authority - LondonEnergy Ltd Fleet	The vehicle fleet of the NLWA's current main waste transfer, treatment and disposal contractor, London Energy Ltd (LEL), and those of LEL's subcontractors are currently transitioning to ULEZ compliance. The use of ULEZ compliant vehicles is a condition of the NLWA's new commingled dry recycling processing contracts which are to begin in December 2019.  It is a requirement of the main waste contract with LEL to use Euro IV vehicles as a minimum. However, LEL have initiated a vehicle replacement programme to ensure vehicles have Euro VI engines in order to comply with the ULEZ. In addition to this LEL are now using electric vehicles for members of staff and have vehicle charging points at Edmonton using energy generated from the Energy from Waste (EFW) plant.	N/A	N/A	The main waste contract ends in 2025 and any further stipulations on contractors to use alternative fuel will be considered as part of the new agreement or subsequent variations.  In terms of minimising road vehicle movements within London the waste reception points available to the NLWA Boroughs reflect a good geographical spread within the NLWA area.  The majority of residual waste hauled by road within the NLWA area is subject to thermal treatment at Edmonton EcoPark.
7.3 – Reducing environmental impact	North London Waste Authority - residual waste transport arrangements	The majority of household residual waste collected in Barnet is taken to the Hendon Waste Transfer Station. Of the approximately 21% of total residual waste delivered direct to the Hendon facility 27% is currently transferred by road to Edmonton EcoPark, primarily to be incinerated and 73% is transferred via rail to Greatmoor EFW facility in Buckinghamshire for incineration. The transfer of waste by road to Edmonton is to make use of this cheaper and more local treatment route and the proportion consigned by rail for more expensive incineration in Buckinghamshire is primarily driven by a condition of the lease on the site.  Due to the redevelopment of the Hendon Rail Waste Transfer Facility as part of the wider Brent Cross Cricklewood Regeneration a replacement road transfer facility is being developed nearby which is proposed to begin operations in Autumn 2020. Due to the constrained nature of the site this cannot be used for rail transfer and the intention is for the residual waste deposited at the site will be transferred by road to Edmonton EcoPark for incineration.			
7.3 – Reducing environmental impact	Recycling & Waste collection round reorganisation - November 2018	Complete reorganisation of all recycling & waste collection rounds took place from November 2018, to move to area-based working. This will deliver some reductions in vehicle emissions, for example supervisors will generally be based in one area of the borough per day, rather than covering all areas of the borough on any given day.			Round Reorganisation was implemented from November 2018, new rounds are operational.
7.3 – Reducing environmental impact	Procurement	<b>Procurement</b> The council encourages additional Social Value benefits through its procurement processes, with social value considerations (including environmental benefits) being considered as part of contract award criteria.	Social Value in Contracts - presentation/guidance issued to potential suppliers.		

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London Environment Strategy Objective Reference	Key action – local policy or waste contract commitment	Key actions – core service provision	Key actions – behaviour change activities	Expected impact towards achieving local targets	Key milestones (including progress updates)
7.4 Maximising local waste sites	North London Waste Authority - Household Recycling Centre policy	<b>Reuse &amp; Recycling Centre (RRC) - Summers Lane</b> The NLWA operates 7 RRC's in the NLWA area and LB Enfield separately operates an RRC which residents from the other NLWA Boroughs are free to use. Barnet has one RRC in Summers Lane, N12 0RF. RRCs accept a wide range of materials for recycling and accepting common household hazardous materials including gas bottles, fire extinguishers, paints, and waste electrical equipment. There are restrictions in place for access to sites by vans and on the quantities of soil and rubble that can be deposited. A further covered RRC with a capacity of circa 8,000 tonnes per annum and the ability to receive waste from commercial and industrial sources will be developed at the Edmonton EcoPark as part of the wider redevelopment of that site. The tonnages and costs of the NLWA-operated sites are apportioned by a periodic visitor survey.	The site is promoted through the council's communications, including website.	73% of the waste received at the NLWA operated RRC's was recycled in 17/18. Whilst the recycling performance of the NLWA-operated RRC network has increased over recent years there has been a significant drop in the tonnages which has been attributed to changes in trade waste restrictions, changes in car ownership and other factors. The receipt of waste from commercial and industrial sources at existing RRC's has been considered but the lack of weighbridges and other operational considerations prevent this.	
7.4 Maximising local waste sites	North London Waste Plan	<b>North London Waste Plan</b> The seven North London Boroughs of Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest are working together to produce the North London Waste Plan (the 'NLWP') which will ensure adequate provision of land for waste use in the area up to 2035 and provide policies against which waste planning applications will be assessed. The NLWP pools the apportionment targets set out in London Plan Policy SI8 and safeguards waste sites as per London Plan Policy SI9.	N/A	N/A	The NLWP will undergo examination in late 2019 with adoption in 2020.
7.4 Maximising local waste sites	<b>Waste transfer facilities</b> A replacement for the Hendon Waste Transfer Station is being procured, working in partnership with the NLWA. This includes transfer capacity for food waste, dry recycling and residual waste. It is currently anticipated that the new facility will open in 2022. It is anticipated that securing land for bulking and transfer stations will be a challenging issue in future, in a borough where land values are very high.	N/A	N/A	N/A	New transfer station to open in 2022

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Ricardo  
Energy & Environment

# Options Appraisal for London Borough of Barnet

Final Report

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Report for Resource London  
LWARB tender: 2018-19 12

**Customer:****Resource London****Customer reference:**

LWARB tender: 2018-19 12

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## Executive Summary

The research for this report, jointly commissioned by the London Borough of Barnet ('the Council') and Resource London, has been undertaken to help identify opportunities to increase kerbside recycling levels and reduce residual waste arisings in Barnet, in line with the framework for greater consistency in household collections.

The report explores alternative service options around the Council's existing refuse, dry recycling and garden waste collection systems, including capacity restrictions for residual waste and options for reintroducing a separate weekly food waste collection service (a service which was previously suspended in November 2018).

To select the service options to be modelled, discussions were held between Ricardo Energy & Environment, the Council and Resource London at the project inception meeting. The options are fully described in Table 1 below. The following terms are used within the report to describe how materials are presented at the kerbside and collected within the vehicle:

- Twin-stream – Collection of dry recyclate in two streams with either glass or paper collected in separate containers and in separate compartments on a collection vehicle.
- Comingled – Collection of all dry recyclate (paper, card, plastics, cans, glass) within one container and in one vehicle compartment.

**Table 1: Options Modelled**

Option	Residual Waste	Dry Recycling	Garden Waste	Food
1 "Current service + food waste"	Weekly in a 240l Wheeled Bin	Weekly comingled in 240l bin	Fortnightly in a 240l Wheeled Bin	Weekly separate collections in food caddy in a dedicated separate food waste vehicle
2 "Alternate weekly dry recycling"	Weekly in a 240l Wheeled Bin	Fortnightly twin-stream (paper/card out) on alternate weeks – e.g. week one paper/card, week two plastics, cans and glass	Fortnightly in a 240l Wheeled Bin	Collected weekly in food caddy, with recycling on recycling vehicle (in a separate compartment)
3 "Fortnightly refuse"	Fortnightly in a 240l Wheeled Bin	Weekly comingled in 240l bin	Fortnightly in a 240l Wheeled Bin	Weekly separate collections in food caddy in a dedicated separate food waste vehicle
4 "Restricted refuse capacity"	Weekly in a 180l Wheeled Bin	Weekly comingled in 240l bin	Fortnightly in a 240l Wheeled Bin	Weekly separate collections in food caddy in a dedicated separate food waste vehicle
5 "Restricted refuse capacity + fortnightly dry recycling"	Weekly in a 180l Wheeled Bin	Fortnightly twin-stream (paper/card out) collected every two weeks with paper/card in one compartment of recycling vehicle with remaining dry recycling (glass, cans and plastics) collected in the other compartment	Fortnightly in a 240l Wheeled Bin	Weekly separate collections in food caddy in a separate food waste vehicle
6 "Fortnightly refuse and dry recycling"	Fortnightly in a 240l Wheeled Bin	Fortnightly comingled in 240l bin	Fortnightly in a 240l Wheeled Bin	Weekly separate collections in food caddy in a separate food waste vehicle

The report provides the results of the modelling of various scenarios presented by Ricardo Energy & Environment based on their experience of other authorities and agreed with Resource London and the Council for further exploration.

The modelling was undertaken using KAT (WRAP's Microsoft Excel-based Kerbside Analysis Tool) with the outputs analysed using Ricardo Energy & Environment's in-house tools.

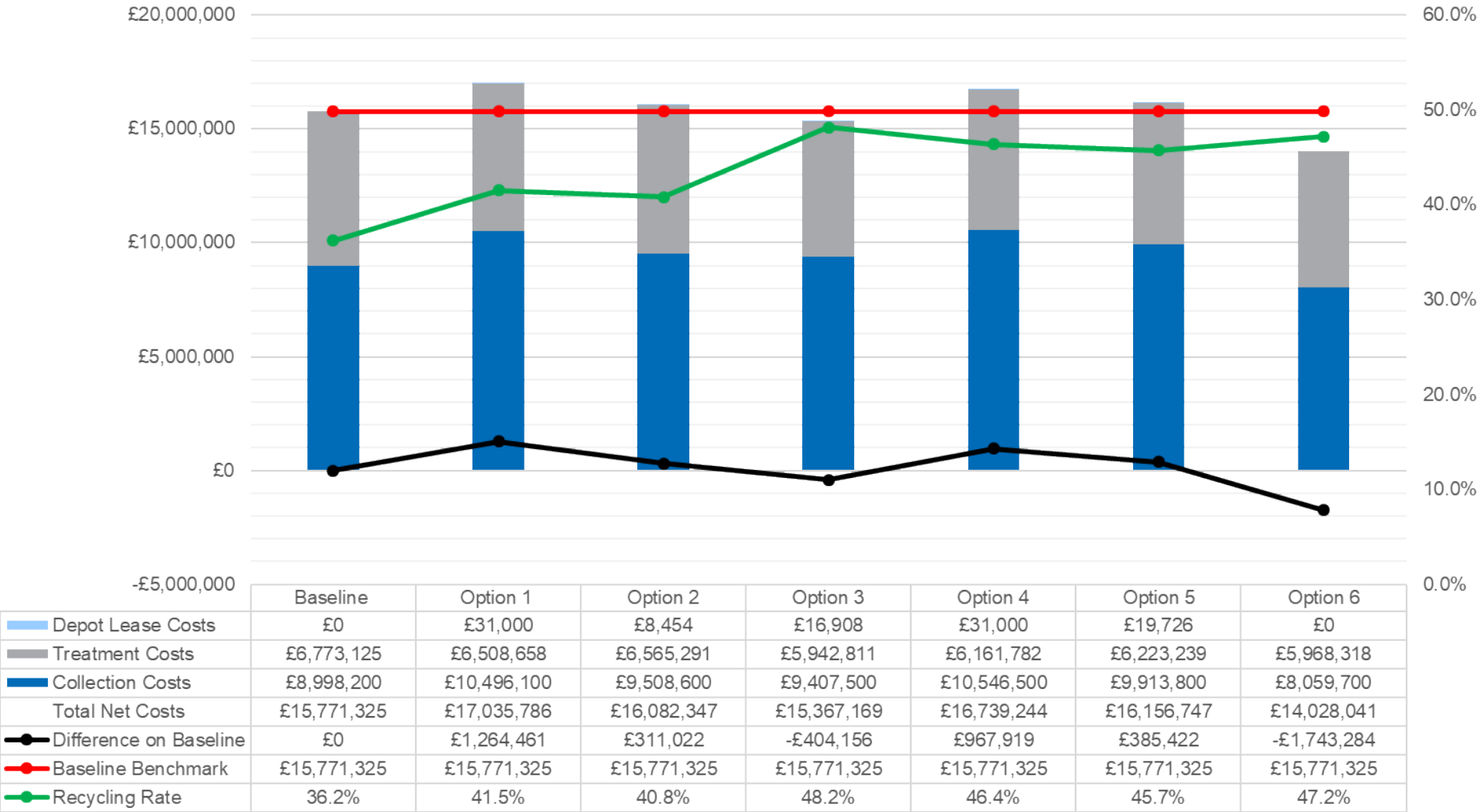
The report provides full details of Barnet's current service profile and benchmarks the Council's performance against other local authorities with similar demographics, and provides the performance outputs, resource implications and costs of each of the service scenarios.

The outcomes of each option have been presented in comparison with the Baseline figures, which are a modelled version of the Council's current service as agreed with Council officers. It should be noted that the modelled Baseline excludes communal properties (which are addressed in section 10). In addition, the Baseline contains assumptions based on an eight-hour working day.

As background, and to fully explain how the outputs have been achieved, information on the Baseline calculations and assumptions for the modelled service options has been provided, either in the main body of the report or as appendices.

Ricardo Energy & Environment provided this support to the Council on behalf of Resource London, and this report details the findings of the options reviews and modelling carried out. Figure 1 below summarises the net costs (split between collection and treatment costs) and the recycling rate for each option modelled.

Figure 1: Summary of Outputs



N.B. It should be noted that the 'Additional Depot Space Lease Costs' are not visible in the graph due to the low figures compared to the other totals, however these have been accounted for in overall costs where applicable

The Council developed the evaluation criteria and weightings to assess the Options. These included elements such as public acceptability, frequency of collections and number of containers, alongside the financial elements and reduction of residual waste. **Error! Reference source not found.** below provides a summary of the evaluation which shows that Option 6 is the highest-ranking Option. The 'Raw Score' is score given to each Option for each criterion under the evaluation methodology. The 'Weighted Ranking' represents how the Options performed once the weightings applied to each criterion were calculated. For example, the 'cost' evaluation criteria accounted for 35% of the overall assessment, whereas 'public acceptability' accounted for 22% of the overall assessment. This means that the highest score of '6' given to one Option for 'public acceptability' would account for less of the overall weighting than a '6' given for 'cost'. This explains why although there is a broad correlation between raw and weighted scores shown below, there are certain instances where a raw score differs from the weighted score. The ranking of the Options has been undertaken based on the weighted scores.

**Figure 2: Summary of Evaluation**

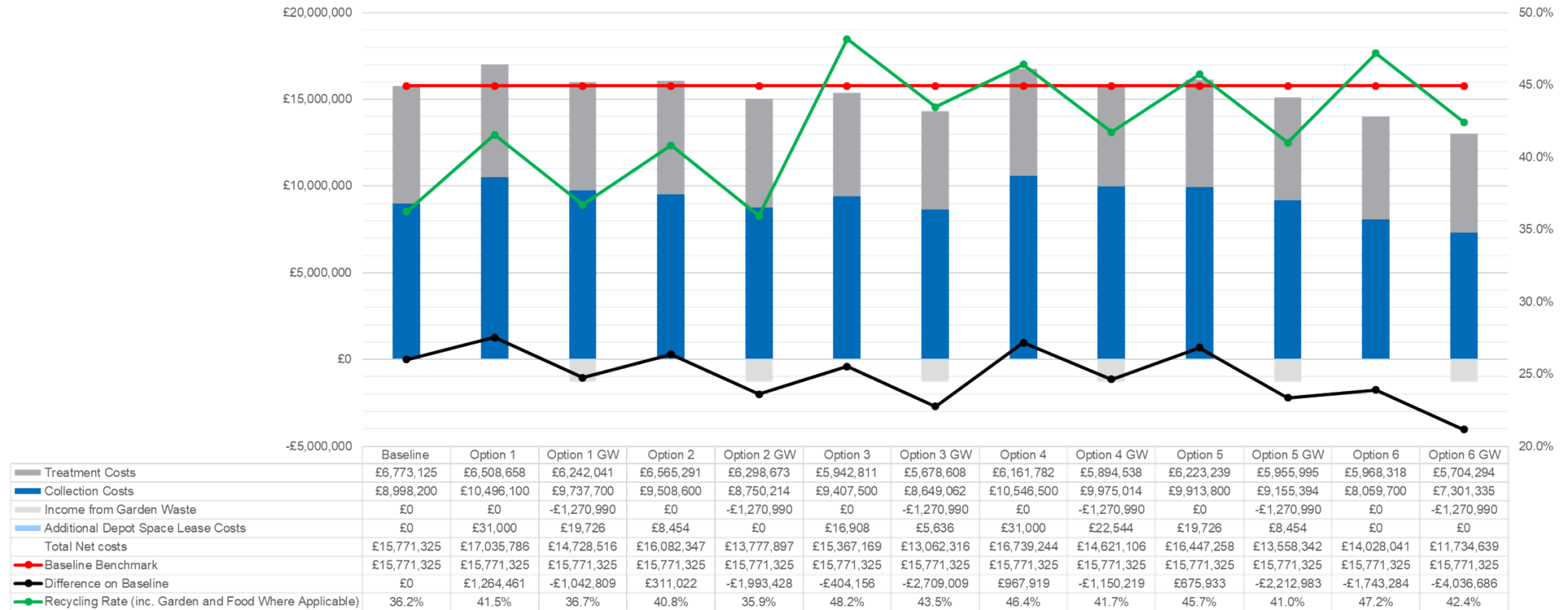
	Baseline	Option 1: "Current service + food waste"	Option 2: "Alternate weekly dry recycling"	Option 3: "Fortnightly refuse"	Option 4: "Restricted refuse capacity"	Option 5: "Restricted refuse capacity + fortnightly dry recycling"	Option 6: "Fortnightly refuse and dry recycling"
<b>Raw Score</b>	3	5	7	2	4	6	1
<b>Weighted Ranking</b>	4	6	7	2	3	5	1

An assessment of the impact of introducing a chargeable garden waste service was undertaken as a sensitivity following the main Options modelling. This comprised two scenarios:

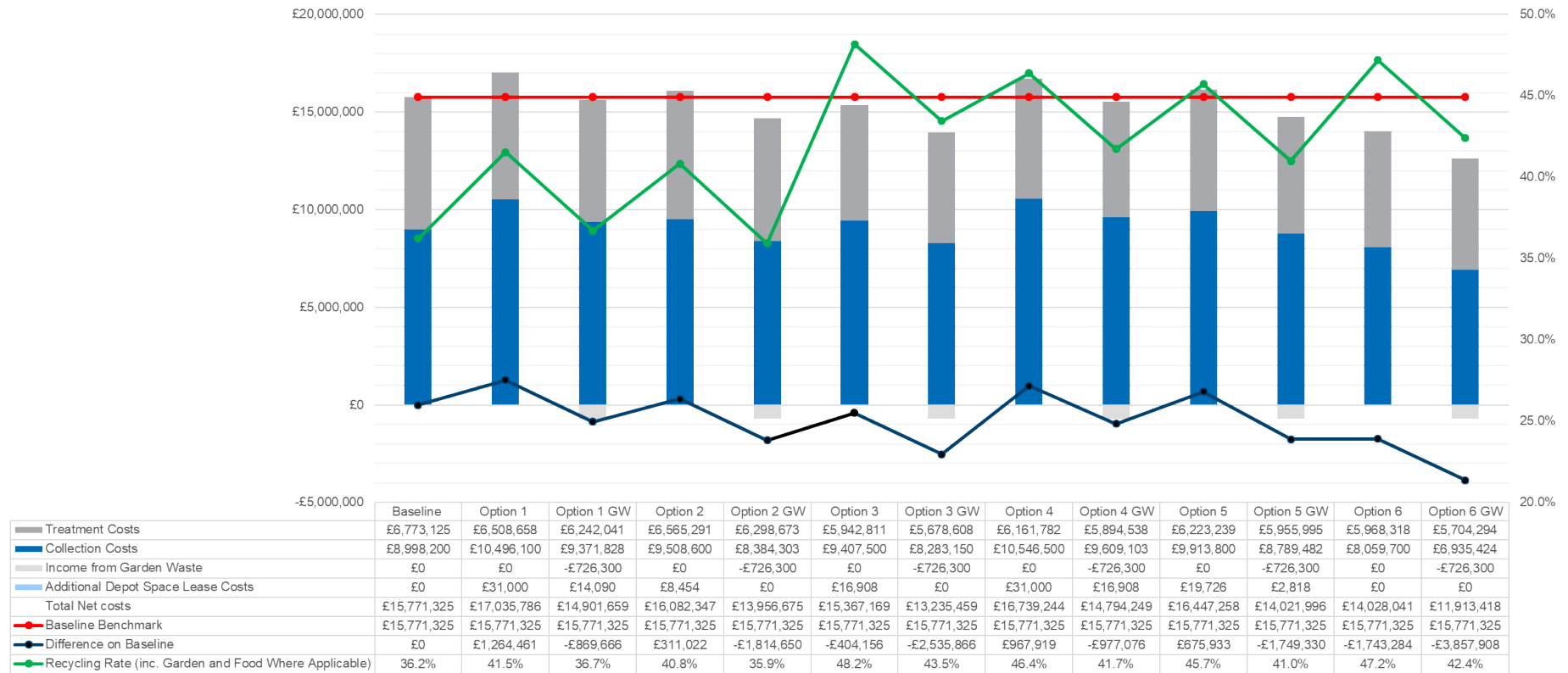
- The first assumed a subscription rate of 35% and an annual charge of £35
- The second assumed a subscription rate of 14% and an annual charge of £50. It should be noted that this scenario assumes a very conservative householder uptake.

The assessment concluded that the garden waste service could be applied to each Option and, based solely on the savings made on vehicle/staff requirements, disposal fees and potential income the first service scenario, would save the Council in the region of £2.3m per annum (comprising £760,000 in reduced collection costs, £267,000 in reduced disposal costs and £1.3m of income from the service). The second scenario would save approximately £2.1m per annum (comprising £1.1m in reduced collection costs, £267,000 in reduced disposal costs and £726,000 of income from the service). However, this would result in a reduction in recycling rate of approximately 4.8%. **Error! Reference source not found.** and Figure 4 below summarise the impact of introducing a chargeable garden waste service on each Option and for both scenarios.



**Figure 3: Garden Waste Service Summary - £35 Subscription Fee**

N.B. It should be noted that the 'Additional Depot Space Lease Costs' are not visible in the graph due to the low figures compared to the other totals, however these have been accounted for in overall costs where applicable

**Figure 4: Garden Waste Service Summary - £50 Subscription Fee**

*N.B. It should be noted that the 'Additional Depot Space Lease Costs' are not visible in the graph due to the low figures compared to the other totals, however these have been accounted for in overall costs where applicable*

As a further sensitivity, the Council requested that the impact of increased disposal fees per tonne was investigated, to reflect the work being undertaken by North London Waste Authority (NLWA) to revise the long-term levy modelling carried out in 2017. **Error! Reference source not found.** below shows the modelled change in price per waste stream between 2018/19 and 2021/22.

**Table 2: Disposal Fee Changes**

	2018/19 (current pricing - revised at 4th NLWA budget review)	2021/22
Residual	£89.44	£101.35
Dry Recyclable	£67.06	£59.13
Food	£32.44	£34.12
Garden	£55.52	£58.60

According to the NLWA, there is a risk that by 2025/26 the Council's residual waste costs could double from the current position. However, as uncertainty increases the further into the future assessments are made, it was agreed that the figures provided from NLWA for 2021/22 would be used to gauge the future position. Although these figures may be subject to change, 2021/22 was the latest year for which estimated disposal costs were available. Given the volatility within waste markets for certain material streams, particularly dry recycling, attempting to model gate fees six years into the future would likely be inaccurate. It should be noted that food waste disposal costs have remained largely similar, and this is in line with the latest WRAP Gate Fees Report 2018, which states that the downward trend for anaerobic digestion (AD – the common route for separate food waste treatment) gate fees appears to be continuing<sup>1</sup>. It is likely that the disposal of residual waste will continue to become more expensive, and therefore the Options that include the reduction of residual waste will become increasingly financially attractive.

**Table 3: Disposal Fee Comparison to Baseline**

Option	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
18/19 Price	£6,773,125	£6,508,658	£6,565,291	£5,942,811	£6,161,782	£6,223,239	£5,968,318
<b>Difference on Baseline</b>	<b>n/a</b>	<b>-£264,467</b>	<b>-£207,834</b>	<b>-£830,314</b>	<b>-£611,343</b>	<b>-£549,886</b>	<b>-£804,807</b>
21/22 Price	£7,326,978	£7,015,046	£7,089,942	£6,328,782	£6,578,118	£6,657,470	£6,371,375
<b>Difference on Baseline</b>	<b>n/a</b>	<b>-£311,932</b>	<b>-£237,036</b>	<b>-£998,196</b>	<b>-£748,860</b>	<b>-£669,509</b>	<b>-£955,603</b>

**Error! Reference source not found.** shows the impact on cost compared to the Baseline for each Option as a result of the NLWA modelled change in disposal fees. Options that restrict residual waste the most realise the greatest savings on disposal costs.

<sup>1</sup> [http://www.wrap.org.uk/sites/files/wrap/WRAP%20Gate%20Fees%202018\\_exec+extended%20summary%20report\\_FINAL.pdf](http://www.wrap.org.uk/sites/files/wrap/WRAP%20Gate%20Fees%202018_exec+extended%20summary%20report_FINAL.pdf)

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## Appendices

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Appendix 2	Assumptions Report
Appendix 3	Resource & Waste Strategy
Appendix 3	Drivers for Change

# 1 Introduction

This work has been undertaken by Ricardo Energy & Environment (Ricardo) on behalf of Resource London and the London Borough of Barnet (the 'Council'). The project is part of an overall programme of work Resource London is conducting with London Boroughs to examine the business case for greater consistency in household recycling collections within London.

The main objective of Resource London is that by 2020, London will have more harmonised, consistent and efficient waste and recycling services that will:

- Reduce the city's waste footprint and reinvigorate recycling to make a significant contribution towards the Mayor's ambition for London to achieve 65% recycling by 2030; and
- make a significant contribution towards England achieving its 50% household waste recycling target in 2020.

This report presents the findings from modelling work conducted for Resource London and the Council on the front-line service delivery and explores the relative merits of a number of different waste and recycling collection systems. Commentary has also been provided on the recently published Resources & Waste Strategy for England, along with commentary on the risks and factors likely to affect the waste and recycling market in the short and longer terms.

Modelling (using WRAP's Microsoft Excel based Kerbside Analysis Tool, 'KAT') was used to explore a number of potential future options for the collection of household waste.

## 1.1 Rurality

The Council is defined as Rurality 2: Predominantly Urban, Lower Deprivation. The KAT tool utilises extensive information from local authorities to apply assumptions regarding recycling performance dependant on the rurality of each authority area.

## 1.2 Year of Modelling

The Baseline model utilises 2017/2018 data as provided by the Council, amended to take into account the cessation of the food waste collection service in November 2018. All future waste and recycling service options assume this level of waste arisings and household numbers to enable like-for-like comparisons with the agreed Baseline.

## 1.3 Household Numbers

The Council has provided data on the number of households in the authority area, with communal properties identified alongside standard kerbside properties. However, as the KAT tool is not designed to deal with properties with communal collections (e.g. flats), an assessment of the communal properties has been carried out as a discrete exercise from the main modelling (see section 10).

It was agreed with the Council that, for the purposes of modelling, a 70/30 split should be used as a guide, with 70% of the 148,220 households assessed as 'standard' kerbside properties, and the remaining 30% as 'flats/communals'. This split is set out below, and further detail is available at Appendix 4:

**Table 4: Property Numbers Modelled**

Modelled Properties	Non-modelled Properties	Total
103,754	44,466	148,220
70%	30%	100%

## 1.4 Current Collection System

The kerbside collection schemes operated by the Council for refuse, dry recycling and garden waste at the properties to be modelled as the baseline are shown in **Error! Reference source not found.**

**Table 5: Current Collection System (Baseline) - Standard Kerbside Collection**

	Residual Waste	Dry Recycling	Garden Waste
<b>Container</b>	240l wheeled bin	240l wheeled bin	240l wheeled bin
<b>Materials</b>	Refuse	Co-mingled dry recycling	Garden waste
<b>Collection frequency</b>	Weekly	Weekly	Fortnightly
<b>Households served (exc. flats)</b>	103,754	103,754	103,754

## 1.5 Waste Arisings

The Council has provided their total waste arisings for 2017/18 for residual, dry recycling and garden waste streams.

To calculate the tonnage associated with communal properties, the total waste arisings were divided by the total number of properties, to provide an average kg per household per year (kg/hh/yr), which was then multiplied by the number of communal properties and deducted from the total arisings. These tonnages, shown in **Error! Reference source not found.**, were used in the KAT model.

**Table 6: Kerbside Collected Waste (Standard Collections) 2017/18**

Collection	Actual 2017/18 data	Modelled Tonnage
<b>Residual waste</b>	77,032	55,646
<b>Co-mingled recycling</b>	26,567	16,873
<b>Garden waste</b>	14,744	14,744

It is assumed that all garden waste arisings are from 'standard' kerbside properties rather than from flats/communals, and therefore all garden waste tonnage has been included in the modelling.

## 1.6 Waste Composition

Waste composition data was provided by the Council from a study undertaken in 2014/2015. However, as this study didn't separately identify all materials (particularly plastic bottles), the composition data has been amended to incorporate the default overall composition provided by WRAP's KAT tool. The composition of each waste stream is shown at **Error! Reference source not found.** Residual composition is determined by the level of material diverted by dry recycling, garden and food collections.

It should be noted that the waste composition for recycling represents the recyclable materials and does not include contamination (i.e. material that is not accepted by the Council's current recycling scheme), which has been modelled at 9.3% of the collected tonnage as agreed with the Council.



**Table 7: Waste Composition**

Material Category	Overall Composition (weight %)	Recycling Composition (weight %)	Organics Composition (weight %)
Newspaper and magazines	9.64%	33.74%	0.0%
Other paper	7.60%	0%	0.0%
Corrugated card/Tetrapaks	1.90%	0.86%	0.0%
Non-corrugated card	3.00%	19.87%	0.0%
Plastic film	4.55%	0.00%	0.0%
Plastic bottles	2.20%	6.62%	0.0%
Plastic – other	3.12%	4.27%	0.0%
Mixed Glass	6.64%	30.24%	0.0%
Steel cans	1.44%	1.85%	0.0%
Aluminium cans	0.29%	2.53%	0.0%
Foil	0.43%	0.00%	0.0%
Textiles	2.69%	0.00%	0.0%
Soil and other organic	3.74%	0.00%	18.66%
Food	21.70%	0.00%	0.0%
Garden	15.45%	0.00%	80.67%
Other	15.61%	0.00%	0.67%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

## 1.7 Set-out Rates

The Council provided information on set-outs based on studies undertaken and these are shown in **Error! Reference source not found.** below. Set-out is the average percentage of households setting out containers for collection on any collection day.

**Table 8: Assumed Set-out Rates**

	Residual waste	Dry recycling	Garden waste
Barnet	60%	60%	25%

## 1.8 Vehicles

### 1.8.1 Number of Vehicles

The modelling focuses on the standard kerbside service collection rounds. The number of vehicles used for the Councils' standard kerbside service are shown in **Error! Reference source not found.** However, since properties with communal containers (i.e. flats) are not included in the modelling, we have pro-rated the number of vehicles down in the same proportion (see **Error! Reference source not found.**) for residual waste and recycling. Garden waste vehicles are unaffected as it is assumed all garden waste is generated from standard kerbside properties. The figures below reflect the vehicle numbers modelled.

It should be noted that the assumptions regarding working hours (see section 1.9) do not mirror the Council's actual current service. Following the results of the modelling of the Baseline and all six Options based on the Council's current working hours, it was agreed that the working hours should be remodelled in line with the planned changes to future working hours, and therefore reduced back to eight hours per day. The Baseline was therefore modelled with these assumptions included, to facilitate accurate and fair comparison with the Options, each of which includes the same assumptions. The reduction in hours results in an increase in the number of collection vehicles for all material streams.

**Table 9: Numbers of Vehicles Used to Collect Kerbside Waste**

	Residual Waste	Co-mingled Recycling	Garden Waste
Total Current Fleet (current working hours)	18	18	7
Modelled Vehicles (current working hours)	12.5 <sup>2</sup>	12.3 <sup>3</sup>	6.7 <sup>4</sup>
Modelled Vehicles (eight-hour working day)	16.6 <sup>5</sup>	15.6 <sup>6</sup>	7.5 <sup>7</sup>

### 1.8.2 Number of Days/Weeks Worked

The Council has reported that the standard kerbside collection service operates five (5) days per week (including public holidays), fifty-two weeks per year, with some adjustments in service over the Christmas period. The garden waste service operates fortnightly for 46 weeks of the year (23 collections).

### 1.8.3 Specification of Vehicles

The vehicles used in the Baseline are based on the information provided by the Council and are shown in **Error! Reference source not found.** The vehicle payloads provided by the Council are the average tonnages collected on each load per vehicle, rather than the maximum vehicle payload. As such, payloads may be subject to minor changes during the development of the Baseline.

**Table 10: Specification of Vehicles (Standard Kerbside Service)**

Authority	Residual Waste	Dry Recycling	Garden Waste
	RCV (Residual Collection Vehicle)	RCV with food pod	RCV
<b>Barnet</b>			
	Avg. tip 11.6 tonne payload	Avg. tip 10.3 tonne payload	Avg. tip 10.4 tonne payload

## 1.9 Timings

Driving distances have been provided as averages by the Council. Default driving speeds from the KAT Tool were then used to convert the distances provided into average collection timings, as shown in **Error! Reference source not found.** This calculation enables the actual time spent collecting waste

<sup>2</sup> Rounded up to 13 for costing purposes

<sup>3</sup> Rounded up to 13 for costing purposes

<sup>4</sup> Rounded up to 7 for costing purposes

<sup>5</sup> Rounded up to 17 for costing purposes

<sup>6</sup> Rounded up to 16 for costing purposes

<sup>7</sup> Rounded up to 8 for costing purposes

for the services to be calculated, which in turn affects the tonnages of materials which can be collected. The timings provided are estimates and have been subject to minor amendments whilst refining the Baseline, particularly the average collection speeds.

**Table 11: Average Collection Timings**

Collection Timings	Residual	Recycling	Garden
Average speed when collecting	5.20 mph	4.03 mph	5.20 mph
Average speed when not collecting	19.35 mph	20.50 mph	20.50 mph
Average time taken to drive from starting depot to beginning of round	20 minutes	20 minutes	20 minutes
Average time taken to drive from round to unloading point (one-way)	20 minutes	20 minutes	20 minutes
Average time taken to unload	30 minutes	30 minutes	30 minutes
Average time taken to drive from unloading point to the finish depot	30-45 minutes	30 minutes	30-45 minutes
Average hours worked by each crew per day	8 hours	8 hours	8 hours

## 1.10 Costs

### 1.10.1 Collection

The Council has provided us with data regarding their in-house service costs to facilitate the construction of the Baseline, shown in **Error! Reference source not found.** below.

**Table 12: Barnet Service Costs**

Item	Residual Waste Costs	Dry Recycling Costs	Garden Waste Costs
Container	1x 240l wheeled bin: £18.66	1x 240l wheeled bin: £19.51	1x 240l wheeled bin: £19.13
Vehicle purchase	RCV - £190,000	RCV with pod - £190,000	RCV - £190,000
Vehicle Running (annual)	£15,500	£15,500	£15,500
Vehicle Standing (annual)	£6,800	£6,800	£6,800
Driver (HGV)	£38,020 per annum per driver		
Driver (non-HGV)	£26,962 per annum per driver		
Loader	£33,624 per annum per loader		
Supervision/Management	£482,481 per annum		
Overheads	10% of total Street Scene budget: £760,369 per annum		

Staff costs are inclusive of on costs. The overhead proportion has been estimated by the Council as representing 10% of the total Council Street Scene management budget; this figure has been utilised consistently across all of the options.

Overheads include the non-operational costs incurred in the running of the service; this includes costs associated with the management of the service and associated apportioned costs for central council departmental inputs i.e. Human Resources, Information Technology, Health & Safety, Procurement, Finance and Legal, along with other costs such as utilities and insurances,

Where the Council has not obtained specific vehicle standing and running costs, Ricardo have used assumptions from our database comprising recent data, including purchase, running and standing costs.

### 1.10.2 Treatment

The other key element of the options modelling is the cost of disposing of or recycling the collected material. Each option changes the proportion and total tonnage of material collected and will therefore change the treatment costs.

Disposal costs have been provided by the North London Waste Authority (NLWA) and are shown in **Error! Reference source not found.** below. As treatment costs vary regularly, we have agreed with the Council to utilise the costs shown in the Table as '2018/19 (current pricing - revised at 4th NLWA budget review)'.

**Table 13: NLWA Disposal Costs**

Waste type	2018/19	2018/19 (current pricing - revised at 4 <sup>th</sup> NLWA budget review)	2019/20
Residual	£89.47	£89.44	£95.95
Dry recyclable	£56.01	£67.06	£66.70
Food	£84.71	£32.44	£33.94
Green	£56.66	£55.52	£57.28

### 1.10.3 Operational

Staff and container costs will be as per those used in the Baseline for all options, to ensure a like-for-like comparison. Where data for vehicle purchase costs is not provided, we have used the framework price the authorities would obtain if they were to use the Dennis Eagle framework to procure vehicles, as shown in **Error! Reference source not found.**

In all options, depot costs have not been included as standard, however, for certain options, there would be a requirement for capital investment in both land and physical infrastructure to enable additional activities to be conducted, such as additional vehicle parking. The Council has provided a cost of £2,818 per vehicle (above the Baseline total) for additional parking, which has been factored into the overall cost per Option, where applicable. It is essential to note that this is only an indicative cost – there is no actual additional depot space that has been identified as available at this time. Such additional space would need to be identified and procured at a cost that cannot be accurately defined at this time, within the context of a London borough which is expected to have significant housing growth in the coming years. If suitable depot space cannot be found, the possibility of introducing service changes that require more space will be significantly curtailed.

**Table 14: Vehicle Cost Assumptions**

Vehicle	Prices incl. bin lift (where applicable or stated otherwise)	MPG	Standing Costs	Running Costs
Food 7.5 non-compaction	£85,000	12.6	£1,395	£10,100
Twin pack	£200,000	2.7	£2,245	£14,100
Barnet RCV - Recycling	£190,000	3.5	£6,800	£15,500
Barnet RCV - Garden	£190,000	3.5	£6,800	£15,500
Barnet RCV - Refuse	£190,000	3.5	£6,800	£15,500

The vehicle costs, excluding the current prices provided by the Council, in **Error! Reference source not found.** are sourced from numerous procurement processes undertaken by Ricardo and provide a good estimate of the true costs of collection vehicles. The Council has agreed that we will apply these costs to all future Options.

## 2 Modelled Options

This section of the report explores the forward-looking analysis, and Options to be considered as part of the collections modelling appraisal.

### 2.1 Vehicles and Containers

The vehicles and containers used in each of the future options modelled were agreed with Resource London and the Council. The vehicles and containers that were modelled for are shown in **Error! Reference source not found.5**.

**Table 15. Vehicles and Containers used in the Options Modelling**

Option	Residual waste	Dry recycling	Garden waste	Food waste
		Method		
Current	Weekly via 240 litre wheeled bin - RCV	Weekly comingled in 240l bin – RCV	Fortnightly in 240l bin - RCV	None
1 “Current service + food waste”	Weekly via 240 litre wheeled bin - RCV	Weekly comingled in 240l bin – RCV	As current	Weekly food waste (collected separately) 7.5t RCV (non-compaction)
2 “Alternate weekly dry recycling”	Weekly via 240 litre wheeled bin - RCV	Fortnightly twin stream with glass, cans and plastics in 240l bin and paper/card in 55l box each collected on alternate weeks on a Twinpack vehicle  e.g. Week One – plastics, cans and glass (with food in smaller compartment), Week Two – Paper/Card (with food in smaller compartment)	As current	Weekly food waste (collected on twinpack compartment)
3 “Fortnightly refuse”	Fortnightly via 240 litre wheeled bin - RCV	Weekly comingled in 240l bin - RCV	As current	Weekly food waste (collected separately) 7.5t RCV (non-compaction)
4 “Restricted refuse capacity”	Weekly via 180 litre wheeled bin - RCV	Weekly comingled in 240l bin - RCV	As current	Weekly food waste (collected separately) 7.5t RCV (non-compaction)
5 “Restricted refuse capacity + fortnightly dry recycling”	Weekly via 180 litre wheeled bin- RCV	Fortnightly twin stream (paper out) and with glass, cans and plastics in 240l bin and paper/card in 55l box – Twinpack vehicle	As current	Weekly food waste (collected separately) 7.5t RCV (non-compaction)
6 “Fortnightly refuse and dry recycling”	Fortnightly via 240 litre wheeled bin – RCV	Fortnightly comingled via 240l - RCV	As current	Weekly food waste (collected separately) 7.5t RCV(non-compaction)

## 2.2 Contamination

Within kerbside recycling collections, there will be a certain proportion of the material that is classed as contamination and will not contribute to the recycling rate. This contamination rate will vary according to:

- Scheme type;
- Residual waste capacity;
- Communications and awareness campaigns; and
- Enforcement.

WRAP evidence demonstrates that where residents are required to separate their recyclate into different containers, contamination is more easily identified and consequently the level of contamination falls. Conversely, fully co-mingled schemes tend to attract a higher level of contamination, as it is more difficult to identify in a bin containing fully mixed recyclate.

We have provided, in **Error! Reference source not found.**, a breakdown of the proposed contamination rates to be modelled for each methodology, as agreed with the Council. This includes typical values for contamination, sourced from the Council and Ricardo data.

**Table 16. Rejects and Non-recycled Material**

Option	Contamination level
Baseline	9.3%
Separate paper/card stream	5.26%
Co-mingled portion of two-stream	9.3%

## 2.3 Estimated Set-out Rates

The set-out rate is the percentage of service users who will present their containers for collection on their collection day. The following table shows the estimated set-out rates for each option along with the rationale behind the rate, utilising information on fill rates provided by the Council. In summary, as capacity in the residual waste containers falls, they will be fuller when collected. Residents will be encouraged to separate more of their recyclate (including food waste) to utilise the available capacity in their recycling containers, which will therefore be fuller when emptied.

**Table 17: Proposed Set-out Rates**

Option	Coverage	Recycling Set-out	Residual set out	Food	Reason
Baseline	100%	60%	60%	n/a	As per current estimate
Option 1	100%	60%	60%	30%	As Baseline and low use of food waste containers in Council participation study (the study)
Option 2	100%	85%	60%	30%	Residual as baseline, reduced frequency of recycling should result in full containers for most householders based on the study. Food as Option 1
Option 3	100%	70%	90%	40%	Reduced frequency of residual should result in full containers for most householders based on the study. The reduced residual frequency should see an increase in set out for both recycling and food waste.
Option 4	100%	65%	85%	35%	Recycling as Baseline, reduced capacity of residual should result in fuller containers for most householders based on

Option	Coverage	Recycling Set-out	Residual set out	Food	Reason
					the study. The reduced residual capacity should see an increase in set out for both food waste and recycling.
Option 5	100%	85%	85%	35%	Reduced capacity of residual and frequency of recycling should result in fuller containers for most householders based on the study. The restricted residual capacity should see a moderate increase in set out for food waste.
Option 6	100%	85%	90%	40%	Reduced frequency of residual and recycling should result in fuller containers for most householders based on the study. The reduced residual frequency should see an increase in set out for food waste.

It should be noted that there are numerous factors that can influence set out rates, and we have agreed with the Council that the rates used are realistic. For food waste in particular, there is little data available on the effect of set-out rates resulting from a change in residual service (collection frequency or capacity). We have therefore assumed that a change in residual waste collection frequency to fortnightly will increase the set-out rate for food waste by 10%. This is largely due to residents not wanting to leave food waste in the residual bin for two weeks at a time. Similarly, the set-out rate for dry recyclate will increase by 10%.

With restricted residual capacity, these concerns are mitigated as the frequency remains at a weekly collection, however the reduced space in the residual bin is likely to deliver an increased food waste yield, and for these options, a 5% increase in set out rate has been estimated for both food waste and recyclate.

Where the frequency of dry recycling collections is reduced (Options 3 and 6), the set-out rate will increase, as the containers will be fuller and therefore require emptying more regularly.

## 2.4 Potential Material Yields

Having considered the level of contamination and the set-out rates for each of the options, the next step is to explore the potential changes to the yield of each material stream for each of the modelled collection options. The initial data utilised for this exercise was sourced from WRAP's Local Authority Portal and calculated through Ricardo's in-house benchmarking tool. This data provided the average yields for schemes operated by local authorities of the design represented by each of the modelled options.

This provided an evidence-based indication of the potential impact of the service changes on material yields, which were then adjusted to take account of the Council's rurality and current recycling levels. It should be noted that this data is only an indication of the potential effect on the resulting yields based on benchmarking, and the modelling of the Options may yield different results.

### 2.4.1 Food Waste Yields

All modelled options included a separate food waste collection service. The Council provided average yield data from the recently suspended food waste collection service, which equated to an average of 0.86kg/hh/wk (44.72kg/hh/yr). This has been used for the modelling of the Options where residual waste has remained as a weekly collection in a 240l bin (ie mirroring the previous service).

For Options where residual waste collections reduce in frequency to a fortnightly collection, we have used the WRAP Food Waste Ready Reckoner to establish what the increase in yield is likely to be. The uplift from the weekly residual collection minimum yield to the fortnightly residual collection minimum

yield is 19.70%. When applied to the average yield provided by the Council, this results in a yield of 1.03kg/hh/wk (53.53kg/hh/yr), which has been used for Options 3 and 6.

For restricted capacity Options (4 and 5), it has been assumed that this increase in yield would be halved, due to an overall residual capacity reduction of 60 litres per week, or half that of the reduced frequency collections. The average food waste yield provided by the Council has modelled using an increase of 9.85%, equating to 0.94kg/hh/wk (49.12kg/hh/yr) for Options 4 and 5.

#### 2.4.2 Potential Combined Waste Yields

Combining all the dry recycle and residual waste yield estimates and the Council's food waste collection yields, **Error! Reference source not found.** represents the estimated yields used for the options modelling.

Please note that a comprehensive description of the methodology utilised to develop the yield estimates can be found in the assumptions report at Appendix 2.

It should also be noted that, since properties with communal containers (i.e. flats) are not included in the modelling at this stage, the yields only represent the materials collected from standard kerbside properties. It should be noted that, as identified in **Error! Reference source not found.**, the dry recycling tonnage for each option includes an element of contaminated or non-acceptable material; this material has been subtracted from the recycling tonnage and transferred to the residual tonnage.



Table 18: Estimated Combined Yields (kg/hh/yr)

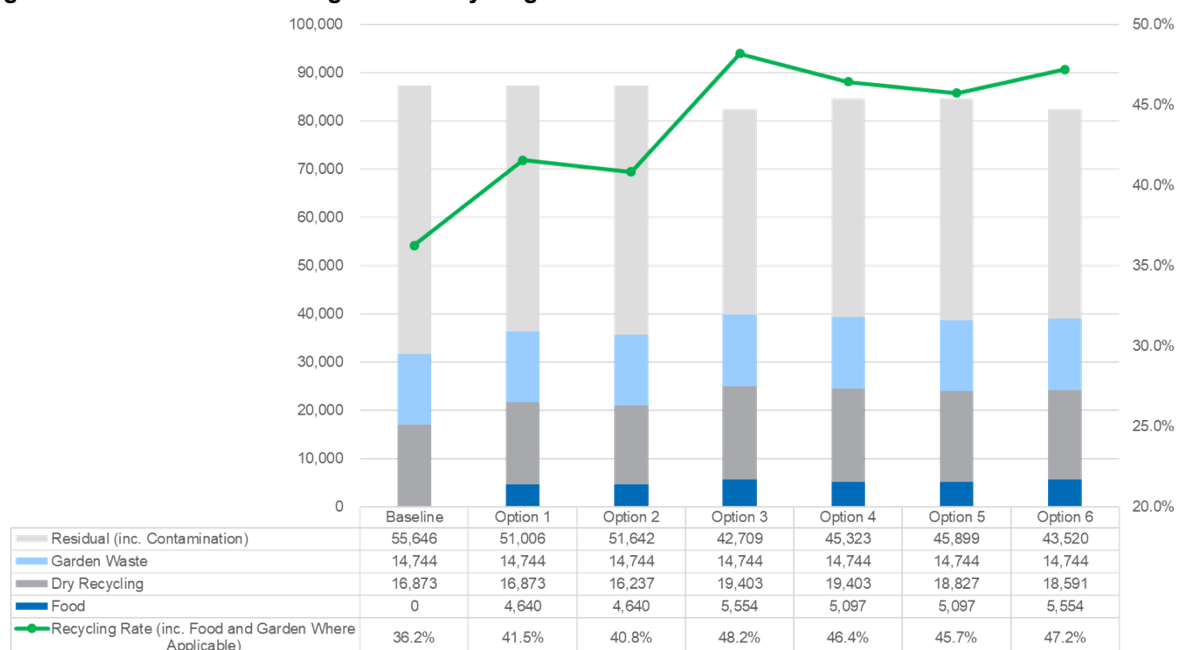
	Paper	Card	Cans	Glass	Plastic bottles	Mixed Plastics	Total Dry Recycling	Food Waste	Residual waste	Residual (Inc. Contamination)
<b>Barnet yield baseline</b>	<b>60.48</b>	<b>37.17</b>	<b>7.86</b>	<b>54.21</b>	<b>11.87</b>	<b>7.66</b>	<b>179.24</b>	<b>0</b>	<b>519.71</b>	
Option 1	60.48	37.17	7.86	54.21	11.87	7.66	179.24	44.72	474.99	
<b>Difference on Baseline</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>n/a</b>	<b>-8.60%</b>	
<b>Recycling Contamination Rate</b>	<b>9.30%</b>									
<b>Residual waste plus recycling contamination</b>										<b>491.66</b>
Option 2	56.85	34.93	7.38	50.95	11.16	7.20	168.48	44.72	485.75	
<b>Difference on Baseline</b>	<b>-6%</b>	<b>-6%</b>	<b>-6%</b>	<b>-6%</b>	<b>-6%</b>	<b>-6%</b>	<b>-6%</b>	<b>n/a</b>	<b>-6.54%</b>	
<b>Recycling Contamination Rate</b>	<b>5.26%</b>		<b>9.30%</b>							
<b>Residual waste plus recycling contamination</b>										<b>497.71</b>
Option 3	69.55	42.74	9.04	62.34	13.66	8.81	206.13	53.19	392.86	
<b>Difference on Baseline</b>	<b>15%</b>	<b>15%</b>	<b>15%</b>	<b>15%</b>	<b>15%</b>	<b>15%</b>	<b>15%</b>	<b>n/a</b>	<b>-24.41%</b>	
<b>Recycling Contamination Rate</b>	<b>9.30%</b>									
<b>Residual waste plus recycling contamination</b>										<b>412.03</b>
Option 4	69.55	42.74	9.04	62.34	13.66	8.81	206.13	48.95	417.88	
<b>Difference on Baseline</b>	<b>15%</b>	<b>15%</b>	<b>15%</b>	<b>15%</b>	<b>15%</b>	<b>15%</b>	<b>15%</b>	<b>n/a</b>	<b>-19.59%</b>	
<b>Recycling Contamination Rate</b>	<b>9.30%</b>									
<b>Residual waste plus recycling</b>										<b>437.05</b>

	Paper	Card	Cans	Glass	Plastic bottles	Mixed Plastics	Total Dry Recycling	Food Waste	Residual waste	Residual (Inc. Contamination)
<b>contamination</b>										
Option 5	65.92	40.51	8.56	59.09	12.94	8.34	195.36	48.95	428.64	
<b>Difference on Baseline</b>	<b>9%</b>	<b>9%</b>	<b>9%</b>	<b>9%</b>	<b>9%</b>	<b>9%</b>	<b>9%</b>	<b>n/a</b>	<b>-17.52%</b>	
<b>Recycling Contamination Rate</b>	<b>5.26%</b>		<b>9.30%</b>							
<b>Residual waste plus recycling contamination</b>										<b>442.51</b>
Option 6	66.53	40.89	8.64	59.63	13.06	8.42	197.16	53.19	401.83	
<b>Difference on Baseline</b>	<b>10%</b>	<b>10%</b>	<b>10%</b>	<b>10%</b>	<b>10%</b>	<b>10%</b>	<b>10%</b>	<b>n/a</b>	<b>-22.68%</b>	
<b>Recycling Contamination Rate</b>	<b>9.30%</b>									
<b>Residual waste plus recycling contamination</b>										<b>420.16</b>

## 3 Recycling Rates

Based on the changes to the yield of each material stream for each of the options modelled, the tonnages of each material stream and the estimated recycling rates for each Option can be seen in **Error! Reference source not found.** below:

**Figure 5: Waste Stream Tonnages and Recycling Rate**



### Key Observations:

- Option 3 delivers the highest recycling rate at 48.2%, 12% higher than the baseline with reduced frequency residual resulting in significant diversion of recycling and food waste from the residual stream.
- Option 2 delivers the lowest recycling rate of all options, with the weekly residual in a 240l container and increased complexity of recycling system reducing the amount of dry recycling yielded. The collection of food waste has partially mitigated the effect of this to some degree.
- Reduced residual capacity and frequency has had a positive effect on recycling rate in all options where this is present, as evidenced by Options 3, 4, 5 and 6.
- Option 1 has improved on the baseline solely due to the collection of food waste.

It should be noted that these results show the outcomes of the modelling for the standard kerbside properties only. The results of the tonnage from communal properties can be seen in section 10.

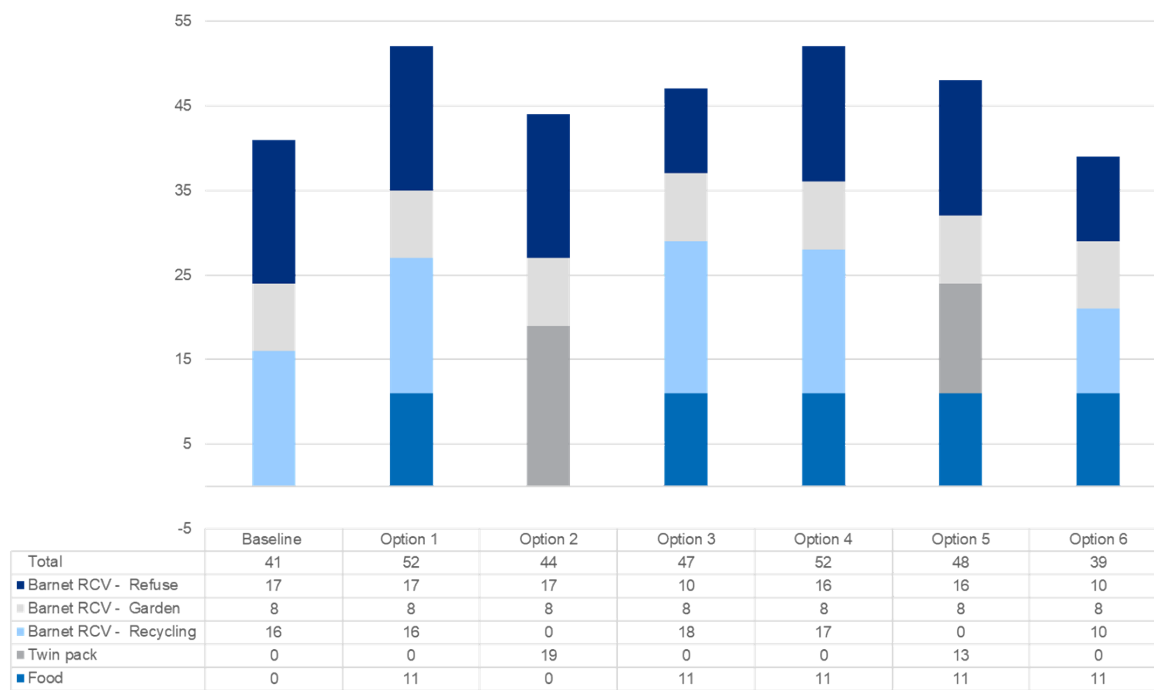
## 4 Frontline Service Provision – Vehicles and Staffing

### 4.1 Resources Required – Frontline Vehicles

The KAT modelling shows that differing numbers of frontline vehicles are required across the Options. Although some of the existing vehicles may be suitable for use initially, we have modelled on the assumption that all Options, including the Baseline, require a new vehicle fleet. This is to enable consistent comparisons to be made between the costs of each option.

All capital costs are depreciated over a 5-year period and this annual equivalent amount is included in the annual cost for each option. We have taken this approach as the existing collection vehicles will ultimately need replacing and it allows for Options to be compared on a like for like basis. The results of this modelling are presented below in Figure 6:

**Figure 6: Vehicles Required for Each Option**



**Key observations:**

- Options 1 and Option 4 require the highest number of vehicles with the addition of food waste vehicles onto the Baseline, and with no reduction in the number of residual vehicles resulting in a fleet of 52 vehicles. Option 4 requires a high number of vehicles as both residual and recycling collections are weekly.
- Option 6 requires two fewer vehicles than the Baseline, even though food is collected separately, due to the reduced collection frequency for both recycling and residual waste.
- Reduced collection frequency and restricted capacity has a generally positive effect on vehicle numbers, as evidenced by Options 3, 5 and 6.
- The vehicle numbers only represent the requirements for collections from standard kerbside properties.

## 4.2 Annual Vehicle Costs

The capital purchase, standing and running costs for each vehicle type are detailed in **Error! Reference source not found.** to **Error! Reference source not found.** below. These include the cost of purchasing the vehicles, their subsequent operation, fuel, maintenance, repair, insurance, tax, licences and the replacement of consumables such as tyres. It is assumed that all vehicles will need to be purchased, with the cost depreciated over 5 years.

Accompanying assumptions on total vehicle capital costs for each option are provided within **Error! Reference source not found.**, with the annual depreciated cost shown in **Error! Reference source not found.** Standing and running costs have been taken from Ricardo's vehicle database, except for the 'Barnet RCV' vehicles, where data was supplied by the Council. Where figures provided by the

Council are used, these represent the highest likely costs at current prices; in some options lower cost vehicles may be used.

**Table 19: Assumed Vehicle Costs**

Vehicle – Euro 6 Engines	Prices incl. bin lift	MPG	Standing Costs	Running Costs
Food 7.5 non-compaction	£85,000	12.6	£1,395	£10,100
Twin pack	£200,000	2.7	£2,245	£14,100
Barnet RCV - Recycling	£190,000	3.5	£6,800	£15,500
Barnet RCV - Garden	£190,000	3.5	£6,800	£15,500
Barnet RCV - Refuse	£190,000	3.5	£6,800	£15,500

**Table 20: Capex - Vehicle Capital Costs**

Vehicle Type	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Food 7.5 non-compaction		£935,000		£935,000	£935,000	£935,000	£935,000
Twin pack			£3,800,000			£2,600,000	
Barnet RCV - Recycling	£3,040,000	£3,040,000		£3,420,000	£3,230,000		£1,900,000
Barnet RCV - Garden	£1,520,000	£1,520,000	£1,520,000	£1,520,000	£1,520,000	£1,520,000	£1,520,000
Barnet RCV - Refuse	£3,230,000	£3,230,000	£3,230,000	£1,900,000	£3,040,000	£3,040,000	£1,900,000
<b>Total</b>	<b>£7,790,000</b>	<b>£8,725,000</b>	<b>£8,550,000</b>	<b>£7,775,000</b>	<b>£8,725,000</b>	<b>£8,095,000</b>	<b>£6,255,000</b>

**Table 21: Annual Vehicle Costs - Depreciated over 5 years**

Vehicle Type	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Food 7.5 non-compaction		£187,000		£187,000	£187,000	£187,000	£187,000
Twin pack			£760,000			£520,000	
Barnet RCV - Recycling	£608,000	£608,000		£684,000	£646,000		£380,000
Barnet RCV - Garden	£304,000	£304,000	£304,000	£304,000	£304,000	£304,000	£304,000
Barnet RCV - Refuse	£646,000	£646,000	£646,000	£380,000	£608,000	£608,000	£380,000
<b>Total</b>	<b>£1,558,000</b>	<b>£1,745,000</b>	<b>£1,710,000</b>	<b>£1,555,000</b>	<b>£1,745,000</b>	<b>£1,619,000</b>	<b>£1,251,000</b>

Key observations:

- The relative similarity in capital costs for the two main types of vehicles (RCV and Twin pack) means that more vehicles required equates to higher capital costs.
- Option 6 incurs the lowest capital requirement as the reduced frequency for both residual and recycling has resulted in the fewest vehicles of all the options.
- Option 4, retaining weekly frequency for both residual and recycling, requires the most vehicles and incurs the highest cost

**Table 22: Annual Vehicle Costs - Standing Costs**

Vehicle Type	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Food 7.5 non-compaction		£15,345		£15,345	£15,345	£15,345	£15,345
Twin pack			£42,655			£29,185	
Barnet RCV - Recycling	£108,800	£108,800		£122,400	£115,600		£68,000
Barnet RCV - Garden	£54,400	£54,400	£54,400	£54,400	£54,400	£54,400	£54,400
Barnet RCV - Refuse	£115,600	£115,600	£115,600	£68,000	£108,800	£108,800	£68,000
<b>Total</b>	<b>£278,800</b>	<b>£294,145</b>	<b>£212,655</b>	<b>£260,145</b>	<b>£294,145</b>	<b>£207,730</b>	<b>£205,745</b>

Standing costs are those costs required for a vehicle irrespective of its use i.e. tax, licensing and insurance.

Key observations:

- Of the Options, 1 and 4 incur the highest annual cost (relative to the Baseline) due to both requiring the largest fleet
- Option 3 incurs the next greatest cost, requiring a large fleet that incur greater costs per unit
- Options 2 and 5 are cheaper due to the lower number of vehicles required
- Option 6, utilising the fewest RCVs incurs the lowest cost of all the options.
- The vehicle numbers only represent the requirements for collections from standard kerbside properties.

**Table 23: Annual Vehicle Costs – Running Costs**

Vehicle Type	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Food 7.5 non-compaction		£111,100		£111,100	£111,100	£111,100	£111,100
Twin pack			£267,900			£183,300	
Barnet RCV - Recycling	£248,000	£248,000		£263,500	£263,500		£155,000
Barnet RCV - Garden	£124,000	£124,000	£124,000	£124,000	£124,000	£124,000	£124,000
Barnet RCV - Refuse	£263,500	£263,500	£263,500	£155,000	£248,000	£248,000	£155,000
<b>Total</b>	<b>£635,500</b>	<b>£746,600</b>	<b>£655,400</b>	<b>£669,100</b>	<b>£746,600</b>	<b>£666,400</b>	<b>£545,100</b>

Running costs are those costs (excluding fuel) required for an operational vehicle above the standing costs i.e. maintenance, tyres, driver damage and AdBlue (a solution added to a vehicle's exhaust system to reduce emissions).

Key observations:

- Options 1 and 4 currently incur the highest running costs due to having the largest fleets
- Options 2 and 5 are the next most expensive
- Option 6 incurs the lowest running costs due to requiring the lowest number of RCVs to deliver the services.

- The vehicle numbers only represent the requirements for collections from standard kerbside properties.

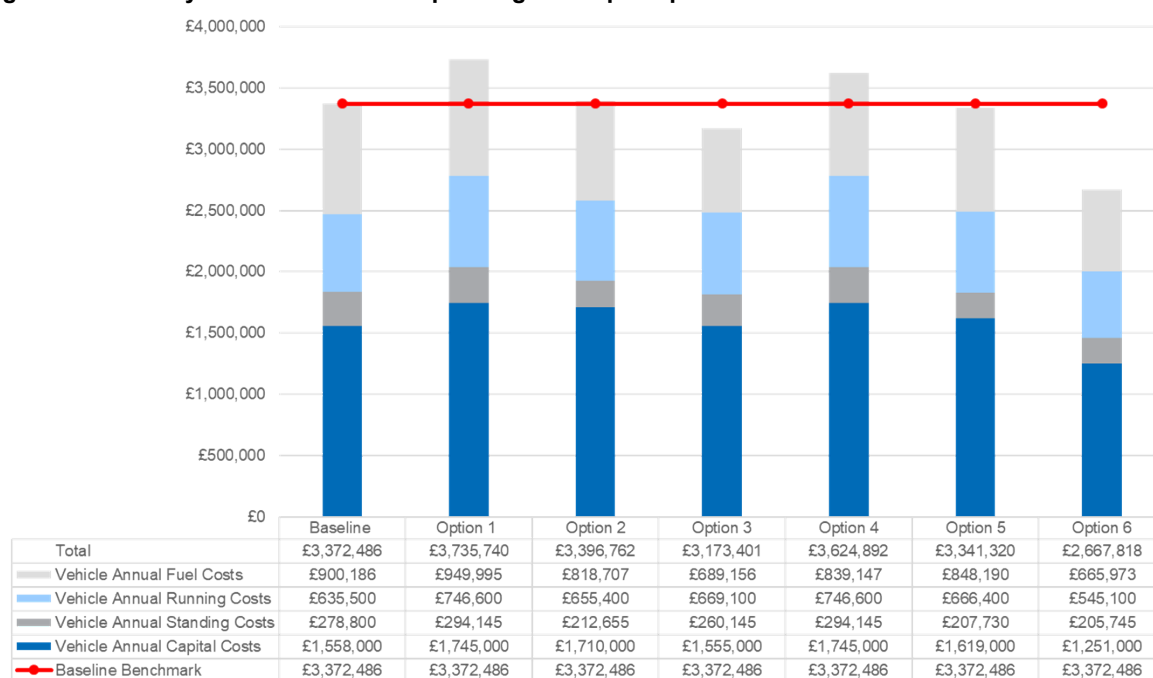
**Table 24: Annual Fuel Costs**

Vehicle Type	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Recycling	£341,962	£341,962	£383,647*	£247,778	£363,335	£372,377	£210,104
Garden	£182,573	£182,573	£182,573	£182,573	£182,573	£182,573	£182,573
Residual	£375,651	£375,651	£252,487	£210,104	£243,431	£243,431	£224,594
Food	£0	£49,809	£0	£48,702	£49,809	£49,809	£48,702
Total	£900,186	£949,995	£818,707	£689,156	£839,147	£848,190	£665,973

\*Includes food costs collected on same twin-pack vehicle

Fuel prices were calculated using February 2019 costs<sup>8</sup> minus VAT, which equates to £1.07 per litre of diesel.

Figure 7 below summarises the total annual vehicle costs for each option, including depreciated annual capital purchase costs, standing and running costs, and annual fuel costs,

**Figure 7: Summary of Annual Vehicle Operating Costs per Option**

## 4.3 Resources Required – Front Line Operatives

**Error! Reference source not found.** shows the level of crew assigned to each vehicle type. It should be noted that the food waste vehicles were originally modelled with driver plus one loader; however, this resulted in a significant increase in the number of vehicles required, and therefore a driver plus two loaders approach is more economically viable. This approach has been agreed with the Council.

<sup>8</sup> <https://www.theaa.com/driving-advice/driving-costs/fuel-prices>

**Table 25: Vehicle Crew Levels**

Vehicle Type	Driver	Loader	Total
Food 7.5 non-compaction	1	2	3
Twin pack	1	2	3
Barnet RCV - Recycling	1	2	3
Barnet RCV - Garden	1	2	3
Barnet RCV - Refuse	1	2	3

**Error! Reference source not found.** lists the number of front-line operatives estimated as being required for each scenario. It should be noted that these are solely the operatives required to deliver the Options and spare or pool operatives to cover sick or holiday are not included.

**Table 26: Front Line Operatives Estimated for Each Option**

Vehicle Type	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Loaders	82	104	88	94	104	96	78
Drivers	41	52	44	47	52	48	39
<b>Total</b>	<b>123</b>	<b>156</b>	<b>132</b>	<b>141</b>	<b>156</b>	<b>144</b>	<b>117</b>

As all options use vehicles requiring a driver plus two loaders, the lower the number of vehicles requires fewer staff, with Option 6 incurring the lowest number and Option 4 the highest.

## 4.4 Annual Crew Costs

The annual crew costs, provided by the Council, include drivers, loaders and supervisor costs which are presented in **Error! Reference source not found.**. These directly relate to the modelled driver and loader cost requirements shown in **Error! Reference source not found.**.

**Table 27: Cost Assumptions for Operatives (Annual Cost – provided by Council)**

Operative	Cost
Loader	£33,624
HGV Driver	£38,020
Non-HGV Driver	£26,962

**Table 28: Annual Crew and Supervision Costs**

	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Crew	£4,315,981	£5,352,296	£4,631,785	£4,825,957	£5,352,296	£4,931,225	£3,983,814
Supervision	£482,481	£482,481	£482,481	£482,481	£482,481	£482,481	£482,481
<b>Total</b>	<b>£4,798,463</b>	<b>£5,834,778</b>	<b>£5,114,266</b>	<b>£5,308,439</b>	<b>£5,834,778</b>	<b>£5,413,706</b>	<b>£4,466,296</b>

As previously indicated, the use of equal crew levels in all vehicles means that the vehicle numbers directly correlate to staff costs, with Options 1 and 4 incurring the highest and Option 6 the lowest costs.

It should be noted that the crew numbers only represent the requirements for collections from standard kerbside properties.



## 5 Resources Required – Containerisation

**Error! Reference source not found.** to **Error! Reference source not found.** outline the assumed containerisation required for each Option modelled, as well as both the capital cost (to purchase them outright) and the capital cost annualised with the addition of annual container replacement fees.

**Table 29: Containerisation Utilised in Each Option**

Vehicle Type	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Recycling	240l Wheeled Bin		240l Wheeled Bin + 40l box	240l Wheeled Bin		240l Wheeled Bin + 40l box	240l Wheeled Bin
Garden	240l Wheeled Bin						
Food	n/a	23 litre caddy plus 7 litre caddy					
Residual	240l Wheeled Bin				180l wheeled bin		240l Wheeled Bin

Options 2 and 5 are the only options that are not fully comingled with regards to recycling. It was decided that these two Options should be included in the appraisal to establish the practicalities of introducing a scheme that improves material quality by separating out paper and card. This was deemed pertinent given the focus the Resources & Waste Strategy for England has on material quality (see section 12).

Options 4 and 5 have been assessed on the basis of restricting residual waste capacity by reducing the 240l wheeled bin to a 180l wheeled bin. This is likely to have a positive impact on residual waste reduction and recycling yields (see section 2.4.)

**Table 30: Containerisation - Capital Costs**

	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Recycling	£0	£0	£299,849	£0	£0	£299,849	£0
Garden	£0	£0	£0	£0	£0	£0	£0
Food	£0	£0	£409,828	£409,828	£409,828	£409,828	£409,828
Residual	£0	£0	£0	£0	£1,660,064	£1,660,064	£0

It should be noted that it has been assumed that food waste containers will need to be supplied to all standard households. It is accepted that there are likely to be a significant number of food containers still present and usable in residents' homes, from the recently suspended Council food waste service. However, it is difficult to establish how many are still present and the specific locations of these, therefore a worst-case scenario of providing new containers to all properties has been modelled.

It should also be noted that these costs are solely for the containers and do not include any delivery or shipping of the containers.

**Table 31: Containerisation - Annual Replacement Costs**

	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Recycling	£29,726	£29,726	£101,689	£29,726	£29,726	£101,689	£29,726
Garden	£7,431	£7,431	£7,431	£7,431	£7,431	£7,431	£7,431
Food	£0	£98,359	£98,359	£98,359	£98,359	£98,359	£98,359
Residual	£29,726	£29,726	£29,726	£29,726	£190,907	£190,907	£29,726
Total	£66,882	£165,241	£237,205	£165,241	£326,423	£398,387	£165,241

It should also be noted that for Options 4 and 5, the Council may receive an income from the sale of the old 240l residual bins when they are replaced by new 180l bins. However, following a number of conversations the Council had with its supplier, there are uncertainties as to the extent this service would be supplied e.g. would bins need to be collected and cleaned by the Council prior to collection etc. A certain level of income may be achieved from the sale of the old bins, however due to the variables and uncertainties surrounding this, a figure has not been included in the overall costs. It should be noted that any income achieved would be a one-off figure and would not be included in annual revenue costs across the life of a service.

## 6 Annual Gross Collection Costs

The cost of waste and recycling collections is a significant consideration for local authorities when determining their future collection system configuration.

KAT and Ricardo's in-house cost models can help in these considerations by detailing the relative and comparative costs and performance of the different service scenarios<sup>9</sup>.

The annual collection cost of each Option, as modelled through KAT and refined through Ricardo's in-house cost modelling tool, is shown in Table 32. This includes the cost of:

- Front-line operatives
- Supervision
- Overheads (at an assumed 10% of the current overall Street Scene budget for all Options)
- Annualised container costs (including the depreciated purchase of new containers, where necessary, and replacement containers at a 4% annual replacement rate for boxes and food waste containers, 1.5% for wheelie bins)
- Vehicle costs (depreciated over 5 years)
- Vehicle standing costs, running costs and fuel.

It should be noted that the collection costs do not include costs or income related to disposal.

**Error! Reference source not found.** shows a comparison of the collection cost of each Option, as well as indicating the difference from the cost of the Baseline (costs above the Baseline are shown in red, those below are shown as a negative figure).

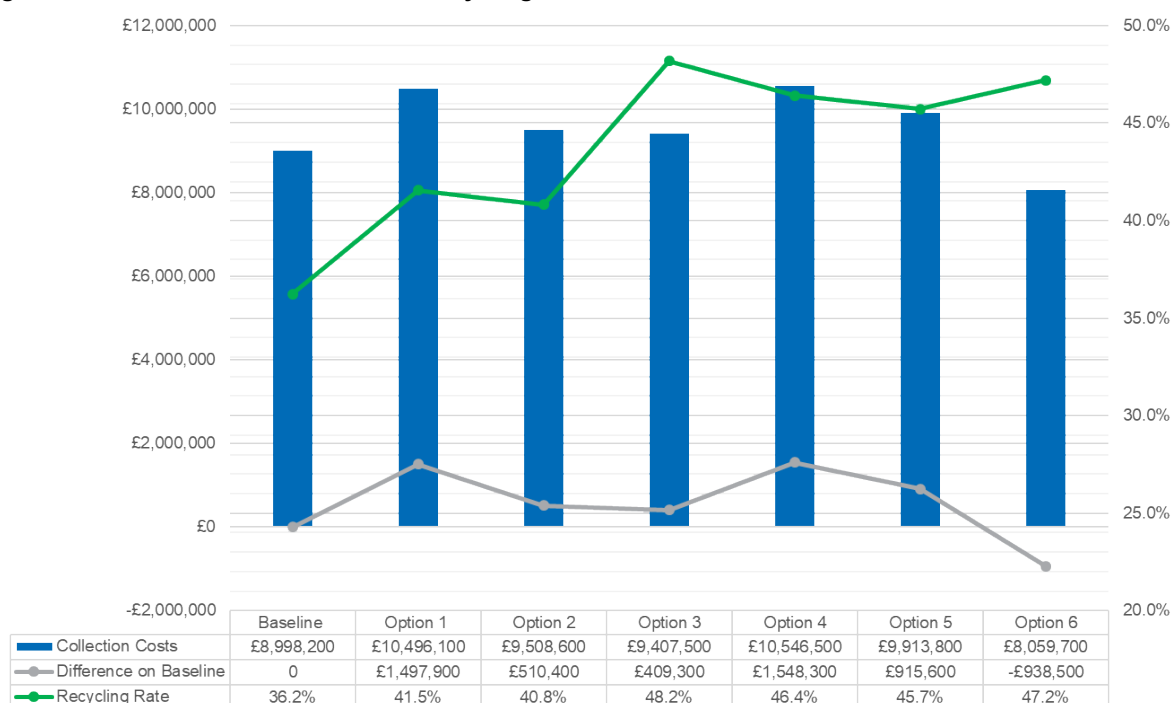
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<sup>9</sup> However, the modelling only covers certain cost elements and should not be used for budgetary purposes without considering additional in depth financial appraisal

**Table 32: Annual Collection Cost**

	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Annual Gross cost (£M)	£8,998,200	£10,496,100	£9,508,600	£9,407,500	£10,546,500	£9,913,800	£8,059,700
<b>Difference on Baseline</b>	<i>n/a</i>	<b>£1,497,900</b>	<b>£510,400</b>	<b>£409,300</b>	<b>£1,548,300</b>	<b>£915,600</b>	<b>-£938,500</b>
Ranking of Gross Service Cost	n/a	5	3	2	6	4	1

The annual collection costs as detailed in **Error! Reference source not found.** are also shown in Figure 8.

**Figure 8: Annual Collection Costs and Recycling Rate**

## 7 Treatment and Disposal

For the purposes of modelling, the NWLA '2018/19 (current pricing - revised at 4th NLWA budget review)' have been used. These are shown in **Error! Reference source not found.**

**Table 33: NLWA Disposal Prices**

	2018/19	2018/19 (current pricing - revised at 4th NLWA budget review)	2019/20
Residual	£89.47	£89.44	£95.95
Dry recyclable	£56.01	£67.06	£66.70
Food	£84.71	£32.44	£33.94

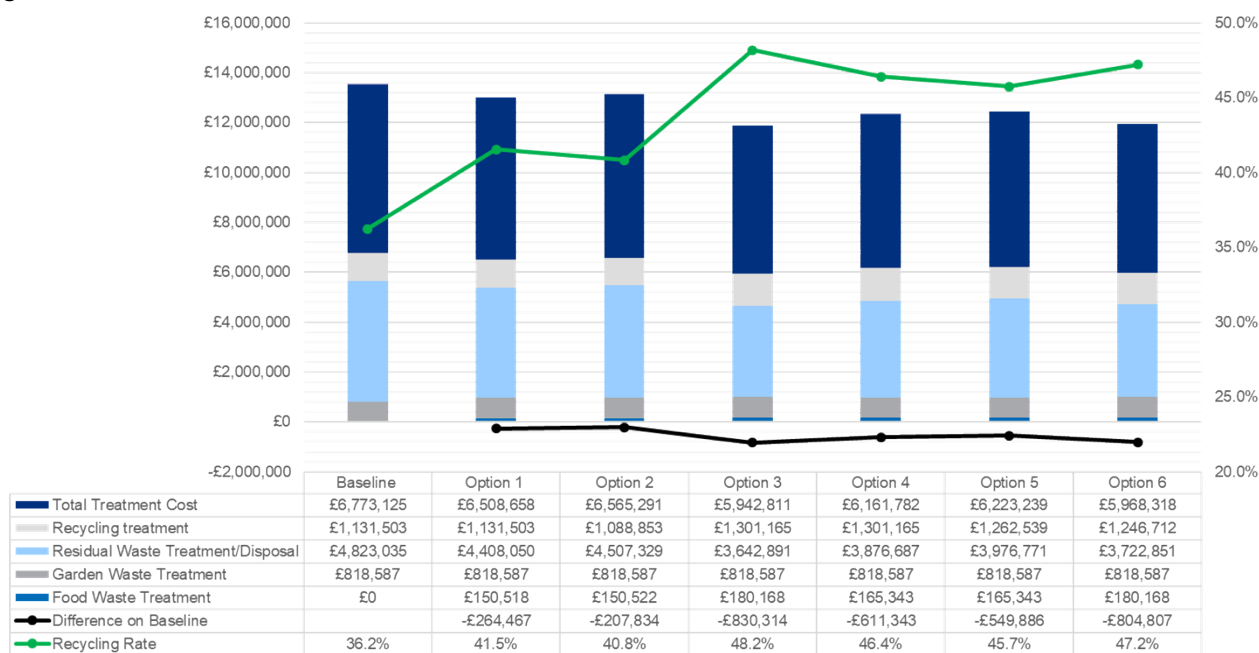
Green	£56.66	£55.52	£57.28
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It should be noted that these are interim prices for the purposes of modelling. There is currently some uncertainty regarding what costs the Council will be required to pay, particularly with regard to the updating of the levy payments the Council currently pays to finance the North London Heat and Power Project's Energy from Waste (EfW) facility. Further detail on the potential future costs is included at section 12.3.

**Table 34: Disposal Costs per Option**

	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Food Waste	£0	£150,518	£150,522	£180,168	£165,343	£165,343	£180,168
Garden Waste	£818,587	£818,587	£818,587	£818,587	£818,587	£818,587	£818,587
Residual Waste	£4,823,035	£4,408,050	£4,507,329	£3,642,891	£3,876,687	£3,976,771	£3,722,851
Recycling Treatment	£1,131,503	£1,131,503	£1,088,853	£1,301,165	£1,301,165	£1,262,539	£1,246,712
<b>Total Treatment</b>	<b>£6,773,125</b>	<b>£6,508,658</b>	<b>£6,565,291</b>	<b>£5,942,811</b>	<b>£6,161,782</b>	<b>£6,223,239</b>	<b>£5,968,318</b>

**Figure 9: Treatment Costs**



**Key observations:**

- Garden waste remains consistent across all options.
- Option 3 is the least expensive as it generates the lowest residual waste
- Option 2 is the most expensive due to retaining weekly 240l residual collections and the more complicated alternate weekly recycling service reducing the amount of recycling yielded, some of which remains in the residual stream.
- Option 3's lowest cost also correlates with having the highest recycling rate.

- The tonnages of each material stream only represent the requirements for collections from standard kerbside properties.

## 8 Options Appraisal – Approach

A two-phased approach has been designed to evaluate the performance based on a scored then weighted approach. Four overarching criteria with twelve sub-criteria were assessed utilising a scoring system ranking the Options from 0 – 6, indicated in Figure 10:

**Figure 10: Scoring System**

Rating	Score	Descriptor
	<b>5 - 6</b>	Options that perform well will be highlighted green and given a score between 5 and 6
	<b>3 - 4</b>	Options that perform moderately will be highlighted amber and given a score between 3 and 4
	<b>0 - 2</b>	Options that perform poorly will be highlighted red and given a score between 0 and 2

The preliminary scores have generated a weighted score for each Option with regards to its performance against the Council's priorities and targets for future service provision. The scoring has been undertaken in line with the rationale set out in **Error! Reference source not found..**

**Table 35: Scoring Criteria**

Criteria	Sub criteria	Scoring mechanism	% Weight
<b>Environmental Impact</b>	Household recycling rate (%)	Based on deviation from highest recycling rate	10%
	Household reduction in residual waste	Based on deviation from lowest kg per head/household	13%
	Contamination Potential	Comingled schemes have a higher contamination potential than twin-stream or multi-stream.  1 for high risk (comingled); 3 for moderate risk (twin-stream)	3%
<b>Operational deliverability / flexibility / future proofing</b>	Degree to which service can be replicated into flats	Simpler schemes such as comingled are easier to replicate for flats, twin-stream schemes are more complex. Please note this is about existing properties and not any housing growth the Borough expects to see  3 can replicate with modifications; 6 easy to replicate with small modification; 9 - no modification needed	4%
	Type of vehicle / Ease of maintenance	RCVs are easier to maintain and run compared to twin-packs  3 for twin pack; 6 for RCVs	8%
	Manual Handling	Wheeled bins are safer to	5%

Criteria	Sub criteria	Scoring mechanism	% Weight
Public acceptability		manoeuvre than containers picked up from the ground	
	Collection frequency of residual	3 for twin stream, 6 for comingled	15%
	Number of containers for setting out for any stream	3 for two containers, 6 for one	5%
	Degree of service change to communicate	A service change similar to the current service would be a simple change, however adding containers or reducing frequency would be considered a moderate change	2%
Cost	Capital / implementation costs	3 for moderate service changes; 6 for service similar to current	
		This covers the capital cost for vehicles and containers but does not include any changes to infrastructure. All options have been assessed on the basis of new vehicles provided for the scheme	10%
	Ongoing revenue costs for operation of service	Based on deviation from lowest cost (vehicles, containers) Operational costs, including staffing	15%
	Disposal costs	Based on deviation from lowest cost	10%
			100%

**Error! Reference source not found.** details the evaluation by criteria and Option. Under each Option column 'R' and 'W' refers to 'Raw Score' and 'Weighted Score' respectively.

Table 36: Options Appraisal Summary Analysis

Criteria	Sub criteria	Scoring mechanism	% Weight	Baseline		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
				R	W	R	W	R	W	R	W	R	W	R	W	R	W
Environmental impact	Household recycling rate (%)	Based on deviation from highest recycling rate	10%	0.00	0.00	2.67	0.27	2.31	0.23	6.00	0.60	5.11	0.51	4.77	0.48	5.51	0.55
	Household reduction in residual waste	Based on deviation from lowest kg per head/household	13%	0.00	0.00	2.15	0.28	1.86	0.24	6.00	0.78	4.79	0.62	4.52	0.59	5.62	0.73
	Contamination Potential	1 for high risk (comingled); 3 for moderate risk (twin-stream)	3%	1.00	0.03	1.00	0.03	3.00	0.09	1.00	0.03	1.00	0.03	3.00	0.09	1.00	0.03
Operational deliverability / flexibility / future proofing	Degree to which service can be replicated into flats	3 can replicate with modifications; 6 easy to replicate with small modification; 9 - no modification needed	4%	9.00	0.36	6.00	0.24	3.00	0.12	6.00	0.24	6.00	0.24	3.00	0.12	6.00	0.24
	Type of vehicle / Ease of maintenance	3 for twin pack; 6 for RCVs	8%	6.00	0.48	6.00	0.48	3.00	0.24	6.00	0.48	6.00	0.48	3.00	0.24	6.00	0.48
	Manual Handling	3 for twin stream, 6 for comingled	5%	6.00	0.30	6.00	0.30	3.00	0.15	6.00	0.30	6.00	0.30	3.00	0.15	6.00	0.30
Public acceptability	Collection frequency of residual	3 for fortnightly; 6 for weekly	15%	6.00	0.90	6.00	0.90	6.00	0.90	3.00	0.45	6.00	0.90	6.00	0.90	3.00	0.45
	Number of containers for setting out for any stream	3 for two containers, 6 for one	5%	6.00	0.30	6.00	0.30	2.00	0.10	6.00	0.30	6.00	0.30	3.00	0.15	6.00	0.30
	Degree of service change to communicate	3 for moderate service changes; 6 for service similar to current	2%	6.00	0.12	6.00	0.12	3.00	0.06	6.00	0.12	6.00	0.12	3.00	0.06	6.00	0.12
Cost	Capital / implementation costs	Based on deviation from lowest cost (vehicles, containers)	10%	8.47	0.85	1.62	0.16	1.75	0.18	5.72	0.57	0.00	0.00	0.75	0.07	9.00	0.90
	Ongoing revenue costs for operation of service	Operational costs, including staffing	15%	3.74	0.56	0.12	0.02	2.50	0.38	2.75	0.41	0.00	0.00	1.53	0.23	6.00	0.90
	Disposal costs	Based on deviation from lowest cost	10%	0.00	0.00	1.91	0.19	1.50	0.15	6.00	0.60	4.42	0.44	3.97	0.40	5.82	0.58
Total			100%	52.2	3.9	45.5	3.3	32.9	2.8	60.5	4.9	51.3	3.9	39.5	3.5	65.9	5.6
Total Raw Score				52.2		45.5		32.9		60.5		51.3		39.5		65.9	
Total Weighted Score					3.9		3.3		2.8		4.9		3.9		3.5		5.6
RANKING raw score				3		5		7		2		4		6		1	
RANKING weighted					4		6		7		2		3		5		1

**Table 37: Summary of Results**

	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
<b>Raw Score</b>	3	5	7	2	4	6	1
<b>Weighted Score</b>	4	6	7	2	3	5	1

## 9 Chargeable Garden Waste

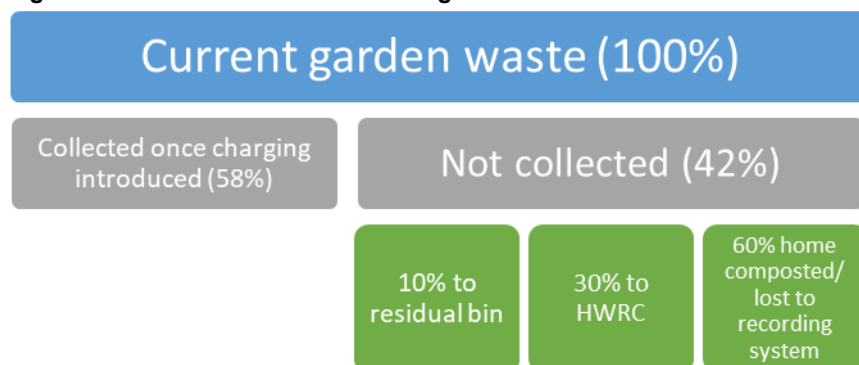
Following the initial modelling of the Options, the Council requested the impact of introducing chargeable garden waste to be modelled against the Options. To provide an indication of how the garden waste tonnage is likely to change following the introduction of a chargeable service, an assessment of similar Rurality 2 authorities who had introduced a chargeable service was undertaken using our in-house benchmarking tool and tonnage data from WasteDataFlow. **Error! Reference source not found.** below shows which authorities were assessed on the basis of available information and the date they introduced a chargeable garden service.

**Table 38: Comparator Authorities**

Authority	Date of Introduction
London Borough of Croydon	2016
London Borough of Ealing	2012
Oxford City Council	2011

Tonnage data for each authority was then examined to establish the impact on the arisings of garden waste pre and post introduction of service. Where the month of the introduction of the scheme was unknown, it was assumed to be from the start of the financial year (April). The three Rurality 2 authorities for which data was available indicated that on average the garden waste tonnage had reduced by 41.95% (42%) following the introduction of a chargeable service. This reduction of 42% has been applied to the Council's tonnage for the purposes of modelling, resulting in the original garden tonnage of 14,744t for all options reducing to 8,558t for all options.

Based on evidence provided by numerous service options appraisals conducted by Ricardo, Figure 11 shows how garden waste is predicted to be transferred to other collection and treatment methods once charging is introduced.

**Figure 11: Garden Waste Transfer Diagram**

Although 10% of the garden waste tonnage no longer collected being diverted to the residual waste bin may seem high, it should be noted that 42% of the existing 14,744t of garden waste is 6,186t. 10% of this equates to ~620t per annum, which is ~0.01% of the total residual tonnage for standard households.

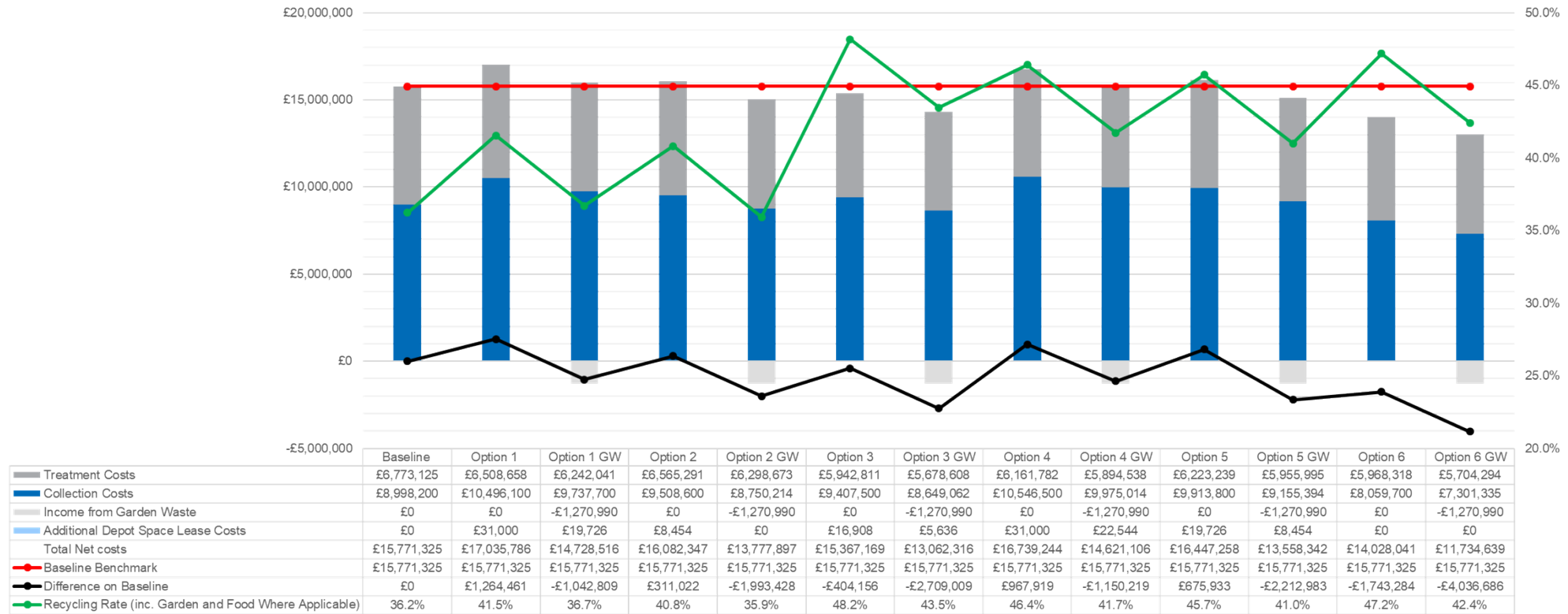


The modelling has shown that this can be easily absorbed into the residual service with no detrimental effects to the operation and associated costs.

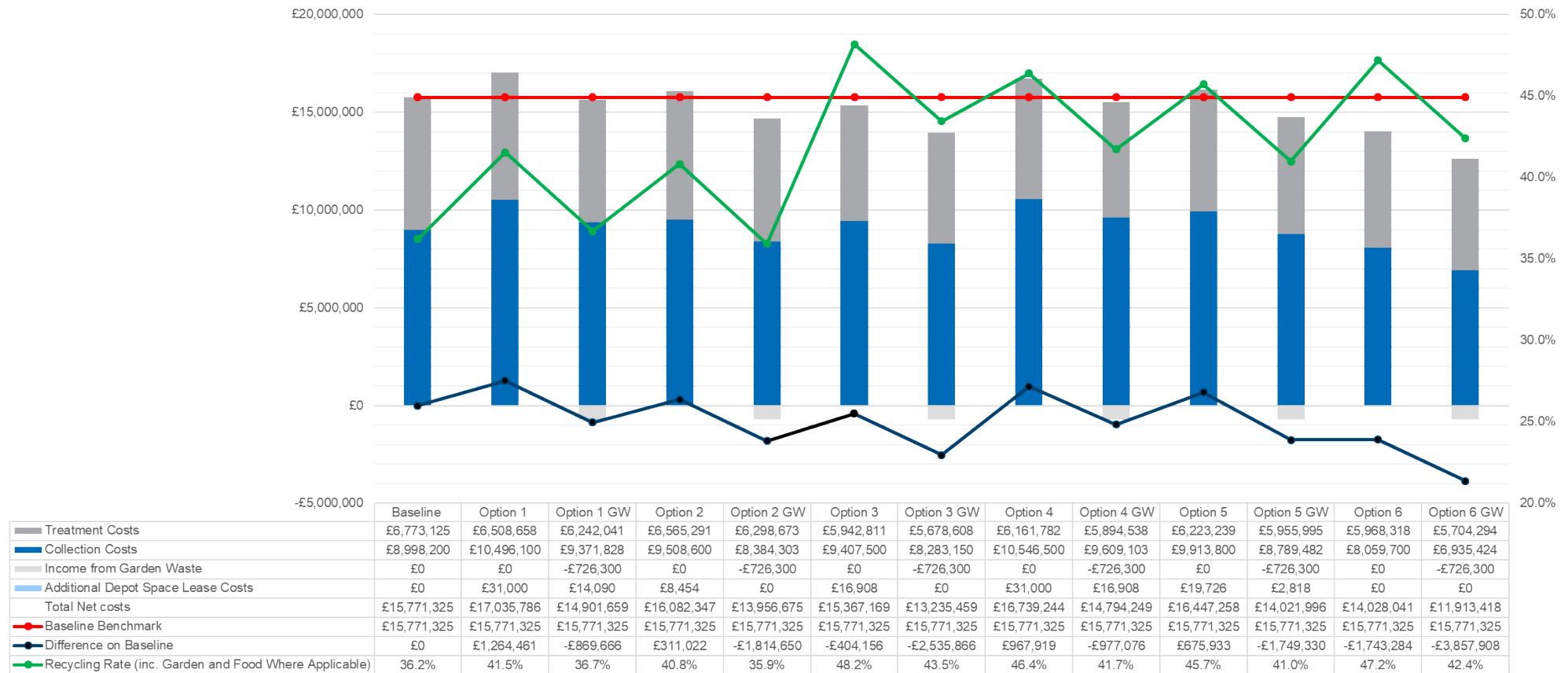
Based on information provided within the Council's own assessment of chargeable garden waste conducted in 2016 ('Chargeable Garden Waste Collection Service Outline Business Case (OBC)'), and the more recent information contained within the Environment Committee November 2018 (Business Planning 2019 – 2024) report, we have modelled two scenarios:

- The first assumes a subscription rate of 35% of the 103,754 standard households in the Borough. This equates to 36,314 households paying for a garden waste service, which we have assumed will be £35 per year. As all service users will be paying for the service, we have assumed a high set-out rate of 85%.
- The second assumes a subscription rate of 14% of the 103,754 standard households in the Borough. This equates to 14,526 households paying for a garden waste service, which we have assumed will be £50 per year. As all service users will be paying a greater sum than the first scenario for the service, we have assumed a higher set-out rate of 90%.

All other assumptions within the models have stayed the same. Figure 12 and Figure 13 shows the comparison of all six Options with and without chargeable garden waste compared to the Baseline for both scenarios.

**Figure 12: Chargeable Garden Waste Option Comparison - £35 Subscription Fee**

*N.B. It should be noted that the 'Additional Depot Space Lease Costs' are not visible in the graph due to the low figures compared to the other totals, however these have been accounted for in overall costs where applicable*

**Figure 13: Chargeable Garden Waste Option Comparison - £50 Subscription Fee**

*N.B. It should be noted that the 'Additional Depot Space Lease Costs' are not visible in the graph due to the low figures compared to the other totals, however these have been accounted for in overall costs where applicable*

When the £35 chargeable garden waste service is applied to the Options, the number of garden waste vehicles and associated crew reduces by four, resulting in annual collection cost savings of £758,000. For the £50 scenario, this is reduced by six (predominantly due to the conservative subscription rate of 14%), resulting in annual collection cost savings of ~£1.1m. For both scenarios, all other aspects of the collection service in all options remains the same, as the proportion of garden waste diverted to the residual stream (**Error! Reference source not found.**) is low enough for each residual service to absorb without needing additional vehicles or each vehicle requiring an additional tip, which would have increased fuel costs.

The garden waste treatment costs have reduced by £260,000 per annum in all Options due to the reduced amount of garden waste tonnage collected, although there are slightly increased residual treatment costs due to the partial diversion of garden waste to the residual stream. In options where depot space leasing costs are present, these costs reduce due to the lower number of garden waste vehicles required.

The assumed annual income from the service equates to £1,270,990, with 36,314 households paying a yearly subscription of £35. For the £50 scenario, this decreases to £726,300 as although the annual subscription cost is higher, this is outweighed by the significantly lower number of householders subscribing. It should be noted that these sums are solely the income and do not account for any administration costs or similar.

The modelling indicates that the introduction of a chargeable garden waste service would save the Council in the region of £2.3m per annum for the £35 scenario, and approximately £2.1m per annum in the £50 scenario. The savings in both scenarios are as a result of the reduced vehicles and treatment costs, bolstered by income from the service. However, implementing a chargeable garden waste service would result in a reduction in recycling rate of approximately 4.8%, regardless of which Option the service was applied to.

## 10 Communal Properties

An assessment of the communal properties within the Borough has been undertaken as a discrete exercise from the main modelling. This is due to the KAT tool being designed to model standard property collections only. There are numerous difficulties in modelling communal properties due to the variations in number of properties within a block of flats, the density of communal properties within the borough etc, and therefore this exercise is intended to provide an estimate of the requirements to provide a service to the Borough's communal population based on several assumptions. It was agreed with the Council that communal properties would only be assessed against Option 1, in order to minimise disruption and ensure simplicity of service, whilst still meeting the aspiration of the London Environment Strategy to provide a food waste service to all property types.

**Table 39: Standard and Communal Properties**

Standard Properties	Communal Properties	Total
103,754	44,466	148,220
70%	30%	100%

For this assessment, 44,466 properties were examined, using the information on material arisings from communal properties, as indicated below. Due to the property type, for the purposes of this assessment it is assumed that no garden waste arises from communal properties. It should be noted that the information on residual and dry recycling yields has been provided by Resource London as part of an ongoing communal project involving a very small number of flatted properties and is only being used as a rough approximation of expected yields. It should also be noted that the food yield estimate has been

provided by WRAP separately to the Resource London data. The food waste tonnage has therefore been removed from the residual tonnage to reflect the diversion from the residual stream.

**Table 40: Communal Material Yields**

Material	Yield hh/kg/wk	Tonnes/pa
Dry recycling	1.69	3,907
Food	0.5	1,156
Residual	9.29	21,481
<i>Residual adjusted for food waste</i>		<i>20,325</i>

For dry recycling, it is reasonable to expect a higher level of contamination from communal properties than standard households due to various factors including lack of 'ownership' of bins. For the purposes of this exercise, we have assumed a contamination rate of 15.1% in line with the analysis of flats undertaken by MEL on behalf of the Council in 2014/15. Set-out rates and participation analysis are not required as it is assumed that none of the communal properties are required to put any bins out for collection and they will be emptied regardless.

The numbers of vehicles required is difficult to establish due to the variables in terms of distribution of communal properties and associated travel time, number of bins at each site etc. For the purposes of this assessment, it is assumed that the number of vehicles remaining between the total current fleet and the modelled fleet is sufficient to provide the dry recycling and residual service, with **Error! Reference source not found.** indicating the assumptions for the Baseline as part of the main modelling exercise.

**Table 41: Vehicles (Main Modelling)**

	Residual Waste	Co-mingled Recycling	Garden Waste
Total Current Fleet (current working hours)	18	18	7
Modelled Vehicles (current working hours)	12.5 <sup>10</sup>	12.3 <sup>11</sup>	6.7 <sup>12</sup>
<b>Modelled Vehicles (eight-hour working day)</b>	<b>16.6<sup>13</sup></b>	<b>15.6<sup>14</sup></b>	<b>7.5<sup>15</sup></b>

There are currently five vehicles 'spare' under the current working hours for both residual and dry recycling. However, the 13 vehicles used in the main modelling increased by 25% and 21% for residual waste and recycling respectively to accommodate the reduced working hours. It is a reasonable assumption that this increase will need to be applied to the five remaining vehicles responsible for servicing communal properties.

<sup>10</sup> Rounded up to 13 for costing purposes

<sup>11</sup> Rounded up to 13 for costing purposes

<sup>12</sup> Rounded up to 7 for costing purposes

<sup>13</sup> Rounded up to 17 for costing purposes

<sup>14</sup> Rounded up to 16 for costing purposes

<sup>15</sup> Rounded up to 8 for costing purposes

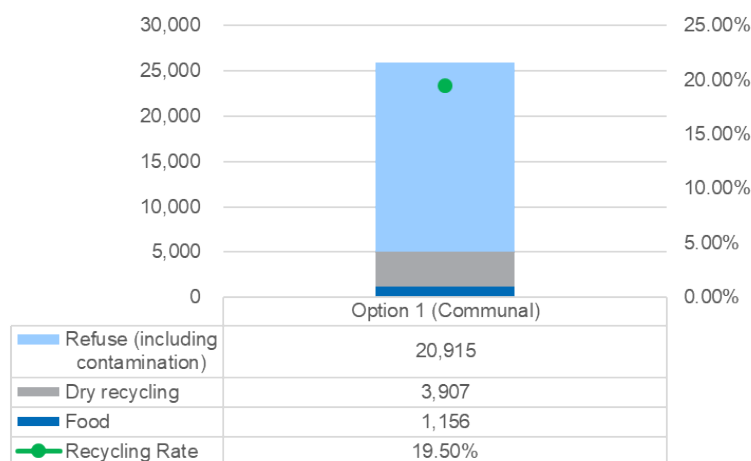
**Table 42: Communal Vehicle Assumptions**

	Residual Waste	Co-mingled Recycling
Communal Vehicles (current working hours)	5	5
Modelled Vehicles (eight-hour working day)	6.25 (7)	6.05 (6)

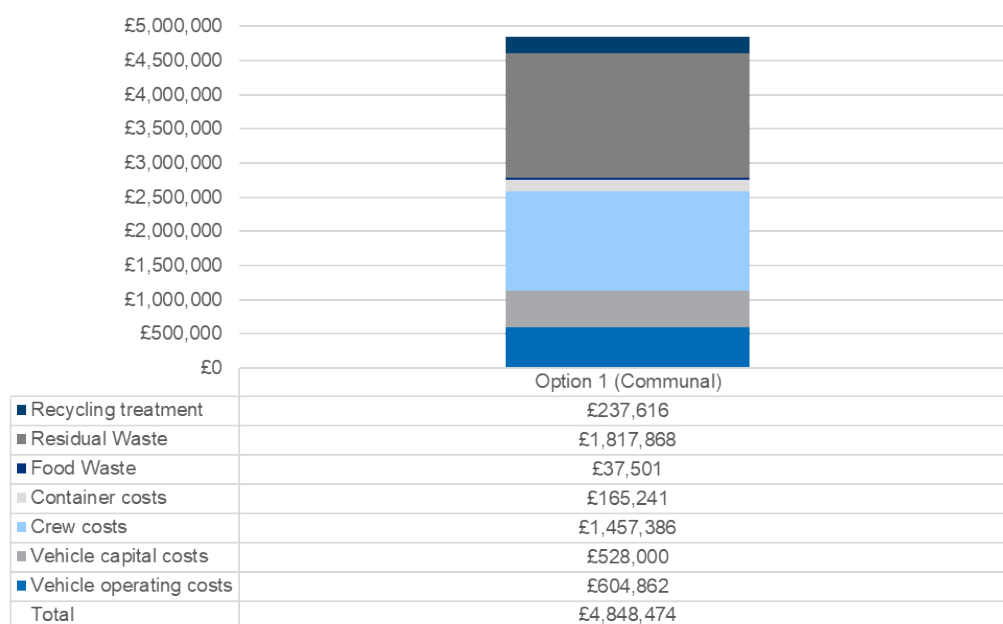
Although increasing the five dry recycling vehicles by 21% results in a figure of 6.05 vehicles, this has been reduced to six whole vehicles as it is reasonable to assume the additional 5% vehicle requirement could be absorbed by the remaining recycling fleet, reducing the potential cost by one vehicle and crew.

As there are no current food waste vehicles in the fleet, an assessment has been made of their requirement for communal food waste based on the food waste requirements for Option 1. The average load per day per food waste vehicle in Option 1 is ~1.6t. However, as these are kerbside rounds, they will be required to collect all food caddies presented on their routes, with a relatively significant amount of time taken to collect small amounts of food per collection.

With communal collections, the food waste will be concentrated in larger containers resulting in greater quantities collected per pick up, with significantly less time spent stopping between pick-ups. Using the estimated food waste yield of 1,156t per annum, this equates to 4.45t per day requiring collection. It is a reasonable assumption that, due to the greater ease in which communal food waste can be collected, an individual vehicle can collect a greater tonnage per day than a kerbside round. It is therefore a reasonable to assume that two food waste vehicles will be capable of providing a collection service to the 44,466 communal properties in the Borough. **Error! Reference source not found.** below shows the estimated split of communal tonnage and associated recycling rate:

**Figure 14: Estimated Communal Tonnage**

Based on these assumptions, Figure 15 below shows the estimated costs to provide an Option 1 service to the Council's communal properties. All other assumptions regarding costs, staffing requirements etc. have remained the same, however the overhead figure of £760,369 and the supervision figure of £482,481 have been removed as including these would be a duplication with the main modelling (as both overheads and supervision are fixed regardless) and provide an imbalanced estimate.

**Figure 15: Estimated Communal Service Cost**

## 11 Environmental Assessment

To assess the environmental impact of the service, the Waste and Resources Assessment Tool for the Environment (WRATE) used to assess the highest-ranking scenario, Option 6 and the Baseline. WRATE is a simplified life cycle assessment (LCA) model, originally developed by the Environment Agency with support from Defra, which allows users to quantify and compare the relative environmental burdens of equivalent integrated waste management systems.

WRATE calculates the potential impacts arising from all processes in the waste management system including the collection, transportation, transfer, recycling, treatment and disposal of materials. The model takes account of the construction and operation of infrastructure and vehicles, and offsets this burden against the avoided burdens associated with materials and energy recovery. It accounts for all inputs of waste, energy and materials, and all outputs of energy, process residues, materials and emissions.

### 11.1 Scenarios and Assumptions

The following tables and figure show the tonnage, composition and scenario modelled within the WRATE tool. The residual waste composition varies depending on the level of material diverted by dry recycling, garden and food waste collections.

**Table 43: Waste Composition**

Material Category	Overall Composition	Recycling Composition	Garden Composition	Food Composition
	(weight %)	(weight %)	(weight %)	(weight %)
Newspaper and magazines	9.64%	33.76%	0.00%	0.00%
Other paper	7.60%	0%	0.00%	0.00%
Corrugated card/Tetrapaks	1.90%	0.86%	0.00%	0.00%
Non-corrugated card	3.00%	19.87%	0.00%	0.00%
Plastic film	4.55%	0.00%	0.00%	0.00%
Plastic bottles	2.20%	6.62%	0.00%	0.00%
Plastic – other	3.12%	4.27%	0.00%	0.00%
Mixed Glass	6.64%	30.24%	0.00%	0.00%
Steel cans	1.44%	1.85%	0.00%	0.00%
Aluminium cans	0.29%	2.53%	0.00%	0.00%
Foil	0.43%	0.00%	0.00%	0.00%
Textiles	2.69%	0.00%	0.00%	0.00%
Soil and other organic	3.74%	0.00%	0.00%	0.00%
Food	21.70%	0.00%	0.00%	100.00%
Garden	15.45%	0.00%	100.00%	0.00%
Other	15.61%	0.00%	0.00%	0.00%
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>

**Table 44: Tonnage**

Waste stream	Baseline	Option 6
Dry recycling	16,873	18,591
Garden waste	14,744	14,744
Food waste		5,554
Residual	55,646	43,520
<b>Total</b>	<b>87,263</b>	<b>82,409</b>



Figure 16: WRATE Scenario – Baseline

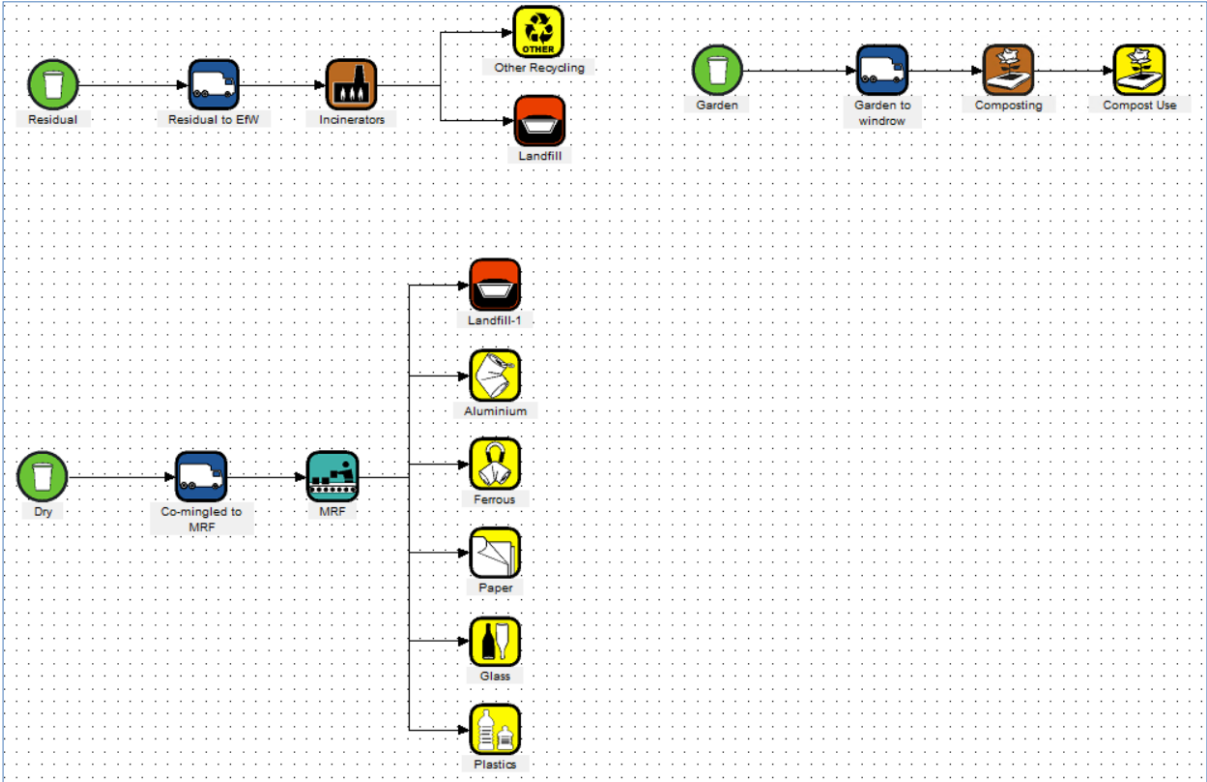
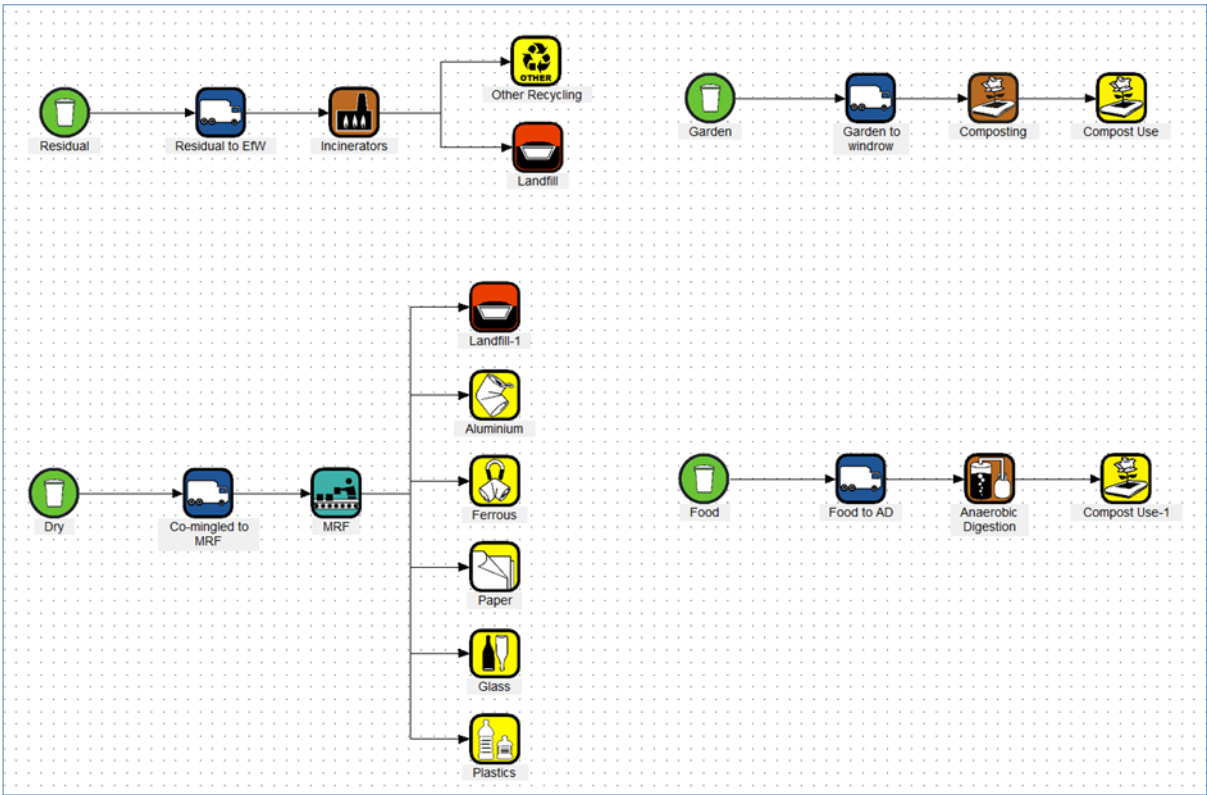


Figure 17: WRATE Scenario – Option 6<sup>16</sup>



<sup>16</sup> It should be noted that 'Compost Use – 1' is for agricultural use.

The following default processes have been used as proxies for Council disposal facilities:

- Residual – Billingham large EfW
- Dry recycling – MRF with IR plastic sorting
- Food waste – Dranco large AD
- Garden waste - Windrow composting

The electricity mix used is UK 2019 and the transport assumptions are provided in the following table. Table 45 shows the travelling distances per annum for the Baseline and Option 6, this includes collection and onward transport to the disposal/treatment sites. Option 6 has lower travel distance for the three main collections due to reduced frequency of collections but does have the addition of a food waste collection.

**Table 45: Transport Assumptions**

Waste stream	Total km per year Baseline	Total km per year Option 6	Vehicle type
Residual	433,910	259,426	26t RCV
Recycling	394,996	242,688	26t RCV
Garden	210,888	210,888	26t RCV
Food	0	202,519	7.5t LGV*

\* Used as proxy for 7.5t RCV

## 11.2 Results

WRATE can generate results for several impact categories, specifically climate change (Global Warming Potential - GWP), human toxicity, acidification, eutrophication potential, freshwater aquatic ecotoxicity and depletion of abiotic resources. For the purposes of this assessment, we have focused on reporting against the climate change (GWP 100) impact, but also provided the results for the other impacts.

The following table presents the headline results: negative values indicate a net offset i.e. the greater the negative value the more preferable the solution from a sustainability perspective.

Overall the results indicate that Option 6 performs better in three of the categories and the Baseline in three categories. However, overall the results are relatively similar.

A key point is that Option 6 is managing less waste as a degree of waste minimisation has occurred due to reducing the collection frequency. **This reduced tonnage is not considered in the WRATE analysis but if it was, it would potentially deliver some further improvement for option 6.** Reducing waste and thus the energy and effort of extracting materials and making products has a very significant environmental benefit.

**Table 46: WRATE Impact Assessment Results for the Baseline and Option 6<sup>17</sup>**

Impact Assessment	Unit	Baseline	Option 6	Best performing option
climate change: GWP 100a	kg CO2-Eq	-10,933,947	-11,359,063	Option 6
acidification potential: average European	kg SO2-Eq	-10,127	-20,123	Option 6
eutrophication potential: generic	kg PO4-Eq	12,851	11,599	Option 6
freshwater aquatic ecotoxicity: FAETP infinite	kg 1,4-DCB-Eq	-3,927,831	-3,719,407	Baseline
human toxicity: HTP infinite	kg 1,4-DCB-Eq	-43,494,351	-42,048,874	Baseline
resources: depletion of abiotic resources	kg antimony-Eq	-281,794	-265,274	Baseline

It should be noted that these figures are the result of all waste streams being assessed in both the Baseline and Option 6.

### 11.2.1 Climate Change Results

GWP as a measure of greenhouse gas emissions from alternative equivalent waste management systems is widely accepted as being the most important sustainability indicator, for example GWP with a time horizon of 100 years is used in the Kyoto Protocol. In line with 2006 IPCC (Intergovernmental Panel on Climate Change) "Guidelines for National Greenhouse Gas Inventories Volume 5 Waste", biogenic CO2 emissions are excluded from WRATE GWP calculations.

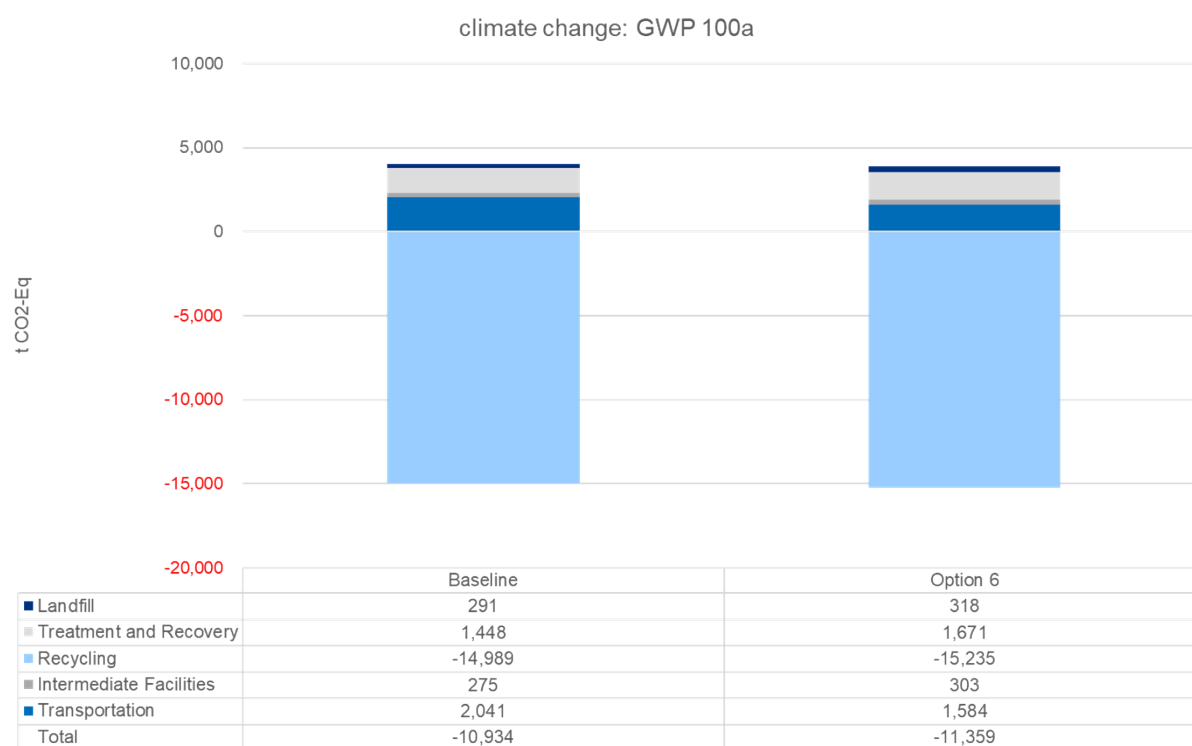
**Figure 18: Climate Change Results**

Figure 18 presents a breakdown in kg CO2-E for the scenario's transportation, recycling, treatment/recovery and landfill. The total is negative, which indicates the overall system has a beneficial impact. On a per tonne basis, recycling has the greatest positive impact primarily due to the dry recycling

<sup>17</sup> It should be noted that these impact assessment figures should not be added together to create an overall or cumulative total as they are assessed on different bases. They should therefore be used in isolation.

and the use of compost and digestate materials. Treatment and recovery have a relatively small disbenefit due to the energy produced from the EfW and AD facilities nearly offsetting the emissions released. The energy recovered offsets the need for energy from other sources (marginal mix and more carbon intensive) and therefore reduces emissions. Intermediate facilities are emissions from the MRF and mainly from energy usage. There is a small amount of emissions from landfill due to management of rejects from the MRF and EfW residues. It should be noted that Figure 18 above indicates there are slightly higher emissions from landfill in Option 6 compared to the Baseline. This is due to the higher proportion of recycling captured in Option 6, which results in a higher proportion of MRF rejects to landfill compared to the Baseline. The results do indicate that emissions from the collection vehicles (transportation) do have an influence, but they are significantly outweighed by the recycling.

It should be noted that the WRATE assessment indicates a -0.125 (Baseline) and -0.137 (Option 6) t CO<sub>2</sub>-Eq saving per tonne of material.

### 11.2.2 Other Impact Assessments

The following section provides more detail on the other impact assessments assessed. It should be noted they are all negative (except for eutrophication), and therefore have an overall beneficial impact.

**Acidification Potential (AP)** relates to the release of acidic gases, such as sulphur dioxide, which have the potential to react with water in the atmosphere to form 'acid rain' and cause ecosystem impairment. The benefits from recycling offset the emission from the EfW plant. Reduced material going to the EfW helps Option 6, as well as reduced transport emissions.

**Eutrophication Potential (EP)** reflects released nitrate and phosphate levels. Nitrates and phosphates are essential for life but increased concentrations in water can encourage excessive growth of algae, reducing the oxygen within the water and damaging ecosystems. The emission mainly come from the EfW with some contribution from the composting and AD facilities. Reduced material going to the EfW helps Option 6, as well as reduced transport emissions.

**Freshwater Aquatic EcoToxicity Potential (FAETP)** is a measure of the adverse effects on aquatic organisms that result from being exposed to toxic substances. It is well known that fish can 'bioaccumulate' concentrations of mercury and other toxins. Mobile heavy metals are extremely toxic to aquatic life, so activities that reduce releases of heavy metals will be favourable in this assessment. The benefits of recycling significantly outweigh any impacts from other stages of the scenario. There is a slight disbenefit from using the digestate from the AD facility that has processed the food waste as this poses a small risk.

**Human Toxicity Potential (HTP)** is a measure of the impacts on human health. Characterisation factors describe the fate, exposure and effects of toxic substances over an infinite time horizon. Similar to the Freshwater EcoToxicity, the benefits of recycling significantly outweigh any impacts from other stages. There is a slight disbenefit from using the digestate from the AD facility that has processed the food waste as this poses a small risk.

**Abiotic Resource Depletion (ARD)** is related to extraction of scarce minerals and fossil fuels. The abiotic depletion factor is determined for each extraction of minerals and fossil fuels based on the remaining reserves and rate of extraction. Recycling reduces the need for mineral extraction and energy recovery from the EfW and AD, reduces the need to use fossil fuels. Option 6 benefits from higher recycling but less material going to the EfW and thus reduced energy production (due in part to the waste minimisations factor).

## 11.3 EfW vs AD Sensitivity

In order to compare different management routes of food waste, two simple scenarios were set up in WRATE:

- EfW – 4,631t of food waste processed in the Billingham EfW (chosen for scale – originally opened in 1998 but additional lines added in 2009)
- AD - 4,631t of food waste processed in the Dranco large AD

The below analysis gives a high-level assessment of the two treatment methods proposed for food. The actual performance of a scenario depends on a number of additional factors, such as:

- Collection and transport requirements;
- Energy recovery efficiency and method (heat, electricity or biogas production);
- Use of outputs such as bottom ash from the EfW and digestate from the AD; and
- Electricity mix offset by generation.

The overall results can be seen in the table below. The best performing scenario for each impact assessment is highlighted green. On a climate change perspective, the use of AD appears to be twice as beneficial as EfW. The use of digestate on land does pose a risk to freshwater aquatic ecotoxicity and to a lesser degree human toxicity. AD appears to be more beneficial for acidification but not for resource depletion and eutrophication.

**Table 47: EfW vs AD for Treating Food Waste<sup>18</sup>**

Impact Assessment	Unit	EfW	AD
climate change: Global Warming Potential (GWP) 100a	kg CO2-Eq	-235,396	-460,696
acidification potential: average European	kg SO2-Eq	4,463	2,606
eutrophication potential: generic	kg PO4-Eq	1,272	1,798
freshwater aquatic ecotoxicity: FAETP infinite	kg 1,4-DCB-Eq	-35	38,699
human toxicity: HTP infinite	kg 1,4-DCB-Eq	171,381	261,523
resources: depletion of abiotic resources	kg antimony-Eq	-5,496	-3,720

The results indicate that there is not a clearly preferred treatment option and it depends on what is most important to the Council. The results should be considered alongside other factors such as cost, recycling rate, road movements, etc, to determine an overall preferred option. To illustrate the impact of haulage and road movements has on the GWP of the material, we have used our in-house carbon tool to assess the difference in impact of 4,631t of separate food waste being hauled in bulk to the Biogen AD facility at Baldock in Hertfordshire compared to that 4,631t of food waste being delivered direct to the EfW at Edmonton EcoPark mixed in with the residual waste stream (as per the current service). For the purposes of assessment, a number of assumptions have been made in agreement with the Council:

<sup>18</sup> It should be noted that these impact assessment figures should not be added together to create an overall or cumulative total as they are assessed on different bases. They should therefore be used in isolation.

- Residual waste vehicles direct deliver to the EfW at Edmonton EcoPark
  - The outputs from the modelling indicate that the 17 residual waste vehicles for the Baseline service travel 61 miles per day.
  - Assuming 261 working days per year, this equates to 15,921 miles per annum per vehicle, or 270,657 miles per annum for the residual fleet.
  - The residual waste vehicle fuel efficiency is 3.5mpg
- Food waste is delivered by the food waste vehicles to the Council's main operational depot on Oakleigh Road where it is bulked for onward transport
  - The outputs from the modelling indicate that the 11 food waste vehicles required to collect the 4,631t travel 45 miles per day.
  - Assuming 261 working days per year, this equates to 11,745 miles per annum per vehicle, or 129,195 miles per annum for the food waste fleet.
  - The food waste vehicle fuel efficiency is 12.5mpg
- The Biogen AD facility is located 33 miles away, equating to 66 miles per vehicle movement.
  - To transport the food in bulk to the AD facility, it has been assumed that this will occur via 20m<sup>3</sup> Ro-Ro skips containing 20t of food waste, transported by an articulated vehicle that is greater than 33t. This would mean for 4,631t of food waste, 232 vehicle movements would be needed, equating to 15,312 road miles.
  - According to the Department for Transport, in 2016 such an articulated vehicle over achieved an efficiency of 7.9mpg<sup>19</sup>
- All vehicle types have been assumed to use the same fuel type of diesel (with an average biofuel blend).

Figure 19 below summarises the difference in impact of the two routes, using one vehicle per route to represent the total mileage required for the service:

**Figure 19: EfW vs AD Haulage Comparison**

Waste Stream	Residual waste (including food) to EfW	Food waste delivered to bulking point	Food bulked and transferred to AD facility
Average annual vehicle mileage (miles)	270,657	129,195	15,312
Number of Veh	1	1	1
Mile per gallon factor	3.5	12.5	7.9
Fuel consumption (Gallon)	77,331	10,336	1,938
Fuel consumption (litre)	351,552	46,987	8,811
Fuel type	Diesel (average biofuel blend)	Diesel (average biofuel blend)	Diesel (average biofuel blend)
Global warming potential (kg CO2 eq)	1,112,999	148,758	27,896
Global warming potential (t CO2 eq)	1,113	149	28

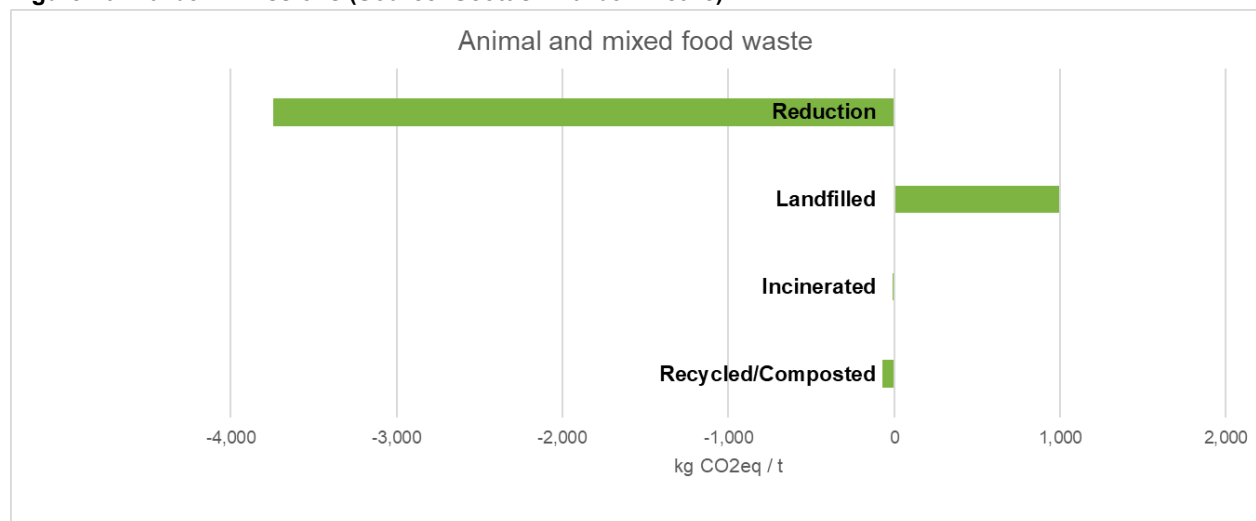
<sup>19</sup> Source: <https://www.gov.uk/government/statistical-data-sets/energy-and-environment-data-tables-env#fuel-consumption-env01>

The assessment indicates that the impact of the vehicle movements for a separate food waste collection system and haulage creates an additional 177t CO<sub>2</sub>-Eq, or an increase of 16% compared to the current service vehicle movements. However, when this is subtracted from the difference of 225.3t CO<sub>2</sub>-Eq between the Baseline (EfW) and Option 6 (AD) in Table 47, a separate food waste service still produces a reduction of -48.3t CO<sub>2</sub>-Eq compared to the Baseline service, despite the additional vehicle movements.

In general, climate change is often used a proxy for environmental performance and the use of AD or EfW significantly out performs other alternatives, such as landfill. For example, the Scottish Carbon Metric identifies that landfilling of food waste results in a significant detrimental impact, as shown in Figure 20. The data suggests recycling/composting (which includes AD) has a beneficial impact on climate change and incineration has a less beneficial impact.

However, food production is often very carbon intensive and therefore reducing food waste production can have the greatest overall environmental impact.

**Figure 20: Carbon Emissions (Source: Scottish Carbon Metric)**



## 12 Factors Affecting Future Waste Scenarios

### 12.1 London Environment Strategy (LES)

The Mayor's LES, published in May 2018, contains the ambition that 'London will be a zero-waste city. To this end, it sets targets to achieve the vision that by 2026 no biodegradable or recyclable waste will be sent to landfill and by 2030 65% of London's municipal waste will be recycled.'

The Strategy's waste objectives, targets and minimum service levels for London are:

- To cut food waste and associated packaging waste by 50% per person by 2030
- To achieve a 65% municipal waste recycling rate by 2030, including a 50% recycling rate for local authority collected waste (LACW) by 2025
- To send zero biodegradable or recyclable waste to landfill by 2026
- London to manage net 100% of all the waste it produces by 2026

The Strategy sets a minimum level of service for household waste recycling that waste authorities should deliver by 2020:



- All properties with kerbside recycling collections to receive a separate weekly food waste collection service
- All properties to receive a collection of, at a minimum, the six main dry materials, glass, cans, paper, card, plastic bottles and mixed rigid plastics (pots, tubs and trays).

To enable this, the LES sets minimum recycling standards for London's waste authorities to meet by 2020, including a requirement for separate food waste collection.

The Mayor has not set local targets but instead expects each local authority to develop a Reduction and Recycling Plan (RRP) and set its own reduction and recycling targets that can make an effective contribution to the Mayor's London-wide targets. Those local targets should be stretching and recognise local circumstances. Each borough's RRP should focus on activities aiming to reduce waste and deliver the Mayor's minimum recycling service levels by 2020.

It is expected that each Borough's RRP will set out key specific and measurable actions, or a package of actions, with planned milestones (timeframes) for delivery. The actions should show how and by when a borough will work towards achieving their locally set targets and objectives, which should include:

- Local waste reduction targets including separate targets for household waste produced per head, household residual waste collected per household, and total annual avoidable food waste produced per head for 2022 and 2025.
- Household and LACW recycling targets (% by weight for 2022 and 2025), going beyond the Mayor's LACW recycling target where possible
- Year for implementing the Mayor's minimum level of service for household waste recycling (by 2020 at the latest)

The RRP should also address wider environmental issues where new Contracts and/or new service arrangements are introduced (applying to both contracted-out and in-house services), with targets of:

- All waste fleet heavy vehicles being ULEZ compliant (Euro VI diesel) by April 2019 (inner London) and London-wide by October 2020
- All new cars and vans (less than 3.5 tonnes) used for waste activities being zero emission capable from 2025
- Performance against the Mayor's CO<sub>2</sub>e emissions performance standard (EPS) targets (-0.069 tonnes of CO<sub>2</sub>e per tonne of waste managed by 2021, and -0.084 tonnes per tonne of waste managed by 2025).

It should be noted that it is a statutory requirement that each boroughs' waste contracts are in general conformity with the London Environment Strategy, and the Mayor may use his powers to direct a borough where he considers their waste activities to be detrimental to the LES.

#### **Potential Impacts for Barnet**

- Introduction of a separate weekly food waste
- Changes to vehicle fleet
- Changing cost model
- Requirement for additional depot space
- Commitment to an agreed future recycling rate target



## 12.2 Resource & Waste Strategy for England

On 17th December 2018 the Government released 'Our waste, our resources, a strategy for England' which sets out how England will minimise waste, promote resource efficiency and move towards a circular economy. The Strategy is wide ranging and sets out actions to be taken now, with longer term policy commitments in line with the Government's '25 Year Environment Plan'. This was followed up by four consultation documents, released on 18<sup>th</sup> February 2019, which add more depth to the Strategy. The headline proposals within the Strategy and consultations, will influence the Council's ongoing development of future waste collection and disposal arrangements.

### 12.2.1 Consultation on Consistency in Household Recycling Collections in England

Subject to consultation, the following are three of the main proposals included:

#### 1. ***Specify a 'core set' of materials to be collected***

- Food Waste - every household and appropriate business to have a weekly, separate collection of food waste subject to consultation, by 2023.
  - For collection authorities not currently collecting food waste, this represents a fundamental service change. It is encouraging that the government recognises the possibility of additional costs, and appears to accept that this represents a 'new burden' and may require funding. However, the strategy contains no detail on the level of funding or how it will be allocated. There is also no mention of how the government will assess the additional cost and whether the impact on disposal contracts and costs will be incorporated.
  - Dry recycling – every household to be provided with a collection of six key recyclable materials; paper, cardboard, glass bottles and jars, plastic bottles, tins and cans and plastic tubs and trays

#### 2. ***Determine which collection systems drive quality;***

- The emphasis on quality is significant, given the relatively high and increasing levels of contamination collected by local authority schemes, particularly in fully comingled schemes.
- WRAP's Materials Facility Reporting Portal recently published the data for January to March 2018, charting the volume of 'target' and 'non-target' material received by 101 MRFs in England and Wales. In this period, 84.9% of the material received was target material (lower than the 85.6% rate for the previous quarter), and represents the lowest percentage of target material per quarter since reporting began in 2014. The percentage of non-recyclable waste was 9.6%, again the highest level since reporting to the standards required by the Regulations began. The percentage of non-target material made up the remaining 5.5% of input.

#### 3. ***Garden Waste***

- Free garden waste collections for households with gardens subject to consultation. The Strategy states that 'New duties will be assessed to account for new burdens, and funded appropriately'.
- Given that the Council currently is looking at potentially charging for a garden waste collection service, this proposal has the potential to inflict a significant future financial

burden on the Council. Again, the Strategy contains no detail of the methodology for calculating or allocating funding.

#### **Potential impacts for Barnet**

- Requirement to introduce a separate weekly food waste collection to all property types
- Requirement to provide a free garden waste collection
- Changing cost model
- Requirement for additional depot space

### **12.2.2 Consultation on Introducing a Deposit Return Scheme (DRS) in England, Wales and Northern Ireland**

A DRS would see a deposit added to the price of drinks in in-scope drinks containers at the point of purchase, which would be redeemed when consumers return their empty drinks containers to designated return points.

The consultation seeks views on proposals to introduce a DRS for drinks containers in England, Wales and Northern Ireland. Defra confirm that they are considering two options for a DRS, which would differ in terms of the size of the drinks containers in-scope. These are:

- The 'all-in' model, which would not place any restrictions on the size of drinks containers in-scope of a DRS. This would target a large amount of drinks beverages placed on the market.
- The 'on-the-go' model would restrict the drinks containers in-scope to those less than 750ml in size and sold in single format containers. This model would target drinks beverages most often sold for consumption outside of the home (while 'on-the-go').

The concerns expressed by local authorities have focussed on the negative impact DRS could have on the operational and financial aspects of kerbside collection schemes. All DRS options will target materials currently collected at the kerbside; it is therefore likely that tonnages collected will fall. With collection vehicles still required to provide a service to all households, this may impact on round efficiency, particularly if lower tonnages fail to translate to reduced vehicle requirements.

The consultation states that "the UK government will ensure that local authorities in England are resourced to meet new net costs arising from the policies that flow from the Strategy, including upfront transition costs and ongoing operational costs." It should be noted that the methodology for this is not specified.

#### **Potential impacts for Barnet**

- Reduction in volume and quality of recycling collected from the kerbside
- Impacts on round efficiency
- Changing Cost Model
- Changes to the overall costs paid for disposal

### 12.2.3 Consultation on Reforming the UK Packaging Producer Responsibility System

The consultation identifies that

- “The management of packaging waste costs local authorities in the region of £820 million per year. The proposals in this consultation mean that the funding to meet these costs will transfer from central government and local taxpayers to businesses: local authorities will be paid by producers for collecting and managing packaging that arises in household waste.
- Local authorities will have to collect all recyclable packaging that is identified for collection through household collection services. Collection services will have to meet with any minimum collection standards required in each nation. This will lead to more consistent service provision across the country.”
- The proposed overarching principles for packaging Extended Producer Responsibility (EPR) are that “Businesses will bear the full net cost of managing the packaging they handle or place on the market at end of life. Subject to this consultation, this should include the cost of collection, recycling, disposal, the clear-up of littered and fly tipped packaging, and communications relating to recycling and tackling littering.”

However, the proposals for payments to local authorities for household packaging waste look to take into account “the legitimate variations between local authorities in the cost of collection (per household or per tonne of packaging material) and the amount of material available to collect from households”

The proposals for the calculation of payments do not directly relate to the direct costs incurred by each authority – the consultation proposes a methodology which categorises authorities into groupings, defined by their rurality and socio-demographics; this is based on an assumption that these are the primary factors impacting on the cost and performance of collection services. Defra has utilised the six local authority rurality groups developed by WRAP as the basis for their cost modelling.

This proposed methodology of average payments based on regional groupings or other variables has the potential to divorce the level of payments from actual costs incurred, as this approach doesn’t appear to take account of contractual arrangements, specific collection methodologies or other authority-specific costs.

Similarly, the proposal that payments for the disposal of packaging waste in the residual waste stream (ie not separated for recycling by residents) would be based on the average disposal gate fee for household waste for landfill or incineration fails to make allowance for contractual arrangements with disposal facilities, which may vary substantially across authorities.

Also, the consultation proposes that the tonnage of packaging waste in the residual stream is based on an estimate informed by waste composition analysis; it is not specified whether this is based on authority-specific information or regional averages, again raising the concern that the payments may not relate directly to each authority’s actual performance and costs.

#### **Potential impacts for Barnet**

- Payments for the collection of recyclable material
- Please see Appendix 3 for more detail on the Strategy.

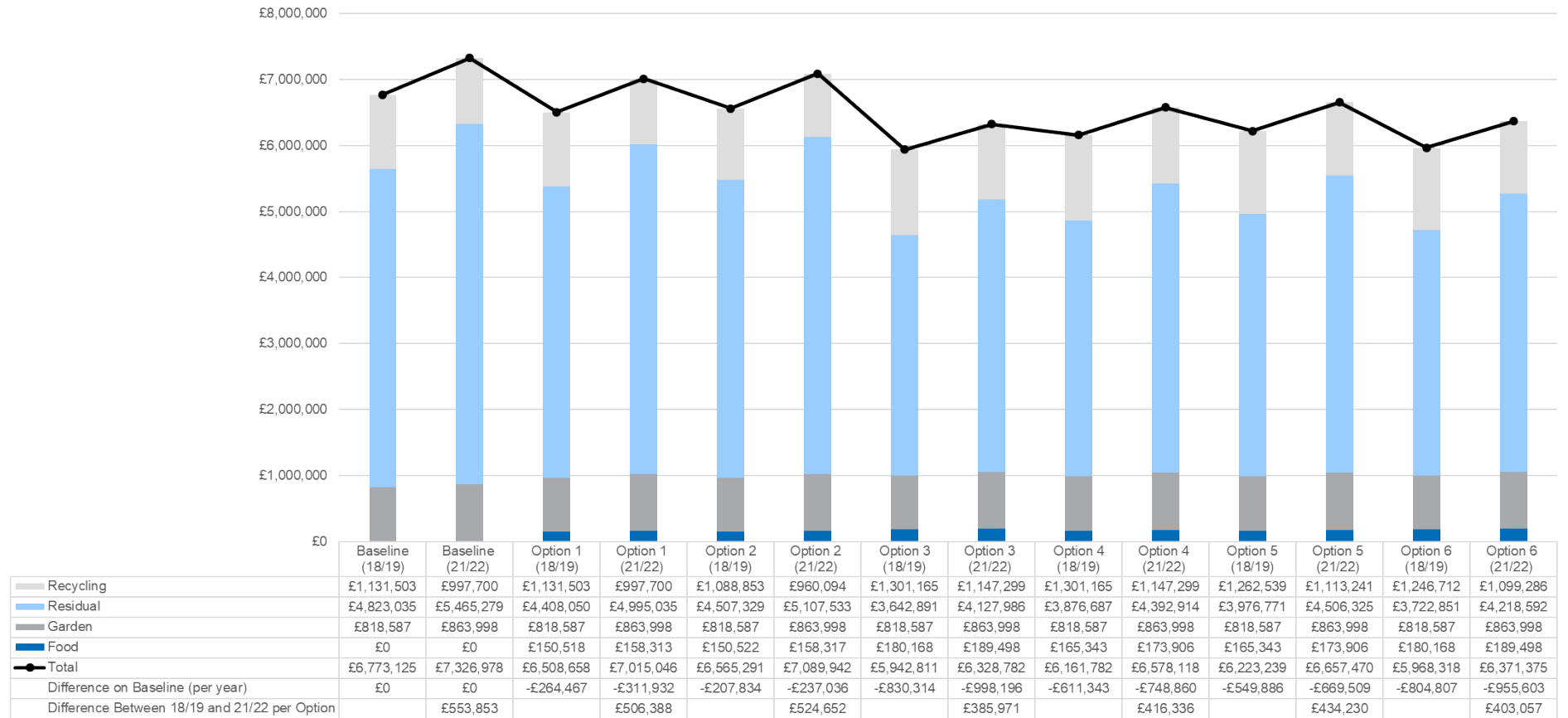
## 12.3 North London Heat and Power Project

The Council is facing rising costs to fund the construction of a new Energy from Waste facility that will replace the Edmonton EcoPark by 2025. Currently the Council pays an additional £7 per tonne of residual waste to contribute to the funding of the EfW. Work is being undertaken to revise the long-term levy modelling carried out in 2017, however the Council's levy is expected to increase from 2021/22 and double by 2024/25. As part of this modelling project, the 2021/22 pricing has been applied to all Options, including the Baseline to assess the impact of this levy increase. Table 47 below shows the comparison between the current prices used for the modelling, and the prices provided by the Council for 2021/22. These prices are what have currently been budgeted for, however may be subject to change in future.

**Table 48: Disposal Price Comparison**

	2018/19 (current pricing - revised at 4th NLWA budget review)	2021/22
Residual	£89.44	£101.35
Dry Recyclable	£67.06	£59.13
Food	£32.44	£34.12
Garden	£55.52	£58.60

Figure 21 below shows the impact of the revised 2021/22 pricing on each Option compared to the current situation:

**Figure 21: Disposal Cost Comparison**

**Table 49: Disposal Fee Comparison per Option**

Option	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
18/19 Price	£6,773,125	£6,508,658	£6,565,291	£5,942,811	£6,161,782	£6,223,239	£5,968,318
21/22 Price	£7,326,978	£7,015,046	£7,089,942	£6,328,782	£6,578,118	£6,657,470	£6,371,375
<b>Difference</b>	<b>£553,853</b>	<b>£506,388</b>	<b>£524,652</b>	<b>£385,971</b>	<b>£416,336</b>	<b>£434,230</b>	<b>£403,057</b>

**Table 50: Disposal Fee Comparison to Baseline**

Option	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
18/19 Price	£6,773,125	£6,508,658	£6,565,291	£5,942,811	£6,161,782	£6,223,239	£5,968,318
<b>Difference on Baseline</b>	<b>n/a</b>	<b>-£264,467</b>	<b>-£207,834</b>	<b>-£830,314</b>	<b>-£611,343</b>	<b>-£549,886</b>	<b>-£804,807</b>
21/22 Price	£7,326,978	£7,015,046	£7,089,942	£6,328,782	£6,578,118	£6,657,470	£6,371,375
<b>Difference on Baseline</b>	<b>n/a</b>	<b>-£311,932</b>	<b>-£237,036</b>	<b>-£998,196</b>	<b>-£748,860</b>	<b>-£669,509</b>	<b>-£955,603</b>

Key observations:

- Although there is a reduction in price for dry recycling between 18/19 and 21/22, this is offset by the increase in the disposal of residual waste
- Each Option sees an increase in disposal costs under the 21/22 scenario
- Due to the marked increase in residual costs, higher savings correlate to how much material is diverted from the residual stream, with Option 3 achieving the highest saving of ~£1m per annum in 21/22, closely followed by Option 6 at ~£950,000 per annum in the same year.
- The Options that see the least savings compared to the Baseline are Options 2 and 1, saving ~£240,000 and ~£300,000 per annum respectively in 21/22.
- It should be noted that all Options make savings on the Baseline due to the diversion of food waste from the residual stream, however diverting recycling from the residual stream and minimising waste in general through restricted capacity of reduced frequency for residual collections realises greater savings on disposal costs.

## 12.4 Other legislation

Appendix 4 explores the wider drivers for change which have the potential to impact on the costs, methodologies and wider aspects of waste management at a national level. These should be considered when assessing the outputs of the options for future delivery in terms of the 'future proofing' of the service methodologies chosen. These drivers include:

- **Potential impacts from Brexit:**
  - The Department for Exiting the European Union (DEXEU) has confirmed that all EU legislation which has not already been transposed into UK law will be transferred to UK statute, including current regulations governing waste, packaging, waste electrical and electronic equipment (WEEE) and landfill. However, DEXEU has also stated that 'Following integration into UK law upon departure, all EU environmental laws will be open to being "amended, repealed or improved"'. The UK is therefore free to decide the future of its waste policy and laws. This uncertainty may impact on Local Authorities' municipal waste activities
- **Possible impacts from Chinese import restrictions:**
  - More recently there are concerns that the announcement from China to ban plastic waste and unsorted paper imports (as part of a ban on important 24 types of material) could see the UK stockpiling waste, or having to send waste to residual disposal routes

instead. Until recently, China had lower standards for receiving recyclable waste material, making it an easy choice for the UK to help reach higher recycling rates and reduce landfill. However, with a ban enforced at the end of 2017, on plastics such as polyethylene terephthalate (PET) drinks bottles and all mixed paper, including increased quality control on cardboard, pressure will be put on the British recycling industry.

- **National – Austerity considerations:**
  - Budget cuts continue to apply pressure on local authority spend, resulting in services and infrastructure being shaped by austerity, such as three or four weekly residual collections and chargeable garden waste collections.
- **The Environmental Protection Act 1990 & the Deregulation Act 2015:**
  - In England and Wales, Waste Collection Authorities are obliged by law to provide a domestic waste collection service to households as laid out in the Environmental Protection Act (EPA) 1990 (EPA).
  - Councils can require occupiers of premises to present their household waste for collection in a specified way under the EPA. However, their powers to enforce this have been substantially curtailed by Section 58 of the Deregulation Act 2015, making enforcement extremely difficult, undermining the ability of local authorities to enforce their collection policies, and making any form of enforcement activity regarding contamination of recyclate effectively impotent. The lack of enforcement options limits actions taken by Local Authorities to communications activity with no power to take further action and may therefore lead to a continuing increase in contamination rates.
- **The Waste (England and Wales) Regulations 2011:**
  - The Waste Framework Directive (2008/98/EC) is the overarching EU policy on waste and the Waste (England and Wales) Regulations (2011) (amended by the Waste (England and Wales) (Amendment) Regulations 2012) and the Environmental Permitting (England and Wales) Regulations 2010, implemented much of the directive, including the current 50% recycling target (to be achieved by 2020).
- **Potential impacts from the UK's adoption of the EU Circular Economy Package:**
  - The Circular Economy Package (CEP) was adopted by the European Commission in December 2015. It includes a range of policy options around waste management but also addresses product lifecycles in terms of intelligent product design, smarter use of raw materials, improved reuse and repair, increased recycling and more resilient markets for secondary raw materials. It also limits the use of landfill to 10% of municipal waste (based on the EU definition of municipal waste) by 2030.
- **Possible impacts from alternative recycling metrics and Carbon Impacts:**
  - One aspect of the CE approach is the exploration of whether recycling activities should be more focussed on those materials whose recycling represents the maximum environmental benefit, rather than simply collecting the heaviest elements of the waste stream. Under this approach, instead of an absolute target for recycling, individual material streams would have their own target, which could include packaging waste. The streams would be linked to the best environmental option for that particular material. Metrics such as carbon or residual waste production would provide a fairer

reflection of environmental performance, and also help to level the playing field between urban and rural authorities.

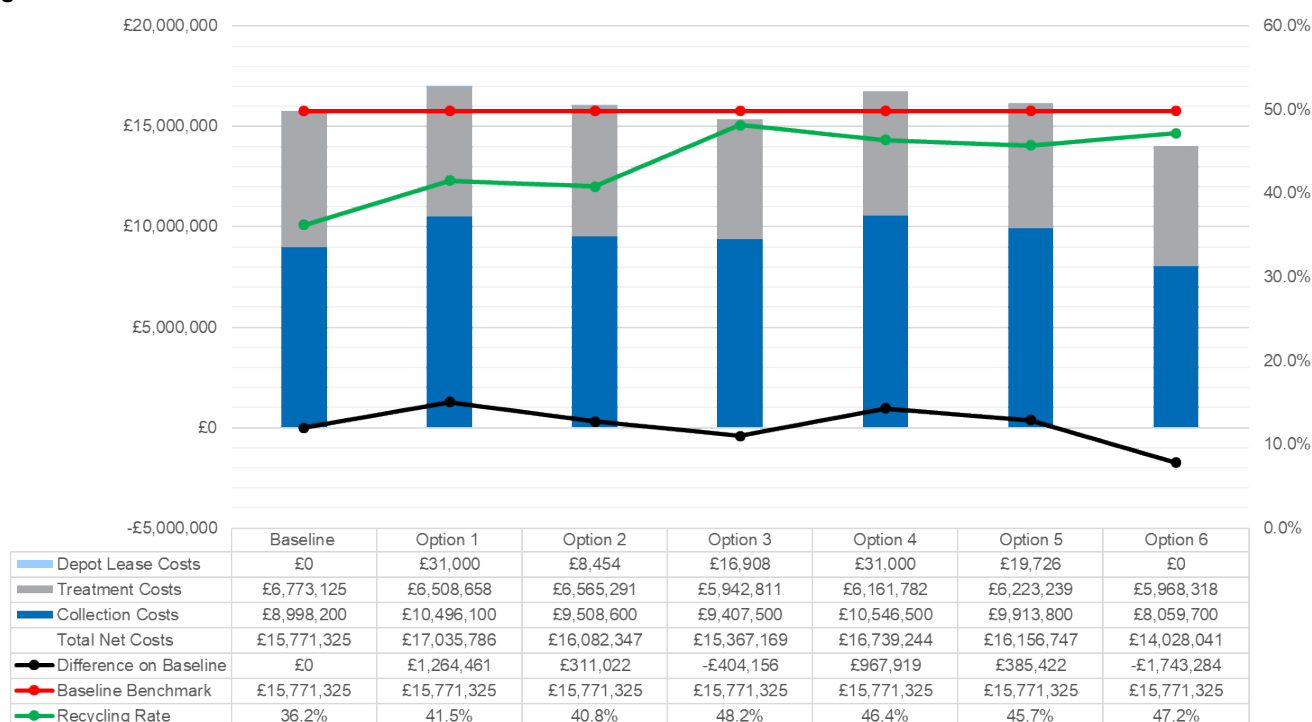
#### Potential impacts for Barnet

- Implications from BREXIT are as yet unknown
- Reduction in the availability of end markets for plastic overseas
- Less funding available from Government
- Less enforcement powers
- Attainment of a 50% recycling rate by 2020
- Development of more Circular Economy activities
- More emphasis on the collection of high carbon impact materials

## 13 Conclusion

Figure 22 summarises the costs and performance of the Options modelling:

**Figure 22: Total Costs and Performance**



*N.B. It should be noted that the 'Additional Depot Space Lease Costs' are not visible in the graph due to the low figures compared to the other totals, however these have been accounted for in overall costs where applicable*

All options improve on the Baseline recycling rate of 36.2% by an increase of between 4.2% (Option 2) to 12% (Option 3). Options 1 – 6 all reduce residual waste compared to the Baseline due to a combination of removing the food waste from the residual waste stream, with Options 3 – 6 further reducing residual waste by extracting more recycling from the residual stream or minimising waste through restricting capacity or reducing frequency. The reduction in residual waste results in fewer disposal costs, due to the higher cost per tonne to dispose of residual waste compared to recycling. However, these reduced disposal costs are outweighed by the additional collection costs as a result of the dedicated food waste vehicles required for Options 1 – 6, resulting in Options 1, 2, 4 and 5 being



more expensive overall than the Baseline. However, Options 3 and 6 have reduced frequency of collections, resulting in savings of ~£400,000 for Option 3 and ~£1.7m for Option 6. Option 6 yields significantly greater savings than Option 3 because both residual waste and recycling are collected fortnightly on the same type of vehicle (Option 3 recycling remains at a weekly collection frequency), reducing the Baseline fleet by 13 vehicles.

Figure 23 below provides a summary of the evaluation, the methodology of which was designed and weighted by the Council. Based on the Council's evaluation methodology, Option 6 is the highest-ranking Option.

**Figure 23: Summary of Evaluation**

	Baseline	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
<b>Raw Score</b>	3	5	7	2	4	6	1
<b>Weighted Score</b>	4	6	7	2	3	5	1

In addition to the main modelling, an assessment of introducing chargeable garden waste was undertaken. This examined two scenarios:

1. Charging £35 per annum for the service; and
2. Charging £50 per annum for the service.

The modelling indicated that the introduction of a chargeable garden waste service would save the Council in the region of £2.3m per annum for the £35 scenario, and approximately £2.1m per annum in the £50 scenario. The savings in both scenarios are as a result of the reduced vehicles and treatment costs, bolstered by income from the service. However, implementing a chargeable garden waste service would result in a reduction in recycling rate of approximately 4.8%, regardless of which Option the service was applied to.

An additional assessment separate to the main modelling of the communal properties indicates that the cost of providing the Option 1 service to communal properties would cost approximately £4.85m and achieve a recycling rate of 19.5% for solely the communal properties. However, as this exercise was undertaken outside of the KAT modelling for the main project and was based on limited data, the communal findings should be interpreted in isolation and not be combined or used in conjunction with the main findings of the report.

## Appendices

Appendix 1: Modelling Limitations

Appendix 2: Assumptions Report

Appendix 3: Resource & Waste Strategy

Appendix 4: Drivers for Change

## Appendix 1 – Modelling Limitations

WRAP's Kerbside Analysis Tool (KAT) is an industry recognised tool that is widely used in the planning and review of kerbside waste and recycling collection systems throughout UK local authorities, and has been used to model the collection system options, with the outputs fed through Ricardo's in-house tool to cost the options.

The modelling has been limited to the direct costs of the Baseline and Options as agreed with the Council and Resource London. Therefore, the following is a list of factors that need to be considered as part of the overall picture of service change:

- Infrastructure;
- Interface with other waste collection services;
- Bring site services;
- Land take requirements at the operational depot;
- Spare vehicles;
- Labour resource issues;
- Disposal activities; and
- Change to collection rounds.

## Assumptions

All data and assumptions used are based on the best available information at the time of the modelling.

A number of input assumptions are based on the performance of similar collection systems in other authorities of a similar nature. Whilst every attempt has been made to use robust comparative inputs, future trends in waste management are varied, and cannot be predicted by the KAT model.

No planning is made in regards to future legislation changes and changes in household perception of waste and recycling management; that is to say that, we cannot model the unknown.

Local authority specific modelling is best using an accurate local waste composition. However, although the waste composition in the modelling was based on local data and carried out by a reputable company, this is just a snapshot of the waste composition at the time of the study, and no guarantees can be made as to its accuracy. Any waste composition needs to be regularly updated to take account of future changes in materials available for recycling, such as those brought about by factors such as technology, e.g. light-weighting of certain materials or through different buying habits.

Set-out and participation rates have a big influence on the results of KAT modelling. The set-out and participation rates used are based on information provided by the Council as amended with the agreement of the Council and WRAP.

There are also likely to be differences between what KAT and the in-house modelling has reported as the Baseline costs, and the actual cost. This can be due to varying amounts of overhead costs, contract costs and budgetary assignments. It is, therefore, again suggested that comparisons between the costs of different Options, be taken on their relative value, rather than absolute totals.

Where households are subject to a change in service, e.g. alternative collection days, a reduction in residual waste containment volume, or introduction of new containers, communications materials will

need to be produced and sent to relevant households. The costs for these are not included in the modelling.

Finally, although indications are given to the potential kerbside recycling rates associated with each Option, again these should be regarded on their relative values, as modelled, rather than an absolute value.

## Appendix 2 – Assumption Report

\*Separate Document '*Barnet Assumptions Report DRAFT v0.6 ISSUED*'

## Appendix 3: Resource & Waste Strategy

On 17th December 2018 the Government released 'Our waste, our resources, a strategy for England' which sets out how England will minimise waste, promote resource efficiency and move towards a circular economy. The Strategy is wide ranging and sets out actions to be taken now, with longer term policy commitments in line with the Government's '25 Year Environment Plan'. The headline proposals within the Strategy that it suggested will influence the Council's ongoing review of future waste collection and disposal arrangements are:

- **Para 1.1.1** Extended Producer Responsibility (EPR) - ensuring that producers pay the full net costs of managing packaging waste at end of life (N.B. including the collection of packaging waste). Local authorities and waste operators will be able to use this support to collect all recyclable packaging waste and drive high quality recycling. Timescales - consultation has begun, legislate in 2021, operational reform in 2023.
- **Para 2.3.1** Deposit Return Schemes - consumers are charged a deposit up-front when buying a single-use container, which is redeemed when the empty container is returned. The government will carry out a consultation exercise will look at how the scheme might sit alongside other measures to boost recycling and how it will operate. The impact on the current kerbside collection arrangements provided by the Council, which include the collection of glass, steel and aluminium cans and plastic bottles, is unknown at this stage. However, these materials have significant value and any reduction in the amount collected by the Council will adversely affect income streams (either directly or indirectly). Timescales - consultation has begun, roll out deposit return scheme subject to consultation in 2023.
- **Para 3.1.1** Collect a consistent set of dry recyclable materials. Subject to consultation, the Government proposes legislation to (a) specify a 'core set' of materials to be collected; (b) determine which collection systems drive quality; (c) introduce non-binding performance indicators for local authorities and (d) introduce minimum service standards to improve the quantity and quality of what is recycled. Consultation will seek views on what the 'core set' will be, the collection system that preserves material quality and determining when separate collection is necessary, and whether non-binding performance indicators for the materials collected will improve both quality and quantity.

The emphasis on quality is significant given the relatively high and increasing levels of contamination collected by local authority schemes, particularly in fully comingled schemes. Timescales - consultation is in line with the extended producer responsibility in 2019, with legislation and operational reform subject to discussions at spending review.

- **Para 3.1.2** Food Waste - every household and appropriate business has a weekly, separate collection of food waste subject to consultation. Timescales - consultation in 2019, operational reform from 2023. The Strategy states that 'New duties will be assessed to account for new burdens, and funded appropriately'.

For collection authorities not currently collecting food waste, this represents a fundamental service change. It is encouraging that the government recognises the possibility of additional costs, and appears to accept that this represents a 'new burden' and may require funding. However, the strategy contains no detail on the level of funding or how it will be allocated. There is also no mention of how the government will assess the additional cost and whether the impact on disposal contracts and costs will be incorporated.

- **Para 3.1.2** Garden Waste - free garden waste collections for households with gardens subject to consultation. The Strategy states that 'New duties will be assessed to account for new burdens, and funded appropriately'.

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Given that the Council currently is looking at potentially charging for a garden waste collection service, this proposal has the potential to inflict a significant future financial burden on the Council. Again, the Strategy contains no detail of the methodology for calculating or allocating funding.

- **Paras 3.1.4 & 3.1.5** Improving working arrangements and performance between local authorities, especially in 'two-tier' areas. Investigating amending the recycling credit system used by two-tier authorities.

This element may suggest that the government will explore the net costs of the changes developed above, in terms of the overall impact on the 'whole system cost' for each authority.

The Strategy states that 'Separate food waste collection also leads to higher yields of food waste collected than if it is captured mixed with garden waste'. This element appears to be an attempt to avoid the possibility of councils minimising costs by providing a service co-collecting food and garden waste.

- The Strategy states that 'New statutory responsibilities for local government would be subject to an assessment of new burdens'.

As highlighted above, this is encouraging, but without further detail on how additional costs will be assessed and/or allocated, the implications of the strategy remain unclear.

## Appendix 4 – Drivers for Change

### **National – Austerity considerations**

Efficiency is without doubt the main driver for local authorities as budget cuts continue to apply pressure on local authority spend. As such, services and infrastructure are being shaped by austerity (three-four weekly residual collection, chargeable garden waste collections), and in some instances, this is leading to innovative service delivery models.

### **The Environmental Protection Act 1990 & the Deregulation Act 2015**

In England and Wales, Waste Collection Authorities are obliged by law to provide a domestic waste collection service to households. The Waste Disposal Authority (WDA) is required to provide or facilitate a facility(s) for the deposit of this waste. These duties are laid out in the Environmental Protection Act (EPA) 1990 (EPA).

Councils can require occupiers of premises to present their household waste for collection in a specified way under the EPA. However, their powers to enforce this, along with being able to require residents to recycle through the specification of what can be placed in each container and where containers should be placed were substantially curtailed by Section 58 of the Deregulation Act 2015 which downgrades failure to comply with any notice from a criminal to a civil offence whilst tightening the definition of an offence to “causing a nuisance or likely to be, detrimental to any amenities of the locality” This makes enforcement extremely difficult, undermining the ability of local authorities to enforce their collection policies.

**The Deregulation Act** also makes any form of enforcement activity regarding contamination of recycle effectively impotent. The practical requirements of bringing a civil case against individual residents has yet to be fully tested, but the disproportionate effort and expenditure required acts as a significant disincentive to authorities. As a result, the growing issue of contamination in the kerbside recycling stream will be difficult to address. From an authority perspective, the lack of enforcement options limits any addressing of this issue to communications aimed at transgressing residents with no power to take further action. This may lead to a continuing increase in the proportion of contamination and non-target material delivered to MRFs from kerbside collection schemes, which means that MRF infrastructure may have to be flexible to deal with contamination challenges

### **The Waste (England and Wales) Regulations 2011**

The Waste Framework Directive (2008/98/EC) is the overarching EU policy on waste covering recycling targets, a definition of waste and national waste management plans which also defines the “Waste Hierarchy”. The Waste (England and Wales) Regulations (2011) (amended by the Waste (England and Wales) (Amendment) Regulations 2012) and the Environmental Permitting (England and Wales) Regulations 2010, implemented much of the directive, including the current 50% recycling target (to be achieved by 2020). These Regulations also require Waste Collection Authorities (WCAs) to separately collect paper, plastics, glass and metals. The collection of these materials either co-mingled or two-stream may be compliant, but only if it can be demonstrated that separate collection is not necessary to achieve good quality recyclables, or is not technically, environmentally or economically practical (known as TEEP). WCAs are required to carry out a ‘TEEP’ assessment to demonstrate that their collection system is compliant with the regulations. However, ambiguity in the detailed wording in the Waste Framework Directive, combined with a Judicial Review and a subsequent lack of clarity from Defra, means there is still much uncertainty in the market as to what this means in operational terms for both commercial and domestic kerbside collections.



## 25 Year Environment Plan

In terms of the need for a clear policy framework from central government, Therese Coffey, Parliamentary Secretary of State at DEFRA, has confirmed that they note the limitations of weight based targets, and the reliance of recycling rates on garden waste collections. Despite the recent publication by Michael Gove, Secretary of State for the Environment, of the Government's 25 year Environment Plan, there is no additional clarity on the issue of recycling targets or wider waste policy. There remains a lack of clear direction on the future of waste policy in England. It appears that in the short term, local decision makers will be required to continue to concentrate on improving recycling performance and saving costs in a manner most appropriate to their imperatives.

The 25 Year Plan does state that the Government will crackdown on plastics by eliminating all avoidable plastic waste achieving zero avoidable plastic waste by the end of 2042. They identify extending the 5p plastic bag charge to small retailers, removing consumer single-use plastics from the government estate, supporting the water industry with the roll out of more public drinking fountains, and working with retailers to implement plastic free aisles in supermarkets as measures they will pursue.

## Potential impacts from EU Circular Economy Package

The Circular Economy Package (CEP) was adopted by the European Commission in December 2015. It includes a range of policy options around waste management but also addresses product lifecycles in terms of intelligent product design, smarter use of raw materials, improved reuse and repair, increased recycling and more resilient markets for secondary raw materials. It also limits the use of landfill to 10% of municipal waste (based on the EU definition of municipal waste) by 2030.

The current proposals suggest that the recycling rate calculation will be based on material sent to final recycling or MRF outputs minus losses. MBT (Mechanical Biological treatment) output will be excluded from calculations from 2027 onwards. Strengthened TEEP provisions will extend to bio-waste from 2023 and textiles from 2025. Separate collection of hazardous waste will apply from 2025 but without the TEEP provision. The Package has now passed through the EU legislative process. Before the Circular Economy Package was passed into law, all three European institutions (the European Council, European Parliament and the European Commission) were required to have an agreed stance.

Following consideration by EU member states in February, on 18th April MEPs in the European Parliament agreed the recycling targets set out in the EU's Circular Economy Package, and these were adopted by the European Council of Ministers on 22nd May. These targets include:

- By 2025, at least 55% of municipal waste (from households and businesses) should be recycled by member states.
- The target will rise to 60% by 2030 and 65% by 2035.
- 65% of packaging materials will have to be recycled by 2025, and 70% by 2030.
- Separate targets are set for specific packaging materials, such as paper and cardboard, plastics, glass, metal and wood.
- The proportion of municipal waste sent to landfill will be limited to a maximum of 10% by 2035.
- Separate collection of textiles and hazardous waste from households will be required by 2025.
- Separate collection of biodegradable waste will be required by 2024, although this is not required where the waste is composted at home (and will be subject to a revised version of TEEP assessment).

The agreed text, having been agreed by the EU Council of Ministers for final formal approval, has been published in the Official Journal of the EU, the official record of all EU legal acts. Following this formal approval and adoption, EU members will have two years to bring the legislation into law.

It is anticipated that as the CEP has been adopted into formal EU law before the end of the two-year Brexit process it will be among the environmental legislation brought into UK law via the 'European Union (Withdrawal) Bill'.

Whilst local authorities will be expected to reflect the principles of the Circular Economy, the primary impacts will be the increased recycling rate target and the further minimisation of allowable waste to landfill. It is also possible that the Extended Producer Regulations (EPR) will impact on Local Authorities. The latter, by making producers responsible for the full cost of recycling or disposing of products they bring to the market (including those costs currently incurred by local Authorities) should incentivise them to reduce the overall environmental impact of their products and packaging, reducing overall costs whilst minimising environmental impact. Proposals on how the EPR would be introduced in contrast to the current PRN methodology are currently the subject of consultation, with the ESA, LARAC and the compliance sector holding differing views. One possibility is that the packaging industry becomes 'responsible' for the cost of collecting household packaging waste. The packaging industry is, currently, lobbying against this approach, whilst Local Authorities are concerned that it may impact adversely on their statutory duties.

A further concern regards the potential impact on collection methodologies; The Waste (England and Wales) Regulations 2011, as amended in 2012 requires WCAs to separately collect paper, plastics, glass and metals. The revised Directive states: "Member States shall take measures to promote high quality recycling and, to this end, shall set up separate collection of waste where technically, environmentally and economically practicable and appropriate to meet the necessary quality standards for the relevant recycling sectors and to attain the targets....". This revision of the wording of the 'TEEP' provision, along with the addition of biodegradable waste to the collection requirement may have implications on Councils' statutory collection responsibilities. However, the NOM is compliant with the current regulations, and the TEEP test remains in place in the CEP. Our modelling demonstrates that 'paper out' remains the most cost effective collection option across East Kent; however, our analysis has also incorporated consideration of fully co-mingled, 'glass out' and full source-segregated multi-stream collections. This assessment would stand as a TEEP assessment, and unless and until further guidance or regulations are introduced, we would consider the NOM to be compliant with the CEP requirements.

In January 2018, the European Commission published a Strategy for Plastics which aims to protect the environment for plastic pollution whilst fostering growth and innovation. The current proposals, which are focussed on littering (marine and land) caused by plastic items such as plastic straws, cotton buds and cutlery, as well as plates, beverage stirrers and sticks used to support balloons, as the most obvious products where "suitable and more sustainable alternatives are readily available". As such, it is proposed that market restrictions will be placed on these and similar items. At this stage, no immediate impact on Local Authorities seems likely.

### **The Europe-wide Strategy for Plastics in the Circular Economy**

In January 2018, the European Commission published a Strategy for Plastics which aims to protect the environment for plastic pollution whilst fostering growth and innovation.

#### **Potential impacts from revisions to packaging obligations**

The Producer Responsibility Obligations (Packaging Waste) (Amendment) Regulations (2016), work on the principle of Collective Producer Responsibility, requiring obligated producers to pay a proportion of the cost of the recovery and recycling of their packaging. In the UK this obligation is achieved through Packaging Recovery Notes (PRNs) which are issued by accredited reproducers when they have recovered and recycled a tonne of packaging material.

The EPR nominally require producers to fund the full cost of recycling their products. This would include post-consumer waste, currently funded by LAs. The producers have suggested that should they be required to fund this activity, they may prefer to implement material specific collection schemes to minimise cost and maximise quality. Alternatively, agreeing funding mechanisms with local authorities would enable the continuation of the cost-efficiencies of the current local authority led approach. Following consultation by Government, it appears that they consider the current Packaging Recovery Note (PRN) scheme to be working well, and at an acceptable cost to industry, and have no current plans for major revision. This would leave the current situation unchanged. However, this may be contingent on the wording of the CEP.

Recent government statements regarding producer responsibility, incorporation of the consideration of taxes and charges on single-use items such as takeaway containers, the 25p 'coffee cup tax' and the proposed 'clampdown on plastic waste' suggest that Government policy may be moving towards a more explicit 'Producer Pays' methodology. The impact of 'return and reward' schemes would have a substantive impact on both the volume and composition of municipal waste. Proposals currently revolve around plastic bottles, but may be extended. This would divert tonnage from the municipal waste stream to the commercial sector, and would effectively be a pre-sorted material stream. The Government has undertaken a recent consultation on a 'Deposit or Reward and Return Scheme' (DRRS) for drinks containers.

The impact of a 'single-use plastic container' tax, as recently suggested by Government, is less clear. Should such a scheme be introduced, the packaging industry would be incentivised to identify alternative packaging options, particularly for food packaging. If the net effect is a change in the type of containment, this may result in stable municipal waste tonnages but a change to waste composition, assuming the revised containment is recyclable.

These issues have been addressed in the Government's resource and Waste Strategy; however, since they will be subject to consultation, it is difficult to derive conclusions as to their potential impact at this stage.

### **Potential impacts from Brexit**

The Department for Exiting the European Union (DEXEU) has confirmed that all EU legislation which has not already been transposed into UK law will be transferred to UK statute, including current regulations governing waste, packaging, waste electrical and electronic equipment (WEEE) and landfill. However, DEXEU has also stated that 'Following integration into UK law upon departure, all EU environmental laws will be open to being "amended, repealed or improved"'. The UK is therefore free to decide the future of its waste policy and laws.

This freedom has given rise to uncertainty over the future of environmental legislation and policy post-Brexit. This is due to the methodology which will be utilised to "amend, repeal or improve" the current Regulations, with Ministers, utilising secondary legislation to amend or repeal primary legislation without parliamentary scrutiny. This may limit the ability of the wider waste sector to influence policy decisions, and may also lead to politically motivated policies being introduced which impact on local authorities' municipal waste activities.

A further concern is that at present, the UK is reliant on enforcement from both the European Commission and the European Court of Justice (through the threat of heavy fines) to ensure that environmental standards and targets are met. The Government will therefore need to consider the means by which environmental commitments are given effect in domestic law, and the scope and scale of the regulatory and accountability systems by which the UK is held to adhere to the standards set. Will this involve an enhanced role for the EA, or will a new regulatory department be created? Environment Secretary Michael Gove has recently announced plans to consult on a proposal for a new,

independent body for environmental standards. The proposed consultation regarding this suggest this will be a new, independent body that will hold Government to account for upholding environmental standards post-Brexit. Further details have not yet been announced.

A further key impact of Brexit is the issue of exporting waste and recycle to foreign markets. Currently, the adverse impact on the value of the pound has increased the cost of exporting RDF, whilst reducing the income received for recycle. The potential impact of tariffs, dependant on the trade arrangements agreed between the UK and both the EU and the wider world have the potential to compromise the economics and/or practicalities of exporting waste.

### **Possible impacts from alternative recycling metrics and Carbon Impacts**

One aspect of the CE approach is the exploration of whether recycling activities should be more focussed on those materials whose recycling represents the maximum environmental benefit, rather than simply collecting the heaviest elements of the waste stream. Under this approach, instead of an absolute target for recycling, individual material streams would have their own target, which could include packaging waste. The streams would be linked to the best environmental option for that particular material. Metrics such as carbon or residual waste production would provide a fairer reflection of environmental performance, and also help to level the playing field between urban and rural authorities.

The use of carbon metrics would allow authorities to make more holistic decisions regarding recycling and reuse, and to prioritise overall environmental performance and the capture of resources which represent the best environmental outcome. This would resolve the current situation where local authority recycling performance is solely based on the weight of waste they reuse, recycle or compost/digest as a percentage of the total weight of waste they collect. This system encourages councils to “chase” the heavier waste materials, regardless of the overall environmental benefit, seen most clearly in the expansion of garden waste collections.

This could result in a major revision of the collection services offered by local authorities.

Taking this further, with emissions from waste services contributing in the region of 35% of an authority's total carbon emissions, reviewing the carbon contribution of a total waste service could become an appropriate measure of environmental benefit. Carbon is often used as a proxy for environmental impact, particularly because materials and processes that have a high carbon footprint often involve wider environmental impacts due to high energy consumption, e.g. mining, processing, transport, etc. This would require the carbon impact of waste collection methodologies to be incorporated, incentivising the use of low-carbon vehicles powered by electricity, gas or other technological solutions.

### **Possible impacts from Chinese import restrictions**

More recently there are concerns that the announcement from China to ban plastic waste and unsorted paper imports (as part of a ban on important 24 types of material) could see the UK stockpiling waste, or having to send waste to residual disposal routes instead. Until recently, China had lower standards for receiving recyclable waste material, making it an easy choice for the UK to help reach higher recycling rates and reduce landfill. However, with a ban enforced at the end of 2017, on plastics such as polyethylene terephthalate (PET) drinks bottles and all mixed paper, including increased quality control on cardboard, pressure will be put on the British recycling industry.

### **How will the market for secondary materials change in the next 5+ years?**

The secondary materials market will continue to be about:

- Quality of materials and how they are collected – this will drive saleability, value, regulatory compliance and the development of waste as a reliable secondary material source.

- Ownership of materials along the value chain will be integral to the development of a coherent supply chain; strategic collection contracts will be developed with quality-based SLAs to provide a reliable feedstock for treatment and reprocessing facilities.
- Type of materials; the expansion of mixed plastics collections and food waste will drive increased recycling rates in the short term – provided markets can be found for the plastics.
- The adoption of carbon metrics will incentivise more focus on textiles and re-use, whilst the circular economy will drive Waste Electronic and Electrical Equipment (WEEE) collections to enable the extraction of critical raw materials in the longer term.
- Recent trends have seen municipal composition changing dramatically, with paper reducing and cardboard increasing due to reduced newsprint uptake and increased internet shopping. However, the reduction in paper may be slowed by the recent focus on plastic packaging and single use plastics which may be replaced by paper/board-based products.
- Plastics (petroleum based) are likely to reduce in the longer term, although this trend is closely linked to oil prices, an increase in plant-derived cellulose packaging and potential government initiatives.
- Infrastructure; with the impact of China's import restrictions and the potential effect of Brexit, it is likely that development will focus on treatment and reprocessing capacity. This will include MRFs and 'mini MRFs' to enable sorting of materials to high quality standards, along with enhancement of waste transfer and bulking sites.
- Further reprocessing facilities for plastics and food waste will resolve export issues and enable the production of energy from waste.
- The export market for RDF is considered to be stable for the next 5 years, but represents a significant UK investment opportunity.





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# Environment Committee AGENDA ITEM 10

**11 September 2019**

**Title**

**Copthall Sports Hub & Mill Hill Open Spaces Masterplan**

**Report of**

Chairman of Environment Committee

**Wards**

Mill Hill

**Status**

Public

**Urgent**

No

**Key**

No

**Enclosures**

**Appendix A:** Copthall Sports Hub & Mill Hill Open Spaces Phase 2 and 3 Report (2018)

**Appendix B:** Copthall Sports Hub & Mill Open Spaces Consultation Response Report (2018)

**Appendix C:** Copthall Sports Hub Masterplan (final design)

**Appendix D:** Copthall Sports Hub Masterplan Consultation Response Report (2019)

**Appendix E:** Equalities Impact Assessment (Copthall Sports Hub)

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## Summary

In March 2018, Environment Committee endorsed a draft masterplan for the Copthall Sports Hub and adjoining Mill Hill Open Spaces as the first stage definition for a long-term vision for the site, and as such approved the draft masterplan for public consultation with the outcome to be reported to a future meeting.

This report outlines the approach which has been taken to develop a site wide final masterplan for

Copthall and Mill Hill Open Spaces and next stage requirements to develop and implement the respective proposals.

From the 21 May 2018 to the 2 July 2018 the Council conducted consultation on the initial draft, a total of 40 responses were received which broadly demonstrated the support for the full masterplan proposal. However, key responses affecting the design specifically in relation to the Copthall Sports Hub masterplan were received, which included;

- Saracens RFC: confirmed changes to the domestic rugby calendar, signalling the requirement of an extended rugby season, affecting the ability to host athletics at Allianz Park.
- English Cricket Board and Middlesex County Cricket Club: proposal to enhance cricket offer to include a community cricket facility.
- Suspension of the Rugby Football Union (RFU) AGP development programme.
- Consideration of Barnet Playing Pitch Strategy (2017) requirements to meet demand.
- Consideration of planning conditions as part of the Barnet Copthall leisure centre development.

Additional feedback comments at this stage also included reference to;

- Identification of individual leaseholder and sports club(s) ambitions.
- Maintaining sense of site character within the Green Belt.
- Supporting nature and biodiversity.
- Access, connectivity and transport considerations.

As a result of the first stage consultation feedback, the Council commissioned a further strategic review in October 2018 of the Copthall Sports Hub Masterplan specifically which was undertaken by FMG Consulting in partnership with Saunders Boston Architects. The brief, to consider the findings of the draft masterplan (completed in March 2018 by John Sheaf Associates) and to assess the feasibility of retaining the Council's vision to deliver a masterplan (for Copthall) which meets a series of defined objectives. Any amendments to the original design were to also factor updated capital cost estimates in addition to a review of appraising management options for the site.

Subsequent to a period of extensive engagement with National Governing Bodies (NGBs) and key stakeholders to understand requirements and operational considerations, a final updated draft design has been devised for the Copthall Sports Hub Masterplan (at Appendix C). The final design for Copthall specifically includes an additional athletics track, located outside of Allianz Stadium, a proposal and investment led by Saracens RFC (Appendix C: key 5). Further detail in relation to the context of the proposal is described in Section 1.14 of this report.

In addition, a community cricket centre is included within the updated final design, this is based on a proposal and investment led by the English and Wales Cricket Board (ECB) and Middlesex County Cricket (MCC) (Appendix C: key 7). Further detail in relation to the context of this proposal is described in Section 1.24 of this report.

Further design amendments include the reconfiguration of the Council's Sports Hub area which have considered the first stage consultation results, stakeholder feedback, Green Belt status, site operation and future sustainability. There are no proposed design amendments to the adjoining Mill Hill Open Spaces proposals and the report findings and information contained within the report produced by John Sheaff Associates (March 2018) will require further investigation as part of the delivery programme for each location.

With specific regard to the Copthall Sports Hub Masterplan, a second period of consultation on a revision to the design was undertaken from 5th April to 17th May 2019, in which 456 responses

were received. Key headlines following this stage of consultation were;

- Majority of respondents indicated that they visit the site to participate in sports and keep fit.
- 83% - the predominant mode of travel to the Copthall site is via car.
- 68.44% would visit any of the individual sites included within the masterplan if the development were to be implemented.
- 63% respondents to the consultation are female.
- 59.17% strongly agree / tend to agree with the proposed redevelopment of the Copthall Sports Hub Masterplan.
- 55.45% strongly agree / tend to agree with the key outcomes defined as part of the Copthall Sports Hub Masterplan.
- The primary responses to this stage of the masterplan are those aged 45-57 years

Several responses were received in relation to diving and deep-water pool provision at Barnet Copthall Leisure Centre. Further detail and individual comments to specific survey questions are contained in Appendix D. It is worth referencing that in September 2015, Policy and Resources Committee agreed the facilities mix in relation to the redevelopment of Barnet Copthall Leisure Centre, subsequently in September and December 2016 a Diving Feasibility Study was undertaken to which Full Council carried the motion to provide land to build a deep-water facility for the north London region and capital funding of up to £500,000.

Given its local and regional importance, the Copthall Sports Hub has emerged as the priority site for development and the design revision maintains the long-term vision for the site; which seeks to provide traditional and non-traditional opportunities delivering a range of benefits for residents. Importantly and recognised within this report, there are proposals which have been received by the Council linked to the development of the site. Delivering a future scheme is complex and will require strategic governance and oversight by the Council.

Both Saracens RFC along with the two Athletics Clubs operating from the stadium have indicated the urgency of delivering a new athletics track by 2021. This is based on the timescales associated with the pending changes to the domestic rugby season and the Premiership Final being played in the last week of June in 2021. Saracens RFC have expressed this creates conflict in accommodating the summer athletics season (operating from June-September) at Allianz Park from 2021. Engagement with the ECB/ MCCC also outlines ambitions to deliver a Community Cricket Facility by 2021, this based on securing the required level of investment and time required to instate new facilities.

Although the precise make up of facilities (within the Copthall Sports Hub) has not been finalised at this stage, it is anticipated that the best approach to future delivery and secure planning consent will be to take a whole-site integrated approach via the masterplan. The plan itself, clearly setting out special circumstances and how development(s) will deliver community benefit all to be coordinated through an Outline Planning Application. This route will ensure that delivering a full scheme remains achievable for the Council and any third-party proposal. The approach will de-risk the timescales associated with individual submissions which all have separate business cases and funding arrangements and can be brought forward through Reserved Matters. Working in partnership with stakeholders the Council will review where efficiencies can be sought (eg consultation with Statutory Bodies, site investigations and surveys) conducting a co-ordinated approach to implementation.

As such, the adopted design for the Copthall Sports Hub Masterplan is subjected to further and future architectural, structural and building services design which will take into account additional feasibility work and site investigations. In facilitating future stage developments, Environment Committee are requested to approve the final design for the Copthall and Mill Hill Open Spaces Masterplan and endorse a continued programme of activity, noting the progress made in;

- Business Case Development; exploring the relationship with all Council Sports Hub Masterplans.
- Financial modelling appraisal, including a review of funding opportunities.
- Design development of the Copthall Sports Hub Masterplan specifically
- Co-ordination of an Outline Planning Application for the Copthall Sports Hub Masterplan specially.
- Property and Land considerations.
- Consultation and Engagement.

It is anticipated that subject to Committee approval, Officers will create a specific strategic programme focused on delivering a series of outputs with a future report presented back to Environment Committee for consideration of full implementation.

## Officers Recommendations

- 1. Environment Committee note the responses to the first phase public consultation responses undertaken from May – July 2018 (Appendix A).**
- 2. Environment Committee note the responses to the second phase public consultation responses and feedback undertaken from April – May 2019 (Appendix D)**
- 3. Environment Committee approve the final masterplan for Copthall Sports Hub Masterplan (located at Appendix C) as the long-term vision for the site.**
- 4. Environment Committee approve the final Copthall and Mill Hill Open Spaces Masterplan (noting recommendation 3) at Appendix A and C respectively as the long-term vision for the sites.**
- 5. Environment Committee delegates authority to the Executive Director for Environment to develop and implement Business Cases for the delivery of the Copthall Sports Hub and Mill Hill Open Spaces masterplan the details of which to be reported to a future Committee meeting.**
- 6. Environment Committee note the timescales associated with delivering new facilities (referred to from section 1.60) and delegates authority to the Executive Director for Environment to develop and submit an Outline Planning Application for the Copthall Sports Hub Masterplan.**
- 7. Environment Committee endorses the making of an application for CIL and/or Section 106 funding to fund necessary infrastructure works to enable the development of the Copthall Sports Hub (as described in section 6).**
- 8. Environment Committee note that the associated project costs described in Section 6 will be met from the approved greenspaces development capital programme.**

## 1. WHY THIS REPORT IS NEEDED

- 1.1 The Barnet Parks and Open Spaces Strategy (POSS) and Playing Pitch Strategy (PPS) both set out a vision for the future, in which greenspaces have the ability to deliver social, economic and environmental benefits, supporting communities and attractive neighbourhoods. Both documents respectively adopted by Environment Committee recommend the development of a major sports hub at Copthall Playing Fields. This also resonates with the Copthall Planning Brief approved by

Policy and Resources Committee (2016) which facilitates the development of the site as a sports and recreation destination.

- 1.2 The draft masterplan proposals developed with the support of John Sheaff Associates considers the future development, funding and management of Copthall and ancillary open spaces within Mill Hill. The full study area is complex with multiple landscape characteristics, points of access, connectivity and types of uses, and the emerging final masterplan has responded in detail to each of the characteristics so that long term proposals for each site compliment the project objectives.
- 1.3 The final masterplan proposals for each site sets out an ambitious and exciting long-term vision for the future of the Copthall site, together with the linked and adjoining sites: Mill Hill Park, Sunny Hill Park, Arrandene Open Spaces and Bittacy Park. It proposes new pedestrian and cycle routes to make the sites more accessible to regeneration and population growth areas, whilst maintaining and enhancing their nature conservation and biodiversity contributions and increasing opportunities for wider recreation; developing Copthall as a major Sports Hub.
- 1.4 Each site masterplan proposal has incorporated four main outcomes to translate this into vision concepts for Copthall and Mill Hill Open Spaces which will aim to deliver the following;
  - A regional sports hub – increased and improved all year-round sporting offers with new artificial turf pitches, improved grass pitches and inclusive sports offers.
  - Wider leisure & cultural activities – a new comprehensive range of activities with retail and café/restaurants. New activities include: inclusive sports zone, events space, play and improved fitness facilities.
  - Support nature conservation & biodiversity – to strengthen biodiversity in Copthall.
  - Better connected parks – create a new central link to connect pedestrians and cyclists from Middlesex University to Mill Hill Park via Sunny Hill Park, Copthall and Arrandene, together with improved links between the parks and Grahame Park and Colindale.
- 1.5 Copthall Playing Fields, central to the Borough offers a significant opportunity to create a landmark sporting destination for Barnet and the London region. It is acknowledged that the site benefits from a diverse range of users with their own needs and aspirations for the future of the site and a key principle has been to identify a mix and spatial plan for facilities which integrates opportunities and the ability to deliver a sustainable operation.
- 1.6 Consultant support has been commissioned through John Sheaf Associates, FMG Consulting and Saunders Boston Architects. The outcome of this process and development of a final masterplan for Copthall and the adjoining Mill Hill Open Spaces is expanded within this report.

### **First Stage Consultation: Draft Masterplan**

- 1.7 At the March 2018 meeting, Environment Committee agreed the draft masterplan was subject to public consultation which was undertaken from 21 May 2018 to 2 July 2018. This stage of consultation sought views on the Copthall Sports Hub & Mill Hill Open Spaces Master Plan and the proposals included in this plan were:
  - Copthall Playing Fields
  - Mill Hill Park
  - Sunny Hill Park
  - Arrandene Open Space
  - Bittacy Hill Park

- 1.8 The consultation questionnaire was published on Engage Barnet together with the consultation document, which provided detailed background information on the five parks and open spaces included within the Copthall Playing Fields and Mill Hill Open Spaces Master Plan, the proposed enhancements and development of each of these parks and open spaces, as well as reasons for consultation.
- 1.9 Links were also provided to the full and summary versions of the Copthall Playing Fields and Mill Hill Open Spaces Master Plan, which can be found on Barnet Open Data Portal. Respondents' views were gathered via an online survey. Paper copies and an easy read version of the consultation were also available on request.
- 1.10 The number of respondents to the first stage consultation totalled 40 responses and was developed following significant consultation with users and stakeholders of the sites. The report on the outcome of the consultation which is broken down in individual site responses, together with feedback from individual responders is in full within Appendix B. This includes responses from;
- Middlesex University
  - Saracens RFC
  - Middlesex Country Cricket Club/England & Wales Cricket Board
  - Mill Hill Preservation Society
  - Shaftesbury Barnet Harriers and Barnet & District Athletic Club
  - CSJ Planning Consultants (on behalf of Hasmaneian School)
  - Mill Hill Neighbourhood Forum
  - Friends of Mill Hill Park
  - Mill Hill RFC
  - Barnet Residents (x2)
- 1.11 In response to the consultation, a number of respondents /organisations confirmed their previous input to the master planning process rather than returning additional responses. This level of response may also be attributable to Copthall being regarded a purely a sports site; with little presently in its offer to attract non-sports users. This has been considered in the final draft plan developed.
- 1.12 The response to first stage of consultation validated the adoption of the draft masterplan as the vision for the Copthall Sports Hub and Mill Hill Open Spaces with 80.77% of the responses supportive of the overall proposals to provide enhanced opportunities for sport but also wider leisure/recreational and nature conservation opportunities.
- 1.13 The consultation responses and ongoing dialogue with key stakeholders identified a number of issues that required further consideration in relation to the design of the Copthall Sports Hub masterplan specifically. These were;

### ***Allianz Park: Rugby and Athletics***

- 1.14 Allianz Park Stadium within Copthall is the home of Saracens RFC, who under the terms of the Section 106 Agreement and lease of the Stadium from the Council, make athletics facilities available. As such, the facilities are used by Athletics Clubs; Shaftesbury Barnet Harriers (SBH) Athletics Club and the Barnet and District Athletics Club (BDAC) who have operated out of the Stadium since c1960s.
- 1.15 The arrangement enables Athletics competitions and training to take place during the summer months when the stadium is not required for rugby matches. However, World Rugby (the

International Governing Body for Rugby Football Union) have agreed plans to bring the Northern and Southern Hemisphere International fixture calendars into better alignment over three seasons; 2018/2019, 2019/2020 and 2020/2021. Thus extending the English Premier Rugby season into late June/early July by 2020/2021; reducing the ability of the stadium to support Athletics at the current level.

1.16 The draft Copthall Sports Hub masterplan (2018) was developed prior to the World Rugby decision on the International calendar and on the basis, that the current arrangements for Athletics in Allianz Park would continue into the future. Consequently, the draft masterplan report includes few references to the future of Athletics within Copthall. The original assumption that Athletics can continue to be delivered within Allianz Park has now clearly been overtaken by the World Rugby fixture calendar decision.

1.17 As part of the first stage consultation response both SBH and BDAC raised areas of concern over the treatment of Athletics within the draft masterplan report: the lack of recognition within the draft, the scale and contribution of Athletics in both Copthall and the wider Borough and the need to develop a strategy to allow the continuation of Athletics at its current level following implementation of the new World Rugby fixture calendar.

1.18 In response to the first point the final masterplan report will be updated to include a commentary on Athletics within Copthall and the wider Borough which highlights;

- SBH is one of the premier athletic clubs in the Country for track & field, cross country and road. The Club boasts 37 Olympians since 1972 as well as many more Commonwealth Games and World Championship athletes out of a current membership of around 500;
- SBH has approximately 150 young athletes regularly training at Allianz Park often two or three times each week. SBH also has its own clubhouse with a 30-year lease at the southern end of Allianz Park in which permits both Middlesex University and Saracens to use free of charge on a regular basis.
- BDAC also has a long history of training and competing at Allianz Park, and in providing an alternative offer to SBH. The stadium is also the home of athletics for most if not all the schools in Barnet and is the only venue suitable for inter-school competitions in the Borough;
- The Stadium provides an important local, regional and national facility for athletic competitions. With the exception of the London Stadium, Allianz Park is the premier venue for athletics in London. Working in partnership with Saracens, a high-quality facility has been created which supports and nurtures club and school athletics, as well as regional competitions;
- The Athletics Clubs estimated total annual users of Allianz Park for Athletics at 50,000: comprising 15,000 to 20,000 regular training, 8,000 home club promotions and up to 25,000 schools events;
- The “regular” athletic competition season runs for six months from the beginning of April to the end of September. When the new East stand was constructed in 2012 the Athletics Clubs agreed to the loss of April and September for competitions as per the S106 agreement which stated that the track would be operational by the beginning of May. This has not been achieved and effectively the season for athletics at Allianz Park starts in June and ends in August, thus cutting three months out of the six-month season. This poses problems for schools as their season ends in July when the school term ends. The Athletics Clubs are concerned that any further encroachment on the athletics season will effectively end the viability of athletic competitions at Allianz Park.

1.19 In light of the above and the consultation responses received by SBH and BDAC, it is acknowledged that athletics constitutes a significant component of the wider sports offer at

Copthall which the Council fully recognises and will work with the Athletics Clubs and other strategic partners to maintain.

- 1.20 Regarding the effect of the change to the World Rugby fixture calendar, Council Officers have been working with representatives of the Athletics Club and Saracens RFC, with whom the obligation to provide facilities for Athletics initially rests, to identify a strategy to allow the continuation of Athletics in Copthall to the current level. Further detail is outlined in section 1.31 of this report.

### ***Artificial Grass Pitches (AGP) for Association Football and Rugby Union***

- 1.21 The inclusion in the initial draft masterplan of the Artificial Grass Pitch (AGP) for Rugby Union was a response to the Rugby Football Union's (RFU) invitation to the Council to participate in the part-funded Rugby Share Pitch initiative.
- 1.22 Subsequent to the development of the draft masterplan, the RFU suspended its AGP development programmes to undertake a strategic review of the initiatives which will not be completed until 2019/20. The location and concept of AGPs also necessitated further discussions with the Football Foundation (FF) and the Middlesex Football Association (MFA) regarding the numbers and locations of AGP's for Football to be provided; it being the case that the creation of AGP's for football at Copthall is a strategic priority for Football and the FF has identified an allocation in its funding streams for their delivery.
- 1.23 Given the uncertainty over the RFU Rugby Share Pitch Programme and to allow early development of the AGP's for Football within Copthall it was proposed that the Rugby AGP is deleted from the masterplan at this stage. This will provide the opportunity for further discussions between the Council, the RFU and the two Rugby Clubs at Copthall regarding the future location of an AGP for Rugby within the site.

### ***Cricket***

- 1.24 The original draft masterplan included the improvement of facilities for cricket at Copthall, together with the relocation of one cricket pitch to the adjacent Sunny Hill Park, as agreed by the England and Wales Cricket Board (ECB) at community cricket level. This also concurred with the recommendations within the Council's Playing Pitch Strategy (2017).
- 1.25 Subsequent to the completion of the draft masterplan, an enhanced and updated proposal for Cricket has been jointly developed by the Middlesex County Cricket Club (MCCC) and the ECB. The revised proposal is included in the consultation but, in summary, would deliver a community cricket facility at Copthall which would include: -
- A cricket oval with turf and hybrid pitches for weekly use by community clubs and also Middlesex Men's, Women's and Disability Teams;
  - A six lane outdoor nets complex;
  - A 'green' pavilion with changing rooms, gym, medical facility and offices;
  - An unobtrusive six lane indoor practice centre, set into the slope;
  - Space on grassed banks for up to 4,000 spectators.
- 1.26 It is proposed that a facility would potentially be used as the home ground for a local community cricket club as well as a training base for Middlesex Men, Middlesex Women, Middlesex Disability, the new Hundred Team based at Lords, England Women and England Disability. The first stage response provided by ECB/MCCC can be located in Appendix B.
- 1.27 Additional comments on the draft masterplan also included;



- consideration of planning conditions as part of the leisure centre application.
- identification of leaseholders and sports club(s) ambitions to develop facilities.
- playing pitch strategy requirements.
- maintaining sense of site character within the Green Belt.
- supporting nature and biodiversity.
- access, connectivity and transport considerations.

## First Stage Consultation Conclusions

1.28 It is acknowledged that delivery of the draft masterplan will result in increased use of the sites, both for sports and non-sports activities. As such, the consultants' proposals recognise the need to develop cycle ways and footpaths into and through the sites, in addition to improving public transport links, improved access for motor vehicles and increased parking within Copthall. Further points of reference include improving the access to Copthall from the Middlesex University Hendon campus through Sunny Hill Park and proposals for improvements to facilities at Mill Hill Park.

1.29 The final proposal also recognises and seeks to enhance the contributions to nature conservation and biodiversity made by the site(s). However, individually and collectively the sites have potential to provide additional facilities and opportunities, including play, informal recreation, mountain biking and events, as well as enhancing and improving facilities for team sports; including the provision of artificial grass pitches.

1.30 The Copthall Sports Hub component of the draft masterplan required further assessment in light of the first stage consultation responses to address emerging issues and opportunities. In consideration, the Council commissioned a design review in relation to Copthall specifically to assess the feasibility of; retaining the vision to deliver a masterplan which supports the original draft outcomes whilst;

- Taking into account the Barnet Playing Pitch Strategy (2017) and any subsequent revisions updates to Policy.
- Acknowledging existing/approved planning applications and site wide developments.
- Locating an additional athletics facility outside of Allianz Park, recognising the history and association of athletics at Copthall.
- Locating of a new community cricket facility within the Copthall site, as proposed by the ECB and MCCC.
- Considering of Copthall Planning Brief (2016)

## Copthall Sports Hub Masterplan – Updated Design

1.31 FMG Consulting in partnership with Saunders Boston Architects were commissioned in October 2018 to support a review of the Copthall Sports Hub Masterplan design only; completing a design option review and management options appraisal. As such, further engagement was co-ordinated with the following organisations to revisit detail and understand any additional information;

- Saracens Rugby Club
- Shaftsbury Barnet Harriers Athletics Club
- Barnet and District Athletics Club
- England Athletics
- The Football Foundation
- Middlesex FA
- English Cricket Board (ECB)
- Middlesex County Cricket Club
- Rugby Football Union

- Middlesex University
- Greenwich Leisure Limited (Better)
- Metrogolf
- Hendon Rugby Club
- Mill Hill Rugby Club
- Hasmorean School

1.32 Following a period of extensive engagement with National Governing Bodies of Sport and key stakeholders from November 2018 – March 2019, a revision to the Copthall masterplan was created. The design principally maintains the long-term vision for the site which seeks to provide traditional and non-traditional opportunities, with the ability to deliver a range of benefits for residents.

1.33 The final design of the Copthall Sports Hub masterplan complete with keys can be found in Appendix C. It is worth referencing that the Copthall Sports Hub Masterplan design (Appendix A at Pages 62 and 63) have been drawn to a developed design stage. The updated proposal at Appendix C has been devised to take into account first stage consultation feedback and is presented as a concept /spatial planning design.

1.34 The final masterplan design for the Copthall Sports Hub will be subject to further and future architectural, structural and building services design which will take into account additional feasibility work and site investigations (eg up to RIBA stage 4). Subject to Committee approval, there will be a direct requirement to liaise with key stakeholders to ensure that external proposals meet strategic objectives. It is anticipated that a strategic delivery group involving key partners will be initiated to guide design development and planning.

1.35 The main differences between the original design and revised final masterplan are highlighted within Table 1 below.

**TABLE 1: COPTHALL SPORTS HUB MASTERPLAN**

Design Item	Original Draft Masterplan Design	Revised Draft Masterplan Design (final)	Comment
Main Activity Hub	✓	✓	Relocated in updated proposal. Play & Recreation Zone - item 4a in Appendix C to include range of features.
Barnet Copthall Leisure Centre	✓	✓	No change - due to open 2019
Allianz Park (inc Athletics Track)	✓	✓	No change
Metro Golf Centre	✓	✓	No change
Greenspaces Depot	✓	✓	No change
Wetlands (0.4ha)	✓	✓	No proposed change at this stage
Feature Bridge	✓	✓	No proposed change at this stage
Meadow / BMX Track	✓	✗	Removed to meet Playing Pitch Strategy requirements.
Slip Road Access	✓	✓	No proposed change at this stage.
Improved Main Entrance	✓	✓	No change.
Woodlands Play Trail	✓	✓	No change.

3G Playing Pitches	✓	✓	Re-located in updated proposal; removal of x1 Rugby AGP
Grass Playing Pitches	✓	✓	Updated with increase number and reconfigured to meet PPS requirements.
Copthall South Fields Loop	✓	✓	No proposed change at this stage
BMX Track	✓	✗	Removed at updated design stage.
Tennis Courts above single storey car park	✓	✗	Removed due to existing planning condition associated with Leisure Centre development. Long term strategy required for possible future inclusion.
Multi Storey Car Park	✓	✗	Multi-storey removed in updated design and relocated additional parking to southern end of site.
New Link via Ashley Lane to Hendon Golf	✓	✓	No proposed change at this stage.
Athletics Track (outside of Allianz Park)	✗	✓	New – accommodation within updated design.
Mill Hill Rugby Club (clubhouse)	✓	✓	No change
Hendon Rugby Club (clubhouse)	✓	✓	No change
Community Cricket Centre	✗	✓	New – inclusion within design as enhancement to Cricket at site.
High Ropes	✗	✓	New – addition based on feedback and operational model.

## Commentary on Updated Copthall Design

### *Sport Specific Design Considerations*

1.36 The primary variance between the design options relates specifically to the inclusion of a new athletics track outside of Allianz Park. Consultation with Saracens RFC, England Athletics, SBH and BDAC in relation to the specification for a new athletics facility within Copthall has been explored with stakeholders and will be confirmed as part of the technical design to be delivered by Saracens RFC.

1.37 As such, the final Copthall Sports Hub masterplan illustrates an athletics track with an approx. north to south orientation. A new 1000 seat stand (identified as (5a) on the final masterplan) has been shown to the west of the track (on the start finish line) also adjacent to the new hub to provide commonality and opportunity to co-locate facilities. In the centre of the athletics track there is scope for additional sports activities whether winter sports such as football or athletics sundry activities in the summer, meeting the objectives of the Council's Playing Pitch Strategy.

1.38 The development of a new athletics track outside of Allianz Park will enable Saracens RFC to fulfil the requirement of the new World Rugby season. As described at point 1.14, under the terms of the S106 Agreement and Stadium lease, Saracens RFC have an obligation to provide athletics facilities. This a proposal to be designed and invested by Saracens RFC. However, as part of the development of a Business Case for the site; the proposed final design, management, valuation and lease arrangements in relation to the new athletics track will require

further discussion between Saracens RFC and the Council to ensure that any identified Council risk is mitigated.

- 1.39 A new cricket facility proposed by Middlesex County Cricket Club (MCCC) to provide competition and a training venue has been included within the updated and final masterplan proposal for Copthall. This is a proposal which is to be funded via the ECB / MCCC without request of Council funding.
- 1.40 The overarching scope of facilities for consideration within the proposal are referenced at point 1.25 within this report. The MCCC proposal has been designed into the southern field at Copthall, which compliments and enhances the cricket square located within the original draft masterplan. There is no change to the total number of cricket squares (2) within the original draft and final draft masterplan within the Copthall site, it is still proposed that a third cricket square is re-located to Sunnyhill Park and this is reflected within the respective proposal for this site.
- 1.41 As part of the development of a Business Case for the site; future co-ordination and arrangements in relation to delivering a new MCCC Community Cricket Centre will require further discussion with Council. This will be explored as part of the next stage developments and will include areas such as (but not limited to); lease arrangements, management model, community development plan and business development plan.

### ***Additional Design Review Considerations***

- 1.42 The facilities contained within the hub building (Appendix C: Key 4) remain as per the original masterplan but will need to be the subject of a future feasibility study to confirm the most appropriate and sustainable facility mix. This is to be explored further as part of design development inclusive of consultation and engagement.
- 1.43 The final design of the Copthall Sports Hub masterplan results in 11 natural turf football pitches (4 adult and 7 junior) and 2 x full-size 3G pitches which will primarily be for football. The existing rugby grass pitches / club facilities and leaseholders on the site are not impacted by the revised masterplan.
- 1.44 All feedback received as part of consultation and engagement has identified transport and travel (to and from the site) as critical component to the successful delivery of the masterplan. It is therefore expected that a transport assessment will need to be undertaken to support a suite of documentation which will be required to inform a future delivery programme.
- 1.45 The first stage and second stage consultation highlights the site as being relatively isolated and mainly accessed by car, as a consequence, additional car parking has been relocated to the southern part of the site within the final masterplan design. The concentration of proposed new facilities within the southern region is anticipated to enable improved flow across the site, compliment the relationship with facilities (existing and new) in addition to enabling a more efficient site operation.
- 1.46 Identifying additional car parking space in this location also enables the Council to satisfy the planning condition (in relation to Barnet Copthall Leisure Centre) which requires the existing facility to be returned to playing fields post demolition. However, it is acknowledged through the consultation period that Metro Golf have ambitions to create an outdoor tennis facility within this zone and further engagement will be required with the Local Planning Authority, the Greater London Authority, Sport England and the National Governing Body to explore appropriateness, future inclusion and feasibility within the Copthall Sports Hub Masterplan.

- 1.47 Within the final masterplan future access and linkages are made to connect regions of the Copthall and Sunny Hill sites and ensure that wayfinding can be achieved. The original patterns of open field and hedgerow are still well defined, and connectivity with existing/new pedestrian and cycle routes should be assessed further in tandem with road and junction improvements.
- 1.48 With specific regard to the potential junction improvements, the final masterplan acknowledges the limitations of the existing narrow junction of Greenlands Avenue on to the Great North Road (adjacent to the tyre garage) has a limited capacity. Further design and survey consideration will be reviewed to this junction considering multiple options including (but not limited to);
- Improving the existing junction
  - Considering a 'one-way' through the Copthall site
  - An exit only for major events

## **Second Stage Consultation (Copthall Sports Hub Masterplan Only)**

- 1.49 A second period of consultation on the revision to the design of the Copthall Sports Hub masterplan was undertaken from 5th April to 17th May 2019. The consultation questionnaire was published on Engage Barnet together with an overview of first stage feedback responses, which provided rationale to the status of the design.
- 1.50 As part of the second stage of consultation a series of questions were asked about the Copthall site which related to how users and non-users;
- Agree or disagree with the proposed redesign and redevelopment of the site.
  - Main purpose of visit to the site.
  - Frequency in which they utilise the site and facilities.
  - Inclusion or exclusion of facilities proposed as part of the final draft masterplan.
  - Mode of travel to and from the site.
  - What would encourage you to use the site.
- 1.51 The full second stage consultation report overview can be found in Appendix D, which provides breakdown detail to each of the responses received. The key headlines from the second stage consultation outline;
- 55.45% strongly agree / tend to agree with the proposed redevelopment of the Copthall Sports Hub Masterplan.
  - 72.6% would consider using any of the existing / proposed facilities within the Copthall Sports Hub Masterplan
  - 59.17% strongly agree / tend to agree with the key outcomes defined as part of the Copthall Sports Hub Masterplan
  - 68.44% would visit any of the individual sites included within the masterplan if the development were to be implemented.
  - The primary responses were from those aged 45-57 years.
  - 63.03% respondents to the consultation were female.
- 1.52 A total of 83% responses indicated that they visit the site by car (equating to 283). This endorses the view and universal challenge that site accessibility, travel and transport is a fundamental component of delivering a successful masterplan.
- 1.53 The main difference in support between the first stage consultation and second stage consultation can be attributed to significant % of responses relating directly to the loss of deep

water provision within Barnet Copthall Leisure Centre. This is highlighted within specific comments received in relation to the Survey Monkey undertaken.

1.54 Individual written responses were received from the following organisations;

- Saracens RFC
- ECB and MCCC
- Mill Hill Preservation Society
- Friends of Mill Hill
- Middlesex University
- Copthall Consultation Group Forum
- Mill Hill Residents Association
- Resident A
- Resident B

1.55 In principle the individual responses received highlight support of the revision to the Copthall masterplan, however noting specific elements in relation to site boundary lines (updated to show red line at Appendix C), Green Belt and nature conservation, transport, parking, planning considerations and site operation which will all need to be explored as part of progressing and delivering the masterplan.

1.56 A number of comments via the online survey were made in relation to Hasmomean School and any future proposal. The planning application submitted by the School in 2017 received comment from the Mayor of London which suggested the school buildings are kept within the curtilage of the existing girls school site, alongside staff car parking. The School however are still indicating an interest in taking control of two areas to the west of the Copthall site. These are designated in the masterplan proposal for Copthall as nature conservation and circular routes to support the transformation of the site into a destination park. The school has an interest in these fields to provide recreation space and sports facilities for the pupils where community access would be granted outside school hours. The Local Planning Authority has not received an update planning application from the School and therefore at this stage there are no further changes to the area masterplan.

1.57 Hasmonean School have however indicated their interest in utilising the proposed new facilities within Copthall, mainly the ATP and grass pitches and have expressed becoming a key user (regular). The final design of the masterplan identifies links across the Copthall site, to existing facility locations such as Hasmonean School (eg key 13 on the masterplan). These locations identify potential access points to Hasmonean school to the west and create a possible access way for school use of the ATP's. This connection would require further design development and a strategy for safeguarding pupils by the School which can be achieved.

1.58 Additional comments included within individual responses also included references to the loss of a deep-water facility, which is not included within the facility mix of the new Barnet Copthall Leisure Centre (scheduled for completion in August 2019). Policy and Resources Committee and Full Council have previously considered the business case and diving feasibility study in relation to the leisure centre developments. In December 2016, Full Council agreed to provide land to create a diving facility for the North London region and up to £500,000 capital contribution to support construction.

1.59 This stage of consultation has also identified a range of queries relation to the future of the existing athletics track at Allianz Park and the operation of existing vs proposed. This will

need to be assessed, in parallel with any legal and property obligations prior to implementation of any facilities.

## **Copthall Sports Hub and Mill Hill Open Masterplan - Design Conclusions**

- 1.60 The recommended site gives the Council the opportunity to integrate facilities with well-loved open spaces, supporting health outcomes and creating destinations that encourage increased community engagement and participation in physical activity.
- 1.61 During both stages of consultation in 2018 and 2019, concerns have been received regarding increased traffic volumes. It is also clear that development within one of the Council's valued greenspaces needs to be handled sensitively. These will be priorities for the project to address as it moves through a process to develop a planning application for the site.
- 1.62 The second stage consultation, along with the design review process has identified the importance of enabling and continuing provision whilst addressing key concerns in relation to Green Belt, transport, nature conservation and the specific design detail of each element of the masterplan.
- 1.63 Saracens RFC along with SCH and BDAC have indicated their urgency of delivering a new athletics track within Copthall by 2021. As from 2020, the domestic rugby season is extended into June, with the Premiership Final being played in the last week of June in 2021. As highlighted within the report, Saracens RFC have expressed this creates conflict in accommodating the summer athletics season at Allianz Park from 2021. Stakeholder engagement with the ECB/ MCCC also outlines ambitions to deliver a Community Cricket Facility within the same season.
- 1.64 It is anticipated that the best approach to future delivery and secure planning consent will be to take a whole-site integrated approach via the masterplan. The plan itself, clearly setting out special circumstances and how development(s) will deliver community benefit all to be coordinated through an Outline Planning Application. This route will ensure that delivering a full scheme remains achievable for the Council and any third-party proposal(s). The approach will de-risk the timescales associated with individual submissions which all have separate funding arrangements and can therefore be brought forward through Reserved Matters. Working in partnership with stakeholders the Council will review where efficiencies can be sought (eg consultation with Statutory Bodies, site investigations and surveys) conducting a co-ordinated approach to implementation.
- 1.65 Following adoption of the masterplan, progress will continue with regard to future implementation and Business Case, this will include workstreams such as (but not limited);
- Feasibility Study (Council Sports Hub, excludes external proposals)
  - Site Surveys and Investigations (including but not limited to); ecology surveys, topographical surveys, transport assessment, flood risk assessments.
  - Design Development (excluding external proposals)
  - Asset and Property Review (in consideration of external proposals)
  - Soft Market Testing (to support management model)
  - Management and Operation Model Review

## **Management Options Appraisal – Copthall Sports Hub Masterplan**

1.66 In parallel with the design review for Copthall, the Council requested FMG Consulting to assess the most appropriate and potential options which could be considered for the future management of the site. The analysis covered both the financial and non-financial implications of different management vehicles and included;

- In house Council management
- Establishment of a new organisation to operate the site; or
- Procuring an external operator to manage the site.

1.67 There are a series of advantages and disadvantages to the above options which will need to be revisited and appraised as part of the development of an Outline Business Case. It should also be noted that the eventual management vehicle will not have full responsibility for the whole site as there are many key tenants delivering services and managing facilities on the site under separate leases, so the Council will need to consider how a fully-functioning strategic oversight group will ensure that all partners are working together to achieve the same aims. Therefore a whole costing of the above will need to be looked at in relation to future options.

1.68 Cost estimates (described in Section 6 of this report) are only provided as an indication at this stage and the Outline Business Case will need to review financing options available to deliver a full scheme (eg through CIL / S106). Financial models were prepared for each management option taking into account the impact of income, expenditure VAT, NNDR, operational efficiencies, profit, contingency and head office costs etc to derive an overall annual figure.

1.69 A summary of the projected cost of each management option is provided in the table below.

**Summary of Revenue Position – Copthall Sports Hub Masterplan Only**

All £	Year 1	Year 2	Year 3	Year 4	Year 5
In-House	(161,955)	(162,676)	(126,021)	(128,083)	(130,947)
Existing Trust (eg operator)	15,544	28,193	74,279	72,608	69,744
New Organisation (Charitable)	(67,805)	(62,352)	(22,678)	(24,484)	(27,348)
New Organisation (LACC)	(147,697)	(142,244)	(102,570)	(104,376)	(107,240)

1.70 The analysis provided at this stage shows that the most appropriate structure for a future management vehicle is an existing management operator or a charitable trust. However, a key component of updating and refining the capital and revenue position will need to be explored in further detail through feasibility studies, site investigations, legal considerations and soft market testing as part of the Outline Business Case Council before a route can be recommended.

1.71 Whichever option is eventually selected, it will be crucial for the key stakeholders on the site to have a key role in being part of or working closely with the management vehicle. It is likely that the most appropriate way to secure local representation will be by establishing a strategic partnership board (similar to some of the local stakeholder groups which are already in place) which meets on a quarterly (or potentially monthly) basis to jointly discuss the site, upcoming



events, issues arising and work together on initiatives for the benefit of the site. There is an opportunity to benefit from the skills, experience, contacts and resources that the various on-site partners collectively bring to the site and utilising this could significantly enhance the site.

1.72 It should also be noted that the Council is currently developing sports hub masterplans for two other locations within the Borough:

- West Hendon Playing Fields; and
- Barnet Playing Fields and King George V Playing Field.

1.73 These masterplans were approved by Environment Committee in March 2019 and are subject to public consultation and engagement. The sports hub masterplan proposals all involve the significant enhancement of sport and leisure facilities on the sites and may be suitable for joined-up management in the future. The Council should commence detailed feasibility study work on the site elements it will be responsible for within the Copthall Sports Hub Masterplan, including prioritisation of areas which are linked to creating a sustainable financial model. In addition to acknowledging the critical path to deliver infrastructure for Athletics and Cricket.

1.74 This should include reviewing the three sports hub masterplans which have been developed as a collective to understand whether any efficiencies can be generated and a combined management model can be explored which generates savings across all three masterplans to cross-finance the required capital investment. It is recommended that this is explored as part of the Sports Hub Masterplan Business Cases.

1.75 The overall commercial strategy for the Copthall Sports Hub and Mill Hill Open Spaces Masterplan needs to address several strands of activity, all linked to providing future financial sustainability. The development of an Outline Business Case should not preclude the completion and submission of a Planning Application to implement the Copthall Sports Hub Masterplan, as it should be expected that specific proposals can be drawn via Reserved Matters. In developing the suite of documentation required for planning consent, the Council will work with stakeholders to review where financial efficiencies can be delivered and contributions can be provided.

## **Operational and Site Management Considerations**

1.76 Presently the financial performance of the athletics track (within Allianz Park) and all associated liabilities are fully the risk of Saracens RFC. A proposed new track is located outside the stadium and within proximity to the Council's hub building. From an operational and user perspective, the management of the track would be most sensibly delivered from the hub however it should be noted that the Council (or the eventual operating vehicle) does not become liable for any of the financial risks associated with the track which Saracens currently hold. If this issue can be resolved (potentially through an annual financial contribution from Saracens RFC with regular review mechanisms built in) then it would seem logical for the track to be managed from the hub in future. This will need to be assessed further as part of an Outline Business Case to ensure risks identified can be mitigated.

1.77 Due to the urgency with which Saracens need to make alternative arrangements for athletics facilities, it is expected that the track will be developed ahead of the Council's hub facility. Therefore, it is recommended that the design of the new track is such that the ancillary facilities within the stadium can continue to be utilised by the athletics clubs and that any future ancillary arrangements are explored further as part of the planning and development process.

## Final Copthall Sports Hub and Mill Hill Open Spaces Masterplan

1.78 It is not intended at this stage to update the proposals relative to the other Mill Hill Open Space sites other than Sunny Hill Park in the context of creating the link to Middlesex University, Hendon Campus.

1.79 Given its scale and complexity the masterplan for the Copthall Sports Hub has been broken down into individual packages which relate to design development, outline business planning and capital funding package development work.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 The Copthall and Mill Hill Open Spaces masterplan proposals seek to promote health and wellbeing, conserve the natural character of the area and encourage economic growth in delivering a unique opportunity.
- 2.2 There are a number of impending issues in relation to the Copthall site to be considered against the strategic objective to improve and develop the site to maximum benefit. A considered and extensive review has taken place to develop a final design which meets the original four key objectives. The master plan approach creates a cohesive plan for the long term benefit of users (existing and new), residents, stakeholders, leaseholders and is reflective of supporting key local and national policy recommendations for sport, health, communities, education and planning.
- 2.3 Copthall Playing Fields is a centrally located public open space which supports an array of activities and comprises of the existing facilities. The site is an integral part of the green infrastructure network for the Borough and acts as a local park for the communities surrounding the site. The recommendations included within the report are in line with the approved Copthall Planning Brief (2016) which specifically promotes the development of:
  - Replacement of Barnet Copthall Leisure Centre
  - A replacement of the west stand at the Allianz Stadium
  - A new green spaces operation base
  - New club houses for existing clubs
  - Improved access, car parking, and way finding
  - Public realm improvements, in particular the creation of 'Hub'
  - A replacement to the Copthall pavilion, including new changing and club house facilities
  - Investment in pitches
- 2.4 In addition to understanding planning context, the Copthall and Mill Hill Open Spaces Masterplan takes into account the Council's Parks and Open Spaces Strategy (2016), Playing Pitch Strategy (2017) and the draft Indoor Sport and Recreation Study (2018), which aims to;
  - Recognise the cross cutting benefits of investment in open spaces (such as physical and mental wellbeing, environmental improvements, community and economic contribution).
  - Protect sports facilities from loss as a result of redevelopment
  - Enhance existing facilities through improving their quality, accessibility and management
  - Provide new facilities that are fit for purpose to meet demands for participation now and in the future.
- 2.5 The Parks and Open Spaces Strategy (2016) highlights the importance of strategic investment through the development of three sports hub master plans in Barnet. It is expected that by protecting and enhancing opportunities the Council can optimise the use of greenspaces at these locations, supporting greater financial sustainability and delivering key outcomes such as;

- Increasing participation in sport and physical activity to support health and wellbeing.
- Increasing residents' satisfaction with Council provision (parks, open spaces and leisure)
- Exploring opportunities to optimise the use of parks and green spaces to deliver a series of cross cutting benefits.
- Moving towards a sustainable financial model

It is anticipated that based on facilitating an appropriate management model, and on full completion of the scheme, a revenue neutral business plan can be delivered for all Barnet Sports Hub Masterplan proposals. This will also take into account any subsequent updates to the Council's Playing Pitch Strategy (2017).

- 2.6 The Committee should note any planning application is will be subject to further consultation with the Greater London Authority, the Local Planning Authority and additional external key agencies. It is expected that the Council will lead this process with the support of partner organisations (where applicable) to ensure a fully co-ordinated approach. Any issues identified in relation to the site and resultant on the outcome of any Outline or other Business Cases or the Masterplan vision will be reported back to Committee.

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

- 3.1 The POSS and PPS articulate a series of recommendations in delivering a future vision for parks and open spaces. Copthall Playing Fields is recognised as a sporting destination and with strategic investment can deliver a series of long term benefits for residents.
- 3.2 Following first stage consultation and engagement (2018) the Council conducted a design review for the Copthall Sports Hub Masterplan specifically. As part of this process, consultation was undertaken with Saracens RFC, England Athletics, Shaftesbury Barnet Harries and Barnet and District Harriers to review and assess the options of retaining athletics within the Copthall site and latterly across the Borough. The Council suggested the potential opportunity to examine opportunities for athletics to co-locate within school settings as the availability of land and space is limited.
- 3.3 Barnet has a long and established history with athletics being based at Copthall Playing Fields (formerly Barnet Copthall Stadium) and as part of the review it is acknowledged that availability of land, space, requirements and connectivity to existing facilities are all crucial in supporting the future of athletics.
- 3.4 With existing long-term agreements in place, a long history of current use by residents and the local and regional import of the facilities any alternative methods and vision would still have to sit within the constraints presented and from which consultations and other work has identified a clear focus to possible options. The size and complexity of the site and facilities and identified needs mean that a clear masterplan is needed to maximise benefits and ensure all resident, user and stakeholder concerns considered and consequent options for development maximised.

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

- 4.1 It is not intended at this stage to update the proposals relative to the other Mill Hill Open Space sites other than Sunny Hill Park in the context of creating the link to Middlesex University, Hendon Campus.
- 4.2 The need to protect the natural environment and ensure that ecological and similar surveys will be undertaken with regard to any development, the need to improve transport, including public

transport links and car parking are thematic issues of particular concern. These will be fully taken into account and responded to in the next stages of the delivery of the masterplan.

- 4.3 As regards the next stages of delivery of the draft masterplan, it is proposed to concentrate on the Copthall Sports Hub as this element is the most complex of the proposals, generates the greatest concern over traffic and access and nature conservation issues but has the greatest potential to contribute to the delivery of the Medium Term Financial Strategy (MTFS). The remainder of this section of the report relates to the creation of the Copthall Sports Hub, including the creation of the link to the Middlesex University Hendon Campus through Sunny Hill Park, with proposals for the remaining sites being developed in the future.
- 4.4 The development and submission of an Outline Planning Application will be to enable the early development of the AGPs to contribute to the MTFS requirement to improve income from pitch hire.
- 4.5 The table below outlines the proposed programme of activity in progressing the Copthall Sports Hub Masterplan specifically;

<b>Activity</b>	<b>Planned Date</b>
Appointment of external consultant support	September 2019
Establishment of Copthall Delivery Group	September 2019
Design Development	November 2019
Undertaking of Site Investigations and Surveys – Workstream 1	November 2019
Sports Hub Masterplan(s) Business Case Review	November 2019
Development of Strategic Business Case	December 2019
Consultation and Engagement Period (including statutory, resident and stakeholder)	Ongoing
Stage Design Report	December 2019
Co-ordination and completion of information required to submit for Outline Planning Application	February 2020

## **5. IMPLICATIONS OF DECISION**

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

- 5.1.1 The Council's Corporate Plan - Barnet 2024 - sets our vision and strategy for the next five years. This includes outcomes we want to achieve for the borough, the priorities we will focus limited resources on, and our approach for how we will deliver

these.

5.1.2 Our three outcomes for the borough focus 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.

5.1.3 The proposals within this document refer specifically to a key outcome of the Corporate Plan which focuses on 'Getting the best out of our parks and improving air quality by looking after and investing in our greenspaces'.

5.1.4 This also coincides with the Fit and Active Barnet (FAB) Framework 2016-2021 and the vision to "create a more active and healthy borough", reflecting a holistic approach to increasing physical activity levels and reducing health inequalities across the borough.

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

### **Finance**

6.1.1 The Copthall Sports Hub and Mill Hill Open Spaces masterplan is a long-term project which is expected to take several years and in the order of £50-75m to deliver; with approximately £53m relating to Copthall. Whilst these estimated costs are significant, they are congruent with the Greenspaces Capital Investment Programme approved as part of the Parks and Open Spaces Strategy, approved by Environment Committee in May 2016.

6.1.2 In summary, it can be noted that the Copthall Sports Hub masterplan design (Appendix C) is projected in the region of £30.1m to deliver. The cost relating to the new athletics track and stand and the community cricket facility has been excluded from these high level cost estimates provided as the proposed facilities is to be financed separately by Saracens RFC and ECC/MCCC respectively.

6.1.3 This high-level cost estimate does not take into account some of the features and required infrastructure referenced within Appendix A (eg improved highways linkages between Mill Hill sites), and therefore it is expected that as part of the next stage of design development costs estimates are refined in conjunction with the completion of further site investigations and studies.

6.1.4 QMP building and surveyors, utilised by Sport England and supporting the Council's existing leisure centre development schemes provided cost estimate for the revised Copthall Sports Hub Masterplan (at Appendix C). As part of the assessment, the following key assumptions were utilised;

- Prices based on Q1 2019
- Inflation and VAT excluded
- Preliminaries and overheads and profit included
- No equipment costs are included
- All works and associated costs relating to ECB/MCCC facility, Saracens West Stand development and both rugby clubs have been excluded.

6.1.5 Updated financial analysis and capital cost estimates will be scrutinised with key gateways and reported to Environment Committee as part of the Parks and Open Spaces Annual Report. One necessary focus is the delivery of MTFs savings (2019/20) linked to the implementation of ATP Pitches together with a roadmap to create financial sustainability for greenspaces. In

consideration of the development of the Copthall and Mill Hill Open Spaces masterplan, the timeline has necessarily slipped and therefore these savings will for now have to be delivered alternatively until such time as the pitches are developed.

- 6.1.6 Early engagement with partners and funding bodies indicates that partnership funding may be forthcoming for elements of the masterplan. Potential funding partners include;
- Transport for London
  - National Governing Bodies
  - Sport England
  - Football Foundation
  - Investors in individual facilities
- 6.1.7 Financial resources required to fund design development, business case development, feasibility and site investigation work to take approval of the Copthall Sports Hub Masterplan to the next stage; is estimated to cost £250,000. There are funds allocated to greenspaces development included in the approved capital programme which will support this stage of implementation. It is anticipated that to co-ordinate this phase of activity and develop the suite of documents required for submission to the local planning authority for this will take a minimum of 12 months.
- 6.1.8 There is no funding place for the development of the Copthall Sports Hub. Part of the next stage of development work investment options will be explored further in addition to funding opportunities offered by strategic partners bodies: For example, the inclusion by the Football Foundation of an allocation in its current business plan towards the cost of the Football AGP's at Copthall. Where match funding applies, a bid will submitted for CIL/Section 106 funding towards the cost of the proposals and it is likely that implementation of each element will be undertaken on a phased basis as grants and match funds are identified.
- 6.1.9 Value for money will be achieved by use of competitive tendering for the appointment of consultants to develop the next stages of the masterplans as described section 4 and in accordance with the Council's Contract Procedure Rules.

### **Planning Considerations**

- 6.1.10 The Copthall site falls within the Green Belt where development is restricted by national planning policy. Very special circumstances are required where development, which is considered inappropriate, may be approved in the Green Belt.
- 6.1.11 Although the precise make up of facilities (eg facilities within the Hub) has not been finalised at this stage, it is expected that the best approach to secure planning consent will be to take a whole-site, integrated approach through a master plan clearly setting out the special circumstances and how such a development will deliver community benefits, this can be delivered through an Outline Planning Application.

### **Property**

- 6.1.12 Where sites have been identified to have development potential, any site disposal must take into account requirements for future development. As part of the Business Case, Officers will work to review to review the recommendations for the form and scale of development which may be appropriate. Any subsequent findings and results will be reported back to Environment

Committee in relation to execution of any development area.

- 6.1.13 The property review will also include the assessment of the Heads of Terms associated with existing lease arrangements.
- 6.1.14 Given the inclusion of a new athletics track and cricket facility within the Cophall Sports Hub masterplan, the land asset values contained within the headline financial revenue and capital modelling has been based on those contained with the Council's asset register. These maybe unduly pessimistic in the current climate and there is the possibility that these assets may generate more value than the figures expressed, this will be refined as the more detailed planning and funding processes develop.
- 6.1.15 Land values will be reviewed and where specialist support is required, an instruction will be sought to advise the Council. Any applicable charges will be reviewed in accordance with the allocated phase budget, in addition to any charges to third party fees which may be applicable.

## 6.2 Social Value

- 6.2.1 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 approach within the Parks and Open Spaces Strategy outlines the approach taken to develop proposals.

## 7. Legal and Constitutional References

- 7.1.1 Local authorities have a number of statutory powers in relation to parks and open spaces, including the Public Health Act 1875 (as amended by the Local Government Act 1972) which gave local authorities discretionary power to purchase and maintain public walks or pleasure grounds and the Local Government (Miscellaneous Provisions) Act 1976, which gives wide powers to provide recreational facilities. The Open Spaces Act 1906 provides that local authorities may acquire and 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.
- 7.1.2 Under Article 7 (Committees, Forums, Working Groups and Partnerships) of the Council's Constitution, the Council has delegated responsibility for parks to the Environment Committee, therefore it is appropriate for the Environment Committee to consider master plans for Barnet and King George V Playing Fields, and West Hendon Playing Fields. The Council's Constitution sets out the terms of reference of the Environment Committee. This includes:
 

“(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.”
- 7.1.3 “(4) To receive reports on relevant performance information and risk on the services under the remit of the Committee.”
- 7.1.4 Significant proportions of the sites are designated as either Green Belt or Metropolitan Open Land. The future development of the proposals included in the Cophall Sports Hub and Mill Hill Open Spaces masterplan will need to fully comply with the requirements arising from those designations. Any disposal by way of letting or other of the playing field will need to be advertised and any representations given proper consideration before the Council can determine whether it is appropriate to proceed with any letting. Any development will also need to be subject to a grant of planning permission.

## **8. Risk Management**

- 8.1.1 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.
- 8.1.2 All specific programme risks will be managed and monitored by the Council's Greenspaces and Leisure Team.

## **9. Equalities and Diversity**

- 9.1 The Under section 149(1) of the Equality Act 2010 (EA 2010) the Council must, in the exercise of its functions, have due regard to the need to:
- eliminate discrimination, harassment, 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 share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it

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

- 9.2. The purpose of the initiatives described in this report is to ensure that the broad diversity of Barnet's residents and communities continue to use and enjoy the benefits of parks and open spaces and that their needs and aspirations are reflected in the provision that the Council makes.
- 9.3. An Equality Impact Assessment (EqIA) has been carried out and the findings are summarised at Appendix E.to this report. In addition, EqIAs will be carried out on a scheme by scheme basis implementing the Copthall and Mill Hill Open Spaces masterplans so as to ensure compliance with the requirements of the EA 2010 and that the needs of the communities and groups are fully taken into account.

## **10. Corporate Parenting**

- 1.1. not applicable.

## **11. Consultation and Engagement**

- 1.1.1 In developing the original draft masterplan, John Sheaff Associates co-ordinated a series of stakeholder sessions in order to develop the original proposal. A full public consultation was then undertaken in 2018. Please refer to Appendix A in full which details the process and a list of consultees. Results of the first stage masterplan can be located at Appendix B.
- 1.1.2 Saunders Boston Architects and FMG Consulting supported the design review of the Copthall Sports Hub masterplan only. The review was co-ordinated with National Governing Bodies, stakeholders and leaseholders of the Copthall site. A further



public consultation was undertaken from April – May 2019, the result of which are located in Appendix D.

- 1.1.3 Specific elements of the Copthall Sports Hub masterplan will need to be subject to further public consultation, as part of the planning process and specific scheme development. The detailed proposals for the hub's individual elements will be taken into account in the next stage of implementation.

## **12. Insight**

12.1none

## **13. BACKGROUND PAPERS**

[Environment Committee 14 March 2019 – item 8](#)

[Environment Committee 28 November 2018 Papers – including Item 11](#)

[Environment Committee 14 March 2018 – item 8](#)

[Environment Committee 13 July 2017 Papers – including Item 12](#)

[Environment Committee 12 May 2016 Papers – including Item 8 Parks an Open Spaces Strategy and the agreement to adopt the strategy and its action plan.](#)

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# COPTHALL AND MILL HILL OPEN SPACES MASTERPLAN

## PHASE 2 & 3 REPORT



**PROJECT TITLE**  
**PROJECT REF**  
**CLIENT**

Copthall and Mill Hill Open Spaces Masterplan | Phase 2 Report  
A1771  
The London Borough of Barnet

Version	Date	Version Details	Prepared by	Checked by	Approved by Principal
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# EXECUTIVE SUMMARY

The Copthall and Mill Hill Open Spaces Masterplan is a comprehensive assessment of the potential of a range of Barnet's greenspace assets to deliver an enhanced range of outcomes. This includes revenue self-sufficiency through a re-structuring of service provision and a major capital investment.

Copthall Playing Fields is the largest public open space in Barnet's management, and together with the other greenspace sites across Mill Hill and Hendon Wards, constitutes the largest cluster of greenspace in the borough.

In common with much of the rest of the borough, Hendon and Mill Hill are experiencing significant demographic change that will increase levels of demand for access to greenspace assets. The council recognises both the benefits that can accrue from good quality greenspace and the importance of investing in these assets to secure these benefits. These principles are enshrined both in the council's Corporate Plan and in the borough's Parks and Open Spaces Strategy. The masterplan study is an expression of these ambitions and demonstrates how the council can deliver a range of positive economic, social and environmental outcomes from the Copthall and Mill Hill sites and how to sustain these outcomes in a future cost-neutral financial environment.

In order to develop proposals for enhancement, it is first necessary to have a complete technical understanding of every aspect of the study area. **Section 2** of the masterplan report assesses the study area in the context of Barnet's overall

parks portfolio and the physical, historical and demographic factors that have influenced the development of these greenspaces and inform their current character.

**Section 3** of the study sets out and analyses the study brief issued by Barnet Council. This section details how the brief has influenced design development and how this in turn will influence the uses to which sites within the study area are put and how these will change through the implementation of the masterplan.

The study area is a complex one with multiple landscape character areas, points of access, connectivities, and types of use. The emerging masterplan needs to respond in detail to each of the fundamental characteristics so that detailed proposals complement existing characteristics and are feasible and sustainable in the context of these characteristics. **Section 4** of the study analyses and describes the seven principal sites within the study area and a series of secondary sites to which the core masterplan area connects both physically and in terms of asset use.

The project brief sets out a number of key considerations that the masterplan should develop and **Section 5** of the brief includes a detailed assessment of these. Enhanced inter and intra site connectivity is a principal objective and this section analyses the challenges and opportunities that the study area presents in this context. A further key masterplan objective is to enhance levels of use and participation, and Section 5 considers how enhanced



leisure, amenity and sports offers can support the outcomes delivered across the study area. Sports pitch provision is a key element in this context and masterplan proposals have been carefully considered in the context of the council's adopted Outdoor Playing Pitch Strategy.

**Sections 6, 7, 8 and 9** describe the different components of the masterplan. These include detailed landscape masterplans for Copthall Playing Fields and Mill Hill Park (and subsidiary lower-impact interventions for other sites in the study area), detailed architectural proposals for Copthall and Mill Hill Park and sustainability modelling for the new buildings.

A key driver for the masterplanning process has been the development of an alternative model for future management of sites within the study area. The creation of a new governance entity would imply the need for a new branding identity for open spaces across the study area to replace the currently confusing and under-performing signage and information suite. **Section 10** of the masterplan study uses the physical and cultural characteristics of the site to develop a brief for a new brand for the site that will reinforce Copthall and Mill Hill open space sites as distinctive and strongly characterful.

The adoption of the masterplan will depend upon a significant level of engagement with key stakeholders. Given future ambitions for a new approach to governance, the capacity of stakeholders to influence the masterplanning process and own its outcomes will significantly

influence long-term sustainability. **Section 11** of the study sets out the organisations consulted and the methodologies deployed. The design team has consulted local members, major stakeholders, sports clubs, external organisations such as sports governing bodies, community organisations and special interest groups. The consultation and engagement process has significantly influenced the development of the final version of the masterplan with responses, comments and suggestions all being assessed, and where possible and appropriate, carried forward into the final detailed designs. Given the nature of the project and its target outcomes, the evolution and execution of the masterplan will continue to involve a significant engagement element.

# 01

## INTRODUCTION

This masterplan project considers the future development, funding and management of Copthall Playing Fields and a number of ancillary open spaces within the Mill Hill area of the London Borough of Barnet.

As is the case for many of the southern and south-western wards across the borough, Mill Hill will experience significant population growth over the next 15 years. The Ward population will rise from a 2016 total of 20,000 to over 28,000 by 2041. Most of these new residents will be housed in high density accommodation granting little or no access to private space. This will place additional pressure on the borough's existing green infrastructure assets.

Copthall is Barnet's largest greenspace and taken in combination, sites within the study area constitute the most significant assembly of public space within the borough. The purpose of the masterplan study is to develop proposals to maximise the benefits accruing to Barnet's residents from these green spaces and consider how new approaches to funding and governance might protect planned investment in these spaces and sustain the benefits delivered by these spaces in future.

This masterplan report develops Barnet council's preferred options for buildings and landscape across the study area, presents costs for the implementation of all of the masterplan elements, and identifies potential sources of capital funding. The report also considers the potential for developing an alternative approach to future governance and masterplan implementation with an over-arching objective of achieving revenue cost neutrality in the medium term.

# 02

## COPTHALL AND MILL HILL PARKS AND OPEN SPACES IN CONTEXT

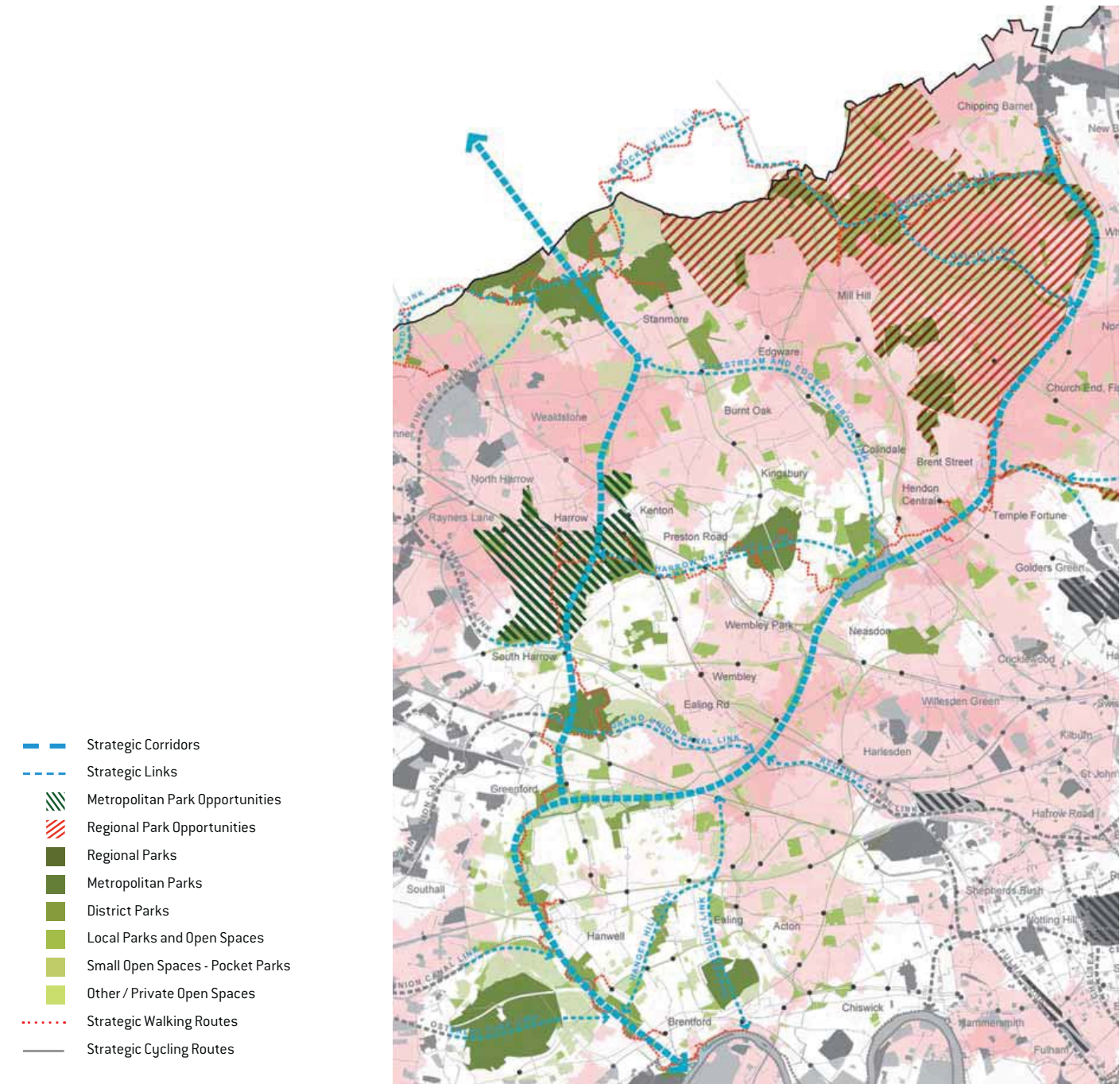


Fig. 2.1.- All London Green Grid Framework Plan (Brent Valley and Barnet Plateau)  
 Map derived from GiGL data 2011- © Crown Copyright and database right 2011. Ordnance Survey 100032216.



## 2.1 STRATEGIC CONTEXT

The development of this masterplan is being informed by a number of regional and local policies, strategies, and best practice benchmarks and guidelines:

- National Planning Policy Framework (2012)
- The London Plan (2016)
- The All London Green Grid SPG (2012)
- Barnet's Corporate Plan (2015-20)
- Barnet's Local Plan and Core Strategy (2012)
- Barnet Parks and Open Spaces Strategy (2016)
- Barnet's Playing Pitch Strategy (2017)
- Copthall Planning Brief (2016)
- Barnet's Joint Health and Wellbeing Strategy (2016-20)
- Fit and Active Barnet Framework (2016-21)
- Barnet's Health and Wellbeing Strategy
- Barnet Draft Green Infrastructure SPD
- English Nature Accessible Green

Standard (ANGSt)

- Fields in Trust Six Acre Standard (2015)

## 2.2 BARNET'S OVERALL PORTFOLIO

Barnet's Parks and Open Spaces Strategy identifies a total of 465.2 hectares of public open space provision across the borough (5.4% of the total area of the borough). The strategy suggests that overall provision of greenspace parks, playgrounds, sports sites, natural and semi-natural greenspace) is 888.76 hectares (approximately 10% of the area of the borough).

Barnet's portfolio does not include any sites of metropolitan scale but does include 11 district parks (which include Copthall, Sunny Hill and Mill Hill parks) and 77 local parks (including Bittacy Hill Park). The Open Spaces Strategy has assessed the quality and value of parks and open spaces across the borough. Mill Hill Park is assessed as achieving a 'Good' standard while Copthall Playing Fields, Arrandene Open Space, Sunny Hill Park and Bittacy Hill Park achieve a score of 'Fair'. Assessed as 'natural greenspaces', Mill Hill Old Railway Walk and Copthall South Fields also achieve a score of 'Fair'.

In the context of the value assessment of Barnet's parks, Copthall Playing Fields, Arrandene Open Space, Mill Hill Park and Sunny Hill Park achieve a 'Medium High' score while Bittacy Hill Park achieves



Arrandene Open Space

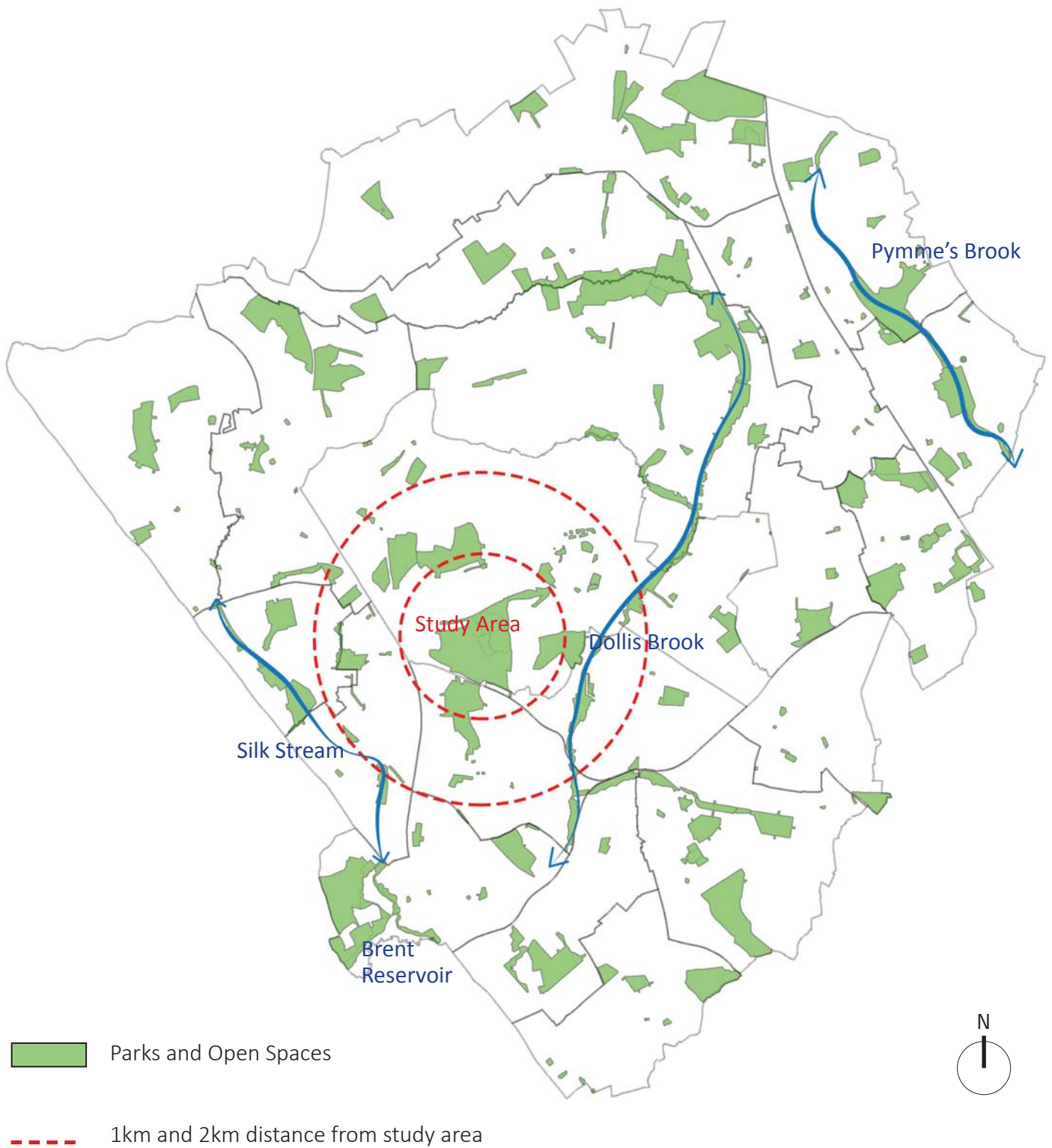


Fig. 2.2.- Overview of parks and public open spaces in Barnet

















Sunny Hill Park: Low quality, High Value  
 Bittacy Hill Park: Low Quality, Low Value  
 Copthall Railway Walk: High Quality, High Value

## 2.3 PLANNING DESIGNATIONS

The Barnet Local Plan has adopted a number of designations in respect of public greenspace which are of relevance to this masterplan study:

- Green Belt
- Green Chains
- Local Nature Reserve
- Major Development Sites in Greenbelt
- Metropolitan Open Land
- Site of Borough importance for Nature Conservation
- Site of Local Importance for Nature Conservation
- Site of Metropolitan Importance

-  Green Belt
-  MOL
-  Conservation Areas
-  Special Archeological Interest
-  Specific Proposal Site
-  Sites of Metropolitan Importance for Nature Conservation
-  Sites of Borough Importance for Nature Conservation
-  Sites of Local Importance for Nature Conservation
-  Green Chain
-  Metropolitan Walks

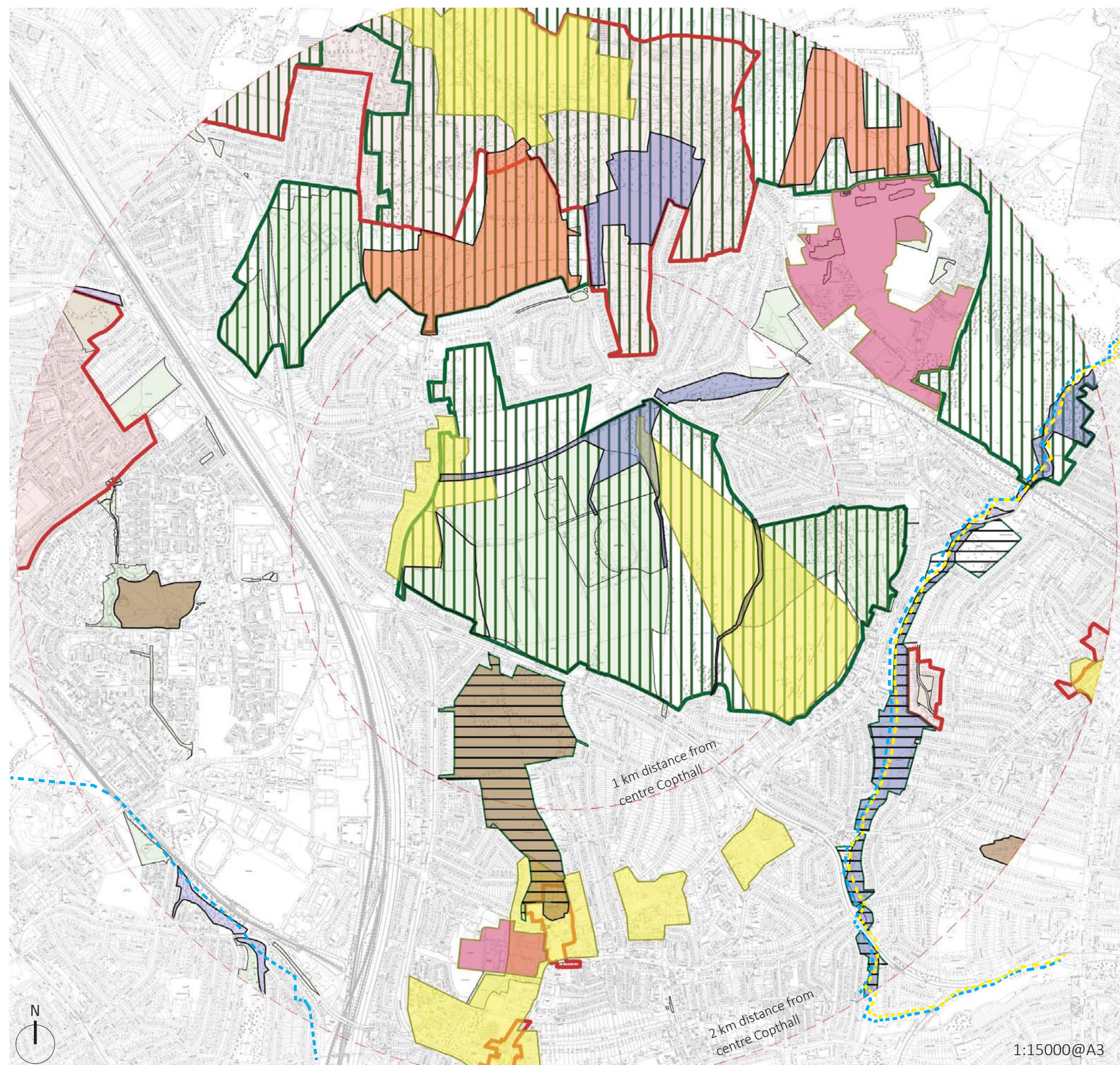


Fig. 2.4 - Map showing planning designations in the study area



# 2.4 BARNET'S SPORTS HUBS

## 01 - BARNET

FOOTBALL  
CRICKET

Site currently has 3 grass pitches and 1 3G pitch. It is close to Underhill Stadium (rugby) and Barnet Table Tennis Centre. It is the smallest of the three considered sports hub sites.

## 02 - COPTHALL

FOOTBALL  
CRICKET  
RUGBY  
TENNIS

Site currently has 23 grass pitches and is close to Barnet Copthall Leisure Centre, Metro Golf Centre, Powerleague Millhill, and Allianz Park stadium (rugby). Both Mill Hill and Hendon Rugby Football Clubs are nearby as well as Chase Lodge Playing Fields. This is the largest of the three sites considered to be a sports hub with plenty of opportunity to reconfigure the site and include 3G pitches.

## 03 - HENDON

FOOTBALL  
TENNIS

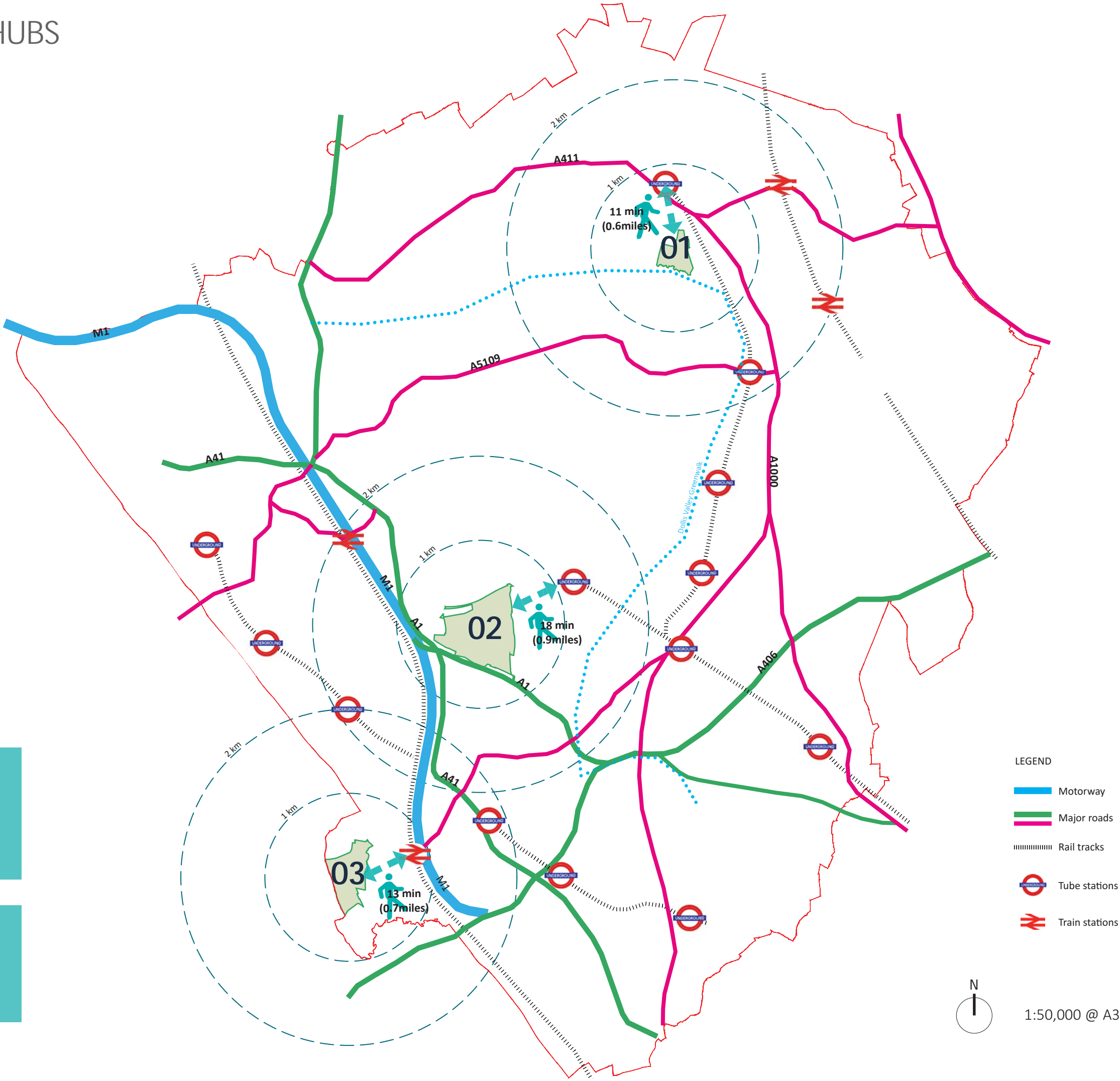
Site currently has 11 grass pitches with potential for 1 new pitch and reconfiguration for 3G pitches. Close proximity to Hendon Bowling Club, Hendon Rifle Club, Woodfield Park (playing fields), and Phoenix Canoe Club.

### JOURNEY FROM BARNET TO COPTHALL FIELDS

CAR	14 min (5.3 miles)
PUBLIC TRANSPORT	56 min (Tube > Bus)
WALKING	1h 27 min (4.4 miles)
CYCLING	27 min (5.4 miles via Dollis Greenway Walk)

### JOURNEY FROM HENDON TO COPTHALL FIELDS

CAR	12 min (3.5 miles)
PUBLIC TRANSPORT	37 min (Bus)
WALKING	55 min (2.8 miles)
CYCLING	19 min (3.3 miles)





# 2.5 DEMOGRAPHICS, POPULATION GROWTH AND CUSTOMER SEGMENT ANALYSIS

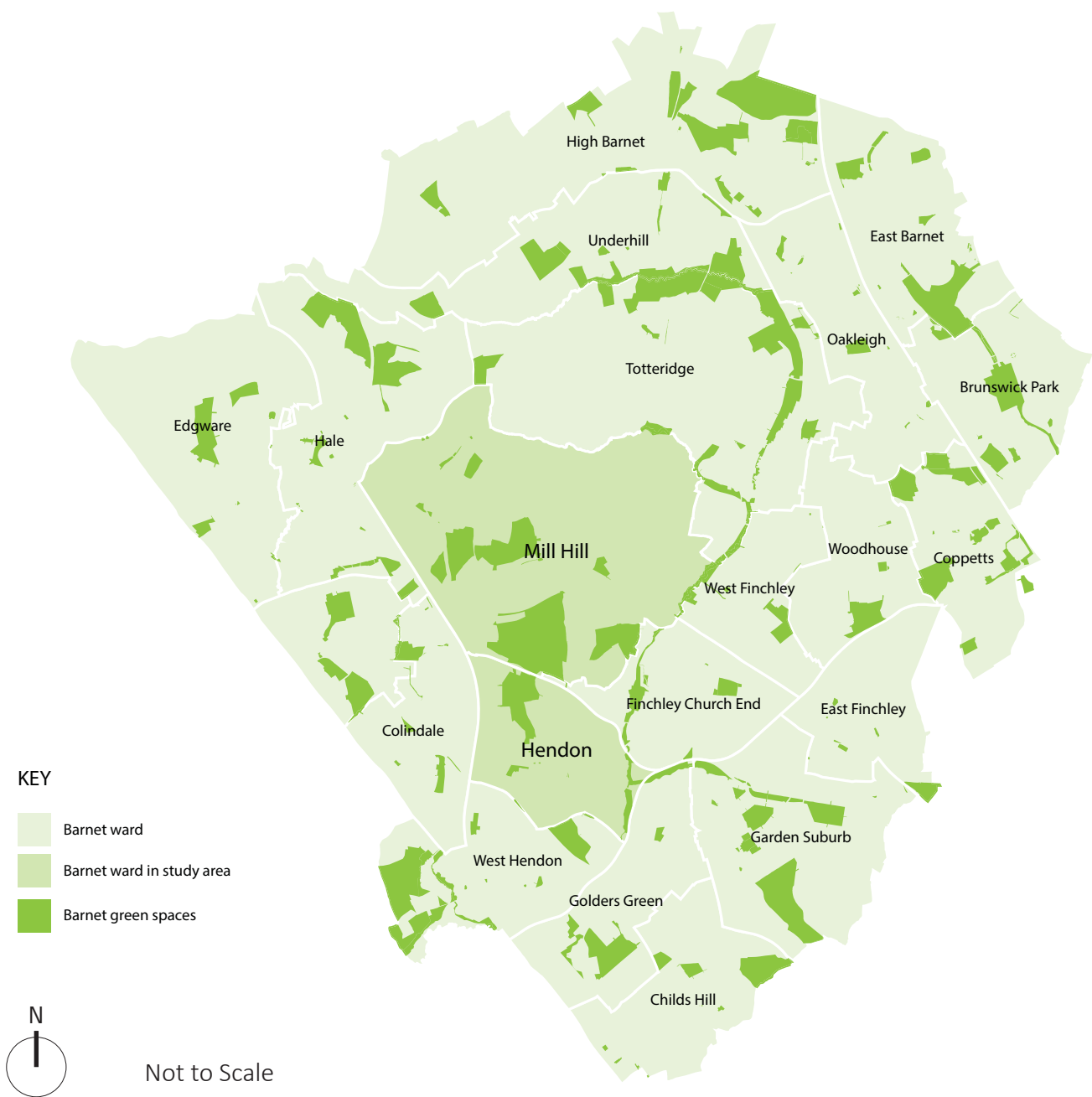


Fig. 2.5- Wards and their greenspaces across Barnet.

- for Nature Conservation
- Site of Special Archaeological Interest

Figure 2.4 illustrates the designation adopted for sites within the study area.

Most of the study area lies within the Mill Hill Ward with Sunny Hill Park and the Middlesex University campus site situated within the Hendon Ward.

The population of Mill Hill Ward was estimated

to be 19,300 in 2014 and is projected to grow by more than 10% by 2021. In 2014, 22.5% of the population were children 15 and under, 64% were working age (16-64), and 13.5% were 65 and over. By 2021, children will increase to 23% of the population, working age population will decrease to 63%, and over 65s will increase to 14%.

The 2014 population of Hendon Ward was estimated to be 18,900 and will see one of the biggest increases in children across the borough by 2021. In 2014, 21% of the population were children 15 and under, 67% were working age (16-64), and 12% were 65 and over. By 2021, children will increase to 23.5% of the population, working age population will decrease to 64%, and over 65s will

increase to 12.5%.

In respect of Customer Segment Analysis, Barnet is older, has a larger proportion of families and has higher household incomes compared to the rest of London. Through the centre of the borough, from Child's Hill to Totteridge, households are mostly comprised of families (Educated, affluent families, Comfortable Older Families), professionals

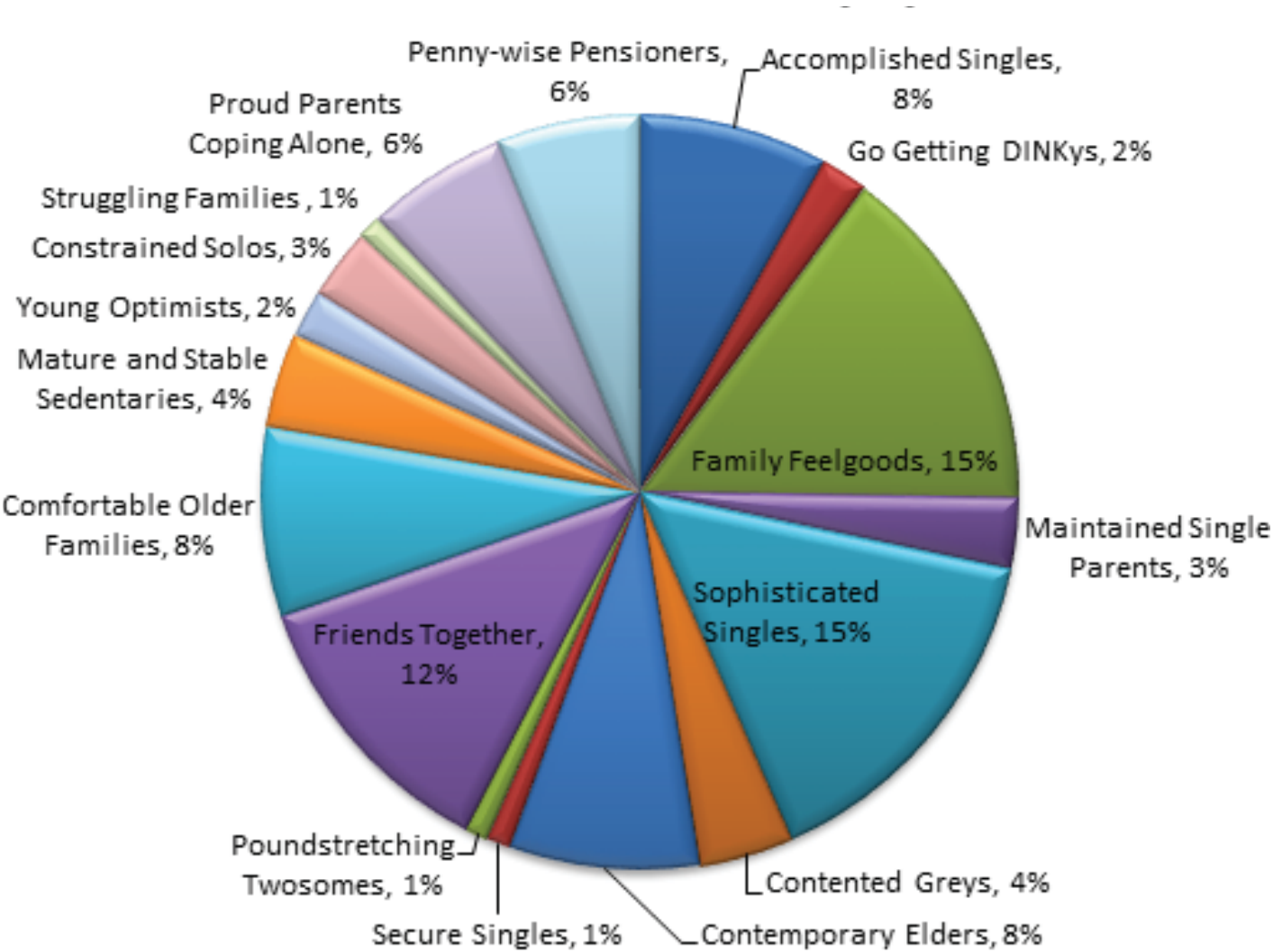


Fig. 2.6 - Customer Segments and their proportion of Barnet population

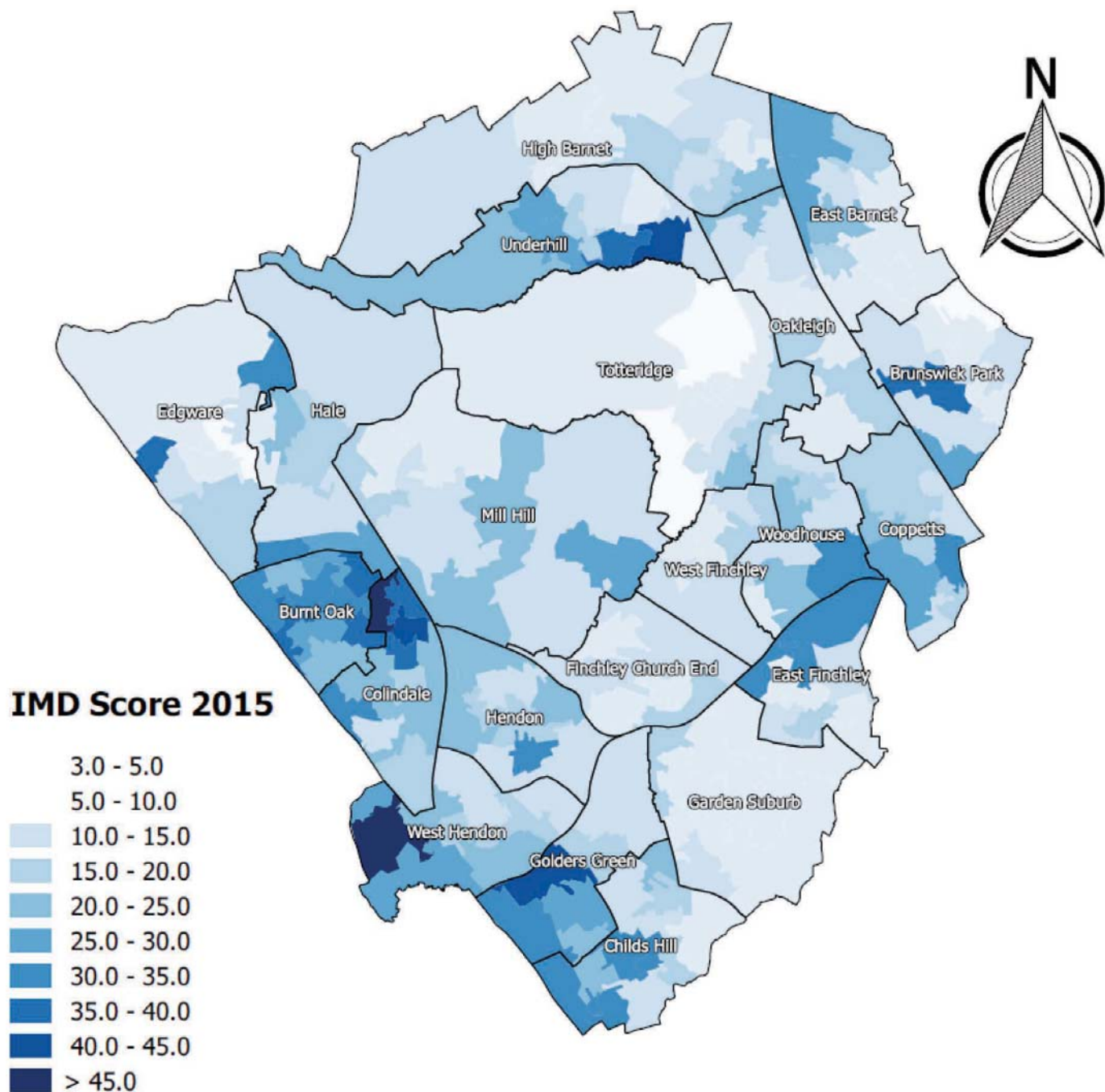


Fig. 2.7 - Scores for Indices of Multiple Deprivation 2015, by Barnet LSOA

(Affluent Singles, Prosperous young couples without kids, Sophisticated Singles) and affluent retirees (Financially secure retirees, Wealthy and nearing retirement). These areas are the most affluent parts of the borough with high levels of employment, income and education.

The exception to this is Mill Hill. Levels of deprivation across the Ward vary but are between the 40% most deprived and the 10% least deprived neighbourhoods in England. Barnet 017B lies within Mill Hill Ward (and is centred on Mill Hill East station). It is amongst the 30% most deprived neighbourhoods in England.

Levels of affluence across the Ward decline from east to west, with higher levels of deprivation towards the A1 corridor which is home to a younger population dominated by low income house sharers sharing high density living while attending University or working lower paid jobs. It is also the location of Barnet's largest housing estates.

<https://www.barnet.gov.uk/citizen-home/council-and-democracy/council-and-community/maps-statistics-and-census-information/Population-Projections.html>

## 2.6 SOILS, TOPOGRAPHY, DRAINAGE AND BIO-DIVERSITY

The Hendon Ward continues the trend of higher levels of deprivation towards the M1 and A41 corridors. Two pockets of high deprivation exist in the Hendon Ward. Barnet 032B is amongst the 40% most deprived neighbourhoods in the country and Barnet 032E is amongst the 30% most deprived.

The study area forms part of the northern edge of the Thames Basin. The study area consists of a line of rounded hills above this basin. The valleys of the Silk Stream and Dollis Brook, respectively to the west and east of the study area, cut through these gentle undulations. Much of the study area lies on London Clay overlain in places with alternating layers of sand and gravel.

Grassland is the dominant habitat across the study area in Barnet and falls into four distinct categories:

- Amenity grassland
- Neutral grassland
- Tall rough grassland
- Acid grassland

Areas of woodland are to be found across the study area, most notably along the length of the Mill Hill railway line corridor and in the north-eastern and south-western compartments of Arrandene Open Space. These woodland areas are of recent secondary origin, having established in fields and commons over the past 200 years. The study area is richly endowed with parkland trees planted for landscape and bio-diversity value.

### SITES OF METROPOLITAN IMPORTANCE FOR NATURE CONSERVATION (SMINC)

#### ARRANDENE OPEN SPACE

The site lies almost at the centre of the borough and has undulating terrain with several vantage points which overlook the borough. The most important feature of this park is the old clay meadow which has not been re-seeded with improved grass mixes and much of it is in its original form. Several rare species of flora can be found here including ragged-robin and adder's tongue fern. The site also contains various tall herbaceous flora when mowing is relaxed, ancient hedgerows, woodland and scrub. While the woodland and scrub is limited botanically, they provide a valuable habitat for birds and small mammals.

### SITES OF BOROUGH GRADE II IMPORTANCE FOR NATURE CONSERVATION (SBINC II)

#### THE SILK STREAM AND BURNT OAK BROOK

The Silk Stream is one of the main feeder streams for the Welsh Harp reservoir and its channels are largely modified to alleviate flooding. Much of the channels offer little to no aquatic vegetation, however some stretches contain woodland and remnant hedgerows which offer habitats to birds such as redwing, great spotted woodpecker and grey wagtail. Through the Colindale residential area and Colindeep Woodland, the river contains an ecologically interesting area where frequent flooding has prevented development in an otherwise urban area. The local rarity 'great burnet' has been recorded in an open glade at the northern end of this wood.

#### MILL HILL OLD RAILWAY WALK

The site has a linear quality due to it being situated on an abandoned railway line west of the Mill Hill East Station. It contains a mix of woodland and scrub species with secondary woodland species of oak, elm, ash, birch, sycamore and grey willow. The site extends to the south of the railway and narrows between two golf courses and sports ground. This area is of particular importance due to the presence of both slow-worms and glow-worms which are regarded as locally vulnerable.

#### ASHLEY LANE

This site has retained some of its original hedgerows which has developed into narrows belts of secondary woodland with oak and ash trees dominating. The understorey contains many mature specimens of field maple and hawthorn. The hedgerows contain herbs such as red campion, wood avens, wood melick, hedge woundwort, dog's mercury, ground-ivy, lords-and-ladies, bluebell, ramsons and herb-robert, typical of older hedgerows in the Barnet area.



Fig. 2.8- Great crested newts



## SITES OF LOCAL IMPORTANCE FOR NATURE CONSERVATION (SLINC)

### HEYBOURNE PARK (PREVIOUSLY GRAHAME PARK)

The site is undulating and open in character with a large pond on its southern boundary. This pond has abundant marginal vegetation with a well-developed reed swamp containing reedmace (both great and lesser), clumps of great willowherb, reed canary-grass and soft-rush. Jointed rush, flowering-rush, and common spike-rush have also been recorded here. Several bird species visit the site including coot, moorhen, mallards, Canada geese, and the occasional heron. The site is also an important habitat for dragonflies, bats, fish, and possible breeding ground for frogs and newts.

### SUNNY HILL PARK

The site contains a mixture of formal parkland, rough meadow and scrub. The formal areas contain specimens of oak, ash and horse-chestnut, with old hedgerows of hawthorns. The rough meadows and scrub are home to slow-worms and various invertebrates. There is also a good range of wildflowers such as buttercups, sorrel, yarrow, common vetch, autumn hawkbit and clover.

### COPTHALL SOUTH FIELDS

This site has dominant hedgerows containing a diverse range of vegetation including mature oak, ash, field maple, Midland and common hawthorns, blackthorn, grey willow, elser, dog-rose and field-rose. The meadows contain a range of common flora including meadow vetchling, meadow buttercup, creeping cinquefoil, common vetch and common sorrel. The site also contains the less widespread creeping-jenny. The site is an important habitat to birds such as wren, tits and song thrush, as well as other small mammals. Slow-worms have been reported on the western field.

*Info taken from: Nature Conservation in Barnet, Ecology Handbook 28, London Ecology Unit written by Jan Hewlett, Ian Yarham and David Curson*



Fig. 2.9- Glow worm

## SUMMARY OF ECOLOGICAL SURVEYS RELATING TO COPTHALL PLAYING FIELDS

### Bats

Several species were recorded on the site including common and soprano pipistrelle. Other species which could potentially be on site include: Noctule, Brown long-eared, Leisler's, Serotine, Nathusius's, and Daubenton's (although the last two are less likely due to their riparian preferences). The bats are likely to use the site for foraging and commuting only, no roosts were recorded on site.

### Birds

A large number of birds are present with a number of recorded nesting birds including starling (red BoCC), magpie, wren, robin, blackbird, chaffinch, great tit, blue tit, feral pigeon, and robin. At least 32 species were recorded on site, with potential for more species, indicating that there is value in increasing biodiversity as part of the masterplanning process.

### Great Crested Newts

While all ecological reports failed to record GCN on site, the suitability of some riparian parts of Metro Golf could be home to GCN. Because of the high status of this species, more studies should be undertaken in this respect.

### Slow worms and Glow worms

Slow worms and glow worms were recorded on site in Mill Hill Old Railway Walk and in the long grass adjacent to the leisure centre.

### Other

Several amphibians were recorded including the common frog, common toad, and the common newt. 335 species of invertebrate were recorded within suitable habitats. No badger, hedgehog, or dormice were recorded.

*Info taken from: Hasmonean Ecology Report (2016) by Middlemarch Environmental and Copthall Leisure Centre Ecology Report (2017) by Peter Brett Associates LLP.*



Fig. 2.10- Starling

## 2.7 OWNERSHIPS, LEASES AND COVENANTS

Table 2.1 details land ownerships, leases and covenants in effect across the study area.

<b>Table 2.1 - Land ownership</b>		
<b>Place</b>	<b>Area (Ha)</b>	<b>Ownership</b>
<b>Study Area</b>		
Arrandene Open Space	23.43	LB Barnet
Bittacy Hill Park	2.72	LB Barnet
Copthall Playing Fields	50.62	LB Barnet
Chase Lodge Playing Fields	5.99	Camden Council
Middlesex University Hendon Campus	9.26	Private
Mill Hill Old Railway Walk	2.29	LB Barnet
Mill Hill Park	18.66	LB Barnet
<b>Adjacent Open Spaces</b>		
Archfield Allotments	2.32	LB Barnet
Copthall Girls School	4.66	LB Barnet
Hasmonean High School (Girls)	2.39	Private
Mill Hill School and Park	28.31	Private
Mill Hill Cemetery	7.41	City of Westminster
Hendon Cemetery	16.92	LB Barnet
<b>Adjacent Open Spaces (Non-brief)</b>		
Woodcroft Park	2.78	LB Barnet
Watling Park	10.91	LB Barnet
Heybourne Park	6.24	LB Barnet
Silkstream Park/Montrose Playing Fields	15.52	LB Barnet
Colindale Park	1.09	LB Barnet
Millbrook Development Open Spaces	5.95	Private (under development)
Ashley Lane	1.00	TBC





Fig. 2.11 - Copthall: Recent planning approvals

## Mill Hill Cemetery Extension

New access road and car parking facilities with maintenance shed



Fig. 2.12 - Mill Hill Cemetery: Recent planning approval

## 2.8 RECENT PLANNING DECISIONS

Figure 2.11 and 2.12 show recent planning approvals that influence the development of the masterplan.



# 2.9 SITE EVOLUTION

The development of Barnet has been by the northwards expansion of London along two main transport corridors – the A5/A1/M1 corridor in the West and the High Barnet underground line in the East. The area of land between these two corridors has been relatively less intense and that intensity diminishes from south to north. The public spaces within the study area mark a point of transition from urban to urban fringe/rural and a significant proportion of this land is designated as Green Belt. Figures 2.13 to 2.17 illustrate the northwards

expansion of London from the last quarter of the 19th century and the effect of this on land use within the study area.

Figure 2.13 (1865) demonstrates that the study area was made up of farmland with spaces defined by hedgerow. Many of the hedgerow patterns have continued to influence spatial organisation, and this is particularly the case for Copthall Playing Fields. Much of this land may have been associated with Copt Hall, which has lent its name to the eponymous site.

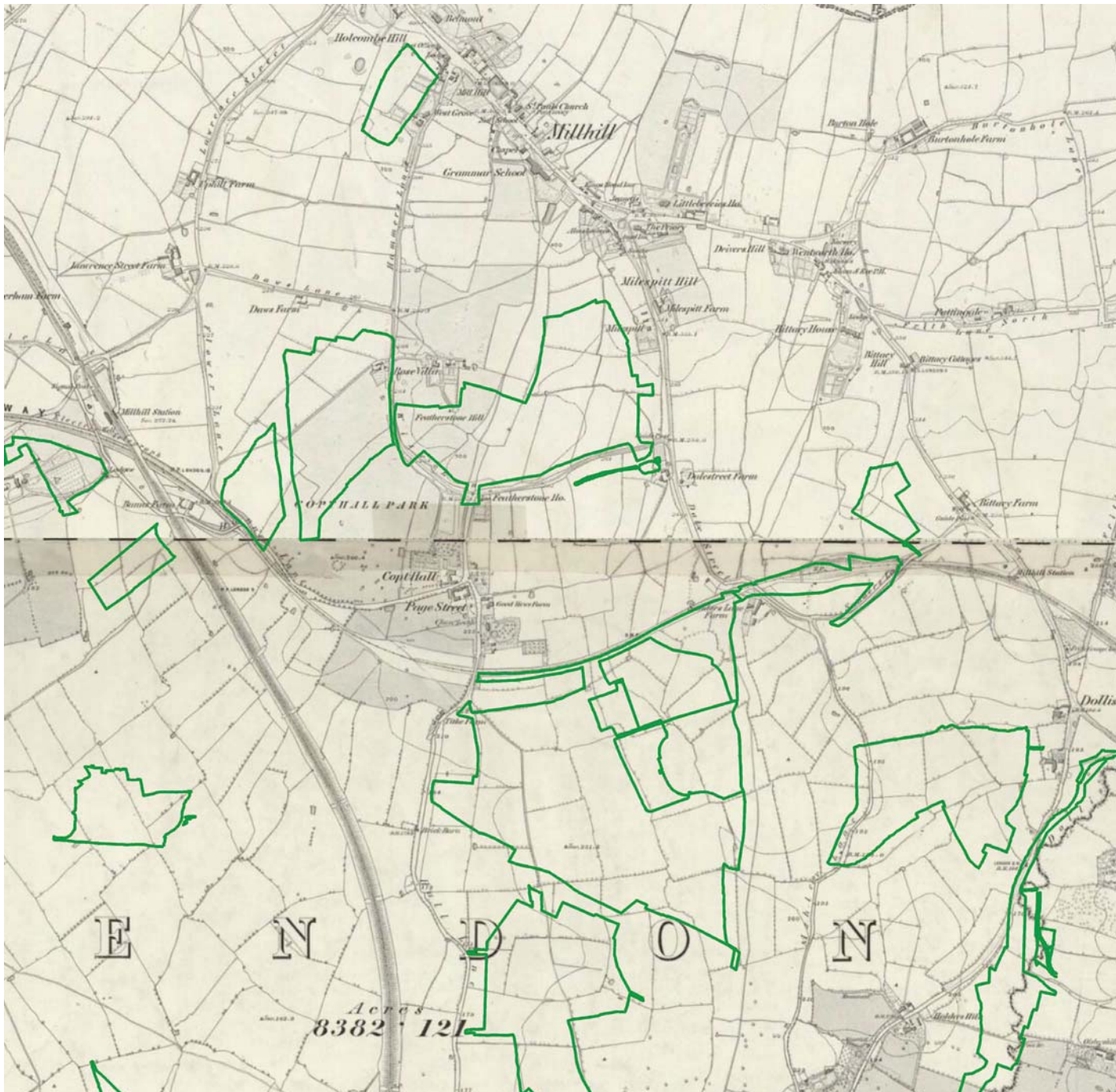


Fig. 2.13 - Historic map showing the study area in 1865



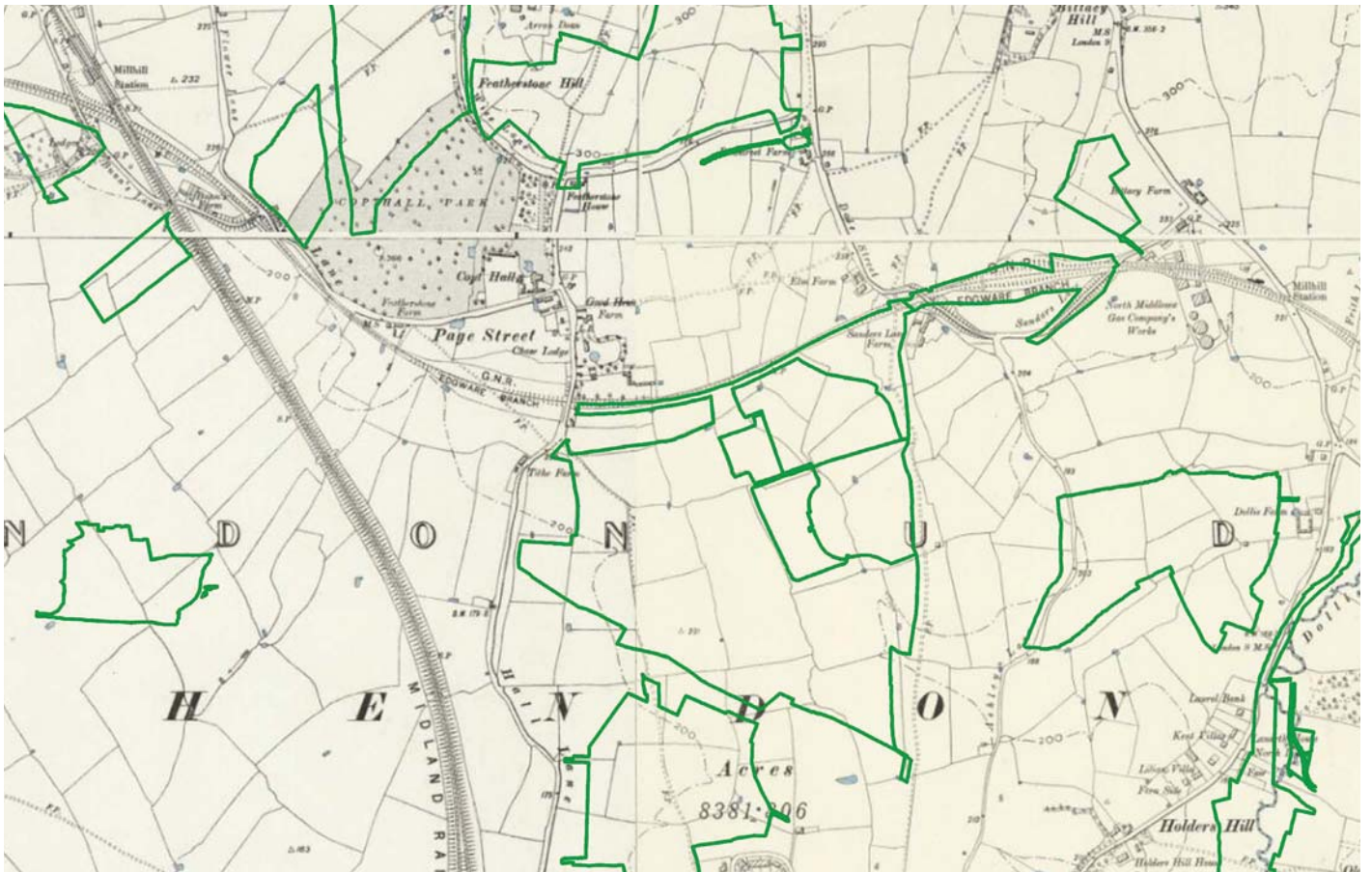


Fig. 2.14 - Historic map showing the study area in 1895

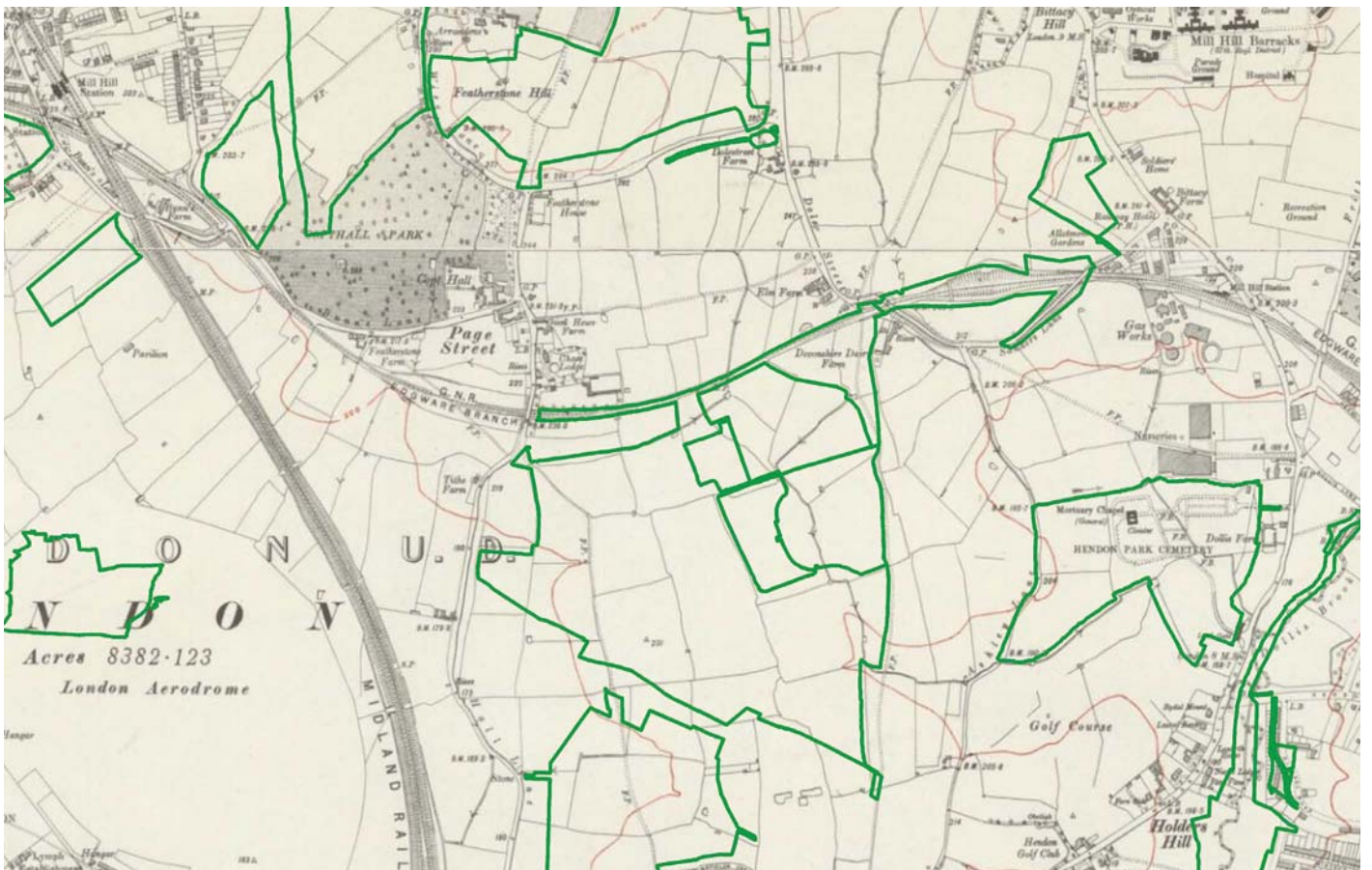


Fig. 2.15 - Historic map showing the study area in 1920



Figure 2.14 (1895) demonstrates that the study area remained essentially rural in character, but that built development had started to encroach from the south (particularly along the eastern edge of what was to become Sunny Hill Park).

Figure 2.15 (1920) shows further development encroachment from the south and east and the densification of Mill Hill to the north of Mill Hill Park. Hendon golf course appears as a named entity on the map.

By the late 1930's (Figure 2.16) urban form to the north and west and the south and east had become defined. Sunny Hill Park, Mill Hill Park, Hendon Cemetery and Mill Hill Cemetery had all been defined as entities in their own right. Copthall and Bittacy Hill Park remained as undefined open space organised around topography and patterns of field and hedge.

By 1961 (Figure 2.17) Copthall Playing Fields are named as an entity on the map. The route now known as Champions Way/Greenlands Lane had been established. Mill Hill and Hendon Rugby Club buildings had also been constructed.

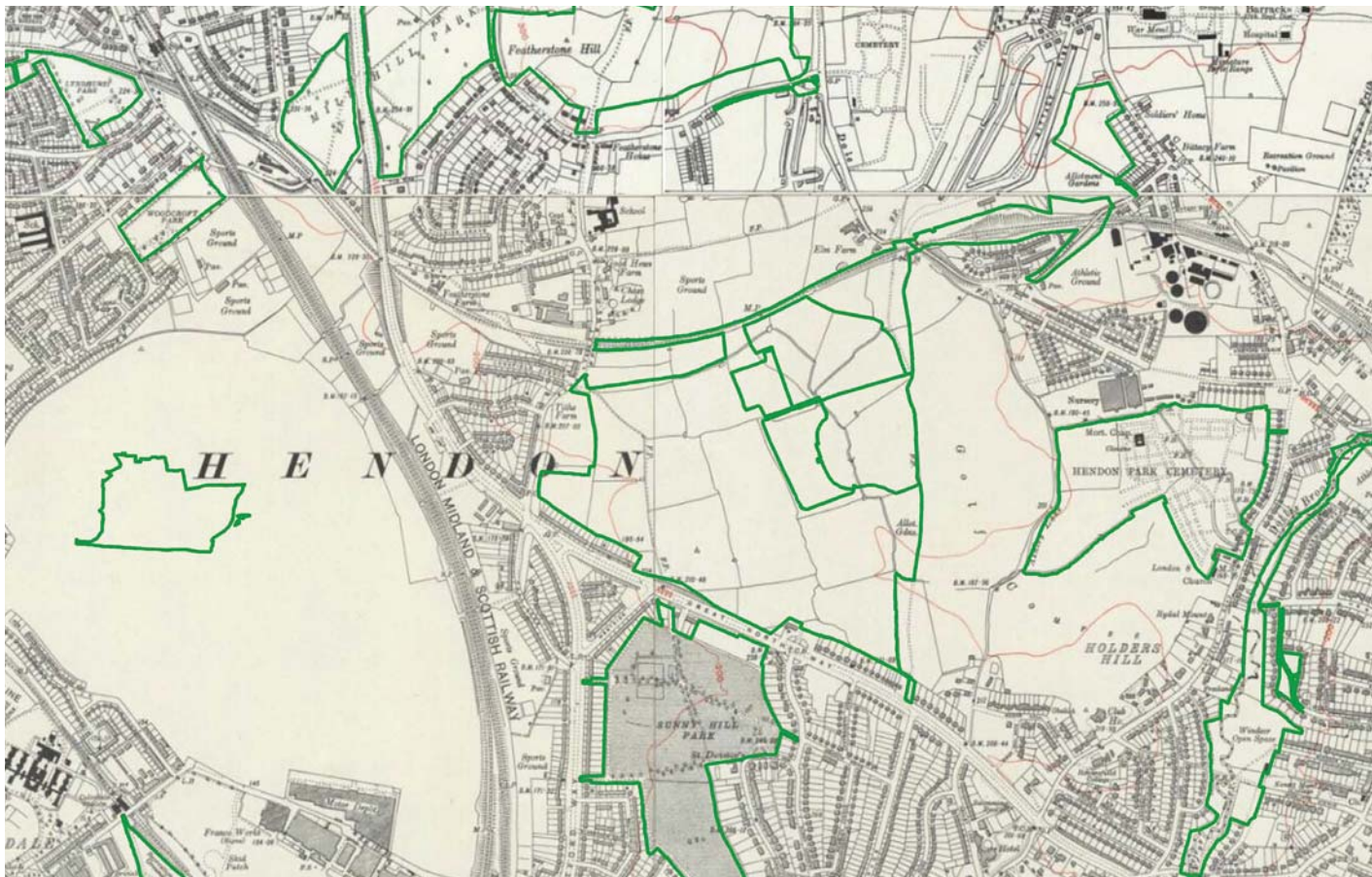


Fig. 2.16 - Historic map showing the study area in the late 1930s



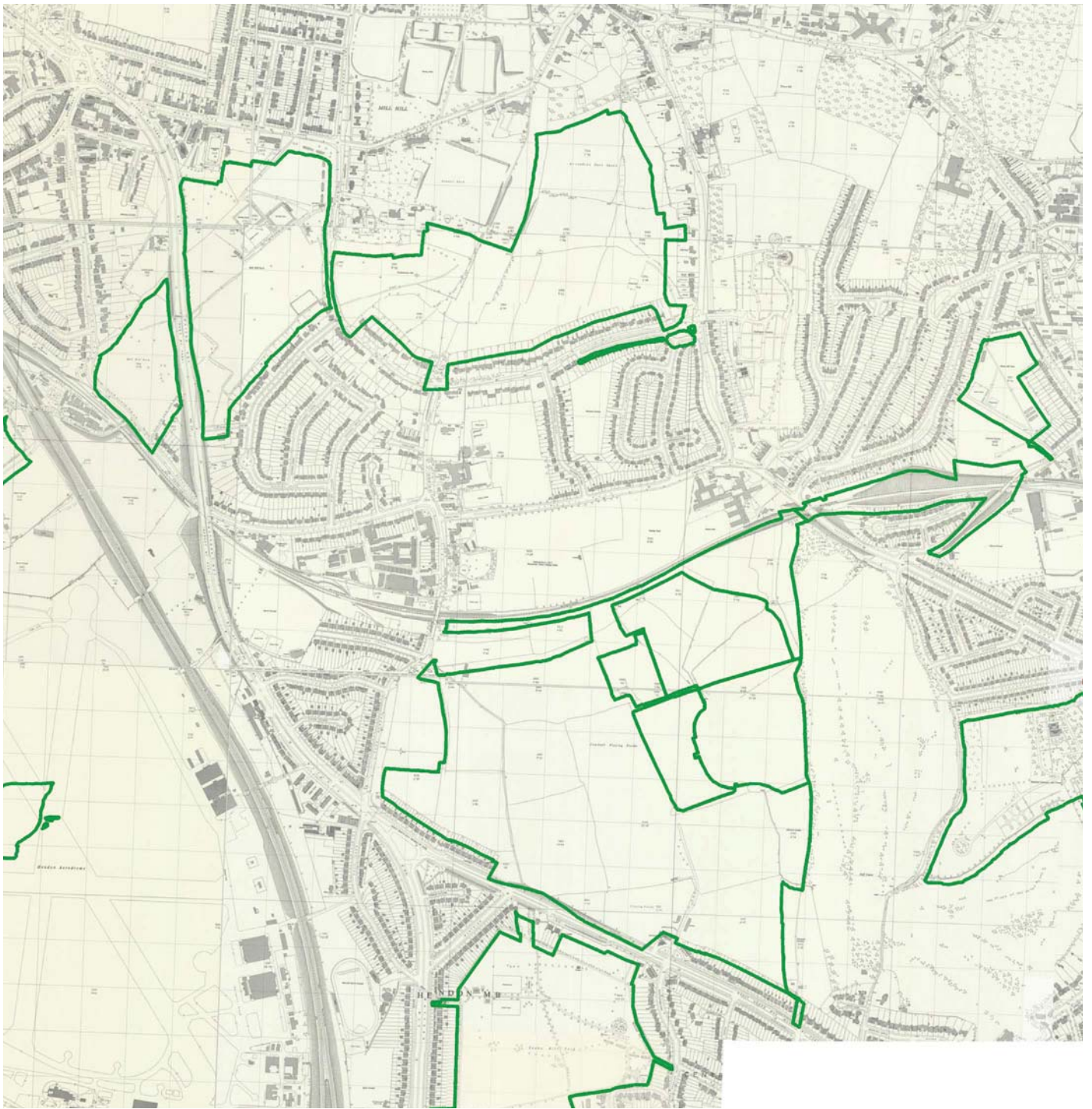


Fig. 2.17- Historic map showing the study area in 1961

# 03

## MASTERPLAN BRIEF

The Copthall and Mill Hill Open Spaces masterplan brief includes a requirement for the design team to deliver the following four key outcomes:

- Set out the strategic, economic, financial, and management framework for its improvement, providing a complete ‘feasibility stage’ document meeting the Barnet project management framework criteria.
- Include due consideration of the options and recommendations for improving accessibility to the site, this work stream is anticipated to require consultation activities and workshops with LBB Highways and Transport for London colleagues.
- Account for the wider open spaces context, providing a strategic overview for the future green grid within this locality. Specifically the study must address the future functions,

investment opportunities and green grid network interconnections between Copthall and the three adjacent green spaces: Mill Hill Old Railway to the east and west, Arrandene Open Space to the north and Sunny Hill Park and Middlesex University’s Hendon campus to the south.

- Provide an iterative diagrammatic explanation of the options considered and how this has been developed into a preferred master plan for the Copthall Estate.

The study will be developed in three stages:

- **Phase 1:** Options appraisal.
- **Phase 2:** the masterplan (development of a preferred option)
- **Phase 3:** Appraisal of and consultation on future operation and management models



# MASTERPLAN BRIEF **VISION**

The masterplan development has considered the original brief and translated this into the following key vision outcomes for Copthall Playing Fields.

1

## REGIONAL SPORTS HUB

Increase all year round sporting offers with new artificial turf pitches, improved grass pitches, and inclusive sport offers.

2

## WIDER LEISURE + CULTURAL ACTIVITIES

New inclusive range of activities with retail and cafe/ restaurants. New activities include: inclusive sports zone, skate, events space, water play, natural play, play tower, and improved fitness facilities.

3

## SUPPORT NATURE CONSERVATION + BIODIVERSITY

New wetland area which includes a retention pond, new woodland, and meadows, to strengthen biodiversity value in Copthall.

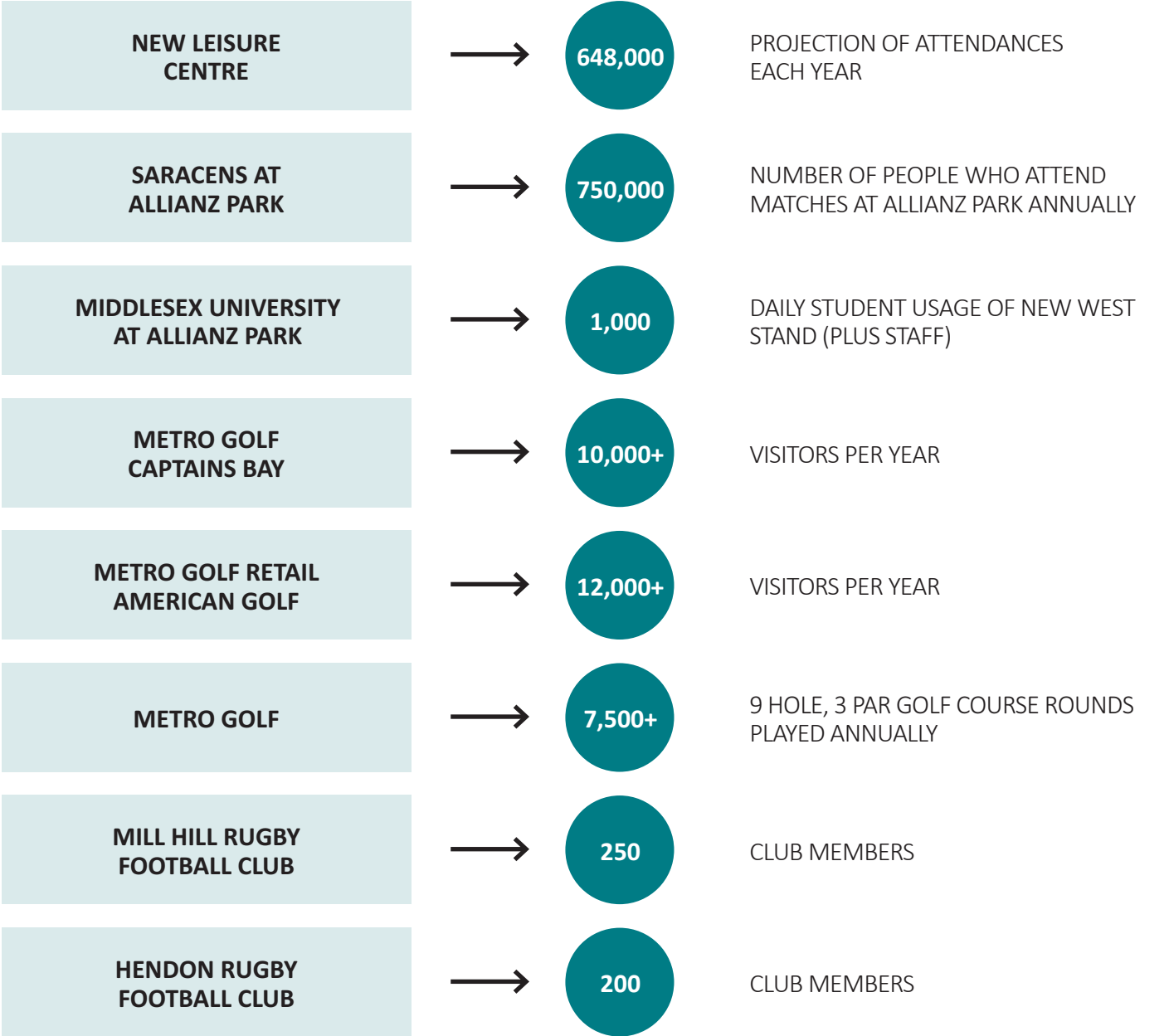
4

## BETTER CONNECTED PARKS

Create new central link to connect pedestrians and cyclists from Middlesex University to Mill Hill Park via Sunny Hill Park, Copthall and Arrandene.



# MASTERPLAN BRIEF **WHO WILL VISIT**



## NEW ACTIVITIES TO INCREASE VISITOR NUMBERS IN COPHALL

NEW 3G RUGBY + FOOTBALL	RETAIL	CAFE/RESTAURANT	ENCLOSED PLAY FACILITIES
NATURAL PLAY	WATER PLAY	SKATE	FOREST ACTIVITY AREA
WOODLAND PLAY	SENSORY GARDEN	WETLAND/NATURE WALKS	BMX
EVENTS/MARKETS	TENNIS	SPRINT TRACK/ FITNESS TRAIL	ROCK CLIMBING

# 04

## SITE COMPONENTS

### 4.1 COPTHALL PLAYING FIELDS

Copthall Playing Fields is a public open space of 45 hectares comprising of the following elements:

- Allianz Arena and hinterland, leased to Saracens Rugby Football Club, comprising a sports stadium with a capacity of 15,000 with associated car parking and outdoor space
- Barnet Copthall Leisure Centre and associated car parking
- Metro Golf Centre, let to Metro Property Investments Limited, and comprising a driving range, pitch and put course, shop and restaurant
- Power League Mill Hill
- Chase Lodge playing Fields
- Mill Hill Rugby Club clubhouse and pitches
- Hendon Rugby Club clubhouse and pitches
- Copthall Playing Fields cricket pavilion
- Copthall South Fields SoLINC
- Grass sports pitches and open greenspace
- Vestigial hedgerow and hedgerow trees
- Secondary and regenerating woodland

The slight undulates in level slightly from a high point of around 70m AMSL in the south to 60m AMSL in the West.

The use of Copthall Playing Fields is dominated by the many sports uses on offer and the partner organisations offering these across the site. The site is relatively isolated and is mainly accessed by car. The lack of the ancillary offers that would typify a large public open limit the range of additional uses to which the site is put. But the site is used as a local resource for walking and dog walking. Given the late development of the site for sports, the original patterns of open field and hedgerow is still well-defined. As a consequence, the site has considerable

bio-diversity value (especially the designated South Fields area, the area of secondary woodland developing between the Mill Rugby club ground and the Mill Hill Old Railway footpath, the woodlands lining the Old Railway path, and the northern and eastern fringes of the site).

#### LANDSCAPE



Fig. 4.1- Copthall Playing Fields



Fig. 4.2- Copthall South Fields



BUILDINGS



Fig. 4.3 - Barnet Copthall Leisure Centre

Buildings within the study area boundary include:

- Metro Golf Centre
- Allianz Park East Stand
- Cottages (privately owned land)
- Powerleague Mill Hill
- Mill Hill RFC
- Hendon RFC
- Barnet Copthall Leisure Centre
- Barnet Council ground maintenance depot
- Copthall cricket pavilion
- Kwik Fit motor vehicle service centre



Fig. 4.4 - Copthall Playing Fields site map



## 4.2 MILL HILL OLD RAILWAY WALK

The Mill Hill Old Railway footpath (2.3 hectares) runs from Page Street in the West to Sanders Lane in the East and links to the public footpath running along the eastern edge of Copthall Playing Fields to the Archfield Allotments. The site marks the route of the Highgate to Edgware line which closed in 1964. The Railway Line is a fine example of the vegetation and wildlife that typically colonise railway land once the trains have stopped running, with a mixture of secondary woodland, scrub and grassy glades.

The site is used as a cycling and pedestrian route but the lack of lighting and poorly defined entrances and linkages to Copthall Playing Fields and surrounding

residential streets undermine this function. The site is relatively well-used by walkers and dog walkers for casual exercise.

### LANDSCAPE



Fig. 4.6 - Mill Hill Old Railway Walk

## 4.3 MILL HILL PARK

Mill Hill Park is a heavily used public park of 18 hectares to the west of Arrandene Open Space with a wide range of facilities including a large playground, a café and public toilets, three tennis courts, a basketball court and three bowling greens.



Fig. 4.5 - Mill Hill Park site map

### LANDSCAPE



Fig. 4.7 - Mill Hill Park Tennis Courts

### BUILDINGS



Fig. 4.8 - Mill Hill Park Cafe



## 4.4 SUNNY HILL PARK

Sunny Hill Park is a public open space of 21 hectares, separated from Copthall Playing Fields by the Great North Way. A bridge close to the junction of the Great North Way with Sunny Hill Gardens and an underpass 250m to the west connects Sunny Hill Park to Copthall Playing Fields.

Sunny Hill Park is shelves from a high point of 85m AMSL in the East to a low point of 55m AMSL at the Watford Way entrance. The park consists of areas of short amenity grass towards the activity hub with areas of tall rough grasslands on the higher ground. A surviving hedgerow with mature trees bisects the park from East to West but the park is otherwise of an open nature, planted with mature parkland trees.

Amenity facilities include a park café, three enclosed tennis courts, an enclosed basketball court and a children's' playground. The successful park café is popular with locals, and the amenities that line the northern edge of the site are relatively well-used. The southern fringes of the site which have less flat land to support traditional park activities are

### LANDSCAPE



Fig. 4.9 - Sunny Hill Park Playground



Fig. 4.10 - Sunny Hill Park

consequently, less heavily used. These areas do however have a stronger bio-diversity focus.



Fig. 4.11 - Sunny Hill Park

### BUILDINGS



Fig. 4.12 - Sunny Hill Park Cafe

## 4.5 ARRANDENE OPEN SPACE

Arrandene open space is a 23 hectare Site of Metropolitan Importance for Nature Conservation comprising 12 former fields of pasture divided by ancient hedgerows and secondary woodland. Arrandene is one of London's rare traditionally managed old hay meadows. It contains numerous uncommon plant species characteristic of unimproved grassland, such as greater bird's-foot trefoil, common knapweed and ox-eye daisy. Trees include the uncommon wild service tree, and breeding birds include spotted flycatcher, lesser whitethroat, reed bunting and skylark. In the early 1990s, the planting of exotic tree species began in various areas to form a new arboretum.

The site is wholly devoted to bio-diversity and unstructured amenity use. Walking and dog walking are popular. But the site also offers good views to the west and is a tranquil area to escape the surrounding city.

The site rises in northerly direction from 90m AMSL on Wise Lane to 100m AMSL at the centre of the site. A network of informal paths and a bridle way connect the site to Mill Park to the West and Mill School to the north.

### LANDSCAPE



Fig. 4.13- Arrandene Open Space

## 4.6 MIDDLESEX UNIVERSITY CAMPUS

Middlesex University Campus is an area of public open space providing a landscape setting for the University's campus buildings. The site is under the management of the University with the exception of 'The Grove' public open space which is managed by Barnet Council. A network of footpaths runs through the site connecting it to Heaton Gardens to the West and to Sunny Hill Park to the north (via Church Terrace).

Much of the site could be typified as a setting for the university buildings and activity is primarily focused on the use of the landscape as a through route between campus buildings and surrounding streets and transport access points. The Grove has a more 'parklike' feel but given its relatively isolated position, it does not present as a park offer in its own right and could be characterised as a larger, less formal open green space.

### BUILDINGS



Fig. 4.14- Middlesex University Campus



## 4.7 BITTACY HILL PARK

Bittacy Hill Park is a small public park of 2.72 hectares, set on a hill. The park is mainly a grass area with mature tree planting. The park facilities include a playground and two tennis courts. Access to the park is from Bittacy Rise to the north west and Brownsea Walk to the south.

### LANDSCAPE



Fig.4.15 - Bittacy Hill Park

## 4.8 OTHER SECONDARY SITES

**Mill Hill School and park** – The school is a coeducational independent school, founded in 1807 and offers primary through to secondary education as well as an international school with day and boarding. The school is set within 49 hectares comprising buildings, many of which are Grade II listed, playing pitches, parkland and woodland. It is run as Mill Hill School Foundation which is a charity. Mill Hill School offers a range of sports facilities for the students, with rugby union as the primary sport but also including hockey, tennis, and cricket. Mill Hill School Enterprises offer general access to the community to its Sports Centre, Gym and Swimming Pool. The facilities are available at different times and days in the evenings and weekends with all day opening in the school holidays.

**Mill Hill Cemetery** – This cemetery is owned and managed by City of Westminster. It contains 53 Second World War Commonwealth war graves and the Dutch National War Memorial in Great Britain. The cemetery is laid in an ordered grid with a meandering road, accessed from Milesplit Hill, leading to the chapel and to the northern part of the cemetery.

**Copthall School** – A secondary girls school for approximately 1,146 students. The school is accessed from Pursley Road and is set within a 6 hectare site. The school outdoor facilities include a grass playing field, sloping from north to south and used for athletics. Multi-use hard surface areas provide 4No. netball or 1No. hockey or 5No. tennis courts.



Fig. 4.16 - Mill Hill School and Park



Fig. 4.17 - Mill Hill Cemetery



**Hendon Cemetery and Crematorium** – The cemetery was established in 1899 and has a mature parkland setting with a network of roads. Within the Cemetery there are a number of buildings including crematorium, chapels and offices. The main vehicular and pedestrian access to the cemetery is from Holders Hill Road, which has a large gatehouse. There is an additional pedestrian entrance in the top north-west corner from Ashley Lane PROW that links Woodtree Close/Great North Way to the south with Ashley Walk/Oakhampton Road to the north.

**Hasmonean High School (Girls)** - Hasmonean High School is a girl's secondary school located to the south west of Cophall Playing Fields accessed off Page Street. The school was founded as Hasmonean Grammar School which also has a separate boys school. In 2011 the school became an Academy. The Girls school relocated to Page Street in 1975 from Parson Street. The school applied for planning permission to expand the school and amalgamate the boys and girls school. The proposals included the acquisition of Cophall South Fields (Site of Local Importance for Nature Conservation) from LB Barnet to develop. This planning application was approved by the London Borough of Barnet but was rejected by the Mayor of London when referred for determination.

**Heybourne Park** – The site is currently designated as a Site of Interest for Nature Conservation (SINC). The western part of the park features grass meadows and a lake while the remainder of the site is primarily open grass fields. It currently serves as one of the primary parks for the Grahame Park redevelopment, and the park will be undergoing regeneration work in tandem with the nearby reconstruction of the neighbouring estate. Stage 0 and 1A of this development has been completed along with phase 1A of regeneration work in Heybourne Park. The park currently accommodates the Grahame Park Youth Centre which provides 1 No. Outdoor MUGA and some play facilities.

**Montrose Playing Fields** – The 11ha park is the largest in Colindale and currently offers a number of sports pitches, tennis courts, and a hard court play area. The park has a number of approved planning proposals including a new youth centre in the north-west corner of the site and redevelopment of the park to include new cafe, children's play facilities, improved sports offers, and stream bank improvements. A new pedestrian/cycle bridge will be completed as part of the housing development to the south-east of the site, connecting users to Colindale station.



Fig. 4.18- Hendon Cemetery



Fig. 4.19- Hasmonean High School (Girls)



Fig. 4.20- Montrose Playing Fields



**Silkstream Park** – Silkstream park is 4.6 hectare public open space that lies to the south of Burnt Oak. The site is adjacent to Montrose Playing Fields and is separated from it by Watling Avenue. The Silk Stream runs through Silkstream Park and Montrose Playing Fields and is a unifying landscape element for both. Silkstream Park is currently in poor condition, characterised by overgrown vegetation, inconsistent hard landscape detailing and an unattractive playground. The site is being refurbished (in tandem with Montrose Playing Fields) as part of a £5 million restoration of Colindale’s public open spaces. The new space will include the naturalisation of the Silkstream valley, a new flood attenuation area, a new children’s playground new footpaths and bridges, new entrances and an upgrading of Montrose Avenue to support better access between these two adjoining sites.

**Colindale Park** – Colindale Park is a 1 hectare public open space to the south-east of Colindale Underground station. The park is assessed as being of low quality/high value in the Barnet Parks and Open Spaces Strategy. The site is a flat open space set to grass with widely spaced parkland trees. A small children’s playground is located at the centre of the park. A plan to upgrade Colindale Park is being developed as part of the regeneration of Colindale, with works starting on site in 2018.

**Woodcroft Park** – Woodcroft Park is a 2.8 hectare public open space in Colindale north, separated from the western extension of Mill Hill Park by the M1 road corridor. The park is assessed as being of low quality/high value in the Barnet Parks and Open Spaces Strategy. The site is flat and set to short amenity grass with well-spaced specimen trees. Denser woodland belts separate the park from the gardens of properties on Woodcroft Avenue to the north and Grahame Park to the east. A small rectangular area of fenced tarmac demarcates an area that might have once contained play or sports equipment but this has been removed. There are no current plans to refresh or refurbish this rather anonymous space.

**Watling Park** – Watling Park is a 10 hectare public open space in the centre of Colindale. The park is assessed as being of low quality/high value in the Barnet Parks and Open Spaces Strategy. The site is undulating with higher ground to the south and is set primarily to short amenity grass and landscape trees. The valley of the Burnt Oak Brook runs along the western edge of the site and is fringed with mature

trees. The brook is a tributary of the Silkstream with a confluence beyond the southern end of the park. A reasonably equipped but equipment-dependant playground on the eastern edge of the site is heavily used. The site also includes a caged basketball court and an outdoor gym. An unused pavilion lies at the northern edge of the site. Watling Park is reasonably well-maintained and a popular if rather featureless local public open space.



Fig. 4.21- Silkstream Park

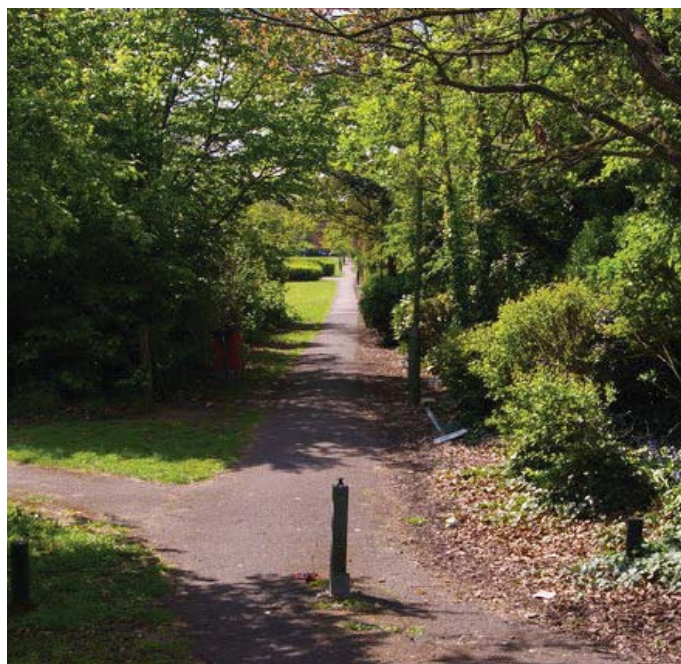


Fig. 4.22- Woodcroft Park (ref: Christopher Hilton)

# 05

## MASTERPLAN CONSIDERATIONS

### 5.1 TRANSPORT AND CONNECTIVITY

#### GREATER STUDY AREA

The project brief identifies two strategic objectives for the project:

- With reference to other strategies and studies adopted or commissioned by the London Borough of Barnet, develop proposals for enhanced connectivity between the sites across the study area to reinforce Barnet's network of pedestrian and cycle routes
- Enhance the accessibility of Copthall Playing Fields to reduce the dependency of users on cars, enhance access for pedestrians and cyclists, and develop public transport connectivity

Both of the objectives are targeted at enhancing access to and use of Barnet's greenspaces to support the capacity of these spaces to deliver the range of outcomes identified in the Parks and Open Spaces Strategy.

#### IMPROVING CONNECTIVITY

Copthall Playing Fields has a PTAL rating of 1a. The lack of direct access by public transport and poor connectivity infrastructure for pedestrians and cyclists result in an over-dependence on car use to access the site. As part of the masterplanning process, several options were considered to improve connectivity for pedestrians and cyclists, and reduce over-dependence on cars.

Phase 1 of the masterplan study included a movement strategy that consisted of a review of the local and strategic pedestrian, cycling and vehicular access points relevant to the site. As part of this assessment, and based on a detailed analysis of the site, a high-level movement strategy was developed.

Discussion with the local public transport providers was undertaken in order to understand the barriers

that the providers associated with the servicing of the site. These initial discussions will support the future development of an acceptable movement strategy at a later design stage.

Copthall has several accessibility issues, mostly related to a lack of signage, missing links in active travel routes, and a lack of bus services within the area.

#### VEHICULAR ACCESS

The site's main vehicular access is from Champions Way. This access will continue to be the main vehicular access into Copthall as the masterplan comes forward. It is understood that at peak times, the vehicular access at Champions Way can get congested. LBB have considered ways to improve access to Champions Way by adding a third lane at the site entrance. At present, the access is two lanes wide and includes a height restriction barrier, which is occasionally closed. When the barrier is closed, drivers of overheight vehicles (e.g. for deliveries) must telephone ahead so that the barrier can first be opened before they can drive in. If a third lane were to be provided, this could feature retractable bollards or similar which could be lowered remotely if overheight vehicles require access. The height restriction barriers over the other two lanes could then remain in place at all times.

During Phase 1 of the study it was concluded that the existing mini-roundabout to the south of the Copthall Leisure Centre is inadequate for the amount of traffic that currently uses it during match/event days. As the use of the site is likely to increase following the implementation of the masterplan, this mini-roundabout will exceed capacity on a regular basis. In order to improve vehicular access to the site, this mini-roundabout may need to be upgraded

to become a full roundabout, which will have to be designed to allow coaches and buses to use it, as coach use of the site is also likely to increase. The masterplan report proposes a new design for this mini-roundabout (refer to A1771-JSA-SK01, Appendix. 2). The existing mini-roundabout is not of a sufficient size to safely accommodate the movement of HGV's. This results in larger vehicles (a 16.5 metre articulated vehicle) overrunning the inside kerb, potentially at the detriment to passing pedestrians. The roundabout has been redesigned to include a mountable shoulder for HGV's turning west from the south. This enables the HGV to turn within the confines of the highway without conflicting with passing pedestrian movements. The give way line on the western arm has been shifted west to account for the mountable shoulder, which results in the pedestrian facilities (dropped kerb and tactile paving) being set back behind the mountable shoulder. The mountable shoulder is raised slightly in height above the surrounding carriageway to deter cars from using it. On this basis, cars will navigate the roundabout as normal.

Consideration has been given to the provision of a standard roundabout, although the amount of land required to accommodate a roundabout, taking into account the provision of a solid central island, would be extensive. This would impact on the design of any surrounding land, as well as the removal of several trees. It is considered more beneficial to maintain a mini-roundabout, as whilst this will limit the capacity of the junction, a standard roundabout would require an extensive amount of land take. Greenlands Lane currently experiences congestion on match and event days because of the use of the carriageway for parking. To reduce congestion and prevent parking on Greenlands Lane a version of the March 2017 TRO put in place by LBB should be made permanent. It is considered that Greenlands Lane should either be adopted by the council, so that parking tickets can be issued by LBB, or that parking should be managed by the site, potentially through Saracens, who would be able to issue parking charge notices.

If Greenlands Lane will not be adopted and the parking restrictions would be privately managed, it is important that clearly visible and legible signage notifies drivers of this arrangement, so that unauthorised parking is discouraged. An assessment of the Greenlands Lane entrance to the site from the A1 Great North Way concluded that this junction arrangement was not satisfactory considering its direct connection to the A1 Great North Way via a priority junction. The exit off the A1 is not signed well, and the junction's geometry requires

vehicles exiting the A1 to slow down considerably. The Greenlands Lane access could potentially be improved through the development of a number of options:

- An A1 Exit Lane
- Junction Geometry Improvements
- Access Closure
- Improved Signage and Event Measures

As the A1 Great North Way forms part of the Transport for London Road Network (TLRN) and is a 'Red Route', any improvements directly affecting the site access junction at this location would require the support and agreement of Transport for London (TfL). Additionally, as the site access is situated in close proximity to the off-slip from the M1 motorway, consultation with Highways England (HE) would also most likely be required, as any proposed alterations to the A1 / site access junction could potentially impact on vehicles exiting from the motorway.

LBB have advised that the council could consider the acquisition of the Kwik Fit site for the purposes of improving the layout of the junction. The provision of an exit lane into Greenlands Lane would provide providing vehicles ample time and space to slow down as they turn into Greenlands Lane. A footway and cycle lane along this exit into the site could connect onto the proposed foot and cycle way proposed at Greenlands Lane. Phase 2 of the masterplan report develops this option into a full proposal which would be subject to further discussion with TfL and Highways England at a later stage in design development (refer to drawing A1771-JSA-SK02, Appendix. 2).

The proposal seeks to close the existing access from Greenlands Lane onto the A1 for all vehicles travelling to/from the playing fields and sports park. It is anticipated that the access will remain open for the existing residential properties that adjoin the A1 only.

A deceleration lane and slip road will be built from the A1 onto Greenlands Lane to cater for inbound vehicle movements to Hendon Rugby Club, as well as the playing fields and Allianz Park. The slip road has been designed fully in accordance with the Design Manual for Roads and Bridges (DMRB), based on the existing speed limit of 50mph. DMRB requires a deceleration lane of 55 metres for an 85kph design speed (50mph), which has been accommodated within the design. The slip road has been designed with a kerb radii of 20 metres on the bend, which



again accords with DMRB for the speed limit. A three-metre shared pedestrian/cycle route has been accommodated alongside the deceleration lane to replace the existing provision. A crossing point has been provided to enable pedestrians and cyclists to cross the slip road and continue alongside the A1. This connects with the existing footbridge over the A1.

The provision of a slip road will ensure that inbound vehicles can exit the A1 at an appropriate speed, reducing the potential for conflict at the existing junction. Furthermore, removing exit movements associated with the site from Greenlands Lane onto the A1 will further reduce the potential for conflict. All vehicles exiting the sports park will do so to the north-west of the site via Page Street.

## PEDESTRIAN AND CYCLING ACCESS

The project brief describes an aspiration to significantly improve pedestrian and cycling connectivity across the study area and Phase 1 of the masterplan study examined these in detail with consideration being given to the improvement of north-south connectivity (between the Middlesex University Campus, Sunny Hill Park, Copthall, Arrandene and Mill Hill Park). Given the forthcoming use of the Allianz Arena West Stand by Middlesex University, a significant number of students will be regularly migrating between the campus and Copthall and the enhancement of this pedestrian and cycling route will support the University's target outcomes.

A key consideration in this context will be the provision of an enhanced crossing point of the A1 Great North Way. Crossing is currently effected either via a footbridge close to the southern end of Greenlands Lane or via an underpass close to the northern boundary of Sunny Hill Park. Both of the current options were assessed during Phase 1 of the masterplan and it was concluded that neither were fit for purpose in the context of future demand.

Following discussions with LBB, it was concluded that a new bridge crossing from Sunny Hill Park to Copthall, close to the position of the current underpass would present the best option for the enhancement of this crossing. This option would also present an opportunity for the council to present its commitment to good quality urban design and form an announcement of arrival in the borough.

Although an initial assessment of topography suggests that a new bridge at this position could be achieved, the development of this option would have to follow during a later design stage and would

have to include discussions with TfL and Highways England.

The masterplan report considers in detail how north-south connectivity can be enhanced through a number of strategic interventions at different points along the route: (refer to 'Key Interventions' map, Page. 44)

- Middlesex University Campus connection to Sunny Hill Park – Greyhound Hill: Provision of new shared cycle and pedestrian crossing
- Copthall to Arrandene via Pursley Road and Milesplit Hill: Provision of on pavement cycle lane on Pursley Road; provision of new cycle lane on Milesplit Hill; enhancement of junction layout at junction of Wise Lane and Milesplit Hill
- Arrandene to Mill Hill Park at Wise Lane: provision of new pedestrian and cycle crossing

East-west east connectivity has also been considered within the Phase 1 of the masterplan report (principally, the enhancement of the Mill Hill railway route and new connections between Copthall and Hendon Cemetery via Hendon Golf Club). Interventions to support this connectivity are primarily focused on improved entrance design (particularly at Page Street and Sanders Lane) and better signage.

During the briefing for Phase 2 of the masterplan, LBB asked the design team to consider pedestrian and cycling access to sites to the west of the M1 corridor (including Grahame Park and Silkstream/Montrose), the masterplan report considers options for enhanced connectivity to these sites (see page. 42). LBB also asked the design team to consider connectivity between the study area and the two sites identified by LBB as potential sports hubs (Barnet Playing Fields and West Hendon Playing Fields). Section 2.4 of the masterplan report considers these connectivities.

## PUBLIC TRANSPORT

A general assessment of public transport connectivity has been made as part of the masterplanning process (see pages. 14 and 41). A particular concern for LBB has been the poor PTAL rating for Copthall. Given the fact the improved access and greater levels of use are a key principle of the masterplanning brief, Phase 1 of the study assessed the potential for enhanced public transport access in some detail.

It was concluded that in order to be effective a new regular bus route to Copthall would need to be a link from local public transport nodes, such as Mill Hill

East and Mill Hill Broadway to Copthall. This view was shared by LBB Highways. Any additional bus route or re-routing of an existing bus route would need to be agreed with Transport for London.

An informal discussion took place with Transport for London in July 2017 to explore these options in further detail. TfL advised that currently, no bus route through Copthall exists due to a lack of demand on non-match/event days. There are some immediate plans for buses in Barnet; the London Borough of Barnet and Transport for London are currently working on improving the Colindale area and as part of that are working on extending the 125 bus route from Finchley to Colindale. This route would run within half a mile of Copthall.

Options for future bus services could include the following:

- A regular bus service, looping within the site
- A regular bus service, through the site
- A demand-based bus service to the site

During discussions with TfL, it was made clear that the case for a bus route would need to be made based on the trip generation of the masterplan. Even a low frequency route run by TfL would require over 1000 trips per day. One suggestion that was made by TfL was that they might consider improving the frequency of the existing bus route 221. Demand for this route is currently already high due to the number of schools in the area. An intensification of use at Copthall could encourage TfL to improve the frequency on this route. The positive effect of this should be maximised by improving and increasing the number of pedestrian links from Copthall to Pursley Road.

Demand Responsive Transport (DRT) is an advanced, user-oriented form of public transport characterised by flexible routing and scheduling of small/medium vehicles operating in shared-ride mode between pick-up and drop-off locations according to passengers' needs. A DRT service is restricted to a defined operating zone, within which journeys must start and finish. Journeys may be completely free form, or accommodated onto skeleton routes and schedules, varied as required. Users can be given a specified pick-up point and a time window for collection. Some DRT systems may have defined termini, at one or both ends of a route, such as an urban centre, airport or transport interchange, for onward connections.

By using some form of hailing system at Copthall and local public transport nodes, such as Mill Hill East

LU station, a DRT bus service could be put in place within the Copthall area. As the bus would operate within the area and not only serve Copthall, it would not be fully dependent on peak times at the site. By providing a hailing point within Copthall, demand for a bus service could be trialled, which in turn could lead to Transport for London providing a regular bus service to Copthall if demand is high enough.

Transport for London stated during informal discussions that they are currently conducting trials in respect of Demand Responsive Transport, but that they were unsure if Copthall would be a suitable testing ground. The case for this would need to be made to TfL during a later design stage in the context of the more detailed survey of public transport demand referenced below.

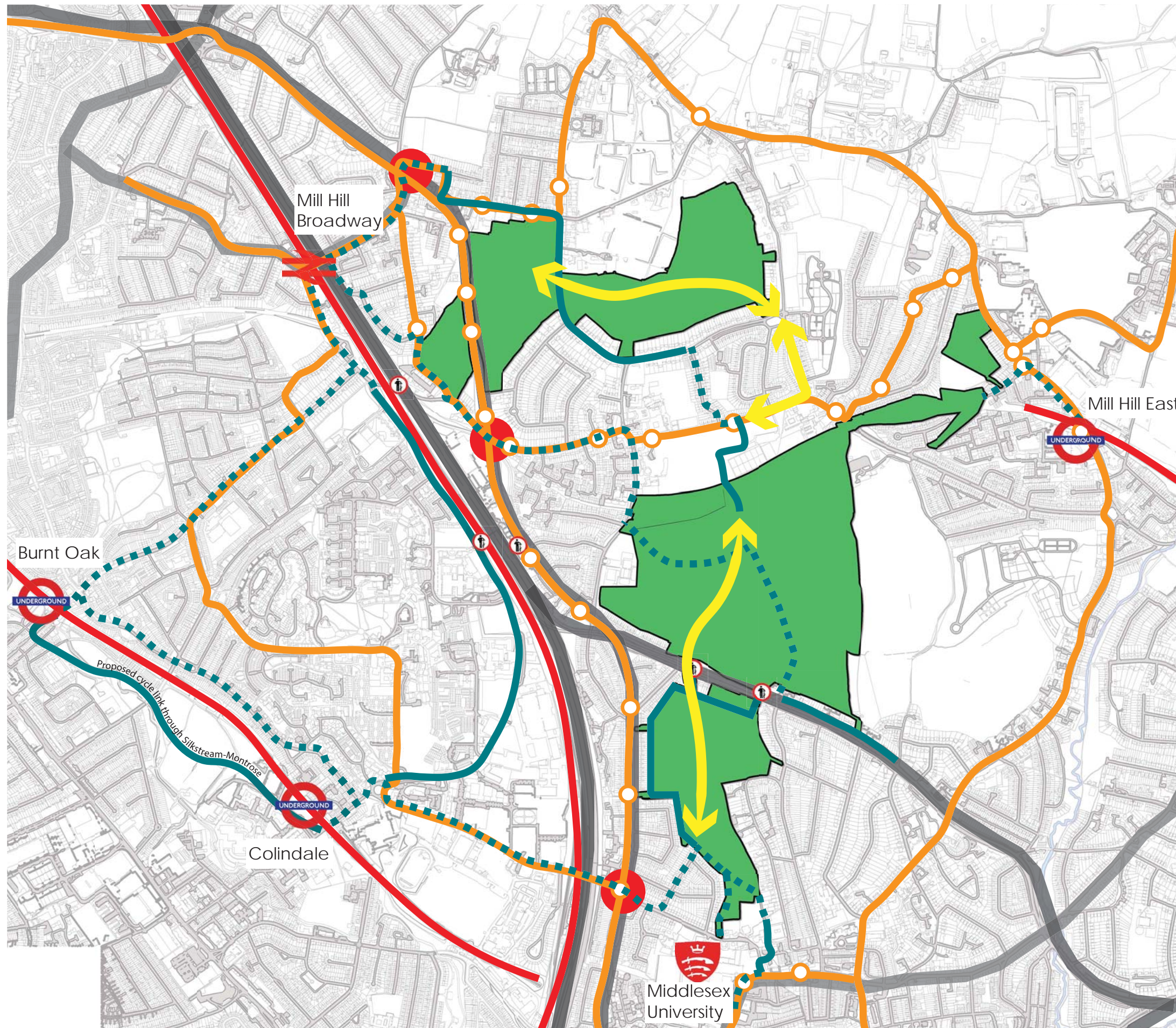
The development of further plans for changes to existing bus services will depend on the collection of a range of data to support a business case to TfL. This would include:

- Carrying out surveys at the existing Copthall site to assess how many people currently use the Copthall site on a daily basis.
- Contacting existing site users (Metro Golf, the Leisure Centre and the Saracens Stadium) to obtain membership data from the existing clubs on-site and estimates of attendance at Copthall on a daily basis.
- Reviewing transport work for the planning applications for the Leisure Centre and Allianz Park to see if they contain trip generation assessments for these two elements of the site.
- Reviewing the masterplan proposals to see how many trips the proposed activities and usages will be likely to generate.

Survey work of this nature will be undertaken at a later design stage to develop a full business case for an amendment to current public transport access provision.



# TRANSPORT CYCLEABILITY

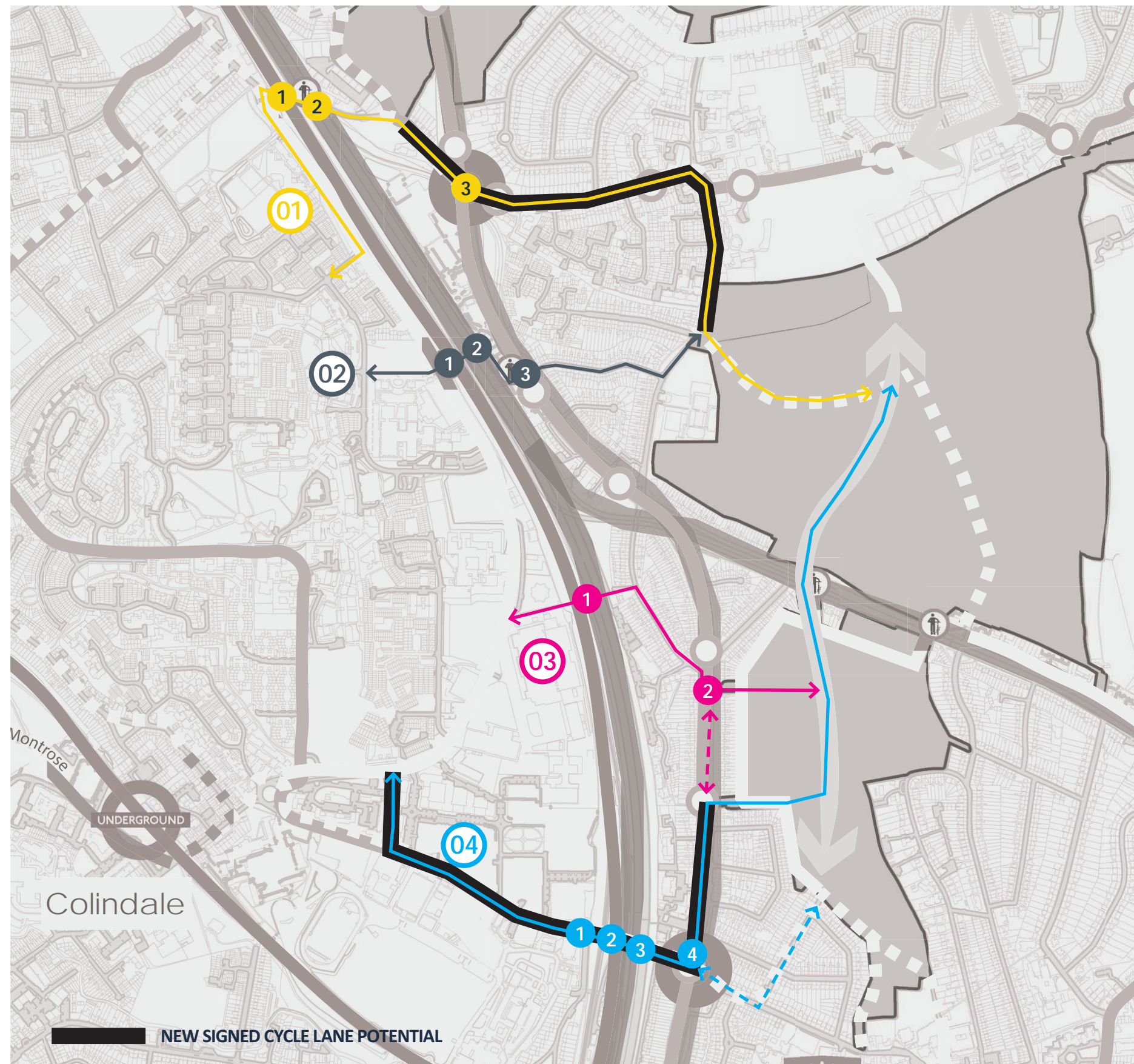


- Railway and tube lines
- Bus routes and stops
- Marked or signed cycle routes
- - - Other roads suitable for cycling (possible new cycle ways)
- Motorway
- Primary 'A' roads
- Secondary 'A' roads
- Cycle routes crossing major roads
- ⇄ Proposed new connections
- Cyclists dismount
- Tube stations
- Railway stations

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# POTENTIAL CONNECTIONS TO WEST SIDE OF M1 CORRIDOR



## ROUTE 01

VIA BUNN LANE/M1 TO COPHALL (VEHICULAR / CYCLE / PEDESTRIAN)

1. RAIL TUNNEL  
Too narrow for cycleway

2. M1 TUNNEL  
Potential to have cycle lane/  
shared path

3. A1 TUNNEL  
Potential to remove parking bays  
and have cycle lane

### PROPOSED CHANGES

- Lighting underneath rail tunnel
- Removal of parking bays and installation of cycle lane with signage - further investigation required

## ROUTE 02

VIA GRAHAME PARK WAY (CYCLE / PEDESTRIAN)

1. RAIL TUNNEL  
Lighting and resurfacing potential

2. M1 BRIDGE  
Ramp access - dismount

3. A1 SUBWAY  
Ramp access - dismount

### PROPOSED CHANGES

- Lighting and path resurface for rail tunnel
- Better signage and legibility along route

## ROUTE 03

RAF MUSEUM TO COPHALL (PEDESTRIAN)

1. RAIL/M1 BRIDGE  
New cycle/pedestrian bridge

2. A41 SUBWAY  
Ramp access - dismount

### NEW PROPOSAL

- New bridge over rail and M1 connecting to Hall Lane then to Cophall via Sunny Hill Park

## ROUTE 04

PERESDRIVE RD TO COPHALL VIA SUNNY HILL (CYCLE /

1. RAIL TUNNEL

2. RAIL TUNNEL

3. M1 TUNNEL

### PROPOSED CHANGES

- Shared cycle pedestrian path - further investigation required
- Better signage and legibility along route
- Improve the subway with lighting and materials

4. A41 SUBWAY  
Ramp access - dismount



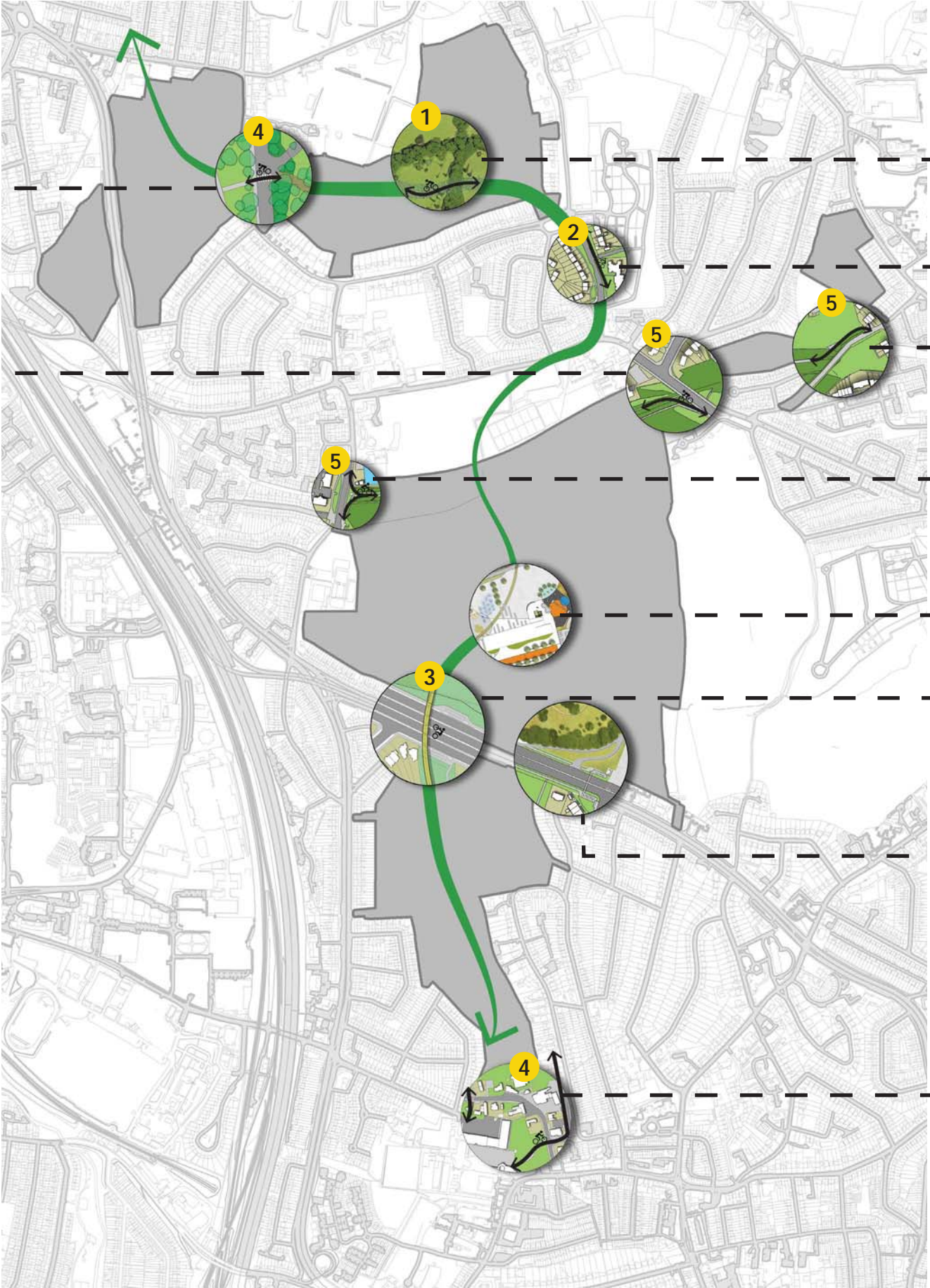


CONNECTIVITY PROPOSALS KEY INTERVENTIONS

ENHANCED CONNECTION ACROSS WISE LANE FOR PEDESTRIANS AND CYCLISTS

IMPROVED PEDESTRIAN AND CYCLIST ACCESS FROM DEVONSHIRE ROAD TO MILL HILL OLD RAILWAY WALK

EXAMPLES



ENHANCED MAIN ROUTE THROUGH ARRANDENE WITH REINFORCED GRASS ROUTE TO OFFER YEAR ROUND ACCESSIBILITY

NEW CYCLE LANE ON MILESPIT HILL CONNECTING ARRANDENE TO COPTHALL

NEW LINK FROM OLD RAILWAY PATH TO SANDERS LANE

IMPROVED PEDESTRIAN AND CYCLIST ACCESS FROM PAGE STREET TO MILL HILL OLD RAILWAY WALK

NEW CYCLE / FOOTPATH FROM SUNNY HILL PARK TO SPORTS HUB AND THROUGH LEISURE CENTRE AREA TO PURSLEY ROAD

NEW CYCLE / FOOTBRIDGE OVER A1 TO CONNECT COPTHALL AND SUNNY HILL PARK

NEW SLIP ROAD FROM A1 TO OFFER SAFER ENTRANCE TO THE AREA

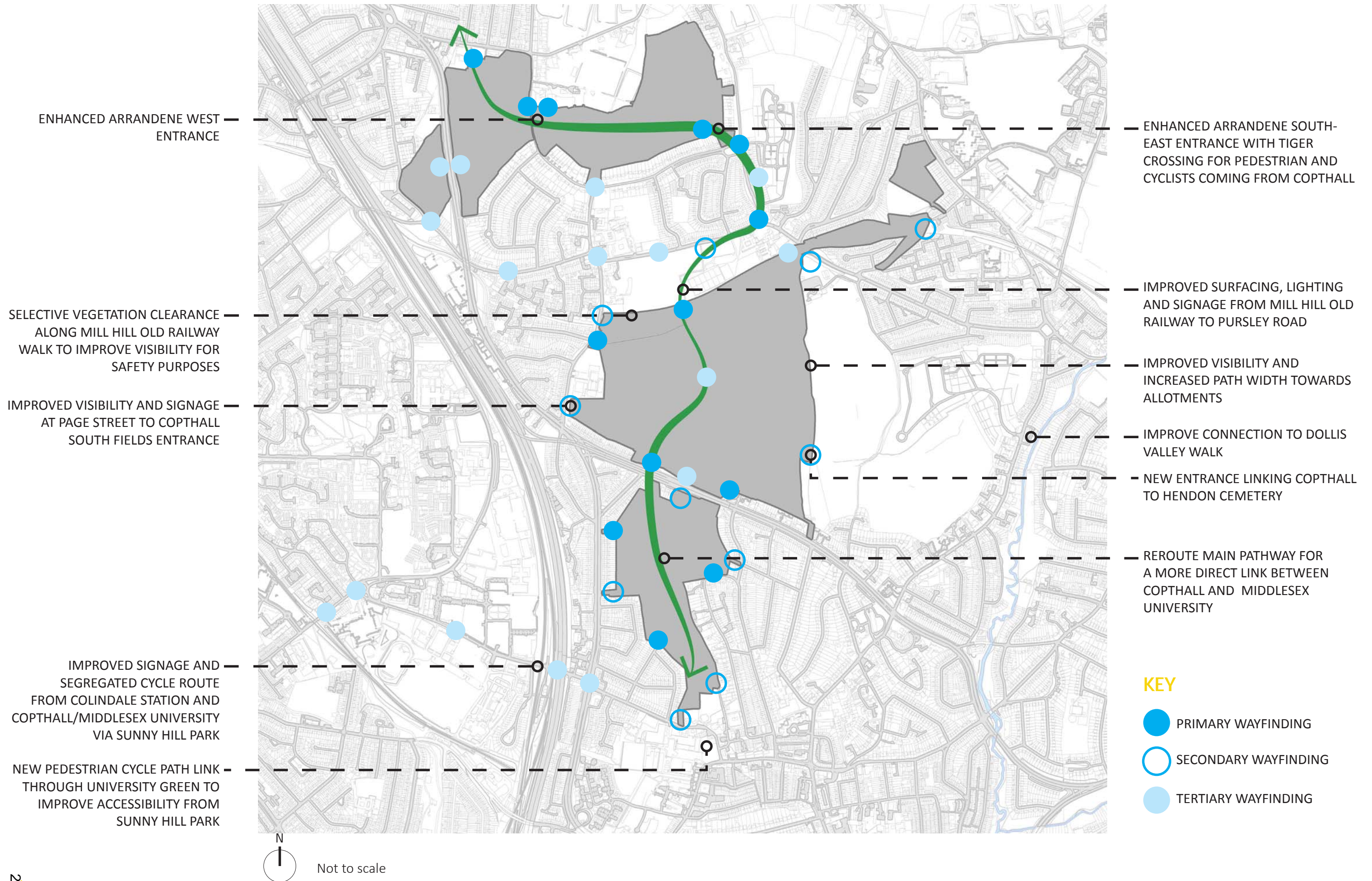
2 NO. NEW CROSSINGS FROM MIDDLESEX UNIVERSITY TO SUNNY HILL PARK



Not to scale



# CONNECTIVITY PROPOSALS OTHER INTERVENTIONS





# WAYFINDING ENTRANCE QUALITY

Improvements to the landscape qualities of the entrances to the parks in conjunction with signage and other wayfinding tools will create more accessible spaces. The following images are examples of some entrances with distinctive entrance qualities. The next stage of design will look at each entrance in the study area in more detail.



Example has clear sightlines to accentuate the landscape. Despite the heavy materiality, the angle of the structure means it leads people through without the feeling of enclosure when you pass under.



Partitions in the large entrance wall creates focus points for entry. Use of multiple material types with a consistent colour theme creates unification and softens the large structure.



Multiple paths converge in one point with seating walls creating opportunities for pause. High visibility in main area despite large trees as there is no mid-storey shrubs, to create a safer area.



Very strong framing of the landscape in an otherwise open area. This example achieves similar outcomes to some of the natural wooded examples.



Statement tree frame in line with qualities of surrounding landscape. Small wayfinding sign to the left.



# ENTRANCE QUALITY COPTHALL

## CHAMPIONS WAY AT PAGE ST



### Key design interventions

- Removal of existing signage and upgrade with new signage
- Paved banding on road
- Resin-bound arrival area with entrance feature signage with sculptural elements
- New planting along southern edge of arrival area to provide aesthetic backdrop for feature signage

## BRIDGE ARRIVAL POINT



### Key design interventions

- Removal of existing gym equipment
- Feature signage with sculptural elements
- In-ground announcement of arrival with banding change in resin ground surface
- Paved arrival area with timber top seating
- Secondary signage to denote key locations on site



# ENTRANCE QUALITY COPTHALL

## GREENLANDS LANE



### Key design interventions

- Demolish KwikFit building and carpark
- Create new slip road entrance into Copthall
- Create new entrance area where existing pedestrian bridge exits onto site
- New shared pathway joins onto new path to link to existing path
- Road is changed to entrance only with no exit onto A1 from within Copthall Site
- Greenland Lane existing entry/exit onto the A1 remains for residents use only

## MILL HILL OLD RAILWAY WALK AT PAGE STREET



### Key design interventions

- Removal of metal kissing gates
- Clear vegetation to establish better sightlines onto the site
- Improve pathway to allow easier access for cyclists
- Path improvements to make the entry more inviting
- New signage to indicate entrance and key locations in the newly designed Copthall Playing Fields



# ENTRANCE QUALITY COPTHALL

MILL HILL OLD RAILWAY WALK AT DEVONSHIRE RD



Key design interventions

- Clear vegetation to establish better sightlines onto the site
- New steps from end of ramp path to the Mill Hill Old Railway Walk
- Replace railings and chainlink fencing
- Improve pathway to allow easier access
- Path improvements to steps and ramp
- New signage to indicate entrance and key locations in the newly designed Copthall Playing Fields

MILL HILL OLD RAILWAY WALK AT SANDERS LANE



Key design interventions

- Clear vegetation to establish better sightlines onto the site
- Improve existing bridleway for pedestrians
- Provide additional to allow easier access for cyclists and pedestrians
- Path improvements to make the entry more inviting
- New signage to indicate entrance and key locations in the newly designed Copthall Playing Fields



# CONNECTIVITY PROPOSALS LIGHTING

NEW FLOODLIGHTING ON  
REFURBISHED MUGA AND TENNIS  
COURTS

REMOVE EXISTING LIGHT  
STRUCTURES ALONG MAIN ROUTE  
AND INSTALL NEW LIGHTING IN LINE  
WITH NEW BRAND DESIGN

MAIN ROUTE THROUGH SUNNY  
HILL PARK TO BE LIT DURING DARK  
HOURS TO PROVIDE A SAFE ROUTE  
FOR USERS

ESTABLISH WELL LIT ROUTE TO  
MIDDLESEX UNIVERSITY TO PROVIDE  
A SAFE ROUTE FOR UNIVERSITY  
STUDENTS AFTER DARK

NO LIGHTING PROPOSED IN  
ARRANDENE DUE TO THE SENSITIVE  
ECOLOGICAL VALUE OF THE SITE

STREET LIGHTING IN LINE WITH  
SURROUNDING STREETS TO BE  
INSTALLED AS PART OF NEW CYCLE  
INFRASTRUCTURE

FLOODLIGHTING ON NEW TENNIS  
COURTS UNTIL 10PM

MAIN ROUTE THROUGH COPTHALL  
TO BE LIT DURING DARK HOURS TO  
PROVIDE A SAFE ROUTE FOR USERS

FLOODLIGHTING ON NEW 3G  
RUGBY AND FOOTBALL PITCHES  
UNTIL 10PM

## NOTES

All parks currently have lighting except for Arrandene Open Space. Copthall has existing lighting along Champions Way and Greenlands Lane. The cycle route from Pursley Road to the existing Leisure Centre is already lit, the masterplan proposes new lighting where the new shared path extends to connect the proposed bridge.

Both Metro Golf and Saracens currently have floodlighting with restricted times of use. The proposal of new floodlighting on the 3G pitches will follow similar operating times.



# COPTHALL CIRCULATION **RUNNING | CYCLING | WALKING**



## KEY

- PRIMARY ENTRANCE
- SECONDARY ENTRANCE

- DESIGNATED CYCLE ROUTE
- PEDESTRIAN ONLY ROUTE
- SHARED PATHWAYS

- ① WALK/CYCLE/RUN ROUTE (2.6km)
- ② MEADOW LOOP TRACK (0.5km)
- ③ ACCESS TO FOREST ACTIVITY ZONE
- ④ WOODLAND PLAY CIRCUIT



COPTHALL CIRCULATION **VEHICULAR | PARKING**



**KEY**

- PRIMARY ENTRANCE
- FREE PUBLIC PARKING
- EVENT DAY PARKING
- PRIVATE PARKING
- TICKETED PARKING

**PROPOSED UNDERGROUND PARKING**

A new underground parking facility is proposed on the old leisure centre site. The area of the proposed car park will be approximately 3,300 sq metres and will be able to provide 135-150 parking spaces. The proposed underground car park provides an opportunity to create a revenue-generating ticketed facility that could be constructed in tandem with the construction of the new leisure centre.



## 5.2 LANDUSE AND AMENITY

As set out in the brief, the development of the masterplan for the Copthall, Mill Hill and Hendon will be informed by a number of distinct drivers:

- To enhance the amenity offer across all of the sites within the study area to encourage greater levels of use to support the delivery of objectives set out in the council's strategic policies for parks and open spaces and health and wellbeing.
- To consider access and connectivity both between sites and across individual sites to support the aspiration for greater use, to coherently connect existing and proposed facilities and to create a coherent network of green links that encourage pedestrian and cycling activity. To actively pursue enhanced public transport access.
- To respond positively to the cultural and natural heritage of all of the sites to celebrate Barnet's heritage and to promote enhanced bio-diversity outcomes.
- To address green and built infrastructure needs and opportunities through the masterplan

Sections 5.1 and 6.1 sets out in detail the interventions that are required to effect enhanced connectivity across the sites across the study area. Section 6.5 sets out the recommendations set out in the Preliminary Ecological Assessments for sites across the study area regarding proposals for bio-diversity enhancement.

Aside from these outputs, the masterplan proposes a range of interventions for Copthall Playing Fields and for Mill Hill Park to diversify the amenity offer for both sites and to encourage greater intensity and diversity of use.

Copthall is identified in the Parks and Open Spaces Strategy as one of three sports hubs to be developed across Barnet.

Currently the site consists of a number a major sports club (Saracens), a Leisure Centre (to be re-provided), a number of privately-run sports facility offers (Metro Golf, Power League and Camden Community Sports), two local rugby clubs, operating from separate buildings and a cricket club (making use of a central pavilion).

The site does not offer the range of sports facilities typical of a regional sports hub or commensurate with the requirements of Sports Governing Bodies (SGB's) as funders of these facilities.

The adoption of Barnet's Outdoor Playing Pitch Strategy (2017) can be the first step in securing funding from Sport England and SGB's to develop a regional sports hub for the borough. The OPPS suggests that the following outdoor playing pitches currently provided at Copthall should be 'protected':

- 10no. adult 11 v 11 pitches
- 5no. 9 v 9 pitches
- 4no. 7 v 7 pitches
- 4no. 5 v 5 pitches

**Total = 23 pitches**

This level of provision excludes 2 no. grass pitches provided within the Hendon Rugby Club lease area, 2 no. grass pitches provided within the Mill Hill Rugby Club lease area and the existing World IRB-compliant 3G pitch.

The project brief stipulates that the masterplan for Copthall should consider how the site offer can be developed to diversify the use of the site. This diversification could include the development of more 'park like' spatial organisation and landscape textures. These could include the development of a play offer (or offers) to attract different audiences to the site or the encouragement of more diverse use by existing audiences. Consultation and engagement to date has strongly endorsed this proposal.

The adopted OPPS requires the council to 'protect' existing outdoor sports provision and to 'provide' additional facilities and in particular, new 3G facilities. No assessment has been made of the capacity of new 3G facilities to replace existing grass provision but there is an understanding that new 3G provision can provide increased capacity and that current levels of grass pitch provision might not need to be sustained as a consequence. To a significant extent, the creation of new capacity on 3G facilities will be an operational matter (i.e. to ensure that programming for 3G pitches is managed to address peak demand).

An assessment of available space across the site has suggested that the level of provision of grass pitches proposed in the OPPS is incompatible with the development of a more diverse offer and would complicate the process of developing a coherent pattern of internal routes to connect different parts of the site for pedestrians and cyclists.

During Stage 2 of the project, the client has proposed how to resolve the competing pressures of the commitment to 'protect' set out in the OPPS and



the aspiration to diversify the character of the site so that all elements of the brief can be addressed as far as possible.

The provision of new and improved pitch facilities implies the need for sufficient changing room facilities to current SGB standards to meet the anticipated demand stemming from increased levels of use. These would be provided in a new building replacing some or all of the current facilities on the site.

The new building could also offer a number of ancillary facilities to support regional sports hub status, amenity value and income generation. These offers would have to be carefully considered in the context of offers already in place or planned for the broader site. These offers could include:

- A café
- Public toilets
- Play facilities
- Training spaces
- Retail spaces
- Spaces for hire and for community use

The scale of the proposed building will be determined by the number of changing rooms offered and the extent to which the ancillary facilities listed above are offered. The study team has actively considered options for a partner club that would be based at Copthall:

- **Mill Hill Rugby Club** – heads of terms will shortly be issued for a new lease for MHRC. The club is motivated to re-develop its existing clubhouse and is unlikely to want to move to a new building in the short term.
- **Hendon Rugby Club** – HRC's lease is currently held over. Their building is currently in poor condition and a move to a new building might prove attractive.
- **Hampstead and Westminster Hockey Club** are looking for a new home and Copthall might prove an attractive option. This would imply the need for the provision of a greater number of hockey pitches, including a 3G. This is not currently a recommendation of the OPPS.
- **Arsenal Ladies Football Club** – current terrain at Boreham Wood. The FA has suggested informally that the club might consider a move to Copthall.

Following discussions with LBB it has been concluded that none of these options appear to be viable and the masterplan report does not propose that a partner club should be based in the new building. The masterplan brief sets out a requirement to develop the extent to which Copthall is used as a

'local park'. To an extent, shortcomings in respect of access mitigate against this possibility but the proposals set out in the masterplan to enhance connectivity will address this issue to an extent. Copthall remains heavily focused on sport and the development of the site for amenity purposes would require the provision of additional facilities to act as attractors. Principal amongst these would be play. The provision of good quality internal and external play facilities would act as an ancillary draw for people accessing the site for sports purposes and could bring significant numbers of new visitors to the site if a new facility was of a sufficiently high standard and offered related facilities in respect of toilets and a café. The provision of these related facilities through a new building is discussed above.

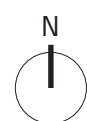
A new play facility could be positioned in a 'park-like' area of the Playing Fields, defined by a greater level of horticultural interest as part of a suite of sports and amenity offers at the centre of the Playing Fields.

The masterplan team has considered landscape-based amenities (e.g. BMX/Mountain Biking, running trails, parkour etc,..) and incorporated these on a site-wide basis so that activity is supported and encouraged on a site-wide basis. All of these interventions are targeted at bringing new audiences to the site, increasing dwell time and supporting target outcomes around health and wellbeing and revenue generation.

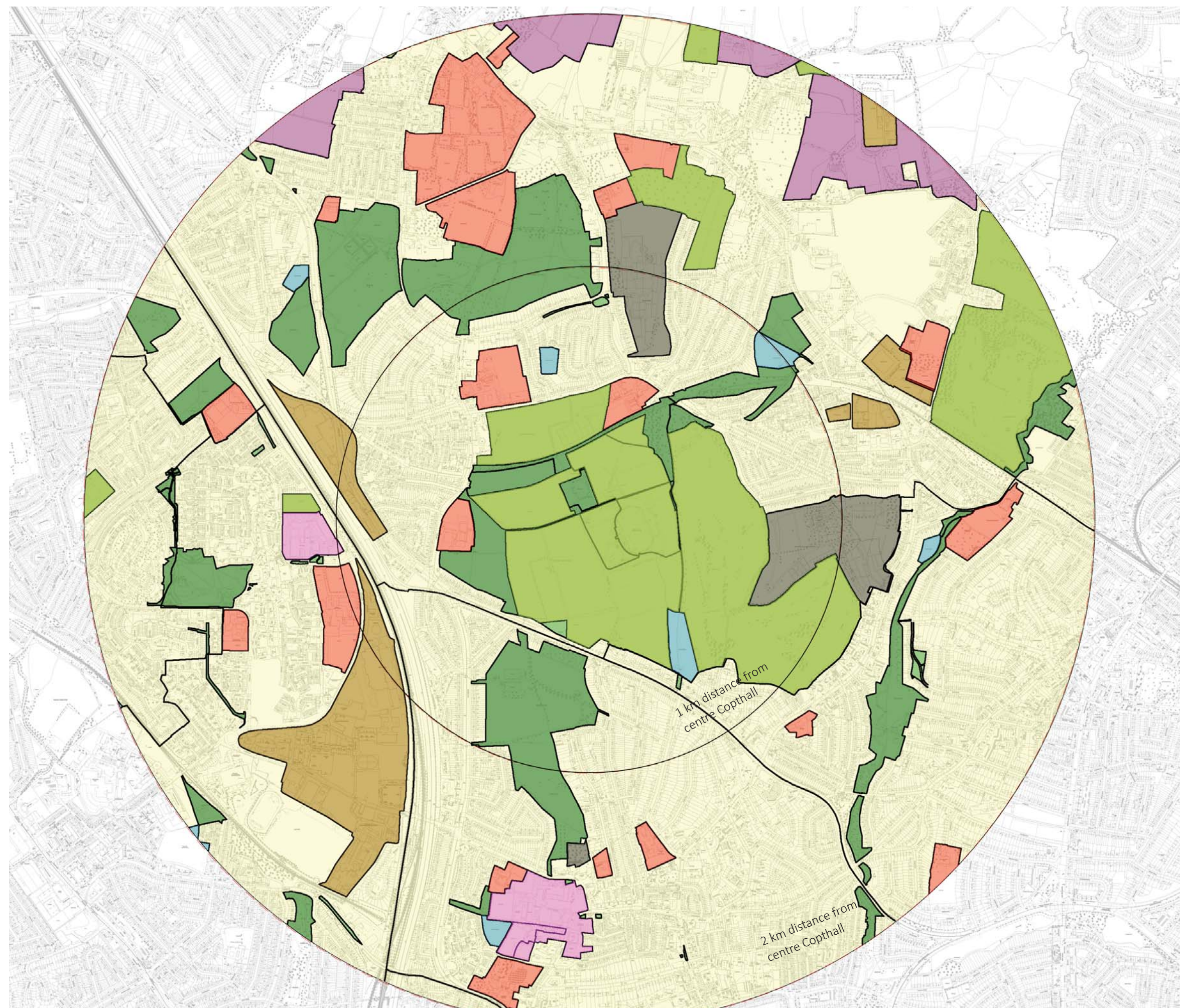


# STUDY AREA CURRENT LANDUSE

- Residential areas and roads
- Parks and public open spaces
- Sport and recreation
- Industrial and commercial land
- School grounds
- University grounds
- Agricultural land and countryside
- Burial grounds and cemeteries
- Allotments



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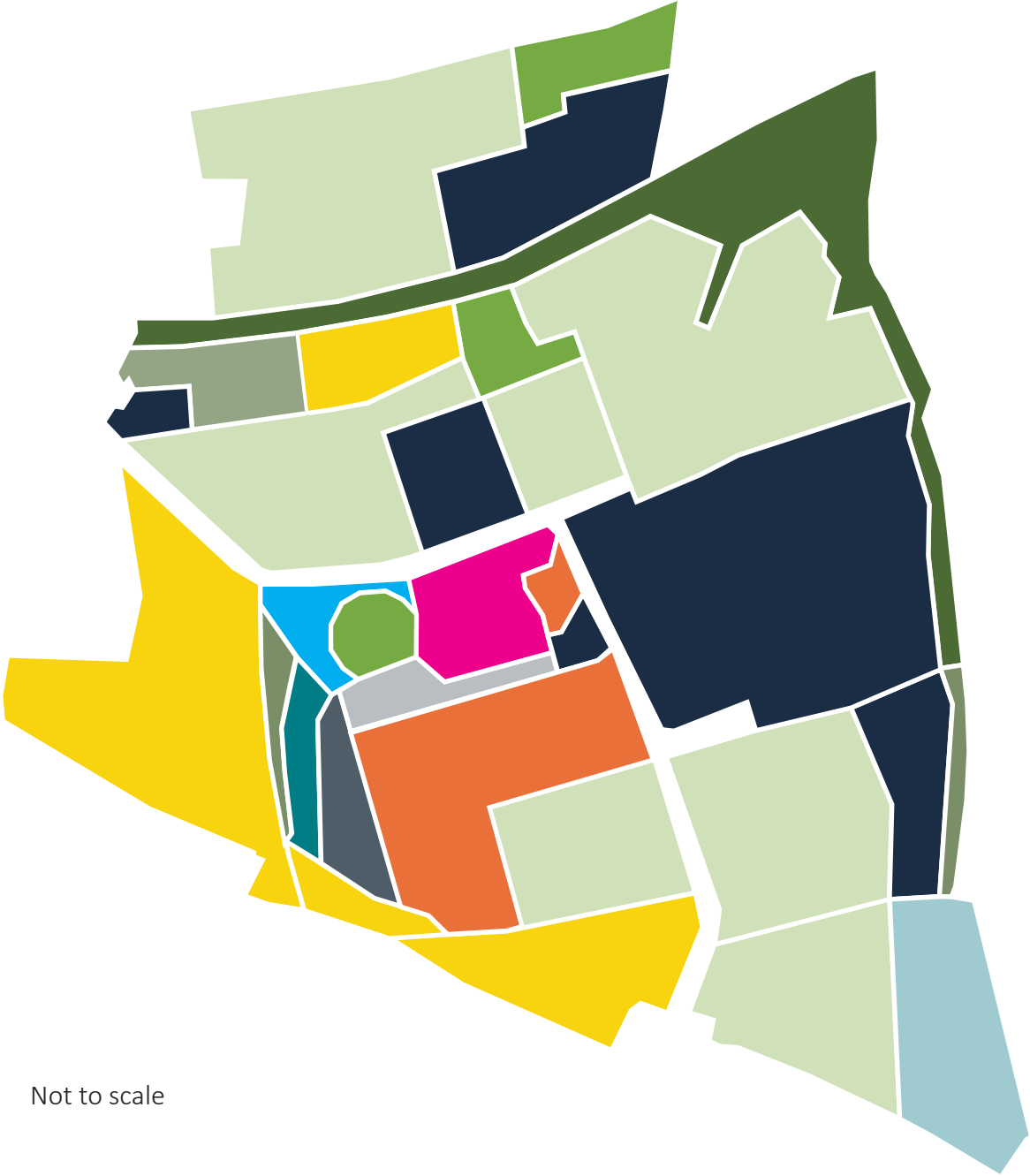
# COPTHALL EXISTING ARRANGEMENT
















## KEY

- |   |                                    |
|---|------------------------------------|
|  | 1. AMENITY GRASSLAND (SPORT)       |
|  | 2. AMENITY GRASSLAND (OTHER)       |
|  | 3. NEUTRAL GRASSLAND (MEADOWS)     |
|  | 4. SECONDARY WOODLAND              |
|  | 5. URBAN (BUILT AREA/HARD SURFACE) |
|  | 6. REGENERATIVE WOODLAND           |
|  | 7. ALLOTMENTS                      |

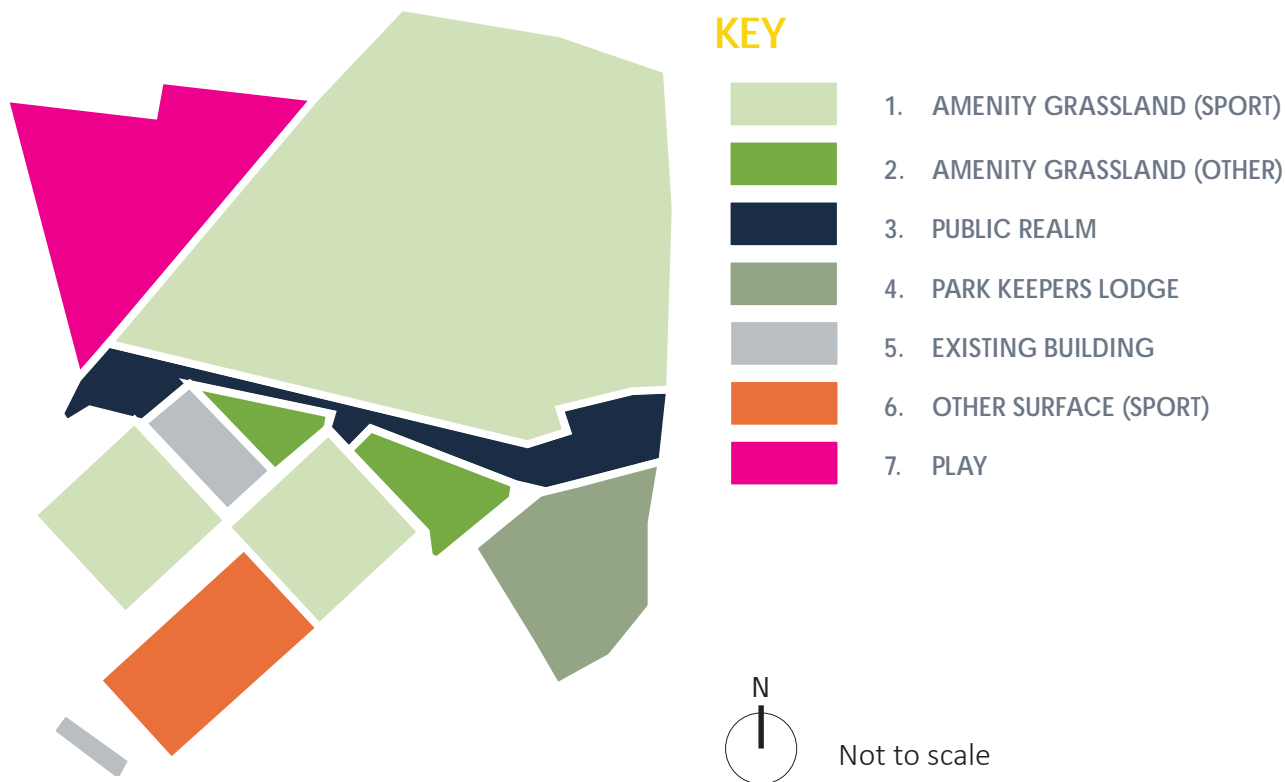
# COPTHALL PROPOSED ARRANGEMENT



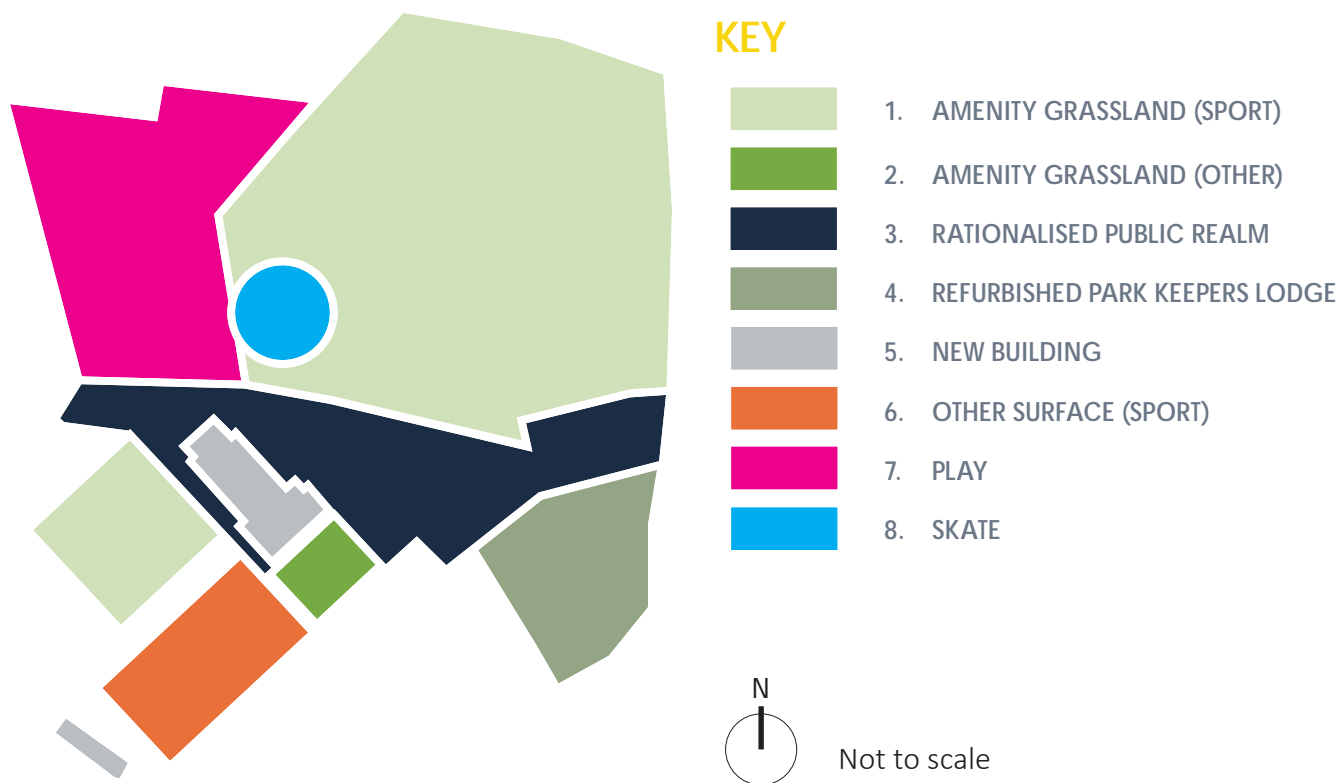
## KEY

	1. AMENITY GRASSLAND (SPORT)		8. SENSORY GARDENS (WITH PLAY)
	2. AMENITY GRASSLAND (OTHER)		9. WETLANDS
	3. NEUTRAL GRASSLAND (MEADOWS)		10. FITNESS
	4. SECONDARY WOODLAND		11. BMX
	5. URBAN (BUILT AREA/HARD SURFACE)		12. ARTIFICIAL SURFACE (SPORT)
	6. REGENERATIVE WOODLAND		13. PUBLIC SQUARE (WITH PLAY)
	7. ALLOTMENTS		

# MILL HILL EXISTING ARRANGEMENT



# MILL HILL PROPOSED ARRANGEMENT





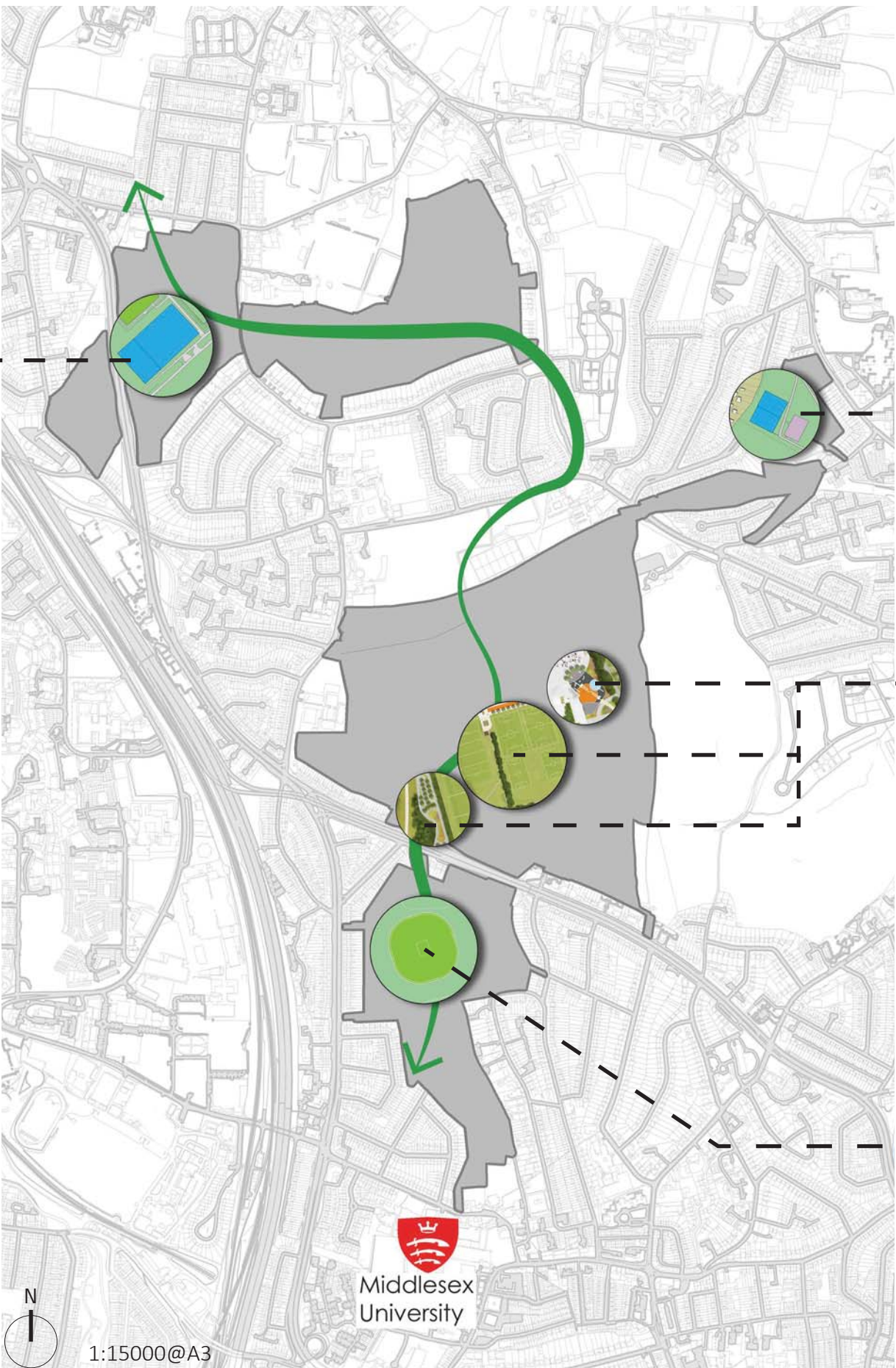
# 5.3 SPORTS PROVISION FOR COPTHALL AND MILL HILL OPEN SPACES

The provision of new and enhanced facilities for formal sports across the study area is a key principle of the masterplan brief. The provision of new sports facilities reflects the recommendations contained within the council's adopted Outdoor Playing Pitch Strategy. Variations to the strategy recommendations reflect a migration from grass pitch to all-weather pitch provision and have been agreed in principle with Sport England.

## EXAMPLES



**MILL HILL**  
3 TENNIS COURTS - RESURFACE  
AND FLOODLIGHT  
1 BASKETBALL/TENNIS/FOOTBALL  
MUGA - RESURFACE





## 5.4 COPTHALL MASTERPLAN KEY CONSIDERATIONS FROM PHASE ONE

PHASE ONE	PHASE TWO
PITCHES AND SPORT	
3 No. Dual football/rugby 3G pitches	1 No. AGP Full sized rugby pitch 2 No. 3G Football pitches
12 No. Grass football pitches	6 No. Grass football pitches
3 No. Cricket	1 No. Cricket at Sunny Hill Park 2 No. Cricket at Copthall
8 No. Tennis	4 No. Tennis
ANCILLARY OFFERS	
Informal play and 'park like' area	Developed to include: Inclusive sport facilities, natural play, woodland play, water play, sensory garden, skate, fitness trail/Sprints, BMX, rock climbing, table tennis, forest learning/ activity area, events/Market space (local), events/ Market space (county-level)
OTHER PROPOSALS	
Extension of Hasmonean School	Hasmonean School proposal refused
TRANSPORT + CONNECTIVITY	
Link to Hendon Cemetery via Hendon Golf	Remains
Improved underpass underneath A1	New bridge over A1
Improved junction layout at Greenlands Lane/A1 exit	One way slip road off A1 onto Greenlands Lane. No exit onto A1 at this junction.
Cycle lane (Pursley Rd to Arrandene via Milesplit Hill)	Remains
Lighting along Mill Hill Old Railway Walk	No lighting proposed
Increase access points along Mill Hill Old Railway Walk	No new access points proposed, improvements to existing entry points and selective vegetation clearance
BUILDINGS	
2 options for building location	Option 2 adopted
Hub building	Building developed to include: Cafe/restaurant, multi-use spaces, play tower, retail, physiotherapy, changing rooms, skateable balcony/roof
OPERATING MODELS	
3 Stage process	Remains
	Further consideration into income generation, operating models, funding and governance

PHASE ONE - OPTION ONE



PHASE ONE - OPTION TWO



PRELIMINARY PHASE TWO



# 06

## COPTHALL MASTERPLAN COMPONENTS

### 6.1 DESIGN INTENT

Barnet Council's Corporate Plan includes an objective that 'Barnet's parks and greenspaces will be amongst the best in London'. As an expression of this aspiration, the council's Parks and Open Spaces Strategy sets out a number of key outcomes that the borough's parks should deliver.

These principles have informed the development of masterplan proposals for Copthall and Mill Hill Open Spaces:

- Enhancing the physical and mental health of residents
- Making Barnet a better place to live, work, learn and play
- Joining communities together by creating new green links between different parts of the borough
- Preparing the borough for the impacts of climate change by controlling flooding, reducing pollution and moderating temperatures
- Protecting and enhancing the borough's cultural and natural heritage

The brief for the Copthall and Mill Hill Open Spaces masterplan study sets out a number of specific requirements that broadly reflect the council's overall vision for Barnet's parks and the specific principles set out in the Parks and Open Spaces Strategy:

- A suite of well-connected sites
- A wide range of sports, leisure and amenity offers across the study area delivering a range of positive economic, social and environmental outcomes
- An economic model that assumes that collectively, the sites within the study area will achieve cost-neutrality as a consequence of the implementation of the masterplan proposals and if possible, generate a surplus that can support the cost of managing other parks and open spaces across the borough
- A series of attractive and distinctive places that reflect the identity both of Mill Hill and of Barnet as a whole
- A series sustainable places and spaces that deliver to the highest possible environmental standards in terms of asset performance

The design team has approached the development of the masterplan for Copthall and Mill Hill Open Spaces by referencing best practice in respect of landscape architecture and architecture both national and internationally.





## 6.2 COPTHALL MASTERPLAN

### KEY

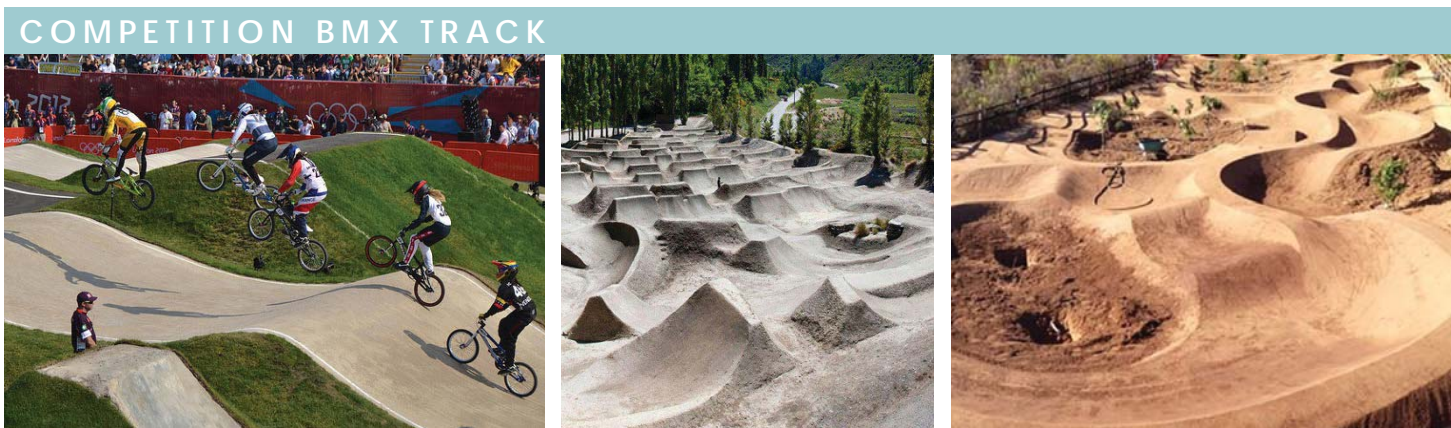
- ① MAIN ACTIVITY HUB
- ② WETLANDS (0.4ha)
- ③ FEATURE BRIDGE
- ④ MEADOW/BMX TRACK
- ⑤ SLIP ROAD ACCESS
- ⑥ IMPROVED MAIN ENTRANCE
- ⑦ FOREST ACTIVITY AREA
- ⑧ WOODLAND PLAY TRAIL
- ⑨ 3G PLAYING PITCHES
- ⑩ GRASS PLAYING PITCHES
- ⑪ MEADOW LOOP TRACK
- ⑫ BMX TRACK
- ⑬ TENNIS COURTS ABOVE SINGLE STOREY UNDERGROUND PARKING
- ⑭ NEW LINK TO ASHLEY LANE via HENDON GOLF
- ⑮ IMPROVED ENTRANCES



# MASTERPLAN MAIN ACTIVITY HUB











FEATURE ENTRANCE



FOREST ACTIVITY HUBS



TIMBER PLAY PLATFORM







## WOODLAND/INFORMAL BMX TRACK







WOODLAND PLAY STATIONS





# MASTERPLAN PRECEDENTS

SPORTS ZONE



SENSORY GARDEN



SKATE RAMP



BOULDER PLAY



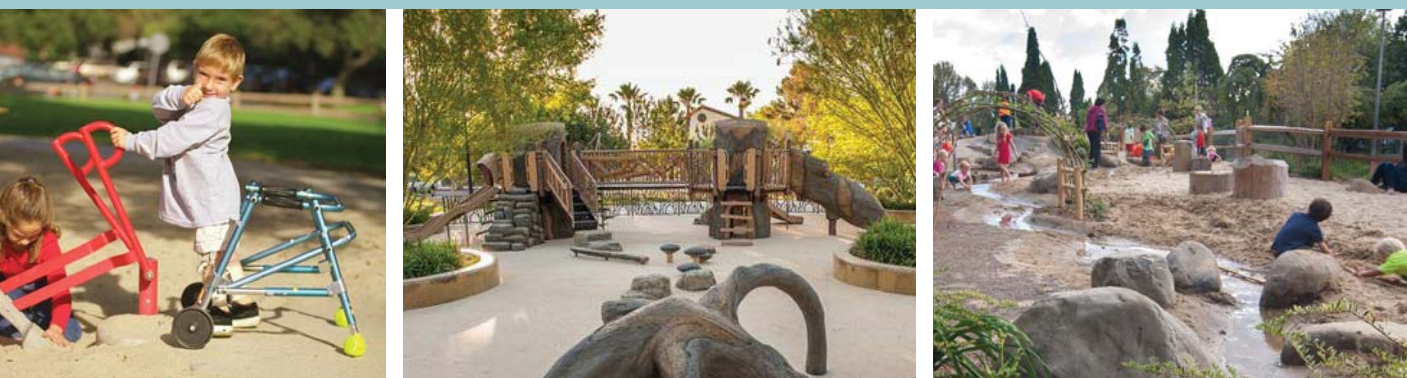
ROCK CLIMBING WALL



PLAZA WATER PLAY



NATURAL PLAY





## 6.3 COPTHALL BUILDINGS

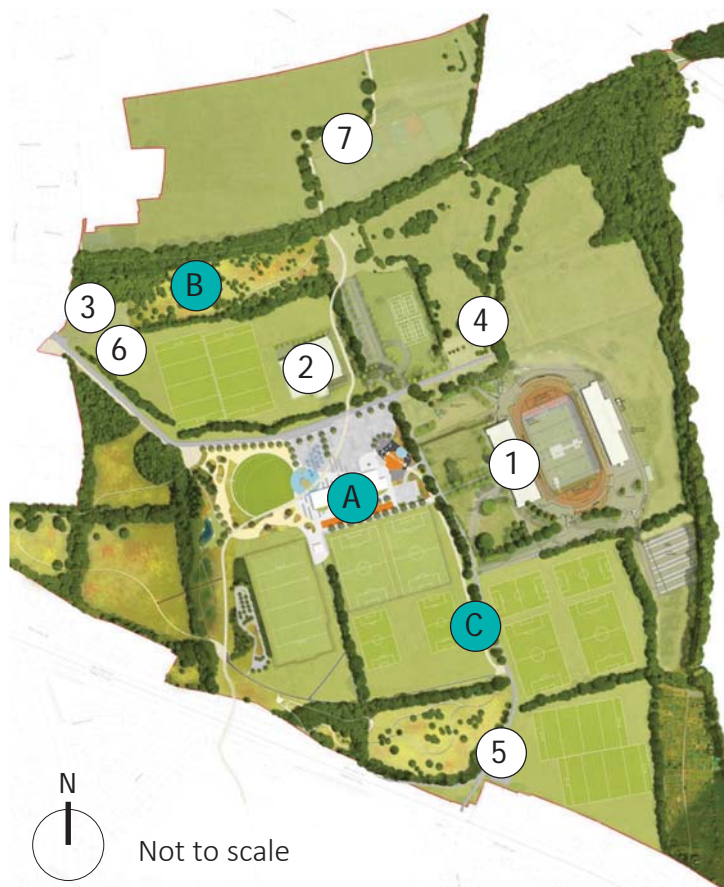
Copthall Estate contains a number of poor quality buildings in occupation (Mill Hill & Hendon Rugby Clubs), proposed buildings with planning consents in place (Saracens West Stand, Leisure Centre and parks depot) and existing buildings in good condition and active use (Metro Golf and Copthall Powerleague).

- 1\_ Saracens West Stand
- 2\_ Leisure Centre
- 3\_ Park depot
- 4\_ Metro Golf & Italian Restaurant
- 5\_ Hendon Rugby Club
- 6\_ Mill Hill Rugby Club
- 7\_ Copthall Powerleague

The masterplan proposes three new buildings to support Copthall's regional sports status and other proposed uses.

- A\_ Copthall Hub + Playtower
- B\_ Copthall Forest Centre
- C\_ Copthall Cricket Pavilion

The masterplan proposes the demolition of the current cricket pavilion and Kwik Fit garage.



**1\_ Proposed Allianz Arena West stands view from the west**



**2\_ Proposed Leisure Centre view from the south**



**4\_ Metro Golf Centre**



**5\_ Hendon Rugby Club**

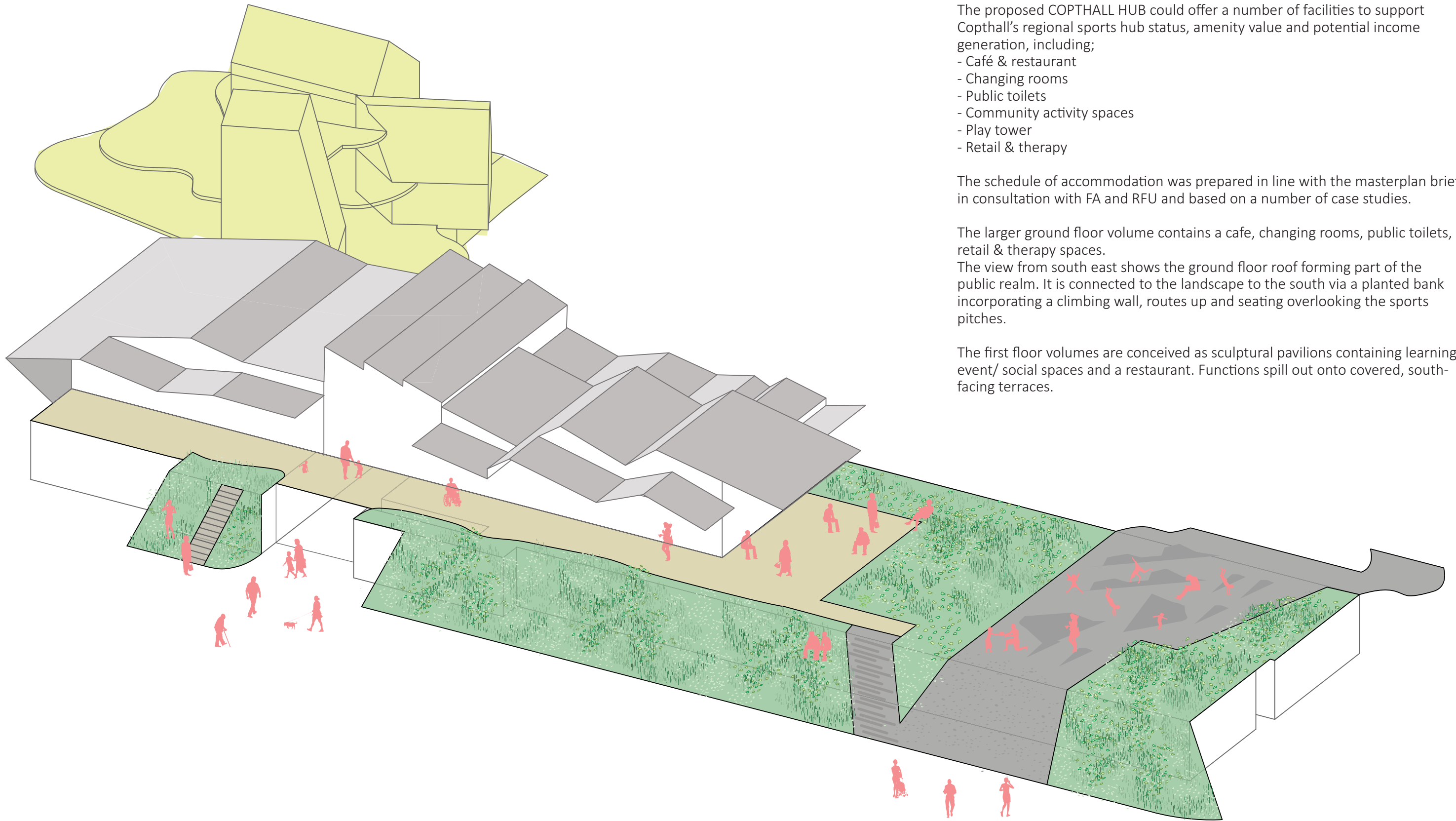


**6\_ Mill Hill Rugby Club**



**7\_ Copthall Powerleague**

# PROPOSED HUB + PLAY TOWER **TPOLOGY**



The proposed COTTHALL HUB could offer a number of facilities to support Copthall's regional sports hub status, amenity value and potential income generation, including;

- Café & restaurant
- Changing rooms
- Public toilets
- Community activity spaces
- Play tower
- Retail & therapy

The schedule of accommodation was prepared in line with the masterplan brief, in consultation with FA and RFU and based on a number of case studies.

The larger ground floor volume contains a cafe, changing rooms, public toilets, retail & therapy spaces.

The view from south east shows the ground floor roof forming part of the public realm. It is connected to the landscape to the south via a planted bank incorporating a climbing wall, routes up and seating overlooking the sports pitches.

The first floor volumes are conceived as sculptural pavilions containing learning/ event/ social spaces and a restaurant. Functions spill out onto covered, south-facing terraces.

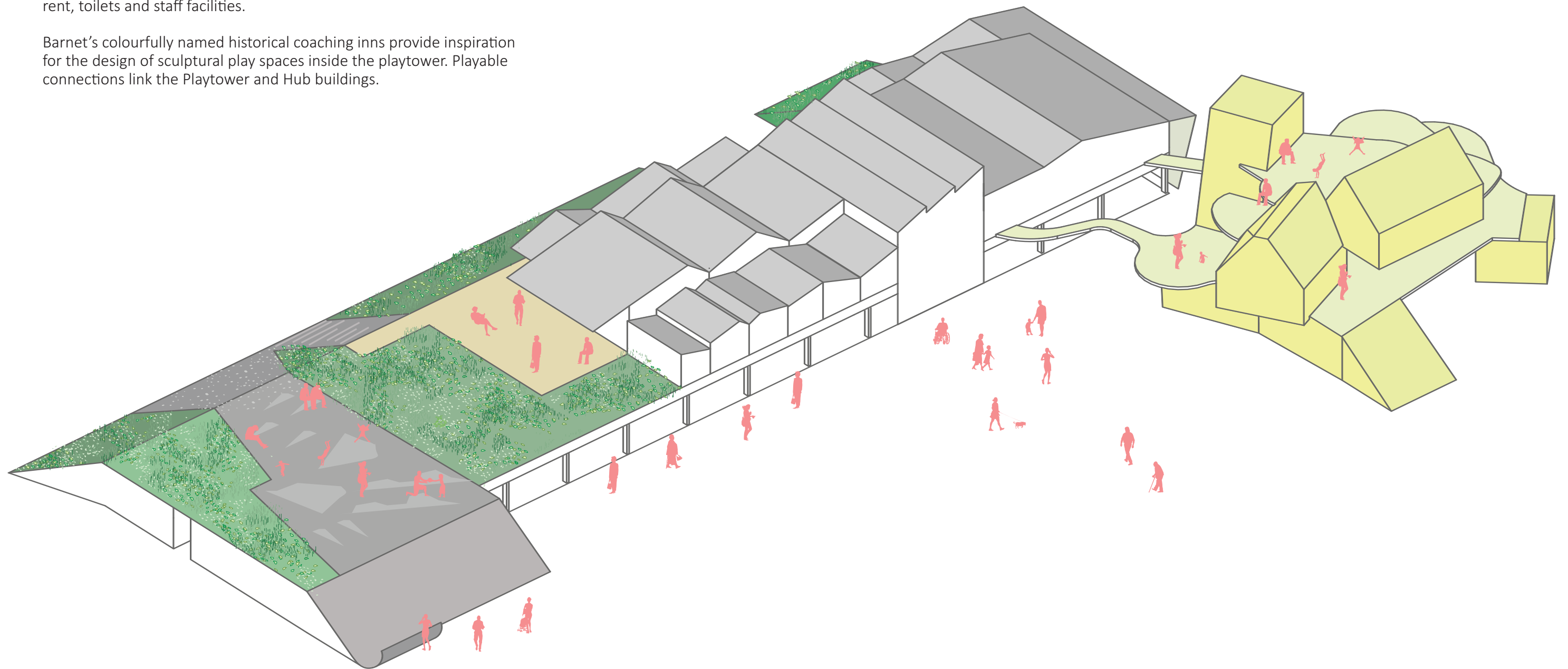


# PROPOSED HUB + PLAY TOWER **TYPOLGY**

The north facade of the HUB faces the multi-functional hard landscape to the north. Skating & parkour opportunities slope up and inhabit part of the roof.  
Groundfloor retail and therapy spaces are north facing.

The PLAYTOWER is a stacked, covered destination playspace. In addition to an adventurous, innovative playoffer it offers climate controlled rooms for rent, toilets and staff facilities.

Barnet's colourfully named historical coaching inns provide inspiration for the design of sculptural play spaces inside the playtower. Playable connections link the Playtower and Hub buildings.

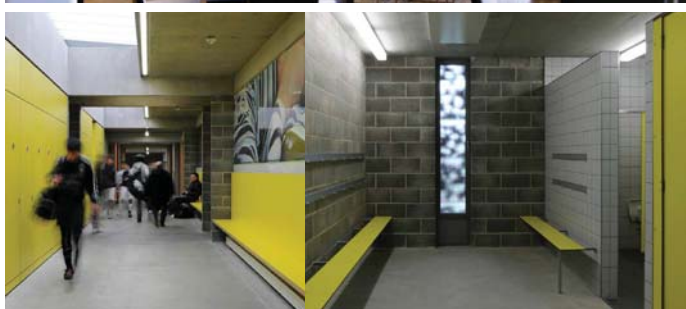


# HUB PRECEDENTS

## HACKNEY MARSHES CENTRE

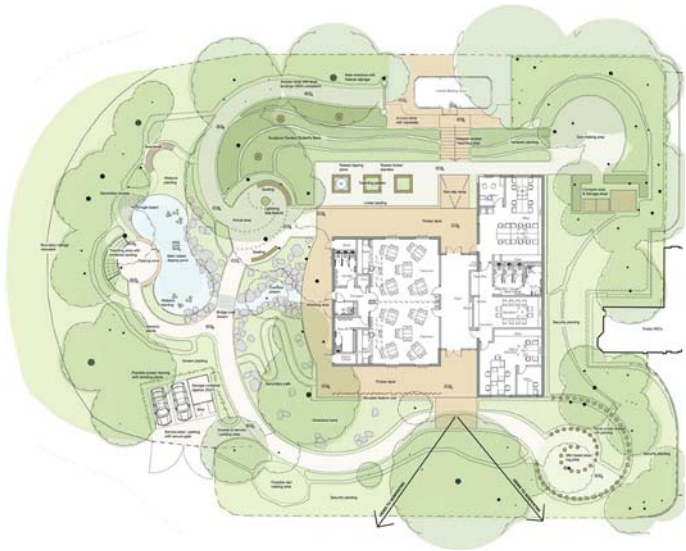
The Hackney Marshes Centre has 26 modern changing rooms, dedicated officials rooms, 3 fully equipped meeting/conference rooms, a large bar/function suite and free parking. Pitches are available for hire on a block booking or a pay as you play basis.

Hackney Marshes has: 58no adult grass pitches, 2no premium (step 7 standard) adult grass pitches, 14no junior pitches (5v5, 7v7 & 9v9), 3no Rugby pitches, 3no Grass Cricket pitches, 5no Artificial Cricket wickets.



## THE LOOKOUT, HYDE PARK

The LookOut is a learning and event centre situated in the centre of Hyde Park managed by the Royal Parks Foundation. The Centre is set within an acre of garden space. The lookout building has capacity for up to 200 guests standing or 100 seated. The lookout garden is also available to hire.





# PLAY TOWER PRECEDENTS

## CITY MUSEUM, ST. LOUIS, USA

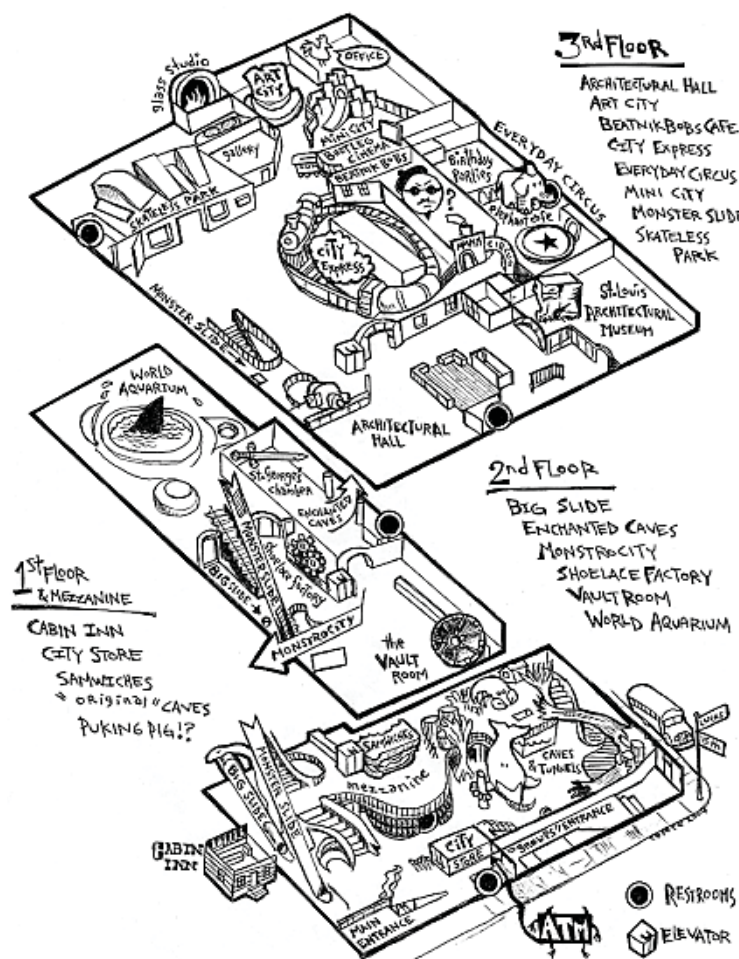
City Museum is a playhouse/museum, consisting largely of repurposed architectural and industrial objects, housed in the former International Shoe Building in St Louis, United States. Opened in 1997 the museum attracted more than 700,000 visitors in 2010.

### KEY ELEMENTS

The 1st floor contains 'Life-size Bowhead Whale', 'Puking Pig', 'Slinky', 'Treehouse', Mosaic, 'Underground Whaleway' and 'Original Caves'. Enchanted Caves and Shoe Shaft run through the centre of the museum.

The Mezzanine on the 2nd floor includes the 'Vault Room' with a marble bar and 1000 safety deposit boxes, 'Hamster wheel' and 'St George's Chamber'. The 3rd floor offers the 'Skate Park', 'Everyday Circus', Architectural Museum, Natural History Collection and a number of 'Hauntings'.

The 4th floor is in development. The roof houses a Ferris Wheel, a pond, a series of tunnels and a Giant Praying Mantis. Outside MonstroCity features aircraft fuselages suspended in mid air, a fire engine, castle turret and the Cabin Inn bar and entertainment venue.





# PLAY TOWER PRECEDENTS

## CRYSTAL WORLDS, AUSTRIA

The Swarovski Crystal Worlds (Swarovski Kristallwelten) is a visitor experience, located in Wattens, Austria. The experience was built in 1995 in celebration of the 100th anniversary of the Austria based crystal company Swarovski. Multimedia artist Andre Heller was commissioned to design the experience. The museum is open year-round, and features a cafe as well as a park space surrounding the building.



## KEW GARDENS

Climbers and Creepers explores the interconnections between plant and animal life. Aimed at youngsters aged from three to nine years old, Climbers and Creepers is an interactive botanical play zone, and is designed to make plant-life fun and engaging for children. The area has been built inside a spacious old green house in the heart of the gardens and enables little-ones to be ‘insects’ climbing through plants, sliding through tunnels, having fun and learning about botany. The play area also extends outside, where there are more climbing frames, slides and seesaws to play on if the weather permits. Next to the play area there are a couple of family-friendly restaurants, as well as toilets and a shop.

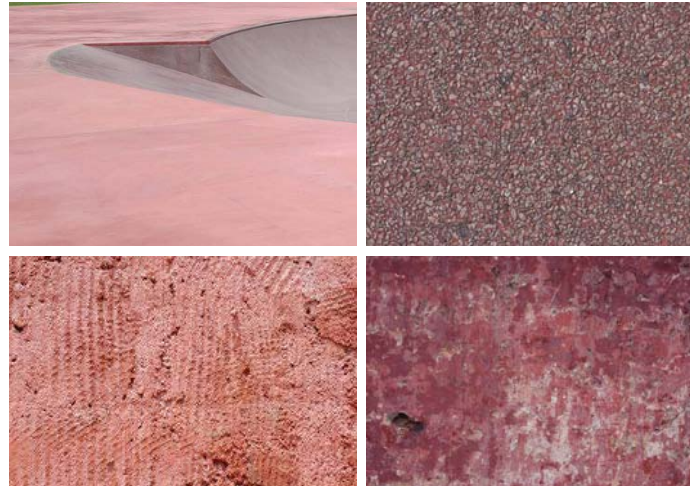




# HUB + PLAY TOWER MATERIALS



Red pigmented concrete



Experimentation with pigmentation, textures, aggregates and patterns



First floor pavilions: A series of folded roofs, hierarchy of spaces, daylight between roofs



Exposed structure

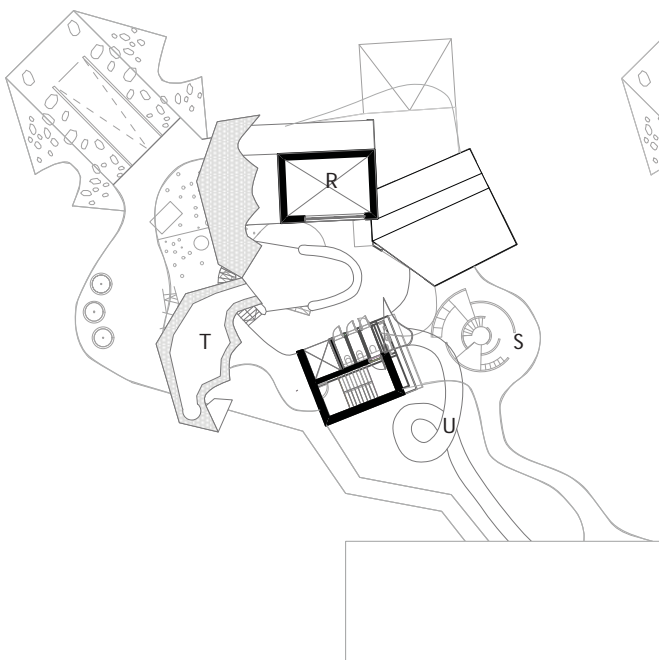


West Virginia Scouts Tree House- sculptural tower with playful layering of internal and external spaces

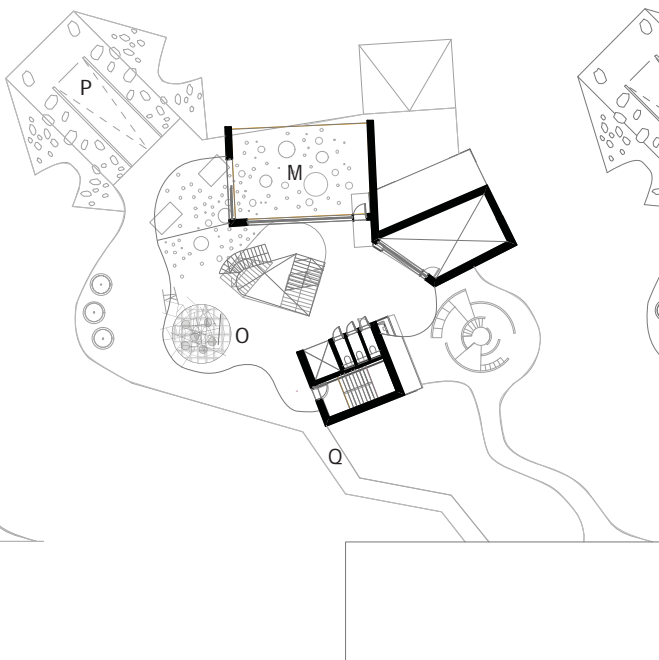


Stainless steel screen for Playtower, in parts softened with planting or lit

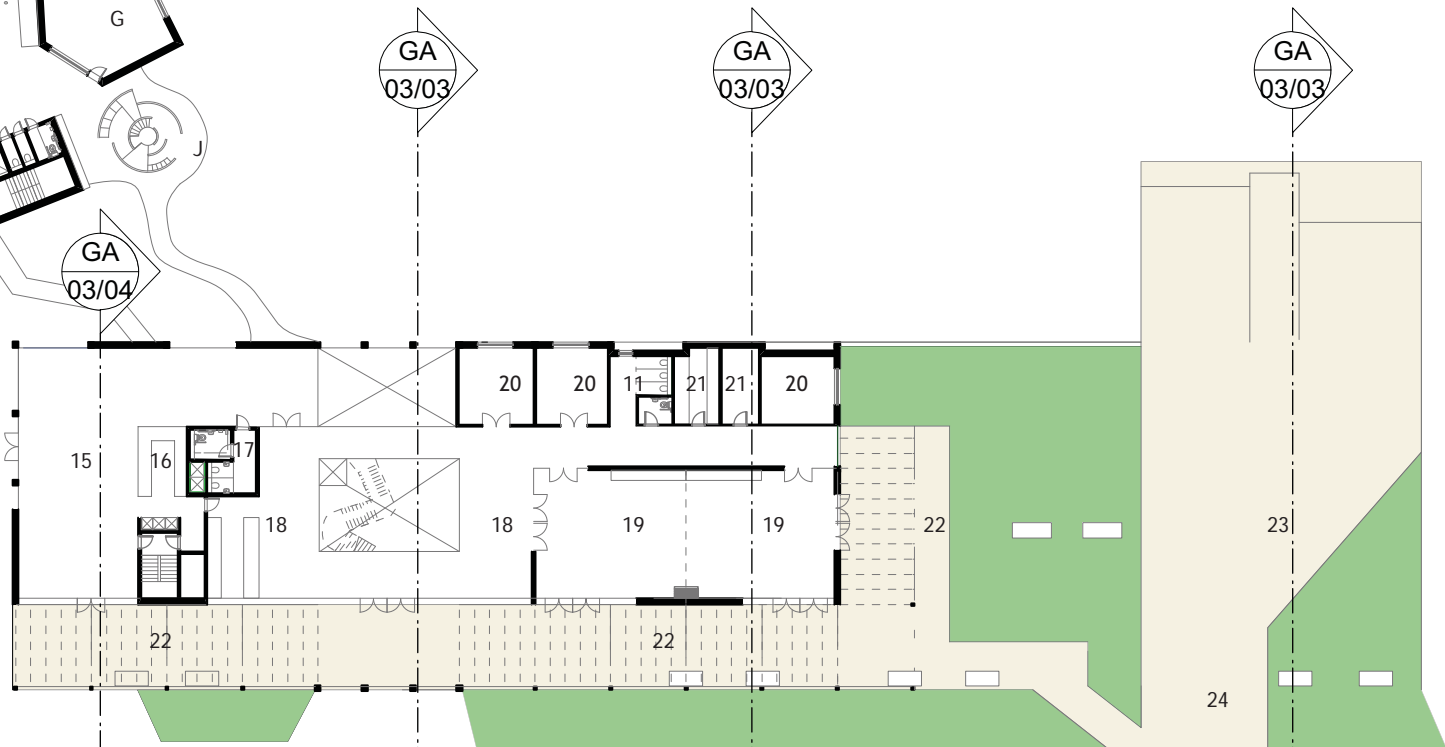
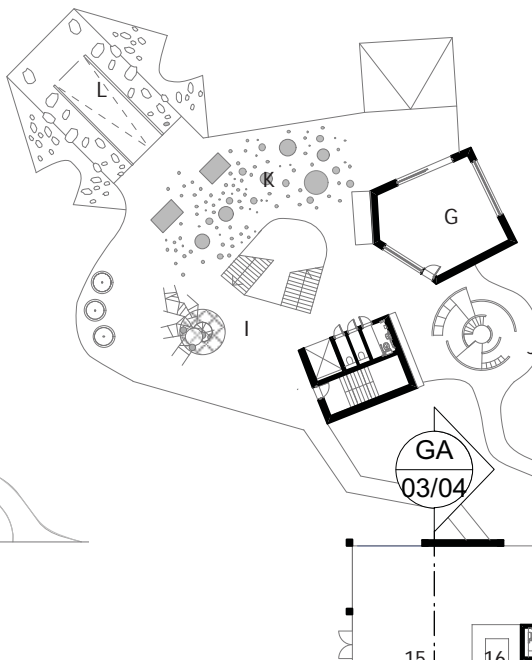
HUB + PLAY TOWER PLANS



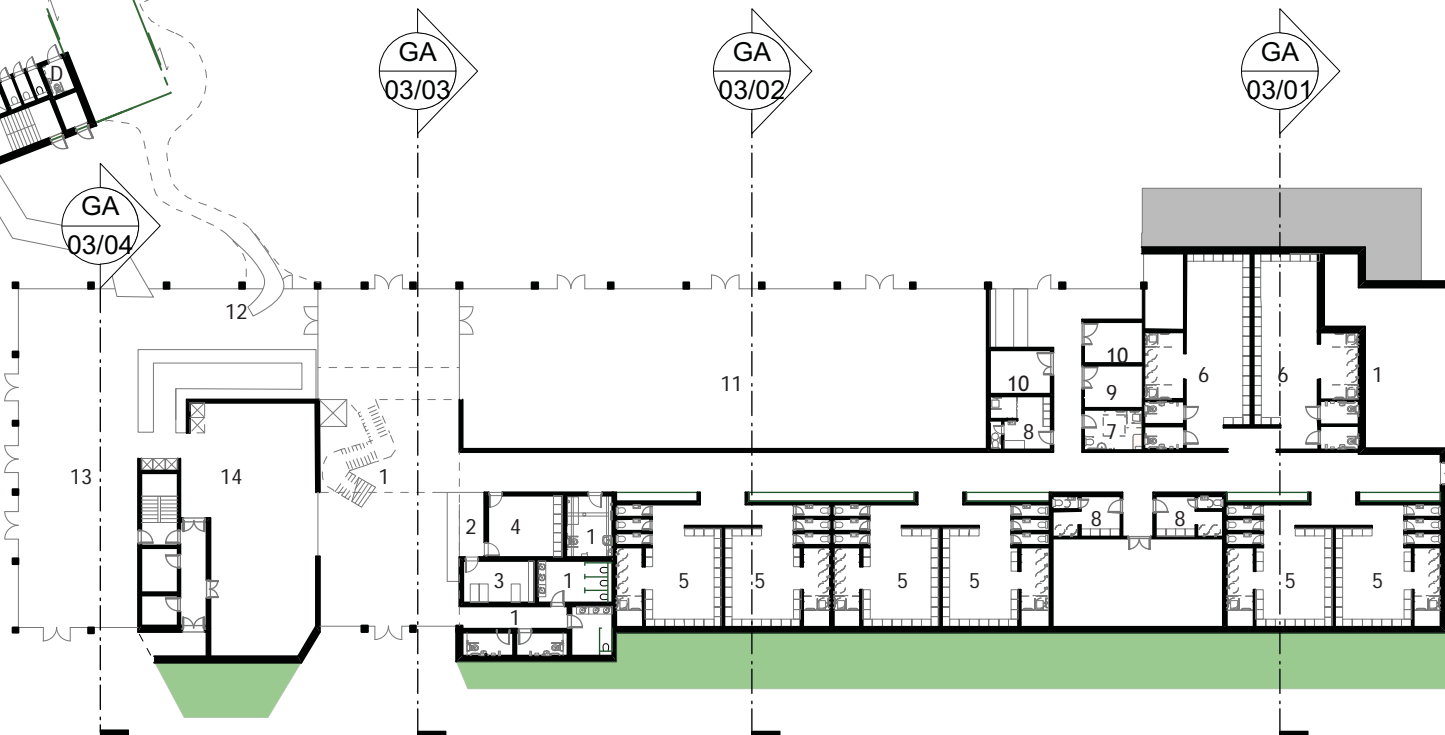
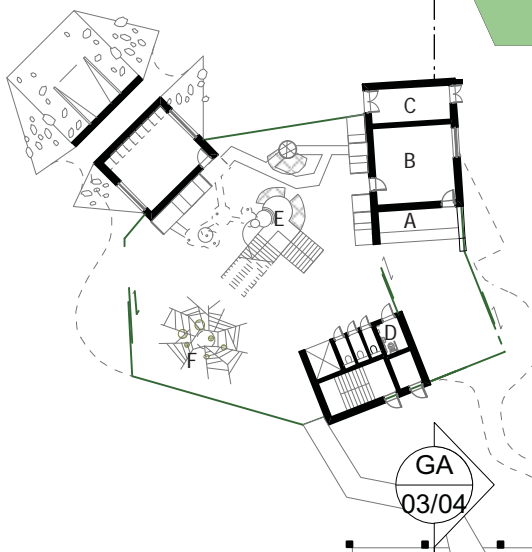
Third floor - 1:500



Second floor - 1:500



First floor - 1:500



Ground floor - 1:500

HUB  
GROUND FLOOR

- 1 Lobby
- 2 Reception
- 3 Office
- 4 Staff welfare
- 5 Changing room
- 6 Accessible team changing
- 7 Accessible changing room
- 8 Referee changing
- 9 Therapy/ First Aid
- 10 Therapy
- 11 Retail/ bike rental & repair
- 12 Grab & go
- 13 Cafe
- 14 Kitchen

FIRST FLOOR

- 15 Restaurant
- 16 Servery
- 17 WCs
- 18 Bar & social space
- 19 Learning & event space
- 20 Group room
- 21 Storage

- 22 Terrace
- 23 Skate/ BMX/ Parcours
- 24 Climbing

PLAYTOWER  
GROUND FLOOR

- A Reception
- B Office
- C Store
- D WCs
- E The Cat
- F The Woolpack

FIRST FLOOR

- G Grouproom
- H WCs
- I The Woolpack
- J The Castle
- K The Red Lion
- L Bull's Head

SECOND FLOOR

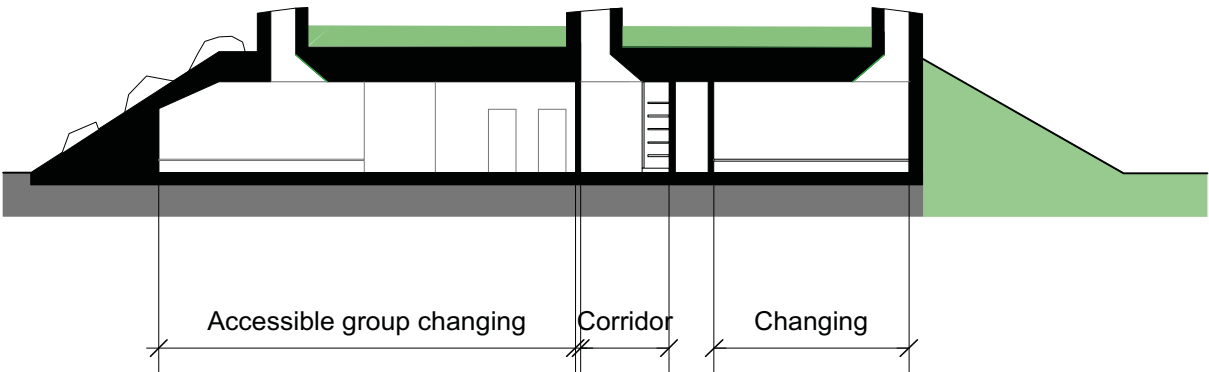
- M Grouproom
- N Staff
- O The Woolpack
- P Bull's Head
- Q Hart's Horns

THIRD FLOOR

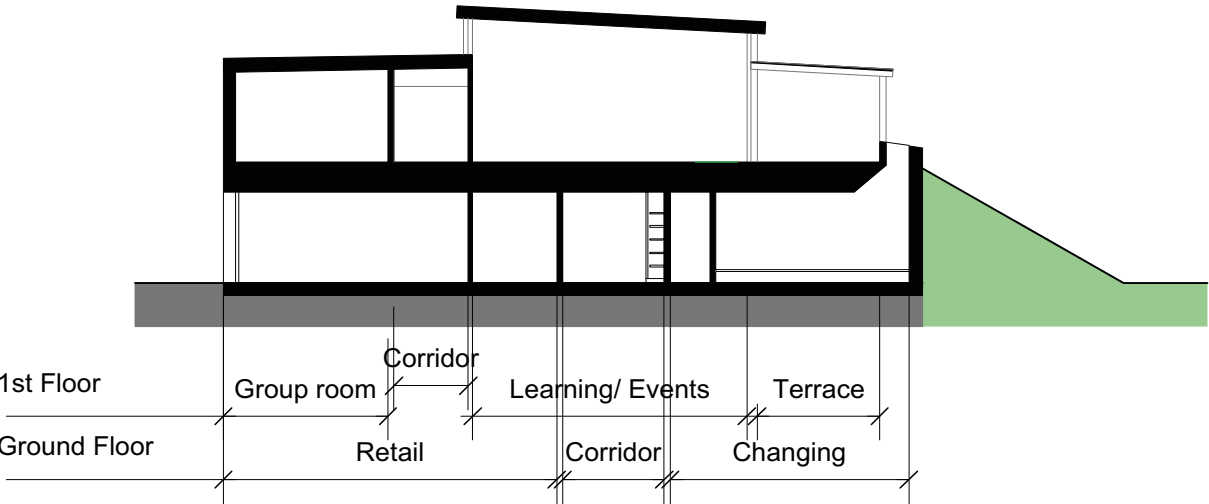
- R Grouproom
- S The Castle
- T The Old Green Dragon
- U Hart's Horns



# HUB + PLAY TOWER SECTIONS



Section A - 1:200

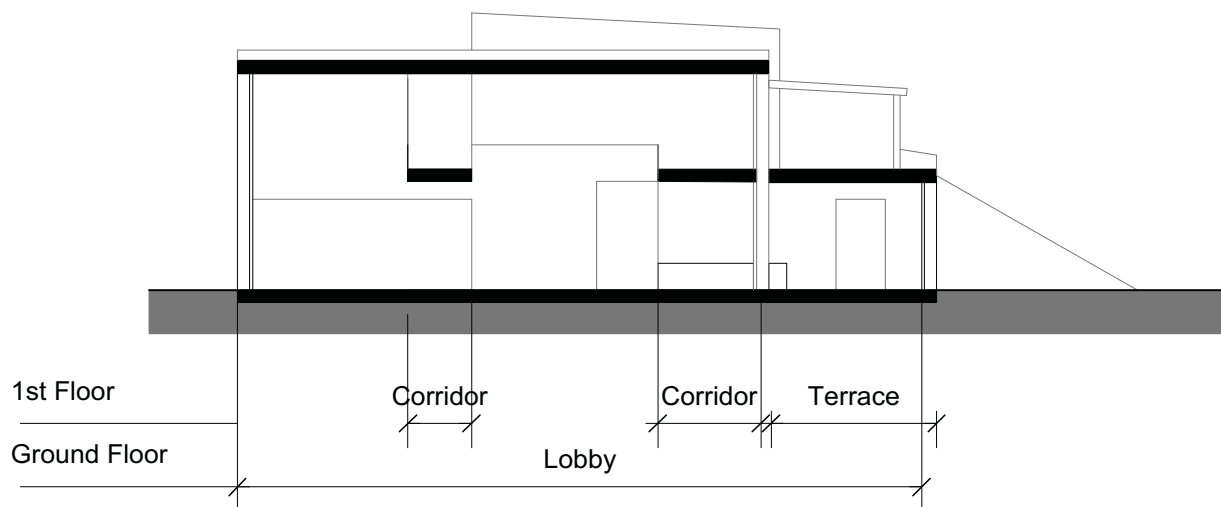


Section B - 1:200

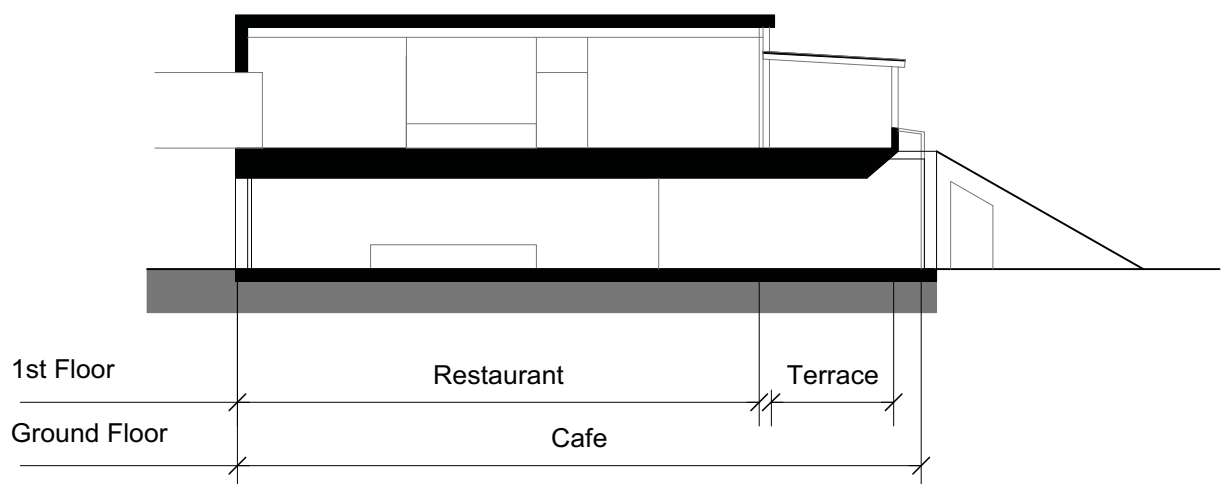


SKETCH VIEW HUB

# HUB + PLAY TOWER SECTIONS



Section C - 1:200



Section D - 1:200

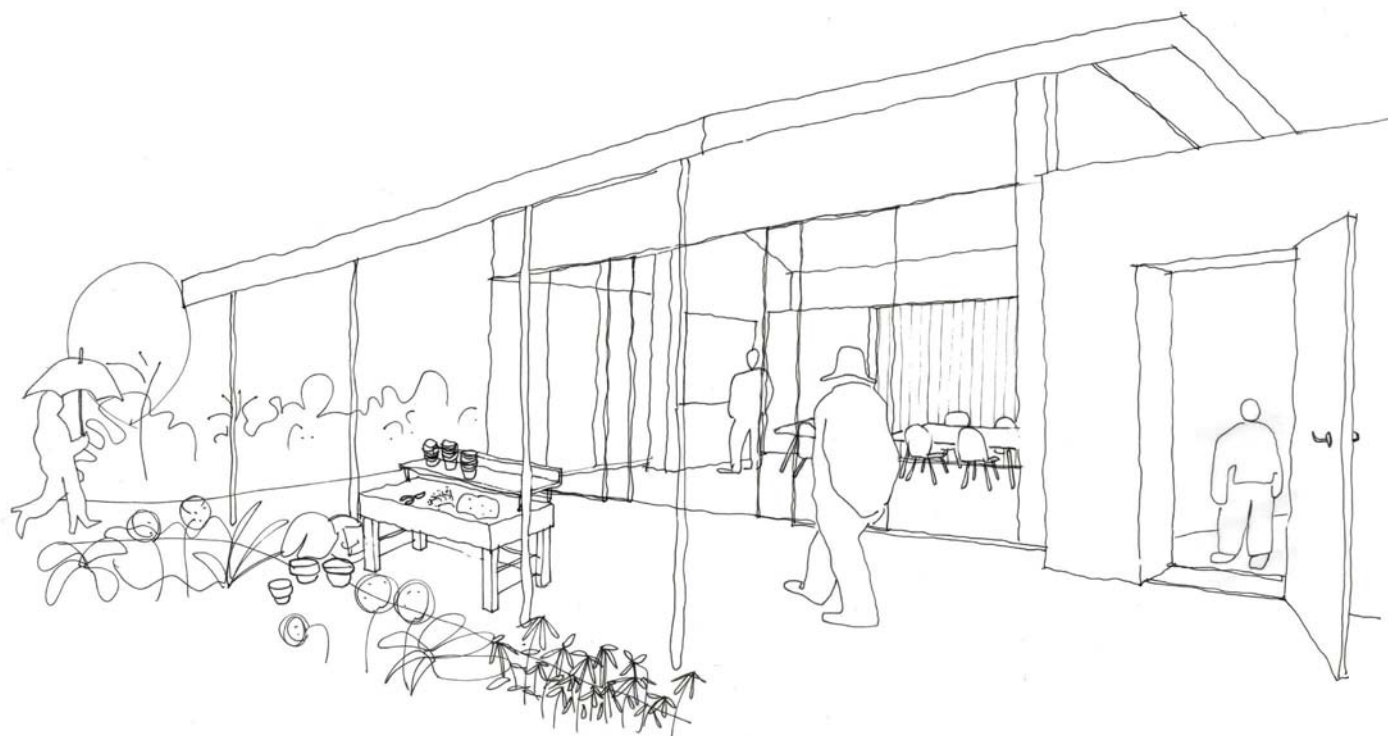


SKETCH VIEW HUB

# HUB SKETCH VIEWS



SKETCH VIEW LOBBY



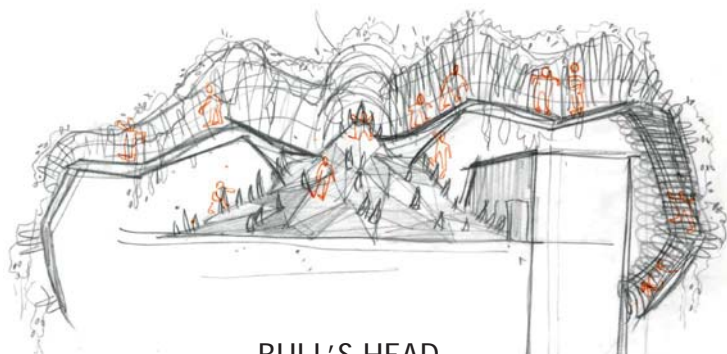
SKETCH VIEW LEARNING SPACE TERRACE

# PLAY TOWER SKETCH VIEWS

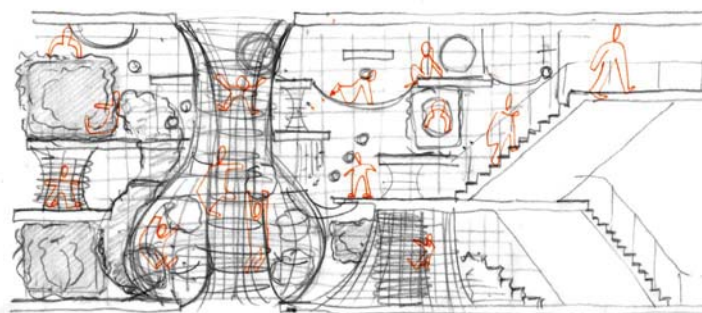
## PLAY INTERVENTIONS BASED ON THE NAMES OF BARNET INNS

The play tower takes its inspiration from Barnet's historic past and proximity to the city centre of London which made it the first/last coach stop for those travelling and carting goods around the UK. This saw Barnet develop a number of Public Inns within the Towns Centre to host these travellers. The numerous Inns hosted an array of evocative names- 'The Old Green Dragon'- that create an exciting narrative for children to role play and

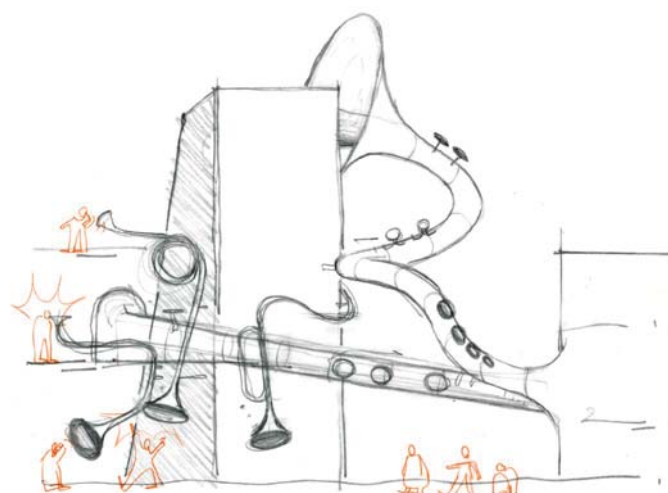
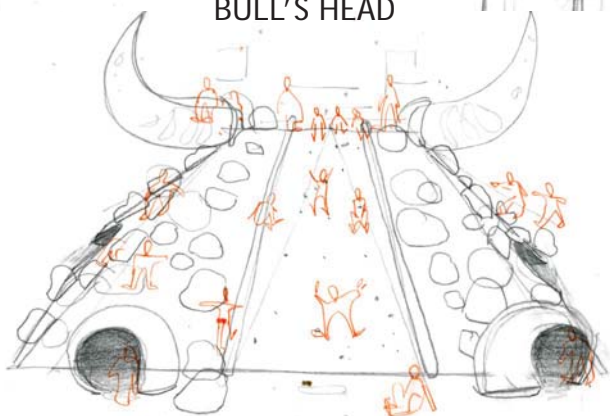
drives a charming and fantastical building that will help make it a destination in its own right. The landscape around the Play Tower becomes a Sand and Water Play area where children are encouraged to carve water courses, pools and streams across the landscape. This is inspired by Barnet's natural springs whose praises were widely believed to have curative properties.



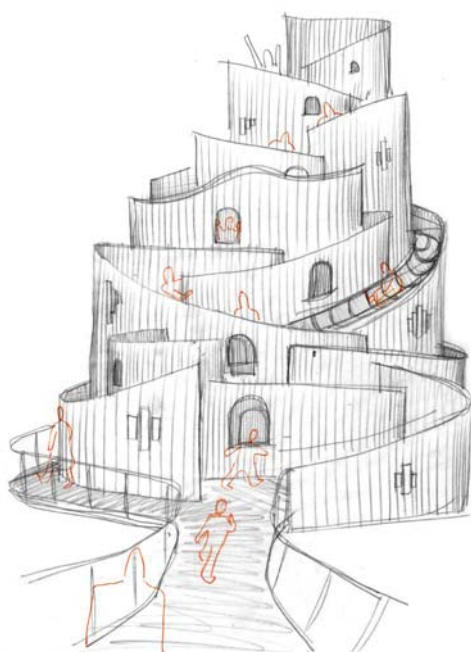
BULL'S HEAD



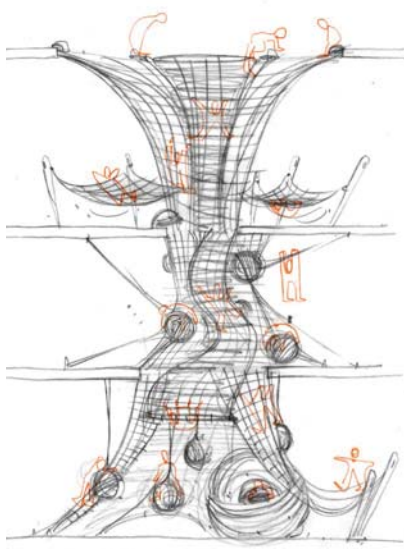
THE CAT



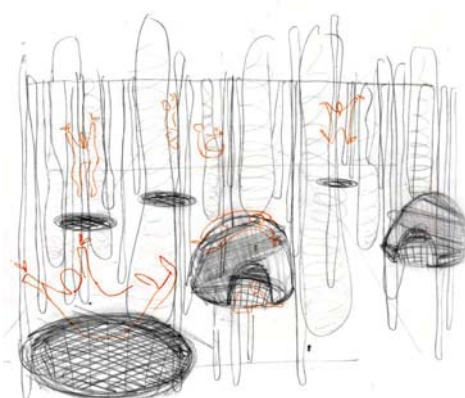
HART'S HORNS



THE CASTLE



THE WOOLPACK

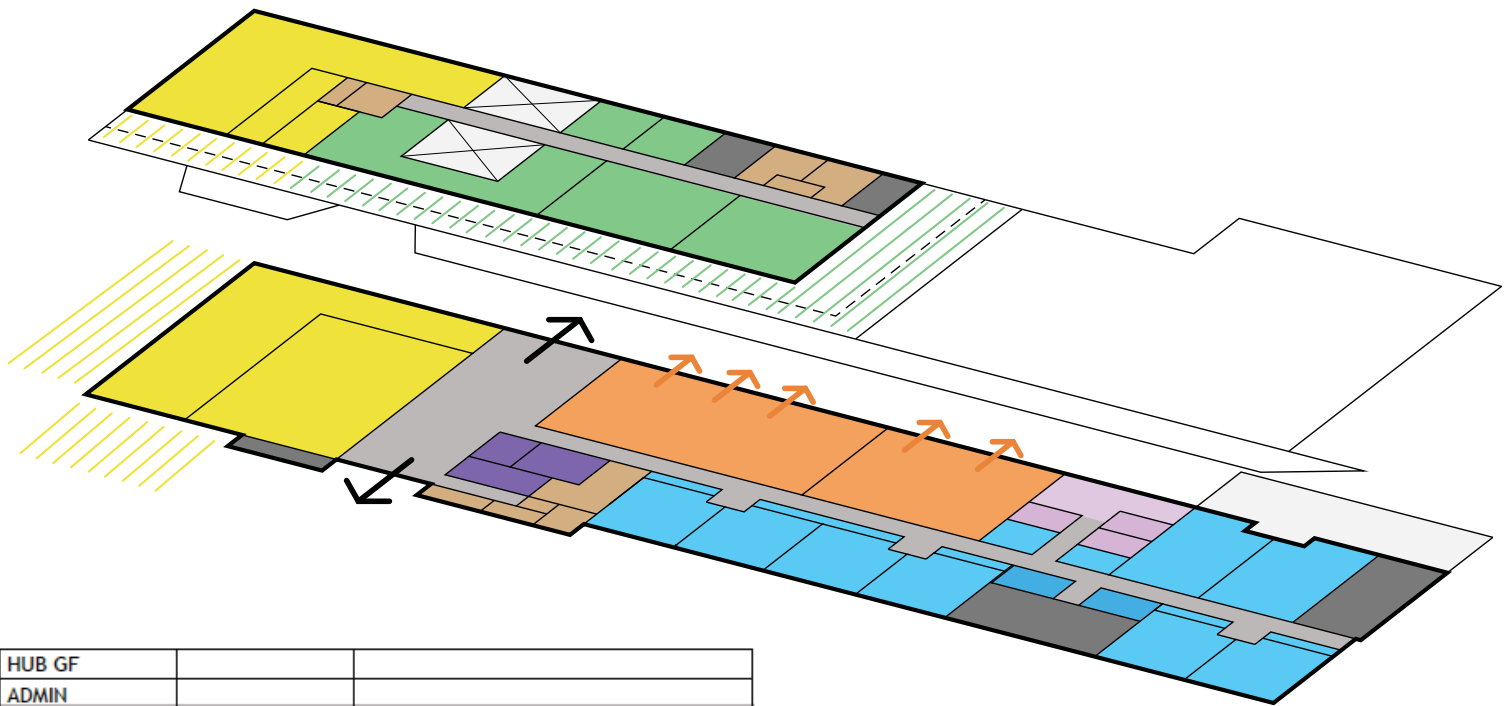


THE RED LION



# COPTHALL SPORTS HUB + PLAY TOWER

## FUNCTION DIAGRAM



HUB GF		
ADMIN		
Lobby/ circulation	217sqm	
Reception	12sqm	
Office	13sqm	
Staff welfare	20sqm	
CHANGING		
Changing rooms	324sqm	6x54sqm for 23 players, incl 3no WCs, 4no showers + 1no accessible shower
Accessible changing rooms	148sqm	2x68sqm for 22 players, incl 2no accessible WCs (LH & RH), 3no showers + 2no accessible showers
Officials changing rooms	24sqm	2x12sqm, for 4 officials each
Team lockers	15sqm	600mm deep
Accessible changing room	10sqm	1x, for up to 4 people
Ambulant accessible changing room	14sqm	
CAFE		
Grab & go	99sqm	
Cafe seating	178sqm	
Kitchen	141sqm	Incl back of house, office, staff changing, deliveries, storage, waste & service stair
RETAIL		
Retail, bike rental and bike repair	391sqm	Incl back of house, stock room - staff facilities and welfare could be centralised?
PHYSIOTHERAPY		
Therapy / First aid room	36sqm	2no therapy room & 1no First Aid/therapy room
Reception & waiting area	39sqm	
TOILETS		
	45sqm	
STORAGE/ PLANTROOM		
	162sqm	
CIRCULATIONS		
	160sqm	

HUB 1ST FLOOR		
LEARNING/ EVENT CENTRE		
Gallery/ social space/ bar	187sqm	
Learning/ Event space	170sqm	2no spaces, 85sqm each, can be combined into one
Group rooms	71sqm	2no smaller grouprooms, 35sqm each
Furniture store	12sqm	
Resource store	14.5sqm	
External store	22sqm	
WCs	18sqm	
RESTAURANT		
Restaurant	190 sqm	Playable connections to playtower
Servery	18 sqm	
PLAY TOWER		
Playspace, covered, but unheated	2400m3, approx 950sqm	Covered, unheated play volume with exciting, bespoke play installations which vertically and horizontally span the building
Admin, volunteers	35sqm	
Toilets, changing	21sqm	
Event spaces	150sqm	3no event spaces

# COPTHALL SPORTS HUB + PLAY TOWER ROOM SCHEDULE

HUB & PLAY TOWER  
COPTHALL

SCHEDULE OF ACCOMMODATION  
v3

LOBBY			
	Lobby, unheated	217 sqm	
	NET Lobby area	217 sqm	
ADMIN			
	Reception	12 sqm	For 4 people
	Office	13 sqm	
	Staff welfare	20 sqm	
	NET Internal area	45 sqm	
CHANGING			
	Changing rooms	324 sqm	All changing rooms to be sized for RUGBY, not lockable
	Accessible changing rooms	148 sqm	54sqm x 6, sized for 23 players, including 3no WC cubicles, 4no showers & 1no accessible shower
	Official changing rooms	24 sqm	68sqm x 2, sized for 23 players with 2no accessible WCs (LH & RH), 3no showers & 2no accessible showers
	Accessible changing room	10 sqm	12sqm x 2, each to provide changing for four officials
	Ambulant Accessible changing room	14 sqm	x1, changing space for up to 4 people
	Team & single lockers	15 sqm	Team & person size lockers
	NET Internal area	535 sqm	
CAFÉ/ RESTAURANT			
	GF Café	178 sqm	
	Kitchen	128 sqm	
	Grab & Go	99 sqm	
	Toilet/Changing room	8 sqm	
	Office	5 sqm	
	1F Restaurant	190 sqm	
	Survery	18 sqm	
	Unisex Toilet	5.6 sqm	
	Accessible Toilet	12 sqm	
	Bar & Social Space	187 sqm	
	NET internal area	830.6 sqm	
SOCIAL/ TEACHING/ MULTI-USE SPACES			
	Social/ learning space	84 sqm	Allow for acoustic partition between social and learning space so they can be transformed into 1 room.
	Teaching space	84 sqm	
	Meeting rooms	50 sqm	2 x 16sqm
	Furniture store	8 sqm	For teaching/ social space to make multi-functional
	Resource store	15 sqm	
	External equipment/ furniture store	11 sqm	
	Toilets	18 sqm	3no female cubicles, 3no male cubicles, 1no accessible WC
	NET Internal area	270 sqm	
RETAIL, BIKE ETC RENTAL/ DISABLED BIKE ETC RENTAL			
	Retail space	391 sqm	
	NET Internal area	391 sqm	
PHYSIOTHERAPY			
	Therapy room	22.4 sqm	1 x 11sqm 1 x 12sqm. For use by sports clubs and possible wider public during week
	Therapy / First aid room	10.4 sqm	
	Waiting area/ reception	38.4 sqm	1 x 16sqm.
	NET Internal area	71.2 sqm	

STORAGE, PLANT & WASTE			
	Plantroom 1	30 sqm	Equivalent to 40ft shipping container Alternatively in depot
	Plantroom 2	65 sqm	
	Store 1	40 sqm	
	Store 2	15 sqm	
	Waste Room for Kitchen	11 sqm	
	NET Internal area	161 sqm	
TOILETS			
	GF Disabled WCs, 1LH & 1RH	10 sqm	Accessible
	Baby changing	12.5 sqm	
	1x male cubicle, 2x urinals	9 sqm	
	3x female cubicles	14 sqm	
	1F 3x female cubicles	14 sqm	
	3x male cubicles	12 sqm	
	1no accessible WC	5.5 sqm	
	1no accessible WC	3.8 sqm	
	NET Internal area	80.8 sqm	
	<u>HUB TOTAL NET Internal area</u>	<u>3837.3 sqm</u>	
CIRCULATION			
	1F Circulation	54.0 sqm	
	GF Circulation	151.0 sqm	
	Stair+Lifts	14.0 sqm	
	<u>HUB TOTAL GROSS Internal area</u>	<u>4056.3 sqm</u>	
EXTERNAL			
	Covered external space	100 sqm	
	Viewing areas/ terraces	130 sqm	
	Planting on roof	sqm	
	Hard surface on roof	sqm	
	Planted embankment with fitness	sqm	
	Bike parking	sqm	
PLAY TOWER			
	Vertical circulation		Stair, elevators
GF	Platform	314 sqm	3 unisex toilet, 1 accessible toilet
	Admin 1	25 sqm	
	Storage	12 sqm	
	Event space	27 sqm	
	WCs	8.4 sqm	
	Store	3.5 sqm	
1F	Platform	370 sqm	2 unisex toilet, 1 accessible toilet
	Event space	44 sqm	
	WCs	7.4 sqm	
2F	Platform	220 sqm	3 unisex toilets
	Event space	54 sqm	
	WCs	5.4 sqm	
3F	Dragon	93 sqm	
	Platform	52 sqm	



# FOREST CENTRE OPTIONS

## SUSTAINABLE FEATURES



Invisible studio/ Composting toilet

Building interventions are kept at a minimal level to provide necessary facilities to support overnight stays for schools or other similar groups. The masterplan proposes composting toilets, secure storage and a small secure covered or enclosed room, along with small folly type activity huts for nature-based learning.



Moss-covered roof

## OPTION 1 - UNINSULATED, ENCLOSED WITH COMPOSTING TOILETS AND SECURE STORAGE

Composting toilets, 2no, use rotates  
Storage, 10sqm  
Enclosed space, approx 50sqm



Precedent: Lions Park Scouts / Auburn University Rural Studio

## OPTION 2 - CANOPY WITH COMPOSTING TOILET & SECURE STORAGE

Composting toilets, 2no, use rotates  
Storage, 10sqm  
Enclosed space, approx 50sqm

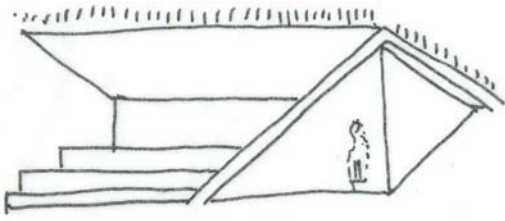


Precedent: Perry Lakes Park Pavilion

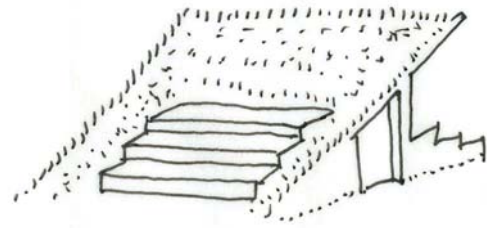




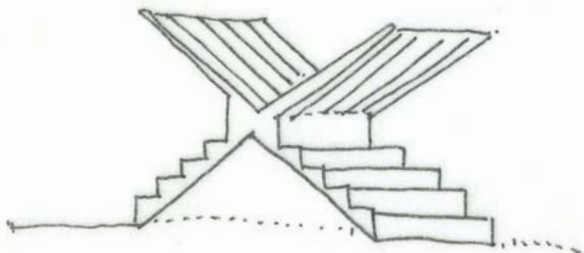
# CRICKET PAVILLION OPTIONS



Mini pavilion viewed from main cricket pitch



Mini pavilion viewed from secondary pitch



Covered staged seating facing both ways  
Facilities below

To county-level cricket in Copthall a small cricket pavilion is proposed. It will be located between the 2no cricket pitches and will provide sheltered seating overlooking both pitches, a small teapoint and toilets.

## SCHEDULE OF ACCOMMODATION

Teapoint, 12sqm

Toilets, 1no accessible toilet

Covered, external seating



Precedents: Enclosure set into seating mound



Precedents: Seating above enclosure



## 6.4 BIODIVERSITY PROPOSALS





## A NEW WETLAND FOR COPTHALL

### Benefits of wetlands

Out of the three landscape types (wetland, forest/ grassland, open water), wetlands have the highest number of animal abundance. They have also been recognised as an effective tool for managing stormwater runoff during rainfall events, which are likely to increase in frequency with global warming. Wetlands can have significant benefits for local ecology within a relatively short time frame, provide visual amenity, and manage stormwater in a sustainable way.

### Key considerations for wetland design

The efficacy of wetlands increase with size and increasing surface edge is an effective way to maximise ecological benefits, and also increase water volume. The main pond is effectively a sedimentation/retention pond while the adjacent reed beds act as smaller wetlands, forming a large system with maximum land to water interfaces for wildlife.

The size of the wetlands is approximately 0.4ha and will serve as the primary drainage treatment system for the adjacent 3G pitches and the newly developed public area to the north-east. This is approximately 3% of the anticipated watershed area.

During previous ecological surveys in the surrounding area, common amphibian species were recorded as well as the potential for Great Crested Newts within 2km of the new wetland. Further study is required to determine the potential of Great Crested Newts in the area and whether a new wetland area could support this and other amphibian species.

*Wetland design recommendations taken from: Wetland Design: Principles and Practices for Landscape Architects and Land-Use Planners written by Robert L. France (2003).*



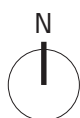
# 07

## MILL HILL MASTERPLAN COMPONENTS

### 7.1 MILL HILL MASTERPLAN

#### KEY

- ① REFURBISHED BOWLING GREEN
- ② NEW CAFE + NURSERY BUILDING
- ③ IMPROVED COURTS
- ④ GREEN GYM
- ⑤ NEW SKATE FACILITY
- ⑥ IMPROVED + EXTENDED PLAY AREA
- ⑦ REFURBISHED LODGE
- ⑧ IMPROVED ENTRANCE



1:5000@A4



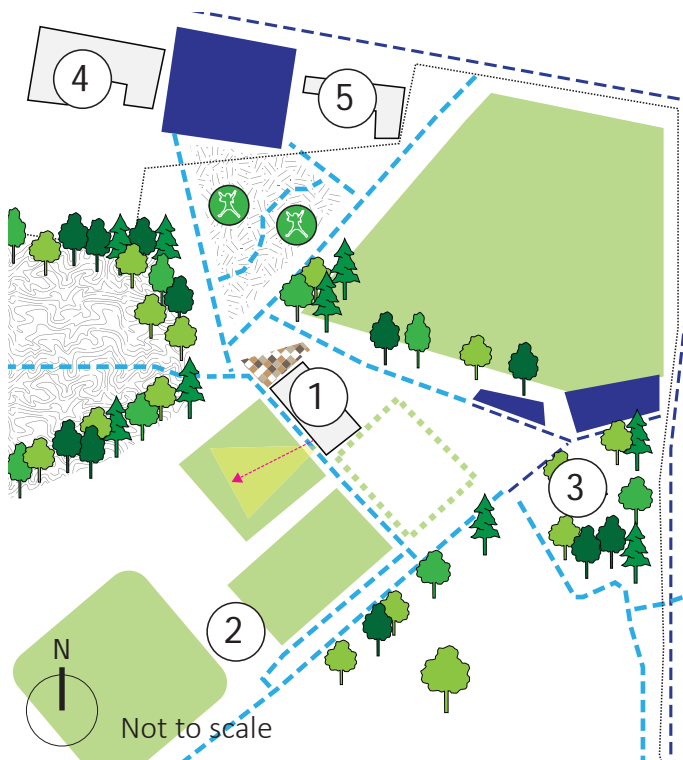
## 7.2 MILL HILL BUILDINGS

The existing single storey park hub contains a cafe/ restaurant, nursery, lawn bowling club, park toilets and changing rooms. The hub is located in the centre of the park, south of the dilapidated minigolf area and next to two lawn bowling greens. Other existing buildings in the park are a storage shed adjacent to the tennis courts and a disused park keeper's lodge.

Buildings located immediately adjacent to the park include Etz Chaim Jewish Primary School and 80 Daws Lane. The NW7 Hub Project Team (under the umbrella of the Mill Hill Residents' Association) is working on a scheme to replace the existing Daws Lane building with a new community facility. The new centre would include a business hub, meeting rooms, the relocated library, toilets and a cafe/ restaurant. In the interim (from December 2017) Create Space London is planning to provide affordable studio spaces and a community kitchen from the existing building.

### Key

- 1\_ Existing park pavilion
- 2\_ Storage
- 3\_ Park Keeper's Lodge
- 4\_ 80 Daws Lane
- 5\_ Etz Chaim Jewish Primary School



1\_ Existing Park Pavilion



2\_ Storage



3\_ Park Keeper's Lodge



4\_ 80 Daws Lane



5\_ Etz Chaim Jewish Primary School



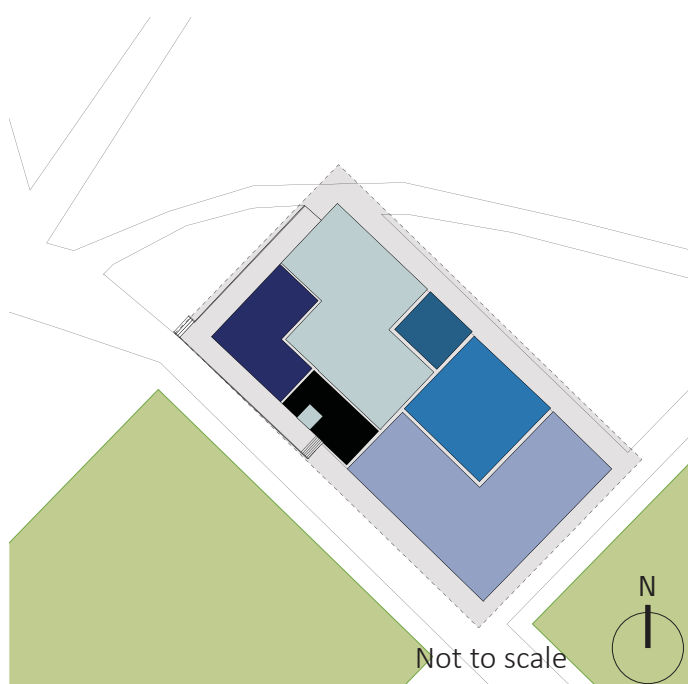
# MILL HILL BUILDING EXISTING

The existing park building in Mill Hill Park is a single storey pavilion with surrounding covered walkway. It dates approximately from the 1950's and contains a café, changing rooms and showers, the facilities of the Mill Hill Bowling Club, a one class Montessori nursery, public male, female and accessible toilets and a plant room.

The Design Team has not been provided with condition or measured surveys of the building. On initial observation the building has single glazing, insufficient thermal performance, outdated services and poor accessibility.

Views expressed by current users:

- Asher/ Cafe operator: 'Larger indoor and outdoor covered seating space would be great.'
- Phillipa Welch/ Friends of Mill Hill Park: Expressed general interest in improving facilities for the park. In particular she expressed an aspiration to bring the former Park Keeper's hut back into use. The Friends are also interested in knowing more about the future of surrounding spaces including the out of use crazy golf area adjoining park and currently unused ladies bowling green.
- Representative/ Bowling Club: Will relinquish control of one of the two bowling greens. The club would welcome improved disabled access. The club needs male and female changing rooms and a function room with a kitchenette.



Indicative Plan



# MILL HILL BUILDING PROPOSED TYPOLOGY



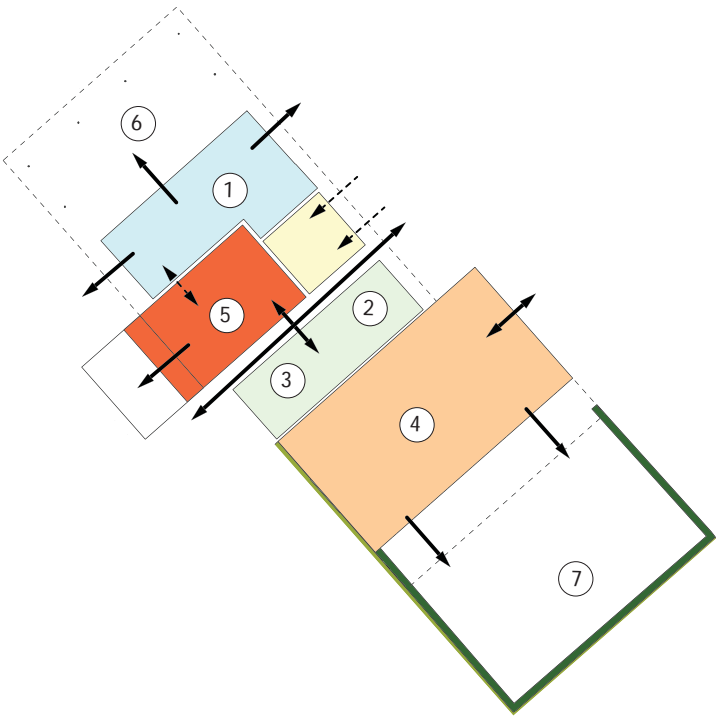
1:1250 @ A3

Typologically, the new Mill Hill Hub is conceived as a village. The building form is modulated to express the diverse functions of cafe/ restaurant, lawn bowling clubhouse, nursery, park facilities and changing rooms. The pavilion is designed to present an active frontage to all sides. Access to facilities and changing rooms can be controlled to deter any anti-social behaviour.

Functions spill out into associated external spaces. The cafe benefits from a covered area and overlooks the extended playground. The Lawn Bowling Club clubroom opens out on to a terrace overlooking the retained bowling green. The nursery benefits from a secure, external playspace on the now discontinued bowling green.

The current play offer to the north of will be more strongly connected to the hub by extending the lay offer southwards and by providing a new outdoor gym.

- Key
- 1\_ Café with kitchen
  - 2\_ Public toilets
  - 3\_ Changing
  - 4\_ 2-class nursery
  - 5\_ Lawn bowling clubhouse
  - 6\_ Covered café terrace
  - 7\_ Secure nursery playground





# MILL HILL BUILDING PRECEDENTS



Glazed open pitches look out over the park;  
Micro Cluster; by Reiulf Ramstad Architects



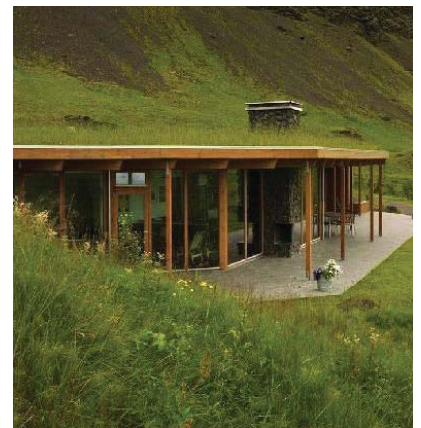
Glazed walling opens up to exterior play space;  
Montpelier Community Nursery; by AYA architects



Contrasting materials to differentiate;  
gabled extensions to brick farmhouse  
in Belgium; by Atelier Tom Vanhee



A village of buildings and  
functions; Smørblomsten  
Kindergarten; by COBE



Grass roof coverings connect  
the village of pitches;  
Summerhouse, Gata  
Hrunmannahreppur; by ASK  
Arkitektar



Different building identities within one space;  
Tower House; by Austin Maynard Architects



Cafe space spills out to the park;  
Timber Lodge, Olympic Park; by Erect Architecture



# MILL HILL BUILDING PLAN + MATERIALS



## MATERIAL PALETTE

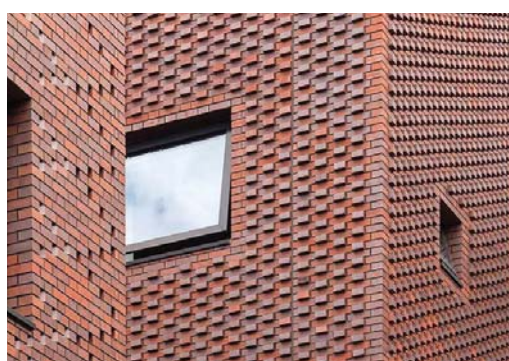
Two material palettes; brick and metal cladding were explored for this new building.



Standing seam pigmented zinc for roof and walls



Metail shingles to roofs and walls



Brick textures to differentiate different volumes

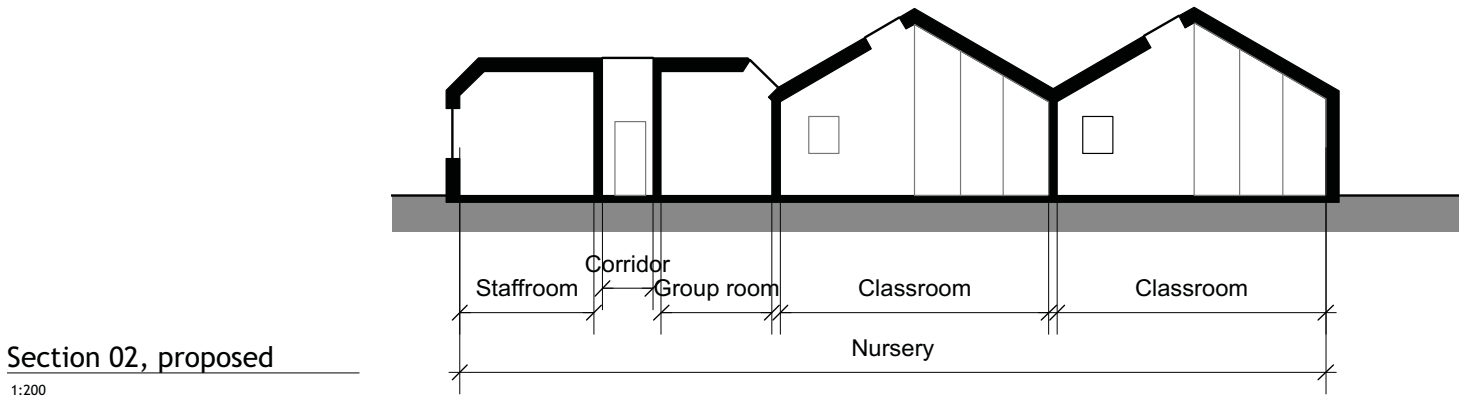
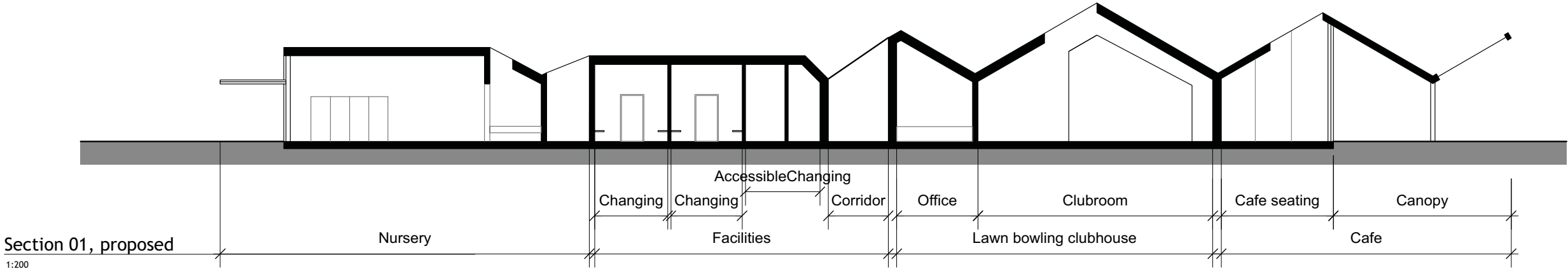


Brick textures and pitched roof shapes





MILL HILL BUILDING SECTIONS + SKETCH VIEWS



HUB VIEW FROM SOUTH WEST | BRICK OPTION



HUB VIEW FROM NORTH EAST | BRICK OPTION

# PARK KEEPER'S LODGE PROPOSAL



The proposal includes the renovation and conversion of the Park Keeper's Hut into a rentable property managed (for example) by The Landmark Trust.

The Landmark Trust's mission statement: Create Holidays in History. Our charity restores castles, forts, towers and cottages for self-catering breaks.

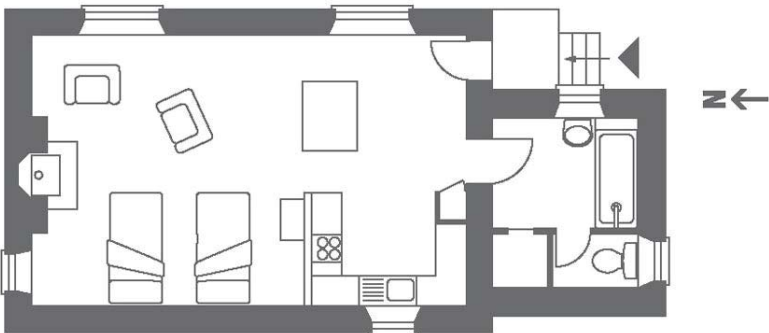
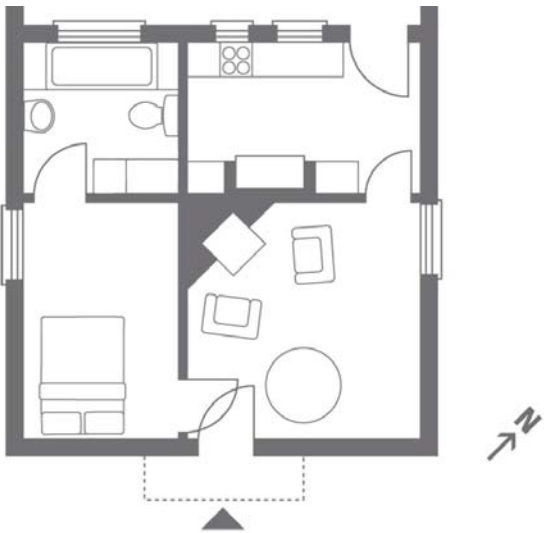
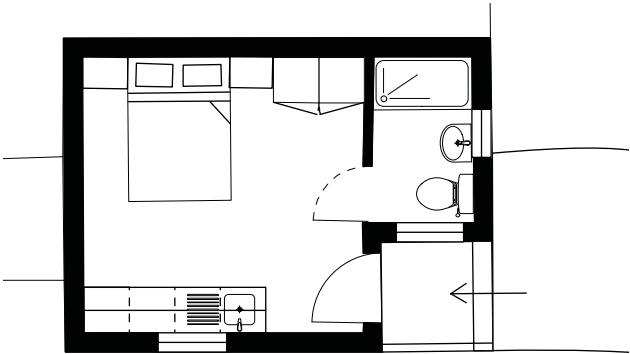
## EXAMPLES OF SIMILAR PROPERTIES MANAGED BY LANDMARK TRUST



Houghton West Lodge, Houghton Norfolk



The Chapel, Lettaford, North Bovey, Devon



0m 1m 5m 1:100



## ENVIRONMENTAL FEASIBILITY STUDY

This section seeks to outline preliminary services and environmental considerations for the proposed Copthall Sports Hub. This design note focusses on:

- Energy and Sustainability Targets
- Environmental Design Strategy
- Lean Environmental Strategy
- Mean Environmental Strategy
- Green Design Considerations
- Analysis of Room Function Services Requirements
- Ventilation Strategy
- Preliminary Services Distribution and Plant Space Requirements
- LZC Design Criteria

As this design note is at a preliminary RIBA Stage 2- level of detail, the information stated is indicative only and should not be considered to be exhaustive or fixed at this stage.

### THE LONDON PLAN

For a development such as the Copthall Sports Hub, The London Plan outlines the following energy targets in relation to the requirements of Building Regulations Part L 2013:

- Currently – as a minimum requirement all non-domestic developments should achieve the requirements of Part L 2A 2013.
- The Mayor of London has stated that all projects should aim for a 35 % reduction on Part L2A 2013 (TER) where possible. Any developments falling short of this target reduction will need to be approved with documentation outlining project restrictions and reasons for shortfall

We propose to meet the requirement of the London Plan by adoption of a lean, mean and green

environmental approach.

### BARNET COUNCIL

Barnet Council support the energy requirements outlined within the London Plan. The council support and promote the use of building research establishment environmental assessment method (BREEAM) within their energy policy. It is considered that adopting energy targets in accordance with BREEAM ENE 01 with a “Very Good” target level would be acceptable to satisfy the requirements Barnet Council Energy Policy. This will need to be confirmed with Barnett Council Energy Specialist. To satisfy both these targets, it is recommended that a minimum of 35 % reduction on Part L2A requirements is targeted (subject to review with Barnet Council Energy Specialist).

### ENVIRONMENTAL LOW AND ZERO CARBON DESIGN APPROACH

OR Consulting are employing a Lean, Mean and Green methodology to the environmental engineering of the refurbishment of Copthall Sport Hub. Lean is defined as reducing the building’s energy demand by improving the passive energy performance of the building elements/construction. Mean is defined as meeting building demands efficiently by utilising efficient technologies and energy management practices to improve performance.

Green is defined as the utilisation of renewable/low carbon energy sources to provide the low carbon generation of:

- Heating;
- Hot Water;

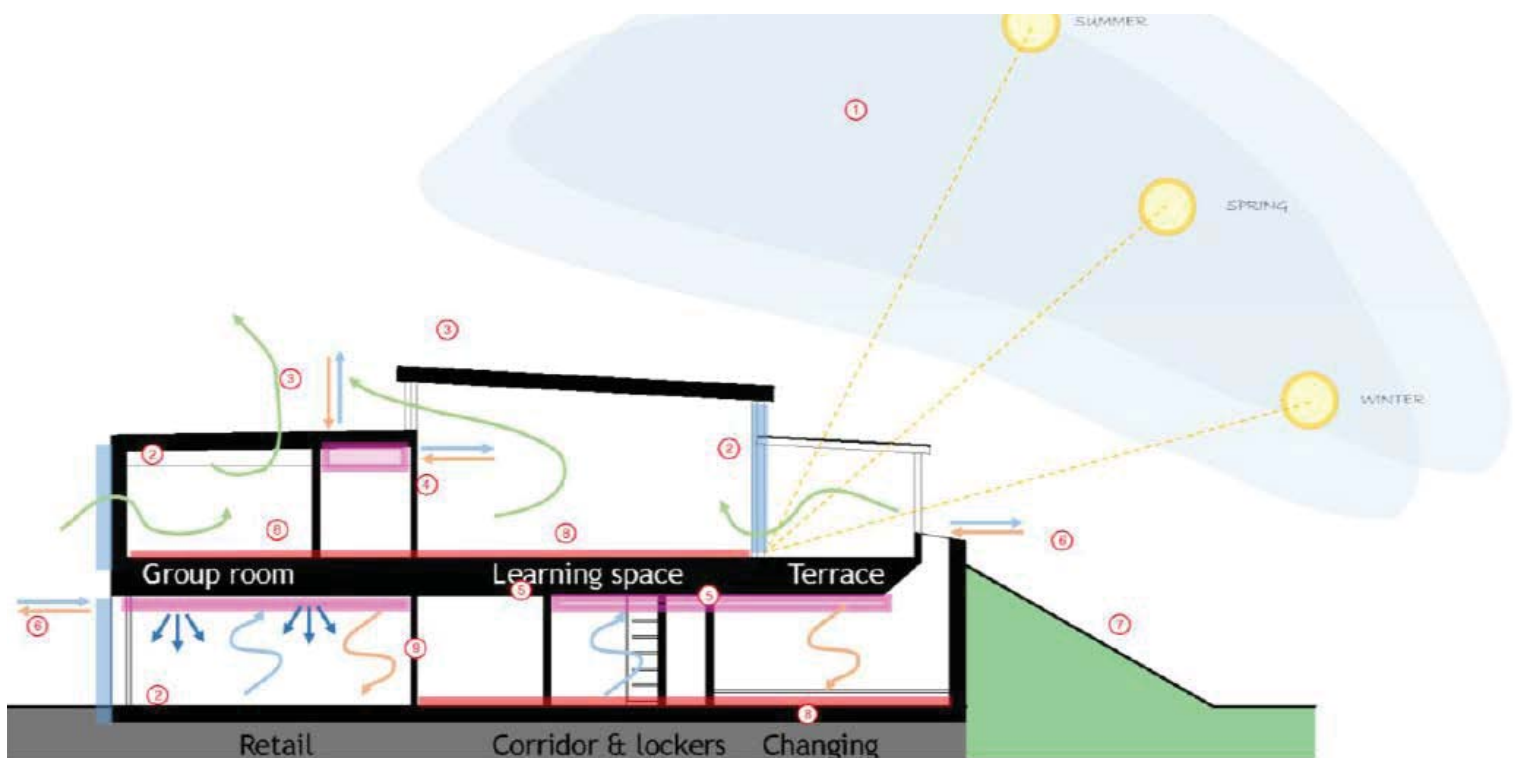
# 8.1 COPTHALL BUILDINGS

- Electricity.

## ENVIRONMENTAL SKETCH

1. External shading reduces solar gains in summer and spring. In winter solar gains assist heating systems to reduce loads.
2. High performance glazing with low U and G values reduce gains and maximise daylight potential
3. Manually openable windows for purge ventilation, occupant controlled as required:
  - High and low level openings to prevent heat build-up at ceiling level and provide effective cross ventilation
4. Heat recovery ventilation sized to meet base ventilation requirements aims to:

- Reduce heating loads in winter
  - Allow for teaching spaces to be acoustically sealed for short periods as required
5. Heat recovery sized to cover full ventilation requirements:
    - Reduced heating loads
  6. Modular ceiling mounted heat recovery units intake / exhaust through façade through architecturally sensitive louvres:
    - Intake and exhaust separated to ensure no recirculation of smells
    - To be coordinated with natural ventilation of first floors to prevent recirculation
  7. External thermal mass retains constant temperature, reducing heating loads in winter and cooling requirements in summer
  8. LTHW heating provides heating system with room by room and timed controllers
  9. Retail areas served by separate high efficiency reverse cycle heat pumps to provide heating/cooling as required for final Tenant fit-out.



## LEAN ENVIRONMENTAL DESIGN STRATEGY

The passive energy performance of the building can be improved to reduce total energy demands. This can be achieved through :

- Optimising the thermal performance of the external envelope of the proposed building;
- Ensuring any new constructions to each achieve an air-tightness of 3 m<sup>3</sup>/m<sup>2</sup>.h at 50 Pa;
- Optimising the solar shading performance of glazed elements to utilise winter solar gains to offset heating and protect occupied spaces from peak solar gains
- Utilising additional thermal mass and energy including the ground surrounding the building to offset heating in winter and assist in cooling during summer.



## LEAN DESIGN FEATURES

The following features are highlighted on the below image:

1. Atrium can be treated as semi external space
2. High performance glazed façade with solar control to reduce risk of overheating
3. Grassy bank acts as thermal mass and stores heat / cooling to reduce annual loads
4. Super insulated opaque structure to reduce annual heat losses and energy loads.
5. Highly insulated roof construction forms terrace level, green roof construction aides in insulation and provides additional thermal mass to reduce annual loads
6. High performance rooflights within Terrace construction
7. External canopies to provide solar shading and restrict solar gains.

## MEAN ENVIRONMENTAL DESIGN

To improve building performance energy demands should be met by utilising efficient technology and energy management practices. This includes measures such as :

- The installation of low energy lighting;
- The installation of absence or presence detection lighting controls in all areas;

- The installation of a low carbon space heating source.
- The installation of low carbon hot water heaters to generate hot water efficiently;
- The installation of water efficient sanitary fittings to reduce water consumption and the energy consumption associated with the generation of hot water;
- The installation of energy sub-metering to facilitate an energy metering, monitoring and targeting strategy;
- The installation of water sub-metering to facilitate the monitoring and targeting of water consumption.

## GREEN DESIGN CONSIDERATIONS

The project seeks to adopt low carbon technologies with the context of the Copthall Sports Hub. The low and zero carbon technologies considered for the development are as follows:

- Biomass Boiler
- Wind turbines
- Solar Collectors ( Hot Water)
- Heat Pumps ( Ground Source / Air Source )
- Photovoltaics Panels
- Combined Heat and Power System ( CHP)

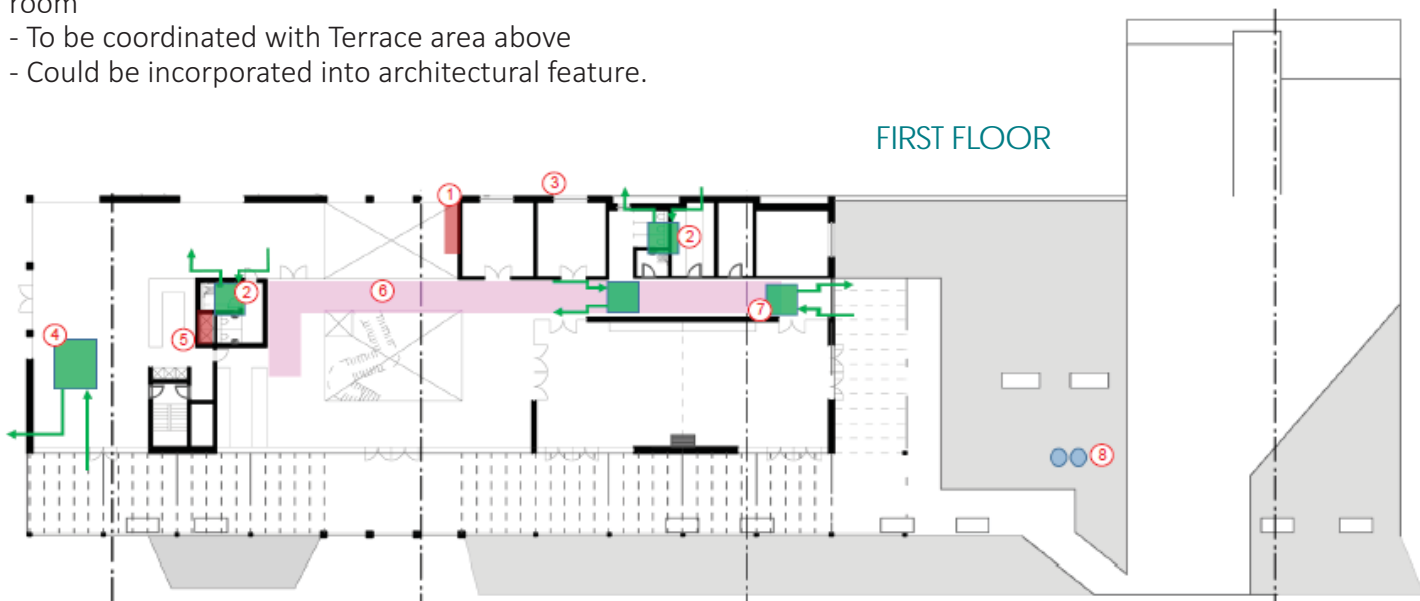


Following a preliminary appraisal of available technologies against the site constraints, the following technologies are considered to be suited for the energy load profile of the proposed standalone building and the ongoing economic maintenance of the development:

- If Copthall Sports hub is to form part of a larger site wide energy strategy, the increased energy base loads could make the following technologies worth consideration also :

- 270

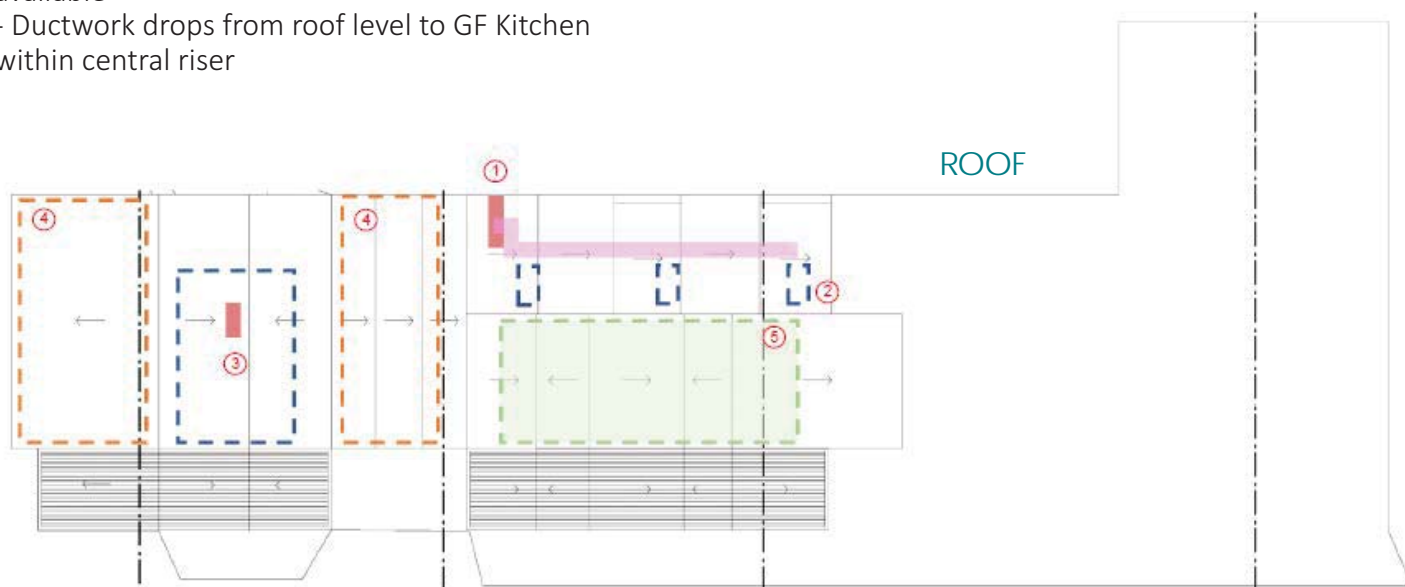
- Links east and west wings of building
- 7. Openable façade for natural ventilation Modular heat recovery units in ceiling / bulkhead to serve mixed mode ventilation strategy.
- 8.0 Flue system required from ground floor plant room
- To be coordinated with Terrace area above
- Could be incorporated into architectural feature.



## ROOF

1. Riser from roof level to ground floor retail space
2. Space allowance for tenants fit out of external refrigerant heat pump system to produce heating / cooling.
3. No with 1 per retail space
4. Potentially acoustically attenuated.
5. Space allowance for Kitchen ventilation system on roof top.
6. Separate supply and extract with no heat recovery available
7. Ductwork drops from roof level to GF Kitchen within central riser

- To be installed within a rooftop plant well designed by Architect
- 4. Allowance for rooftop photovoltaics.
- South facing with no shading, final area to be sized with final energy targets
- 5 All external plant to be coordinated with respect to acoustic output and natural ventilation of first floor areas.
- Rooflights serving meeting rooms and learning / teaching spaces.



## 8.2 MILL HILL BUILDINGS

### LEAN ENVIRONMENTAL DESIGN STRATEGY

The passive energy performance of the building can be improved to reduce total energy demands.

This can be achieved through :

- Optimising the thermal performance of the external envelope of the proposed building in accordance with the values outlined within the Design Criteria;
- Ensuring all constructions achieve an air-tightness of 3 m3/m2.h at 50
- Optimising the solar shading performance of glazed elements to utilise winter solar gains to offset heating and protect occupied spaces from peak solar gains.

### LEAN DESIGN FEATURES

The following features are highlighted on the below image

High performance glazed façade with solar control to reduce risk of overheating

1. Super insulated opaque structure to reduce annual heat losses and energy loads.
2. Each heated area to be separately leased should be insulated accordingly to allow
3. independent control of heating system without impacting on adjacent tenant.
4. External canopies to provide solar shading and restrict solar gains.

### MEAN ENVIRONMENTAL DESIGN

To improve building performance energy demands should be met by utilising efficient technology and energy management practices. This includes measures such as :

- The installation of low energy lighting;
- The installation of absence or presence detection lighting controls in all areas;
- The installation of a low carbon space heating source.
- The installation of low carbon hot water heaters to generate hot water efficiently;

- The installation of water efficient sanitary fittings to reduce water consumption and the energy consumption associated with the generation of hot water;
- The installation of energy sub-metering to facilitate an energy metering, monitoring and targeting strategy;
- The installation of water sub-metering to facilitate the monitoring and targeting of water consumption.

### GREEN DESIGN CONSIDERATIONS

The project seeks to adopt low carbon technologies within the context of the Mill Hill Pavilion. The low and zero carbon technologies considered for the development are as follows:

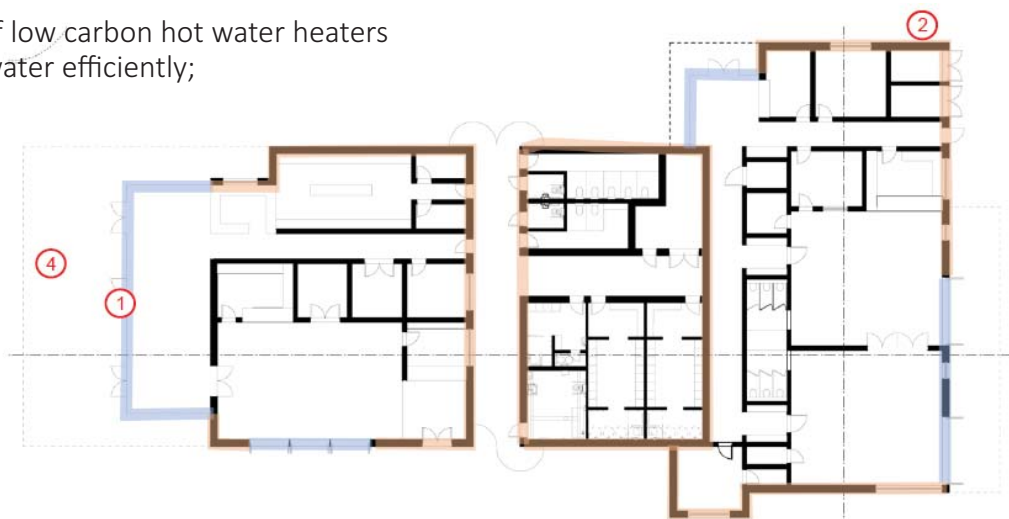
- Biomass Boiler
- Wind turbines
- Solar Collectors ( Hot Water)
- Heat Pumps ( Ground Source / Air Source )
- Photovoltaics Panels
- Combined Heat and Power System ( CHP)

### LZC TECHNOLOGIES ADOPTED

Following a preliminary appraisal of available technologies against the site constraints, the following technologies are considered to be suited for the energy load profile of the proposed standalone building and the ongoing economic maintenance of the development:

- Reverse circle heat pumps ( air/ ground source ) for space heating
- Solar collectors to offset part of hot water loads
- Photovoltaics to generate electricity.

Please note all LZC technologies should be sized on an appropriate energy base load to optimise their capital cost and pay back characteristics.





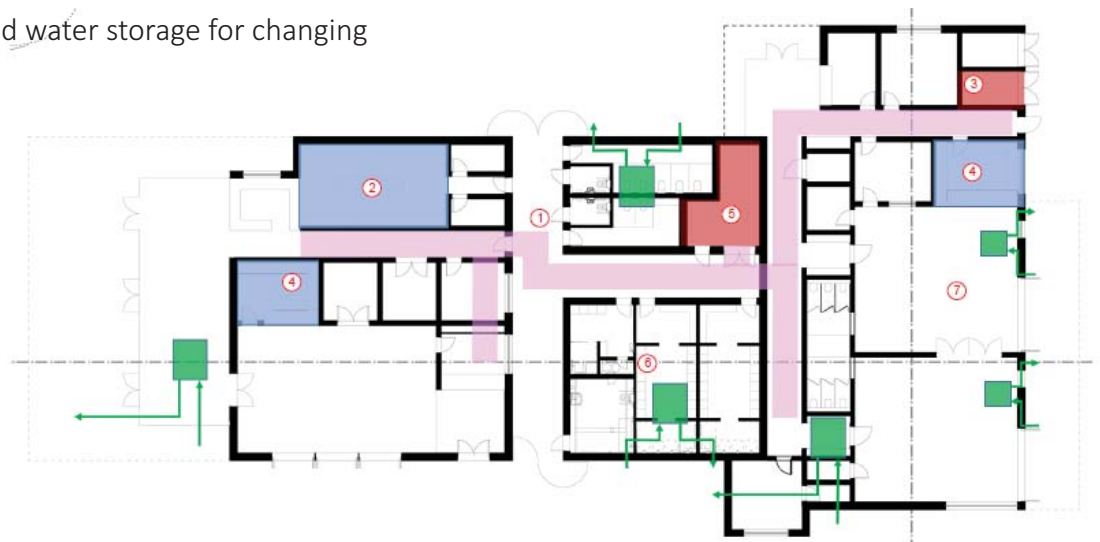
## PRELIMINARY SERVICES DISTRIBUTION AND PLANT SPACE REQUIREMENT

### GROUND FLOOR

1. Distribution across semi external circulation
  - Services zone required to be 400mm deep
2. Commercial kitchen extract system installed at roof level
  - Allowance for natural intake with LTHW coil served by central boiler system
  - Discharged at roof level
3. Space allowance for new electrical intake room
  - Includes LV main fuse and incoming data provision
4. Assumed non-commercial sized kitchen/kitchenette with domestic scale extract system
  - Extract hood installed with termination through roof
5. Central plant room (mechanical) requires a minimum of 30m<sup>2</sup>
  - Provides hot and cold water storage for changing rooms and kitchen

- Provides LTHW intake position from proposed heat pump technology
6. Modular heat recovery ventilation system installed to serve changing room (male and female)
    - Installed within ceiling void (minimum depth of 600mm)
    - Discharged through louvered façade (approximately 400mm height)
  7. Minimum ventilation rates for teaching areas from heat recovery units installed at high level
    - Openable windows provide purge ventilation and passive cooling in summer
    - Minimum of 5% floor area as openable façade for purge
  8. Each leased space to be sub metered accordingly to allow for sub billing of Tenants.

### GROUND FLOOR

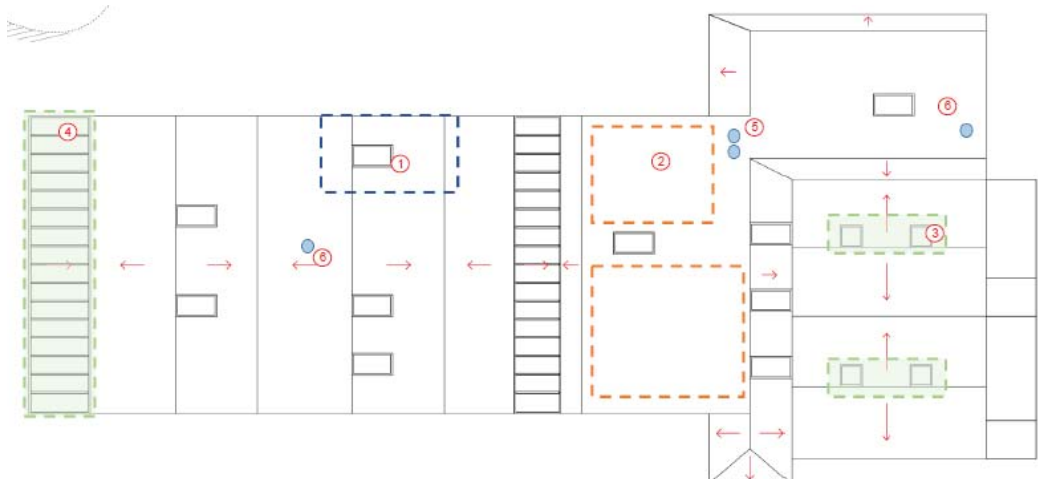


### ROOF

1. Kitchen extract system serves canopy system below
  - Allow for rooftop box fan with external attenuation, weatherproof boxing required
2. Rooftop space allowance for photovoltaic panels
3. High level rooflights in classrooms, club room and ancillary administration spaces provide improved daylighting and assist in summer ventilation

4. External canopy fitted with rooflight
  - Provides additional daylight to external seating and will aide in providing uniformity to indoor seating area
5. Flue system discharges combustion gases from central plant room below
6. Ventilation extract cowl terminates through roof construction from domestic kitchen below.

### ROOF



## NON-MASTERPLANNED COMPONENTS

### 9.1 BITTACY HILL PARK

#### Summary of works

Bittacy Hill Park will likely see an increase in usage due to the adjacent Millbrook development. Some improvements can be made to the existing tennis courts to provide a wider range of offers. The current access to these courts is via a set of stairs with no existing ramp access.

NEW RAMPED ACCESS TO CREATE A  
MORE INCLUSIVE SPORTING OFFER

REFURBISH EXISTING COURTS INTO 1  
NO. MUGA AND 1 NO. TENNIS COURT

RE-ALIGN PATHWAY AND RETAINING  
WALL TO ACCOMMODATE  
REFURBISHED SPORTS COURTS



# 9.2 SUNNY HILL PARK

## Summary of works

Sunny Hill Park is part of the main access route from Middlesex University and Copthall Playing Fields. The main route through the site will be rationalised and resurfaced to provide better cycling connectivity. This main path will be lit to provide safety during non-daylight hours. New signage and on-site wayfinding tools will be used around the site and key

locations to improve identity and wayfinding. Other improvements will be made to the park to provide better facilities such as upgrading the existing MUGAs and remarking the cricket pitch. New cycle stands will be installed as appropriate to encourage cycling.





# 9.3 ARRANDENE OPEN SPACE

## Summary of works

Arrandene Open Space only requires minimal work to provide cyclists and pedestrians with good quality path to traverse the site. The site should remain as natural as possible and path improvements will not include lighting. The main entry points into the site will be rationalised (South-east and West entry) with signage improvements to the other secondary

entries into the site. On-site wayfinding signs and integrated wayfinding tools will be used to improve overall connectivity and identity.



## KEY

- 1** IMPROVED MAIN ENTRANCE WITH SIGNAGE CONNECTING TO MILL HILL PARK
- 2** IMPROVED MAIN ENTRANCE WITH SIGNAGE CONNECTING TO COPHALL VIA NEW CYCLEWAY ON MILESPIT HILL
- WIDEN AND IMPROVE EXISTING PATHWAY



# 10

## ECOLOGY AND BIODIVERSITY INTERVENTIONS

### 10.1 COPTHALL ECOLOGY AND BIODIVERSITY



Fig. 10.1 - Copthall- Ecology and biodiversity interventions



## 10.2 SUNNY HILL ECOLOGY AND BIODIVERSITY



Fig. 10.2 - Sunny Hill Park - Ecology and biodiversity interventions

### KEY

- |   |                                   |  |
|---|-----------------------------------|--|
| ① ENHANCE<br>NATIVE PLANTING                              | ④ ENHANCE<br>UNDER-STORY PLANTING | ⑦ WOODLAND<br>MANAGEMENT AND<br>UNDER-STORY PLANTING |
| ② REPLACE EXOTIC<br>SHRUB PLANTING WITH<br>NATIVE SPECIES | ⑤ STRENGTHENED<br>WOODLAND EDGE   |  |
| ③ NEW TREE PLANTING                                       | ⑥ GRASSLAND MANAGEMENT            |  |

## 10.3 MILL HILL ECOLOGY AND BIODIVERSITY



Fig. 10.3 - Mill Hill Park - Ecology and biodiversity interventions

### KEY

- |   |   |                        |
|---|---|------------------------|
| ① INCREASE NATIVE SPECIES AS % OF PLANTING  | ④ INCREASE UNDER-STOREY PLANTING                      | ⑥ GRASSLAND MANAGEMENT |
| ② ENHANCE AVENUES TO CONNECT WOODLAND ZONES | ⑤ COPPING AND CLEARING CREATION UNDER-STOREY PLANTING |                        |
| ③ ENHANCE EDGE TREE PLANTING                |   |                        |



# 10.4 BITTACY HILL ECOLOGY AND BIODIVERSITY

## KEY

- ① ENHANCE EDGE TREE PLANTING
- ② GRASSLAND MANAGEMENT
- ③ DEVELOP UNDER-STOREY PLANTING



Fig. 10.4 - Bittacy Hill Park  
- Ecology and biodiversity interventions



# 11

## BRANDING AND SIGNAGE STRATEGY

### 11.1 IDENTITY, ORIENTATION AND SENSE OF PLACE



Patterns of site ownership and across the study area are complex but the largest public open spaces (Sunny Hill Park, Copthall, Arrandene Open Space and Mill Hill Park) are owned and managed by Barnet Council.

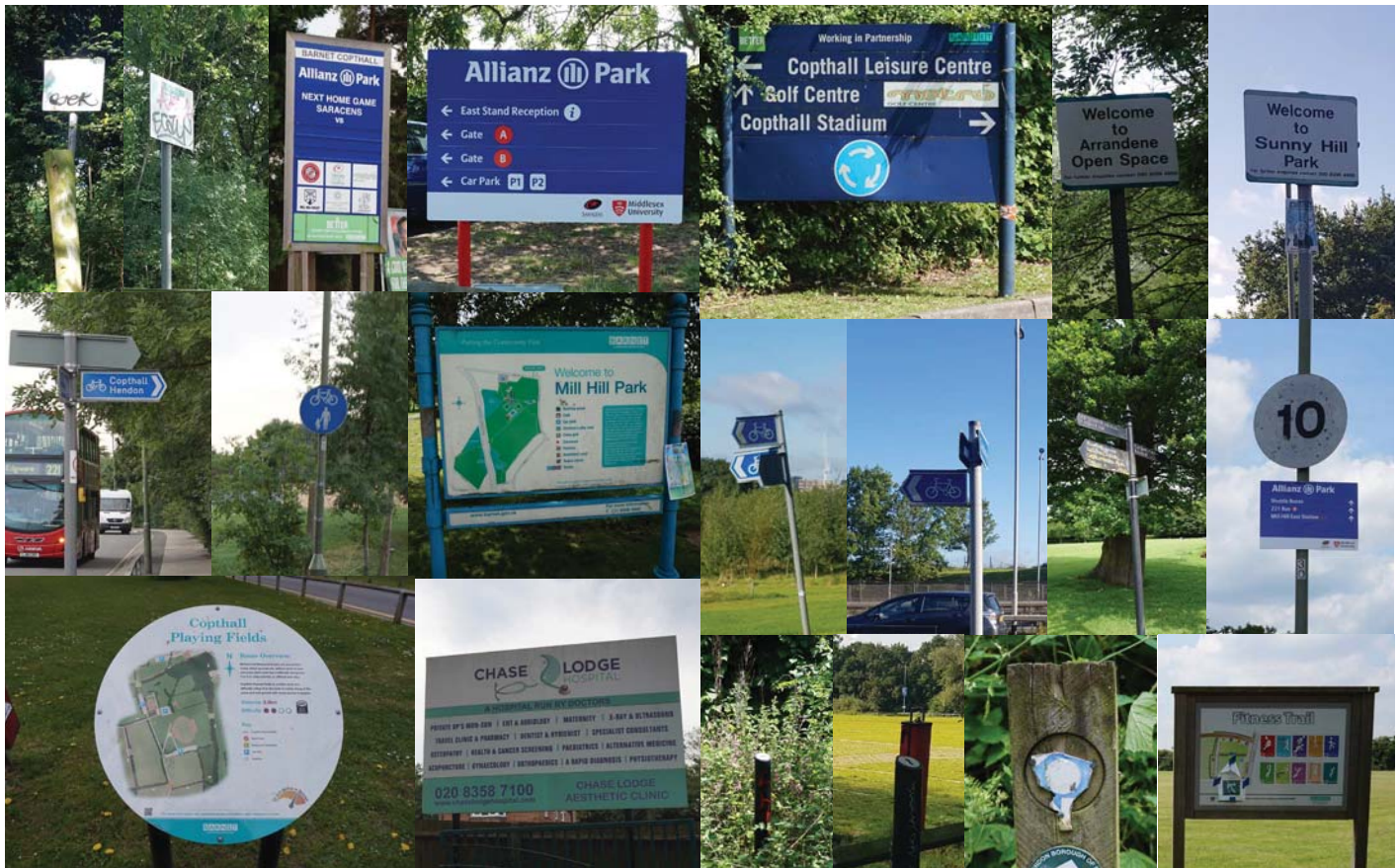
Aside from considerations of the quality of hard landscape design (particularly at entrances), Barnet does apply a standard branding to its signage that reflects current corporate guidelines. The quality of this signage varies, principally as a reflection of the age of entrance and information signs. Overall, quality does not meet what could be typified as current best practice for public realm and public open space. Quality is further undermined by a lack

of consistency, particularly in respect of important way-finding infrastructure. This is inconsistent with other signage and is often confusingly positioned, giving partial or inaccurate information. Signage does not suggest that it has been informed by an over-arching public realm strategy that could communicate both important information for people trying to navigate the sites within the study area, and the council's core values in respect of the management of its assets and the outcomes that these might deliver.

For Copthall Playing Fields, this lack of clarity is further exacerbated by the complex pattern of ownerships and leases that are a characteristic



## EXISTING SIGNAGE EXAMPLES



of this site. Most lease holders are commercial operations that are keen to promote their own brand to members of the public. The result is an incoherent and cluttered identity for the site that makes the site difficult to navigate and might actually discourage activities other than those promoted by land owners and lease holders.

One of the objectives for the masterplanning process is to diversify and intensify the use of Copthall and the adoption of a clearer public realm strategy would be a significant element in supporting this diversity of use.

## DEVELOPING A NEW IDENTITY

The project brief suggests that the masterplan study should consider the creation of a new entity that could influence the development and management of public open space sites across Mill Hill. Section 12 considers governance and funding options for a new

entity in greater detail. This entity would support current site uses (and users) and encourage the development of a more diverse range of uses and outcomes across the entire portfolio.

A new entity could be supported by new branding tools that would provide clearer messaging, more robust information and way finding, and would be part of a streamlined and de-cluttered public realm strategy.

Copthall and Mill Hill's public open space sites offer a rich variety of opportunities for engagement with the external environment and many potential points of engagement. Many of these opportunities are currently inaccessible or difficult to navigate. Robert Frost's 'The Road Not Taken' promotes the idea of a landscape revealing itself through exploration and the benefits of taking a less obvious path. This is an appropriate metaphor for the experience of Mill Hill's sites and the opportunities that lie just out of sight but which will be refreshed and reinforced by the executed masterplan.

## 11.2 PRINCIPLES OF A BRANDING BRIEF

The derivation of the Copt Hall reinforces this branding message. 'Copt' is an Old English word for the top of a hill and Copthall is literally, 'the hall on the top of the hill'. The idea of exploration of that which lies 'just over the hill' is an appropriate brand metaphor for a portfolio of sites with many undulations and wooded hill tops.

A brand strategy could explore graphically the specific characteristics of each site, current lessees and current uses, and combine these into an overarching brand identity for the portfolio in two and three dimensions.

In the context of landscape, a newly develop brand for Mill Hill's sites could be expressed in a variety of formats to reinforce brand identity. These would reinforce the more conventional deployment of the brand through physical and digital platforms:

- Entrance design and colour scheme
- Street furniture design and colour scheme
- Unifying sculptural elements within the landscape





Further to this, the new brand should develop a clear heirarchy of signage options for the range of entrance and landscape types spanning across all the sites. This heirarchy should be organised into three groups: primary wayfinding, secondary

wayfinding, and tertiary wayfinding. The following illustrates some examples of signage types, graphic language, and expression of this in the landscape and integration with surrounding buildings.

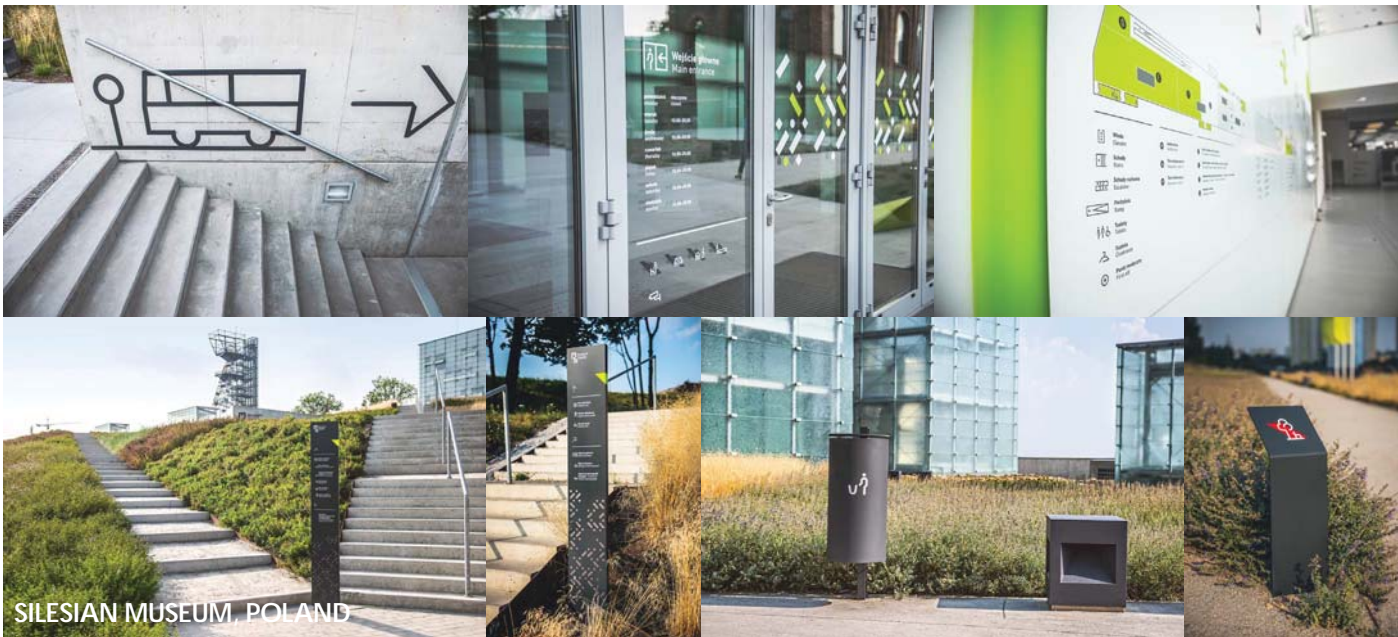
**SIGNAGE HEIRARCHY - Develop a range of coherent signage for different uses**



**ICONOGRAPHY AND LOGO - Develop clear and concise icons and logos for use on site**



**UNIFYING BRAND - Consistent language throughout the site for both landscape and buildings**





# 11.3 BRAND EXPRESSION AND WAYFINDING

In conjunction with identifying and expressing the uniqueness of each site, the graphic language used to ultimately convey the identity of each site and the identity of Copthall and Mill Hill's open space sites as a collective must have a clear hierarchy. The following examples of brand expression show how colour and shape is an effective tool in creating a distinctive identity. The selection of colour is the first step in creating physical forms to provide identity and wayfinding tools throughout each site and overall.

As the study site constitutes multiple parks, the need for a simple and clear wayfinding strategy across all of them is paramount to achieving the vision set out at the beginning of this report.

## TYPE ONE - PRIMARY



BURGESS PARK, UK

Clear entrance frame announces arrival, with the orientation of the feature patterned wall leading users into the park. The frame acts as a vehicular height barrier in an aesthetically pleasing way.



SOUTHBANK, AUSTRALIA

Use of sculptural elements with planting creates a very quick transition from the outside world into that of the riverside park. The planting blocks out noises of the city such as traffic and creates a visual barrier between the park and the adjacent large buildings.

## TYPE TWO - SECONDARY



A series of signs with consistent graphic language which can be used in secondary entrances. The flexibility for secondary entrances to varying sizes and types of park is important (eg. local to borough level parks).



Bespoke entrance place marker which announces arrival when combined with the other elements in this space (paving, street furniture, planting). All elements have a consistent language to create differentiation between this space and the other parts of the site.



## TYPE THREE - TERTIARY



In-ground signage is subtle and can be an effective means of marking a trail or announcement of arrival into an area.



Effective use of design for a large number of variations for varying track difficulties for a mountain bike park in New Zealand. Easily readable colours to denote difficulty as well as clear track names with direction arrows makes traversing the park at speed very easy and user friendly.



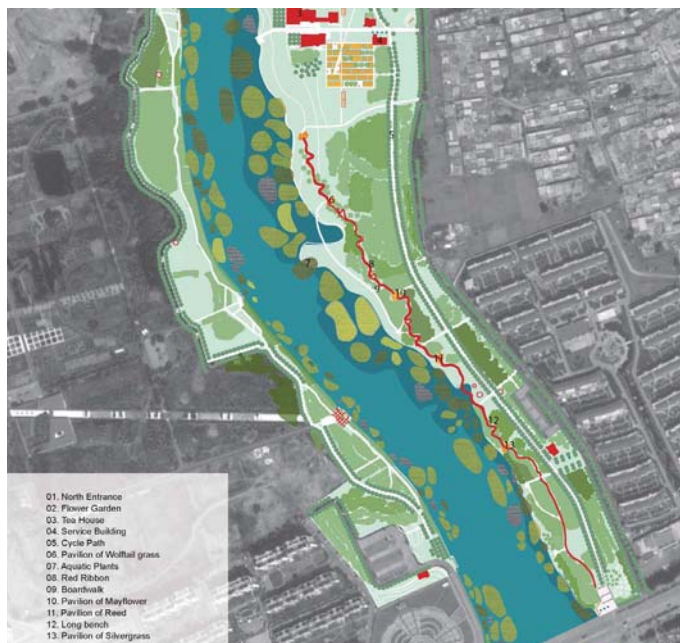
Interactive signage is a useful engagement tool to create pause and interest. This type of signage would be suited to the woodland play and forest activity area.

## BRAND EXPRESSION



WALD BERLIN KLIMA, GERMANY

Simple but effective use of colour as focal points to draw users in. Consistency of material with use of pop colour creates the sense of journey through the site, giving each stopping point purpose.



QINHUANGDAO PARK, CHINA

Minimal design intervention of a 500m long 'red ribbon' running through the park which incorporates lighting, seating, environmental interpretation and orientation. The simplicity of this consistent spine through the park is effective in breathing new life into the natural environment which was at risk of modification from urban pressure. It creates a bold and revitalising identity for the park.

# 11.4 SIGNAGE DESIGN STRATEGY

REFER TO PLAN 'OTHER INTERVENTIONS' - PAGE 44 FOR LOCATIONS OF THE SIGNAGE TYPES

## TYPE ONE PRIMARY WAYFINDING

### KEY ELEMENTS



#### SCULPTURE/FRAME/FEATURE ELEMENT

Frame could be figurative, purpose is to create a clear demarcation between outside world and entering the park. The sign should be distinctive and express the site identity.



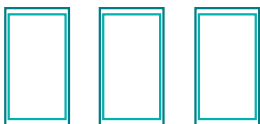
#### MAP

Map should be prominent and show key locations on site.

### COPTHALL PLAYING FIELDS

#### PARK NAME/LOGO/PARK IDENTITY

Name of the park should be legible from appropriate distances (i.e. vehicular approaches, cycle approach, pedestrian approach). Entrance sign could be sculptural and should express the identity of the site.



#### SCREENS/LIGHTBOXES

Advertisement of events such as matches, markets, and other public events is important to attracting more visitors.



#### INTEGRATION WITH SURROUNDING LANDSCAPE

The primary signage should set the precedent for all other wayfinding tools on the site. It should therefore be designed to the same landscape language as the site and as set out in the vision for the masterplan. It should communicate the brand of the Mill Hill Open Space sites as well as the individual site identity.

## TYPE TWO SECONDARY WAYFINDING

### KEY ELEMENTS



#### MAP/KEY LOCATIONS DIRECTIONAL ARROWS

Secondary signage should convey enough information on your whereabouts for users to understand their location in relation to the site they are about to enter. Where it is not appropriate to include a full sized map, key locations should be listed with a directional arrow. The number of key locations should be kept to three or four at most, as more may be confusing for users.



#### APPROPRIATE SIZING FOR ENVIRONMENT

Secondary signage needs to accommodate a wide range of conditions and needs to be appropriate for the identity and context of the park. Where secondary signage exists in high frequented public areas or high use park, larger signage may be used. Where secondary signage is used in smaller parks such as Bittacy Hill Park, a smaller design may be more appropriate.

### LEGIBILITY LEGIBILITY LEGIBILITY LEGIBILITY LEGIBILITY LEGIBILITY

#### READABILITY AND LEGIBILITY

All secondary signage needs to be legible for cyclists and pedestrians. On routes where cycling is encouraged, signage should be able to be read at cycling speed and key information should be immediately clear without having to dismount.

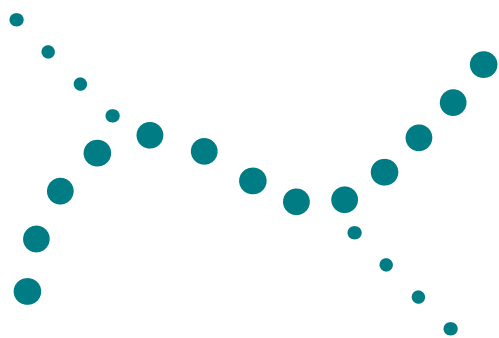


#### INTEGRATION WITH SURROUNDING LANDSCAPE

The secondary signage should communicate the brand of the Mill Hill Open Space sites as well as the individual site identity. It should follow a similar design language to the primary wayfinding signs, using the same colour palette and icons, and integrating with the landscape in a similar fashion.

TYPE THREE *TERTIARY WAYFINDING*

KEY ELEMENTS



EFFECTIVE GUIDANCE SYSTEM

The main function of tertiary signage is to act as a connecting tool along journeys to remove confusion when traversing the parks. Tertiary signs also tend to be much more integrated with the physical environment and can be used to reinforce desire lines and also reinforce the purpose of the design.



USE A RANGE OF EXPRESSION TYPES

Tertiary signage may be expressed in a variety of ways including in-ground, on the natural environment, and in the form of small wayfinding signs.



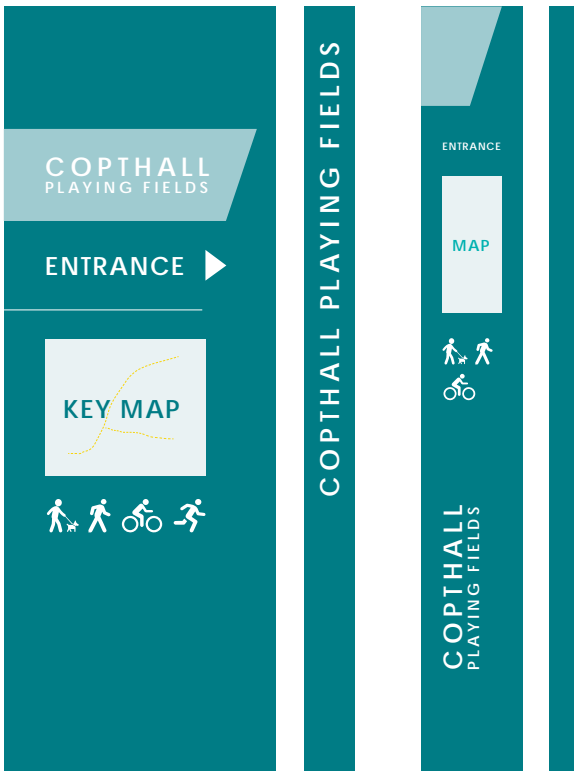
INTEGRATION WITH SURROUNDING LANDSCAPE

Tertiary signage should follow the same design language as the primary and secondary signage. Brand communication should still be a consideration. Tertiary signage is likely to be used in locations where it may not be appropriate to use secondary signage, it should therefore be sensitive to the surrounding environments.

SIGNAGE EXPRESSION EXAMPLES ONLY



*PRIMARY WAYFINDING*



*SECONDARY WAYFINDING*



# 12

## CONSULTATION AND ENGAGEMENT

A number of consultation and engagement activities have been undertaken to inform the proposals developed in the masterplan.

Table 12.1 summarises the activities completed during the first stage of the project.

**Table 12.1 - Consultation and engagement summary**

Date	Consultee	Attendees	JSA Team attendees	Meeting / phone Call
02/05/2017	Playing Field Strategy Meeting Copthall	National Sports Governing bodies	Rhona Harley	Meeting
02/05/2017	Greenspaces LBB	Matt Gunyon	Rhona Harley	Meeting
12/05/2017	Saracens	Gordon Banks Mitesh Velani Andy Duckworth Richard Gregg	Jon Sheaff Kate Swade Rhona Harley	Meeting
23/05/2017	Middlesex University	Andrew Dickie Mel Parker	Jon Sheaff Kate Swade Barbara Kaucky Rhona Harley	Meeting
24/05/2017	Football Association and Middlesex FA	Mark Liddiard Stuart Allen	Rhona Harley	Meeting
25/05/2017	Metro Golf	Brenden Van Rooyen	Rhona Harley	Meeting
31/05/2017	Councillor	Cllr. Sury Khatri	Jon Sheaff Rhona Harley	Meeting
06/06/2017	Councillors	Cllr. Duschinsky and Cllr. Hart	Rhona Harley	Meeting
12/06/2017	Copthall Community Sports Group	Members of the group including local consultation groups	Rhona Harley	Meeting
20/06/2017	Mill Hill RFC	Tim Hurst	Rhona Harley	Meeting
20/06/2017	Hendon RFC	David Gershlick and Malcolm Watts	Rhona Harley	Meeting
21/06/2017	England Hockey	Steve Turner	Rhona Harley	Phone call
26/06/2017	Hampstead and Westminster Hockey Club	Richard Sykes	Rhona Harley	Phone call
27/06/2017	North London Aquatics	Wendy Kravetz	Rhona Harley	Phone call
28/06/2017	Stakeholder Workshop Session at Allianz Park	19 people attended from stakeholders, local community groups and sports associations	Jon Sheaff Rhona Harley	Meeting

10/08/2017	Sport England	Mark Furnish Dennis Holmes Will McNabb	Rhona Harley	Meeting
02/10/2017	Middlesex FA	Stuart Allen	Rhona Harley Barbara Kaucky Mark Walton	Conference call
05/10/2017	RFU	Jason Bowers	Rhona Harley Barbara Kaucky	Conference call
23/11/2017	Friends of Mill Hill Park	Approximately 50 members of the Mill Hill Preservation Society	Jon Sheaff	Meeting

## 12.1 COMMENTS RECEIVED

Comments received from individual consultees and stakeholders are as follows:

### **Saracens – Meeting at Allianz Park 12/05/2017**

- Would like to be involved with the future management of the Cophall Estate.
- Offer a large range of community facilities.
- Offer the facilities for school use and sports days. 15,000 kids.
- Match days 10,000 people currently will be 15,000 with new stand.
- Suggest that any football use requires an anchor club e.g. AC Finchley.
- Roads are unadopted.
- Host 2 Athletic clubs.
- All lights off by 10pm.
- Want better signage and transport.
- Improve access onto A1 from Greenlane.
- Improve accessibility into and out of the site.

### **Middlesex University – Meeting at the University 23/05/2017**

- Currently, 600 students use the East Stand.
- Proposed West Stand offers facilities for 1000 students.
- Want improved transport between the Hendon campus and Allianz Park.
- Better lighting.
- Better signage.
- Better facilities at Cophall.
- Would like to be involved with the future management of the Cophall Estate.

### **Football Association and Middlesex FA – Meeting on site 24/05/2017**

- Met on site and reviewed main playing field pitches.

- Ideally a double 3G pitch should be provided, which can be designed for Football and Rugby use predominantly. These would then offer the much needed all year round playing pitches that teams, groups and general public will pay for and expect. Current pitches are still the poor end of the standard.
- Rectory Park – is an exemplary site currently being built. 50 acre site. Suggest that a visit could be arranged to see the facilities.
- Funding could be partly from Parklife program.
- Management and maintenance should allow for a 25 year lease.
- Building standards – currently all single storey to reduce costs to include lifts.
- FA offer grants of £500k and could be more if a sports hub and run by a county football team.
- Parking ideally should allow for 200 spaces and seating for 300 to 400 people and viewing area.
- Costs approx. 3.2million for 2 pitches.

### **Metro Golf – Meeting on site 25/05/2017**

- 18 schools use facilities which include Golf Driving Range; 9 hole Par 3 Golf Course – 7500+ rounds played; golf simulator 500+ bookings; golf academy 7000+ golf lessons; Adventure Golf – 10,000 visitors, Italian restaurant 25,000+ customers; American Golf shop – 12,000+ customers. Has associations with 4 local golf courses.
- 4000+ membership
- Metro Golf has a 75 year lease from May 1996
- Car parking facilities for 120 cars but no coach or bus parking. Also have cycle parking for 8 bikes. On Saracens home match days, the centre closes and allows the car park to be used by Saracens during any matches, then reopens after.
- Would like Cophall to have a community tennis

centre – with at least 4 artificial grass tennis courts and a community coaching programme.

- 18 schools currently using the site and could and potentially attract more school use. The facility would become the 'hub' of tennis activities in the area and coaches could potentially offer coaching programmes in other local parks.
- Would be willing to consider part-funding new tennis facilities if lease could be extended.
- Ideal location would be to the east of the current leisure centre close to close to Metro Golf Centre.
- Issues that Metro Golf raised – drainage problems, as the car park frequently floods.

#### **Cllr Khatri – Meeting at North London Business Park 31/05/2017**

Cllr. Khatri had reviewed the brief from LBB Barnet and the response document. He was confused about the various dates and requested a programme for the study. JSA sent by email same day.

Main concerns:

- Lots of strategies and questioned why this work was not undertaken as part of other strategies. JS explained the Parks and Open Spaces Strategy was an overview of all Barnet's parks.
- Smaller sports groups do not have a voice.
- Mill Hill are requesting the long-term security of a lease to stay at Copthall
- Chase Lodge has a long lease of approximately 999 years from Camden Council. They have had meetings with LBB requesting the use of the old school site adjacent. Part of this area has approval for a new Greenspace services depot.
- Community very protective of Green Belt.

Cllr. Khatri asked to be advised as the masterplan develops.

#### **Cllr Duchinsky and Cllr Hart – Meeting at Hendon Town Hall 06/06/2017**

The Cllrs were supportive of the brief to be ambitious and of extending the offer at Copthall to develop greater use of the site and suggested the following elements:

- Café.
- Playground/play offers.
- Adult exercise.
- Cycle proficiency area.
- Skatepark.
- Picnic area.
- Lacrosse – SOAS looking for facilities, apparently. Cllr Duchinsky to forward details.

- Tennis – through golf centre.
- Netball/basketball.
- Diving pool (as part of leisure centre) – this being fund-raised for by local proponents.

Cllrs also expressed concern about loss of greenbelt, especially along the Ridgeway especially the Jehovah's Witness land.

#### **Copthall Community Sports Group – Meeting at Allianz Park 12/06/2017**

- The main Issue raised by Mill Hill RFC and Hendon RFC was that of waiting for a response from the council regarding new leases.
- St Kiernans – (Gaelic Football) – very angry that Hendon RFC pitches have not been adjusted for temporary play, by Greenspaces.
- It was noted that a lot of schools are not delivering on community uses for sports facilities.
- Saracens are looking to invest in new training grounds, looking at two sites.
- Traffic a major problem for all users in terms of access from Page Street and the A1.
- The issue of poor drainage (especially for Metro Golf) has been raised with Greenspaces and is being actioned.

#### **Mill Hill RFC – Meeting at Mill Hill RFC Club House 20/06/2017**

- Mill Hill RFC are a Community Amateur Rugby Football Club founded in 1937.
- Members 250.
- Has 2 adult teams.



Tim Hurst from Mill Hill RFC

- Recently had 3 pitches one used by St Kiernans. Will lose one pitch and the 2 pitches will be adjusted when the new leisure centre is started.
- Offer Community facilities including helping young offenders; veterans Touch Rugby Friday evenings all year; fitness club in association with Saracens. Would like to offer more youth rugby and potential for nursery use in club house. Also, would like to develop a new ladies team and are in discussions.
- Used by American Football club in the summer (approx. 8 games). 2017 cannot be used due to relocation.
- Want a new lease so that they can apply for funding to refurbish the existing building.

#### • **Hendon RFC – Meeting at Hendon RFC Club House 20/06/2017**

- Hendon RFC are a Community Amateur Rugby Football Club founded in 1932.
- Members 200 including younger members willing to take over the running of the club.
- Has 2 adult teams.
- Lease 2 pitches. During the summer Gaelic Football have used the pitches. Saracens also use the pitches for schools and rugby coaching.
- Have the longest running 7's club in the county. 7's has become an Olympic sport.
- Lease ran out in 1994 and would like a new lease so that the club can access funding to refurbish the existing building.
- Club funded the main building and refurbished the old army hut.
- Would be amenable to club house relocation if close by. Would prefer changing facilities close to the pitches.

#### **England Hockey – Phone call 21/06/2017**

- Currently no hockey pitches on site
- Nearest Hockey pitches at Mill Hill School, but they are not available for community use (note England Hockey have approached the school to ask).
- Due to changes in the requirements for Hockey pitch construction many clubs around London have had to relocate to other boroughs that can provide compliant facilities.
- Hampstead and Westminster Hockey Club potentially need to relocate.

#### **Hampstead and Westminster Hockey Club – Phone call 26/06/2017**

- 150 adults – 20 teams and 350 juniors in club. Very much a growth sport.



David Gershlick from Hendon RFC

Ladies and men's teams and youths.

- They are in Maida Vale with 2 pitches. Council owned. 1 water based and 1 no longer suitable (3G tiger surface) and do not have a long-term lease.
- Need minimum 2 pitches ideally category 1 – water pitch. Would like spectator's area for possibly 1000 people, floodlights and potential for TV.
- Approached Saracens 6 months ago about a possible relocation.
- Hockey pitches are suitable for netball use and tennis.
- If Westminster offer a new lease they would stay but they do not think this will be forthcoming, hence looking at possible places to relocate.

#### **North London Aquatics – Phone call 27/06/2017**

- A community group that are fund raising to provide a diving pool at the new leisure centre. Formed 1 year ago when LBB proposals for the new leisure centre did not provide a replacement diving facility.
- Organised a '38degrees' petition online had 900,000 signatures requesting a diving facility.
- In Dec 2016 LBB voted against including a diving pool.
- In Jan 2017 LBB approved Option 2 which offers £500,000 from LBB for the proposal, with no time restriction.
- Proposals are for a new 5m diving board and pool. A moveable floor within the pool, would allow the pool to be used for



community use e.g. aqua aerobics.

- The proposal has cross-party support and the support of the Leader of the Council.
- The group is in discussion with London Marathon Trust and Sport England.
- Costs not fully worked out yet. Aim is to get funding within next 2 years to include in the main build of the leisure centre.

#### **Sport England – Meeting at Sport England Head Office 10/08/2017**

- Meeting held to discuss Sport England views for Copthall in terms of 3G pitches and the introduction of other leisure and play facilities were outlined.
- Sport England response was that they will carefully consider any changes to the Playing Pitch Strategy and potential reduction to the number of playing pitches. Further discussions will be required as the masterplan develops.

#### **Middlesex FA – Conference call 02/10/2017**

- Following the Barnet Playing Pitch Strategy Meeting where LBB outlined the proposals from Phase 1.
- FA would require 2 3G pitches at Copthall. FA require a sinking fund of £25k per year to allow for pitch replacement every 10 years.
- Discussed requirements for the Sports Hub building. Minimum of 6 changing rooms, first aid, meeting room which could be flexible use for coaching education and social space, café, public toilets, storage.
- Pitches require fencing to reduce contamination and paths.
- Lighting required. LED better, will cost more but last longer.
- Storage for maintenance vehicle – container size 11/12m2.
- No lockers are required. 99% take their belongings to the pitch.
- Football Foundation requirements are 25 years. Novate to operator but take on monitor and evaluate yearly with records of pitch management.
- Season 1st Sept to May.

#### **RFU-Conference call 05/10/2017**

- RFU are considering funding one 3G ATP pitch at Copthall.
- Would require a WR22 pitch. Ideally sole use for Rugby as different surface for football use.
- Fencing can be smaller at 1.2m high

Duralock style depending on location.

- 1 hour booking slots.
- Ideally 8 No Changing rooms.
- Referee room and training/ coaching area.
- Need a social area which can be multi-functional.
- Saracens, Mill Hill RFC and Hendon RFC are all interested in using the facility for better training.
- Could allow for the Womens A and B League.
- Physio rooms.
- American football could also use the pitch. Needs adjustment for deadball line.
- JSA provided option plans for the location of the proposed full size Rugby pitch, option 1 in the central hub area, option 2 at Mill Hill RFC and option 3 at Hendon RFC. Option 1 being the preferred location. RFU board to consider proposals and discuss directly with both clubs.

#### **The Mill Hill Preservation Society - Meeting**

- The Mill Hill Preservation Society aim is to 'Uphold the principle of the Green Belt and to protect the natural, historical and architectural features of beauty and interest in Mill Hill'.
- Jon Sheaff was invited to address a meeting of the society on 23 November attended by approximately 50 members of the Society. The subject of the address was 'Mill Hill Parks – the Big Picture'.
- Jon Sheaff explained that JSA had developed a new Parks and Open Spaces Strategy that had been adopted by the council and that JSA were leading a design team that was developing a new masterplan for a suite of park across Mill Hill and Hendon. The address focused on the economic, social and environmental benefits accruing from good quality parks and open spaces, the specific characteristics of Mill Hill's parks and the issues and opportunities presented by Mill Hill's parks.
- Questions from the audience focused on the delay to the completion of the masterplanning process, the timetable for further consultation on the masterplan, the geographical extent of the masterplan brief and the outcomes for bio-diversity that the masterplan would deliver.

**Table 12.2 - Copthall Masterplan Consultation - 28th June 2017 - Part 1**

Attendees: 19 people attended from stakeholders, local community groups and sports associations

Facilities	Transportation	General
<b>FIRST WORKSHOP SESSION</b>		
Q. Users- From the perspective of 3 types of users- Q1 what do they want? Q2 What would encourage them to use the site?		
<b>Group 1: Professional person sporty and active</b>	<b>Group 2: Single Parent with Children</b>	<b>Group 3: Older Person with Disabilities</b>
Access / transport	Crèche / leisure centre	Organised walks
Traffic / safety	Outdoor public changing rooms / toilets / zoning / welcoming	Social integration
Cycling access currently poor – bridge / underpass	Benches	Family trips
Safe connections between sites	Informal spaces for informal play (with a sense of openness)	Fitness
Signage- not well signed	Skatepark	Paths within Wildlife Areas
Destination for cycling / running and a safe cycle storage	Cycle storage – leisure cycling	Sensory experiences and quiet areas
More diverse sports offers	Path configuration to support cyclists and pedestrians	Connections / signage
Traffic free loop for cycling/ running	Chess	Parking / transport / segregated paths
Café needed	Table Tennis	Signage
Changing / showering rooms should be accessible	Crazy Golf	Tactile paving
Fitness trail needs regeneration / outdoor gym opportunity	Play facilities (with integrated café)	Dementia-friendly activities and training for staff
Who manages? Sustaining quality	Prolong visits	Signage – Access information
Charitable vehicle. Scope for conglomerate of sports groups to manage	Access is currently not safe for children	Benches / rest areas
Monorail link – Mill Hill and Brent Cross	Toilets	Café
Personal fitness licence	Sense of security for older children / a place of safety	Measured routes
Do not want Copthall to be too corporate	Family cycling	Local publicity
	Water play to attract families	Partnerships
	Need pitches that are playable to attract club networks	Some accessible paths into Arrandene
		Balance access against current fees

**Table 12.3- Copthall Masterplan Consultation - 28th June 2017 - Part 2**

Attendees: 19 people attended from stakeholders, local community groups and sports associations

Facilities	Transportation	General
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## SECOND WORKSHOP SESSION

Q. How would your group prioritise spending at Copthall - Each group was given £100 Barnet Pounds to spend

Group 1: Professional person sporty and active	Group 2: Single Parent with Children	Group 3: Older Person with Disabilities
1. Public Transport / Healthy Streets £35	1. Central sports hub / changing facilities /good café / toilets £30	1. Transport £15
2. Off-road circuit / wheelchair / cycle / skate / go-kart £35	2. Access /cycling coherent routes £20	2. Facilities – TBC- All together £80
3. Social area/Play / café / wildlife pond / water play £12.50	3. Playground close to hub or leisure centre £10	3. Marketing / signage £5
4. Toilets / changing rooms £5	4. Signage £5	
5. 3G Multi Sports Pitch £5	5. 3G Sports Pitch with lighting for football and rugby £15	
6. Signage / linkage £5	6. Skate park £10	
7. Fitness trails / outdoor gym £2.50	7. Tennis / netball £10	



Stakeholder Workshop Session at Allianz Park

## 12.2 CONSULTATION MEETINGS - STAGE 3

**Table 12.4 - Consultation and engagement summary - STAGE 3**

Date	Consultee	Meeting / phone Call
19/01/2018	Saracens & Middlesex University	Meeting
25/01/2018	Football Foundation & Middlesex FA	Meeting
26/01/2018	Rugby Football Union	Meeting
29/01/2018	Copthall Community Sports Group	Meeting
30/01/2018	Mill Hill Park and Mill Hill Residents Association	Meeting
07/02/2018	Playing Pitch Strategy (PPS) – Steering Group	Meeting
12/02/2018	Mill Hill Preservation Society	Meeting

### **Meeting with Saracens & Middlesex University (Friday 19th January 2018)**

- Both Saracens and Middlesex University to review the Master Plan document and provide feedback.
- Both Saracens and Middlesex University are happy to support with LBB engagement with both the GLA and TfL to assist the development of the site.
- Both Saracens and Middlesex University have suggested continual meetings to update on the progress of the site.
- Middlesex University asked that the following elements to do with student safety (lighting/ signage) are considered in the early part of the phasing of the Copthall delivery.
- Both Saracens and Middlesex University agreed that developing the transport infrastructure to the site and within the site are key.
- Saracens indicated that they expect the physical works on the West Stand to begin in July 2018.
- Middlesex University have asked for greater clarity regarding the long term development, governance and management of the site.
- Middlesex University asked for greater clarity over how Sunny Hill Park will be operated, as this will be the proposed thoroughfare for students from the University to the Copthall site.

### **Meeting with the Football Foundation & Middlesex FA (Thursday 25th January 2018)**

- Football Foundation & Middlesex FA are supportive of the scheme to introduce AGPs on Copthall and have indicated that they would provide financial support (level to be confirmed)

### **Meeting with the Rugby Football Union (Friday 26th January 2018)**

- RFU are supportive of the scheme to introduce AGPs on Copthall and have indicated that they would provide financial support (level to be confirmed)

### **Copthall Community Sports Group (Monday 29th January 2018)**

- MHPS comments- that the Copthall South Fields (SLINC) should be annotated and that no changes should be made to this area.
- Concerned that the proposed Sports Hub building and adjacent paved area would be too much built development for a green belt area. Also did not approve a proposed retail facility for cycle facilities within the building.
- While the proposed improved vehicular access from the A1 was received favourably the repercussions would be increased bottle neck from the only vehicular exit.
- Proposed underground car park also questioned if it would be allowed within green belt.
- General comments about all the cycle provisions and why this was needed including an additional bridge. It was explained that the number of students accessing the site on a daily basis



would be about 1000. Middlesex University approved the better cycle network proposed.

- Camden Community FSA questioned the capital costs and phasing.
- Shaftesbury Barnet Harriers supportive of the better footpaths and routes proposed. They currently use Sunny Hill Park for training.

#### **Joint meeting with the Friends of Mill Hill Park and Mill Hill Residents Association (Tuesday 30th January 2018)**

- We found the meeting very informative and useful. Attendees generally welcomed the masterplan proposals and the potential it presented for an increase use of greenspaces across the Mill Hill area. The Friends recognise the need for increased areas for recreation and have been trying to persuade Barnet to introduce more into Mill Hill Park.
- Concerns were raised that a proportion of the centre of the site at Copthall would be hard paved and this might not be the most appropriate treatment for greenbelt land.
- Concerns were also raised about the impact of increased visitor numbers on the surrounding residential streets and attendees suggested that a detailed transport and parking strategy would have to be developed if the scheme proceeded.
- It was pointed out that the riding track in Arrandene Open Space already runs from Wise Lane to Milesplit Hill and is used by cyclists. This could be repaired with very little further expense, saving money on the creation of an upgrade of the existing grass path and limiting the physical impact of this on the landscape.

#### **Meeting with the Playing Pitch Strategy (PPS) – Steering Group (Wednesday 7th February 2018)**

- Attendees included representatives from Cricket, Football, Tennis and Sport England
- The proposals were well received, and all believed they would provide excellent improvements to the area.
- Cricket raised issues relating to phasing. It was explained that the delivery would be over many years. For Cricket new cricket fields need a season to settle before they can be used. Also within Copthall the two cricket pitches would be too far from the Hub building and they would require a separate building. This issue had been included within the proposals and options for smaller buildings considered.
- Business cases on behalf of the National Governing Bodies were discussed which would be very helpful. A suggested meeting with members of the Board's

attending to be hosted by Sport England

#### **Meeting with the Mill Hill Preservation Society (Monday 12th February 2018)**

The Mill Preservation Society issued the following statement in response to a presentation of the masterplan proposals.

- 'Thank you for presenting to our committee on 12th February 2018 the Copthall and Mill Hill Open Spaces Masterplan that has been commissioned by the Council and for giving MHPS the opportunity to comment. Our response attempts to summarise the comments of our Committee and to add more detail to our views.
- The Society welcomes the development of a park and open-space strategy for Barnet and is fully supportive of focused investment in open spaces across Barnet into the future. We are concerned that the quality of open spaces has fallen since they were last assessed in 2009 and that there is just one park in the borough, Golders Hill Park, that is considered to be of excellent quality- whereas six years ago there were five parks recorded as excellent. Likewise the number of parks recorded to be 'good' has fallen from 15 to nine during this period.
- The Master Plan, which centres on Copthall playing fields, sets out a vision encompassed by 4 headings – Regional Sports Hub, Wider leisure & Cultural Activities, Support Nature Conservation & Biodiversity, and Better Connected Parks. We list our comments in relation to these points, although we may stray a little.



Jon Sheaff presenting at the Mill Hill Preservation Society meeting on 23 November 2017

- 1.0 REGIONAL SPORTS HUB: The site selected for the regional sports hub is Copthall, and whilst we have some reservations, we accept that this is the correct location to choose over the Barnet and Hendon options. We are concerned that the analysis of park spaces shows Copthall Playing Fields as being of low quality and high value, and whilst we accept it is of high value, we dispute that it is of low quality. Copthall is a Green Belt location and apart from sport, provides open space for residents in the area. It is important that the needs of the local residents are not overwhelmed by the desire to generate a regional sport centre.
- There are aspects of the proposed traffic circulation for Copthall that we feel we must comment on. Our comments relate to the diagram COTPHALL CIRCULATION VEHICULAR- PARKING (51):
- The plan shows that the new parking for the new leisure centre will be ticketed. We object to this as the leisure centre is a community asset and having to pay to park to use it will be a disincentive to the use of facilities and not an encouragement. The Society believes that free car parking would be more consistent with the stated aims. There is also a planning issue in that increased car parking in the Green Belt is discouraged. As proposed, site intensification and additional cars will put a strain on the junction of Champions Way and Page Street.
- We understand that a new traffic lane is suggested on the A41(A1) to facilitate traffic turning into Greenlands Lane and this will cause the loss of the Quickfit Garage – in itself a local asset. Additionally the exit from Greenlands Lane onto the A41(A1) will be closed, even though traffic leaving the site does not queue on the main road, but within the Copthall site. We object to this for two reasons – firstly that this proposal negates the Traffic Plan that Saracens used to obtain planning permission for their stands in the first place and secondly this will put unacceptable pressure in the junction of Champions Way with Page Street on match days. This will be to the detriment of the local residents.
- As journey times into the site are generally staggered, our Committee are of the opinion that it would be better to do the opposite – that is to remove the ingress into Greenland Lane and make it exit only, expending any money making a better exit point. This would enable the road layout to cope more efficiently with traffic leaving the site after matches finish and support the Saracens exiting transport plan. This configuration would also avoid increased congestion in residential areas.
- We understand that in order to have a bus service to the new leisure centre that an enlarged traffic roundabout needs to be included on the site at the junction of Champions Way and Greenland Lane. MHPS support this and feel all efforts should be made to ensure a local bus service to the new centre.
- The CONNECTIVITY PROPOSALS - LIGHTING (49) diagram shows a considerable increase in floodlighting to football pitches, rugby pitches and tennis courts. This increase of light pollution will be unacceptable to the UCL Observatory nearby. The additional floodlighting will also be an annoyance to local residents.
- 2.0 WIDER LEISURE & CULTURAL ACTIVITIES: We note that it may be appropriate to include a greater diversity of activities in our parks, including sports zones, skate, events space, water play, natural play, and improved fitness facilities and a café. However, we believe there is an over dominance of football pitches. Additionally, we struggle to see the reason for bringing in restaurants, and a play tower. Copthall is Green Belt space and play activities would be best encouraged in the natural areas, not artificial ones, and the space is already well provided by a restaurant at Metro.
- Some of the suggestions made are against the spirit of the Green Belt and current the planning legislation – such as retail proposals. Accepting that changing room facilities are needed and that a café would serve many people using the outdoor space as well as the sporting facilities, retail space is definitely not compatible with its location on open space in the Green Belt. Further buildings and concrete/hard surfaces are also not appropriate. One consideration not included would be some form of ‘earth works or land sculpture’ to attract visitors. Perhaps the Play Tower would be acceptable in Mill Hill Park alongside other children’s play facilities.
- THE SPORTS PROVISION FOR MILL HILL PARK: the changes proposed for Mill Hill Park seem reasonable although we are concerned that the proposers of the neighbourhood Hub have not been consulted. This may mean that facilities will be duplicated and as such fail. We support the reallocation sports facilities within Copthall, Sunny Hill Park, Mill Hill Park and Bittacy Hill Park although we are concerned as to how the more remote facilities will be managed and protected from vandalism. We assume that these new facilities will be sensitively added to the areas mentioned so as not to disturb the visual nature of these spaces.

- The MASTERPLAN- MAIN ACTIVITY HUB (63): this plan shows various functions including a new Market Square – which we feel would be in conflict with the market days in The Broadway. This zone includes dubious items mentioned elsewhere – the play tower and the retail outlets. Nevertheless, we do agree the existing sports changing facilities are no longer ‘fit for purpose’ and that new ones are needed. Our major concern is that these proposals for a new activity hub are so extensive that if they succeed it will change the character of Copthall and if they do not the scheme will be a ‘white elephant’. The PLAY TOWER and PROPOSED HUB (70) generally show buildings that are totally out of keeping with the architecture of the area.
- 3.0 SUPPORT NATURE CONSERVATION & BIODIVERSITY: MHPS are totally supportive of improving biodiversity and nature conservation in the location, but we fear that too much intensification in the Green Belt will have an adverse effect on wildlife and discourage it. There are concerns about the loss of ‘natural’ open space for wildlife given the increased number of paths and cycle-ways, turfed pitches, courts and other hardstanding, buildings and the level of light pollution. Almost everything proposed leads to greater disturbance – noise and lighting in particular – and a loss of habitat which is not conducive to wildlife which rather nullifies the claim made that the proposed changes will benefit wildlife.
- The Copthall Masterplan shown on diagram 6.2 does two things as far as we are concerned:
- the plan shows an intensification of uses on the south side of Champions Way that we feel is not conducive to the aim of a Green Belt location: and the plan does not give sufficient importance for the natural areas shown at location 7 (North of the Mill Hill rugby fields) and location 11 (the site of the potential new Hasmonean schools). These natural areas are very important for wildlife, for the enjoyment of more natural open space by local residents and visitors alike. Additionally they form a bulwark against unwanted development encroaching into the Green Belt. MHPS suggest these areas are given some protection.
- 4.0 BETTER CONNECTED PARKS: The subject of connectivity is problematic. There is an agreed desire to create green space corridors to enable wildlife to move from one open space to the other although a strategy for this is lacking in the report. There is also a clear need to link Sunny Hill Park, Middlesex University and Copthall together as so many of the students move between the locations, especially when the new Saracens West Stand is built housing the University Sports Degree course. The link would facilitate access on foot and on bicycles with a new bridge over the A41(A1). MHPS would support this.
- Moving on from there, the suggested links from Copthall through Arrandene to Mill Hill Park are not proven, nor is the argument made clear. This is especially important as the routes go through existing residential areas and may involve the loss of grass verges and car parking. Some of these verges are Wastes of the Manor that MHPS has tried to protect for half a century. The proposed new route through Arrandene will have to be designed with a high degree of sensitivity so as not to be visually intrusive and spoil one of the last vestiges of natural countryside within NW7. As suggested the proposed new pathway would not meet this aim.
- These notes cover most of the points we wish to raise and we trust they will be taken into account when developing the proposals further. Please be in touch with us if you have any queries.’



# APPENDICES



# A.1

## ENVIRONMENTAL FEASIBILITY STUDY FULL TECHNICAL REPORT

# A.2

## ROAD DESIGN TECHINICAL DRAWINGS



The existing mini-roundabout is not of a sufficient size to safely accommodate the movement of HGV's. This results in larger vehicles (a 16.5 metre articulated vehicle) overrunning the inside kerb, potentially at the detriment to passing pedestrians. The roundabout has been redesigned to include a mountable shoulder for HGV's turning west from the south. This enables the HGV to turn within the confines of the highway without conflicting with passing pedestrian movements.

The give way line on the western arm has been shifted west to account for the mountable shoulder, which results in the pedestrian facilities (dropped kerb and tactile paving) being set back behind the mountable shoulder. The mountable shoulder is raised slightly in height above the surrounding carriageway to deter cars from using it. On this basis, cars will navigate the roundabout as normal.

Consideration has been given to the provision of a standard roundabout, although the amount of land required to accommodate a roundabout, taking into account the provision of a solid central island, would be extensive. This would impact on the design of any surrounding land, as well as the removal of several trees.

It is considered more beneficial to maintain a mini-roundabout, as whilst this will limit the capacity of the junction, a standard roundabout would require an extensive amount of land take.



The proposal seeks to close the existing access from Greenlands Way onto the A1 for all vehicles travelling to/from the playing fields and sports park. It is anticipated that the access will remain open for the existing residential properties that adjoin the A1 only.

A deceleration lane and slip road will be built from the A1 onto Greenlands Way to cater for inbound vehicle movements to Hendon rugby club, as well as the playing fields and Allianz Park. The slip road has been designed fully in accordance with the Design Manual for Roads and Bridges (DMRB), based on the existing speed limit of 50mph. DMRB requires a deceleration lane of 55 metres for an 85kph design speed (50mph), which has been accommodated within the design. The slip road has been designed with a kerb radii of 20 metres on the bend, which again accords with DMRB for the speed limit.

A three metre shared pedestrian/cycle route has been accommodated alongside the deceleration lane to replace the existing provision. A crossing point has been provided to enable pedestrians and cyclists to cross the slip road and continue alongside the A1. This connects with the existing footbridge over the A1.

The provision of a slip road will ensure that inbound vehicles can exit the A1 at an appropriate speed, reducing the potential for conflict at the existing junction. Furthermore, removing exit movements associated with the site from Greenlands Way onto the A1 will further reduce the potential for conflict. All vehicles exiting the sports park will do so to the north-west of the site via Page Street.



# **Copthall Playing Fields and Mill Open Spaces Master Plan**

## **Final Consultation Report**

May 2018 to July 2018

# 1. Consultation Methodology and Respondent Profile

As is usual practice, the proposed enhancements and developments of five specific parks and open spaces across Barnet as part of the Copthall Playing Fields and Mill Hill Open Spaces Master Plan has been subject to a formal public consultation

- Copthall Playing Fields
- Mill Hill Park
- Sunny Hill Park
- Arrandene Open Space
- Bittacy Hill Park

This report sets out the full findings of this consultation, which will be considered by Environment Committee on the 8th October 2018, where the decision will be taken on which alternative delivery model option to progress.

## 1.1 Methodology

The process for delivering the consultation was as follows:

- The consultation was open for six weeks; commencing on the 21st May 2018 and finishing on the 2<sup>nd</sup> July 2018.
- The consultation questionnaire was published on [Engage Barnet](#) together with the consultation document, which provided detailed background information on the five parks and open spaces included within the Copthall Playing Fields and Mill Hill Open Spaces Master Plan, the proposed enhancements and development of each of these parks and open spaces, as well as reasons for consultation. Links were also provided to the full and summary versions of the Copthall Playing Fields and Mill Hill Open Spaces Master Plan, which can be found on [Barnet Open Data Portal](#).
- Respondents' views were gathered via an online survey. Paper copies and an easy read version of the consultation were also available on request.
- The consultation was promoted via the following channels;
  - Council website
  - Local press
  - Social media (Twitter, Facebook etc)

## 1.2 Questionnaire Design

The questionnaire was developed to ascertain residents and stakeholder views on the proposed enhancements and development of five specific parks and open spaces included within the Copthall Playing Fields and Mill Hill Open Spaces Master Plan.

The consultation invited views on:

- The use of particular parks and open spaces within Barnet
- The key outcomes of the Copthall Playing Fields and Mill Hill Open Spaces Master Plan
- The long-term vision (proposed enhancements and development) for each of the five parks and open spaces included within the Copthall Playing Fields and Mill Hill Open Spaces Master Plan.
- The overall Copthall Playing Fields and Mill Hill Open Spaces Master Plan.

To enable further understanding and in-depth analysis, the questionnaire included some open-ended questions, where respondents were invited to elaborate on their views and express any concerns.

The questionnaire also recorded key demographic information in order to help officers understand the views of different demographic groups.

Throughout the questionnaire, and where applicable, hyperlinks were provided to the relevant sections of the consultation document.

## 1.3 Consultation Response Rates

A total of 40 questionnaires have been submitted. Further written responses were received from the following organisations:

- Middlesex University
- Saracens RFC
- Middlesex Country Cricket Club/England & Wales Cricket Board
- Mill Hill Preservation Society
- Shaftesbury Barnet Harriers and Barnet & District Athletic Club
- CSJ Planning Consultants (on behalf of Hasmonian School)
- Mill Hill Neighbourhood Forum
- Friends of Mill Hill Park
- Mill Hill RFC
- Barnet Residents (x2)

## 1.4 Respondent Profile

Of the 40 public questionnaires responses received, all were via the online questionnaire. No paper questionnaires were returned.

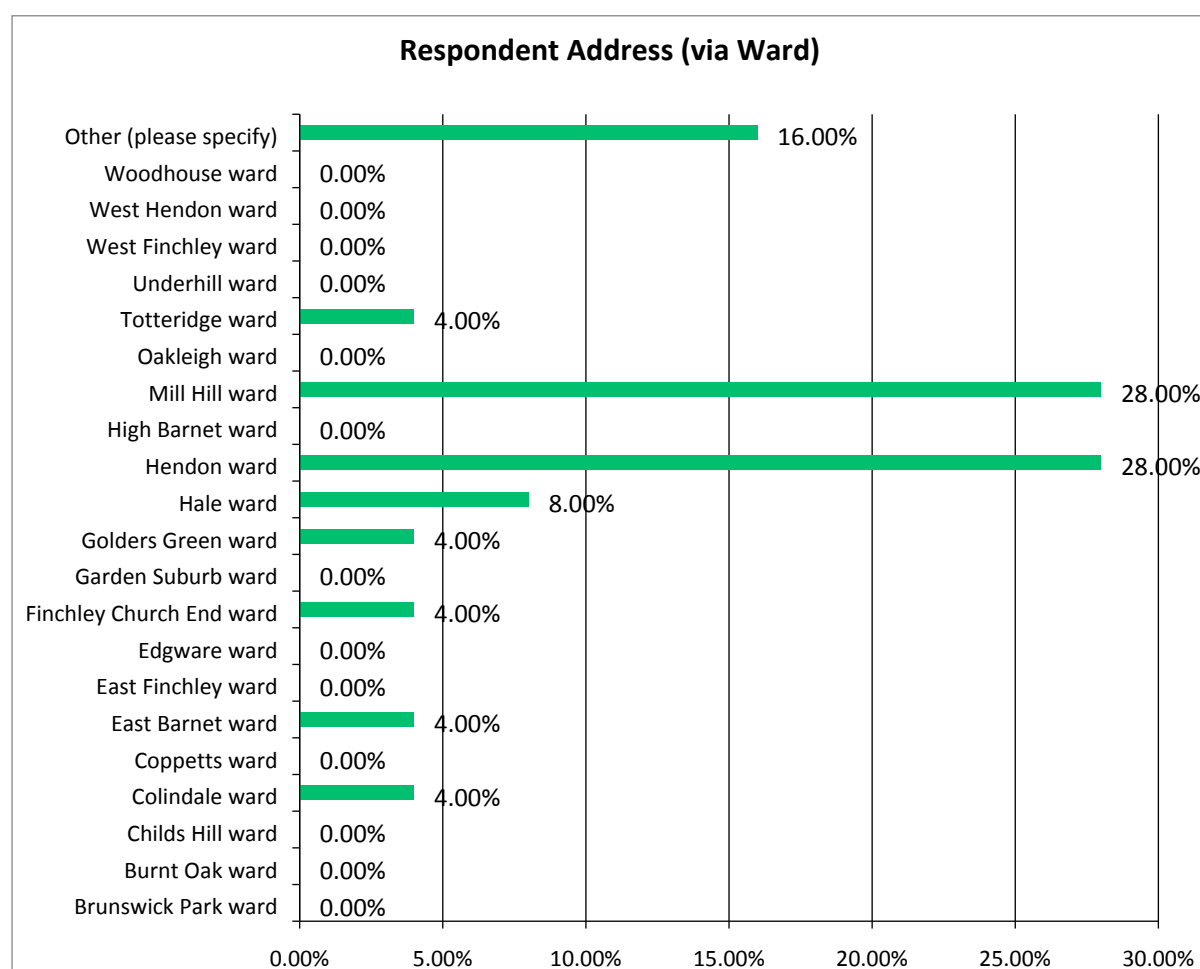
The council is required by law, Equality Act 2010, to pay due regard to equalities in eliminating unlawful discrimination, advancing equality of opportunity and fostering good relations between people from different groups.

The protected characteristics identified in the Equality Act 2010 are age, disability, ethnicity, gender, gender reassignment, marriage and civil partnership, pregnancy, maternity, religion or belief and sexual orientation.

To assist us in complying with the duty under the Equality Act 2010 we asked the general public consultation respondents to provide equalities monitoring data and explained that collecting this information will help us understand the needs of our different communities. All personal information provided will be treated in the strictest confidence and will be stored securely in accordance with our responsibilities under the Data Protection Act 1998.

The graphs below summarise the demographic profiles of those who responded.

### 1.4.1 Respondent Address (via Ward)

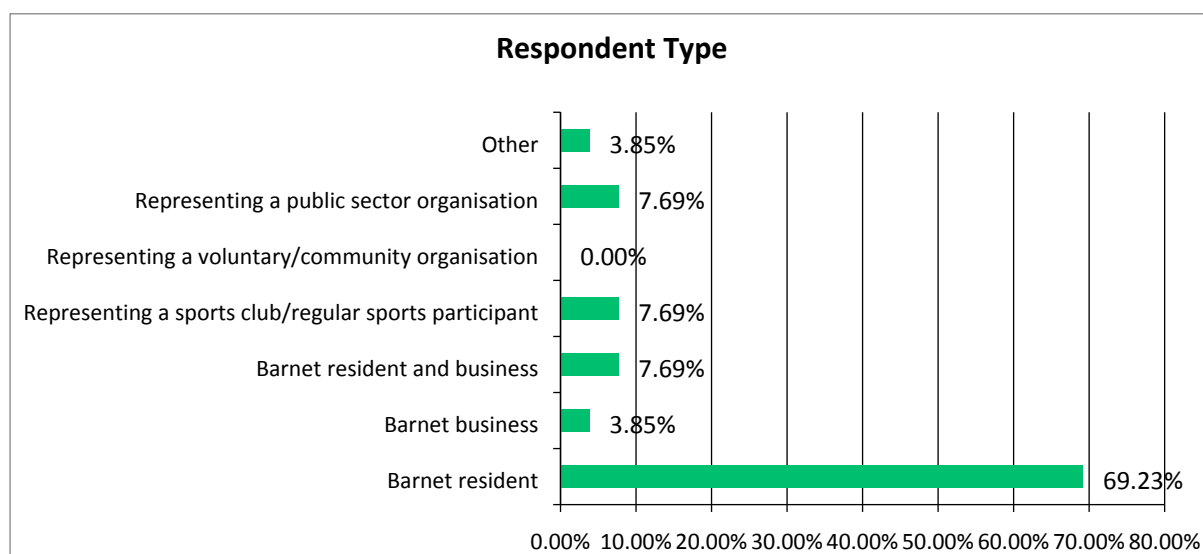


28.00% of respondents were residing in the Mill Hill ward, whilst a further 28.00% of respondents were residing in the Hendon Ward. A further 16.00% of respondents indicated that their address was not within across the borough. The following specific responses were provided for this:

- *'South Wales – planning agent for Hasmaneian School'*
- *'Central London'*
- *'Represent Shaftesbury Barnet Harriers and Barnet & District Athletic Club'*
- *'Essex'*



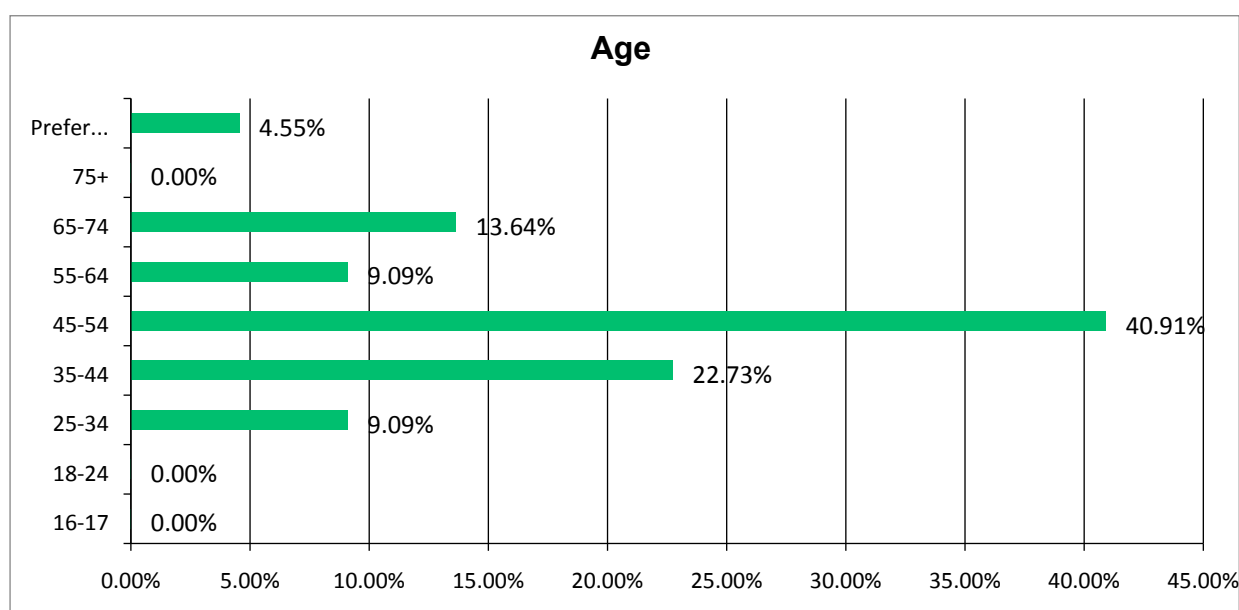
## 1.4.2 Respondent Type



69.23% of respondents were Barnet residents, compared with 7.69% of respondents who were representing a public-sector organisation, 7.69% of respondents who were Barnet residents and local business owners, and 7.69% of respondents who were representing a sports club or a regular sports participant. The following organisations provided responses:

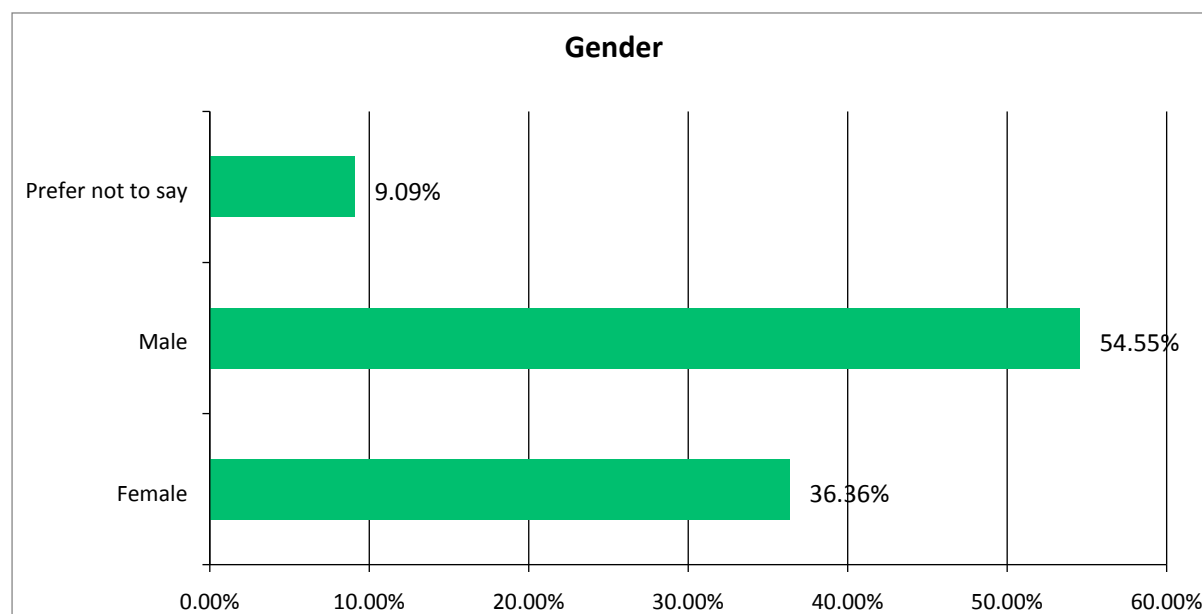
- Middlesex County Cricket Club
- Hasmonian School
- Shaftesbury Barnet Harriers and Barnet & District Athletic Clubs

## 1.4.3 Age



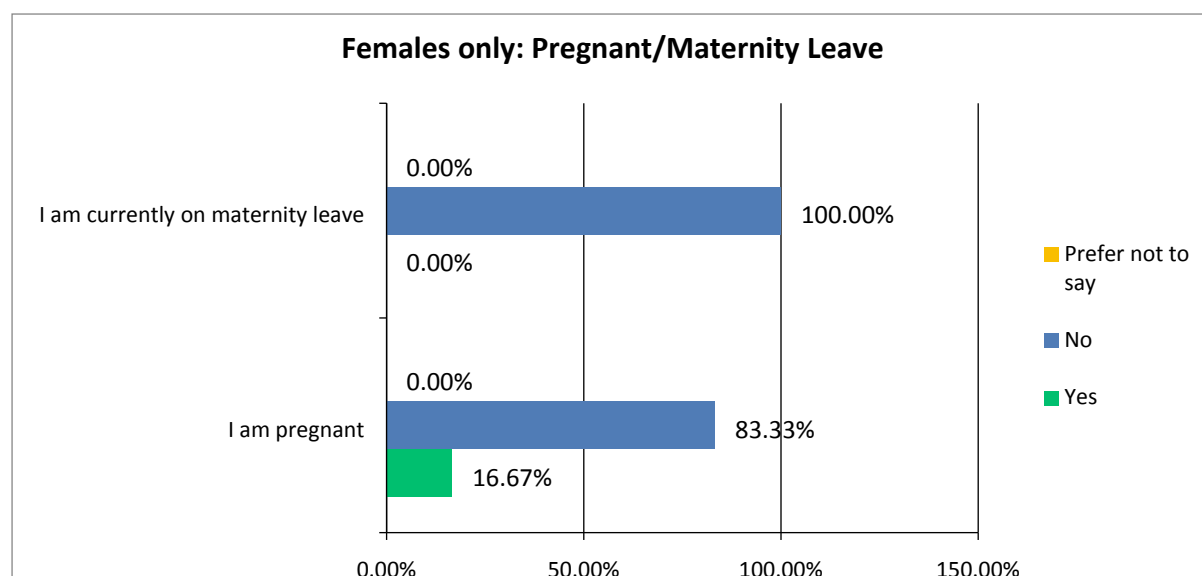
72.73% of all respondents were aged between 35 and 64. The highest response rate was from respondents aged between 45 and 54, at 40.91%, followed by respondents aged between 35 to 44, at 22.73%, and respondents aged 65 to 74, at 13.64%.

#### 1.4.4 Gender



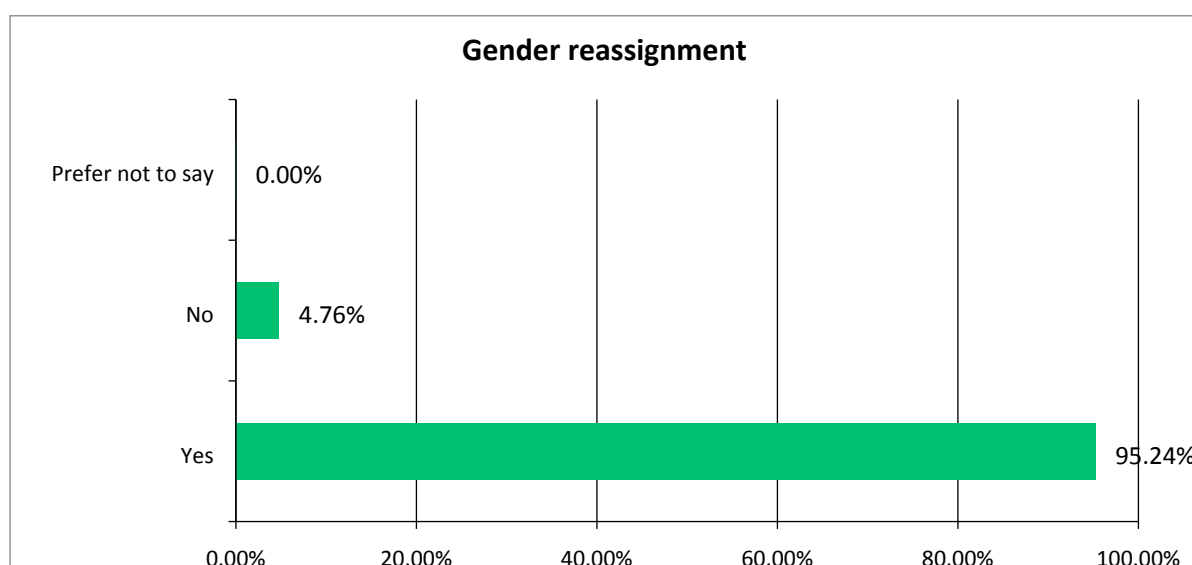
The majority of respondents were male, at 58.7%, followed by female respondents, at 36.36%, and 9.09% of respondents who preferred not to state what their gender was.

#### 1.4.5 Females only: Pregnant/Maternity Leave



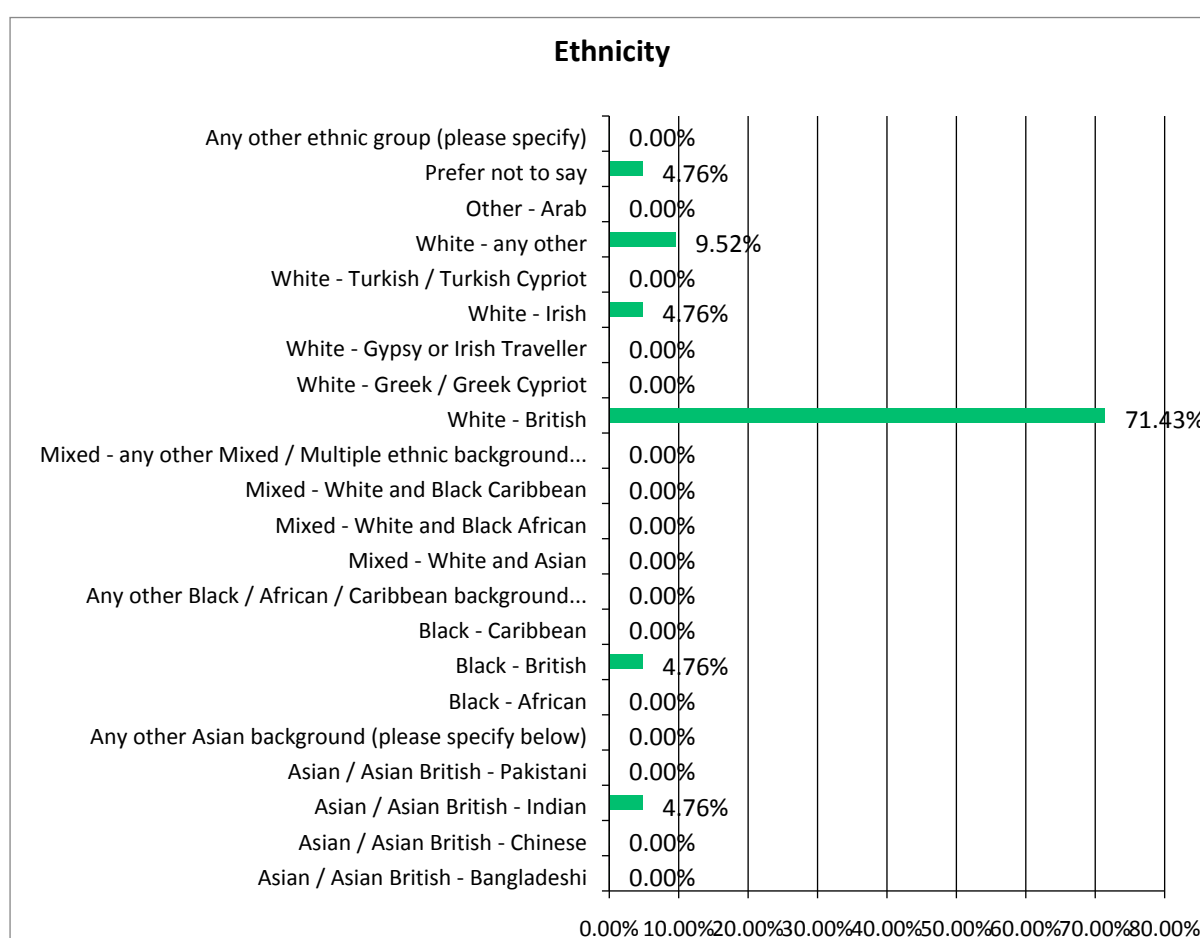
Of the females' respondents to this question, 100%, indicated that they were not currently on maternity leave. Whilst 16.67% of respondents indicated that they were pregnant, with 83.33% indicating that they were not pregnant.

## 1.4.6 Gender reassignment



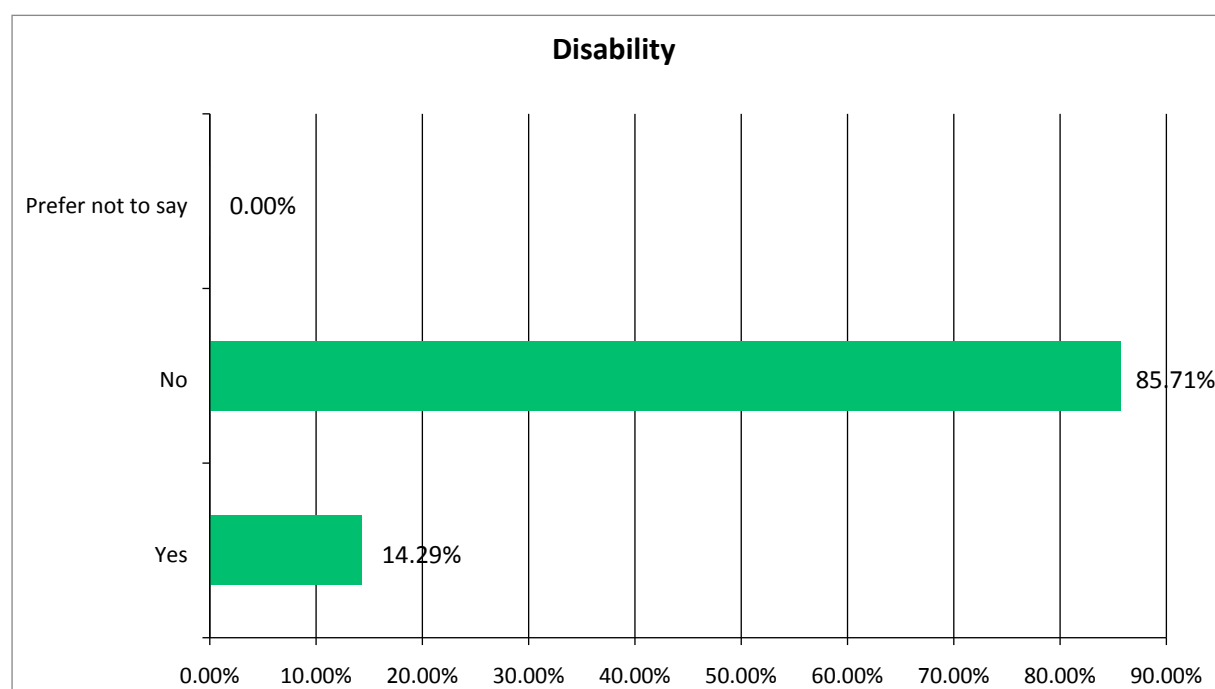
The majority of respondents, 95.24%, have the same gender identity as the gender they were assigned at birth. 4.76% of respondents, indicated that their gender identity was not the same as the gender they were assigned at birth.

## 1.4.7 Ethnicity



The majority of respondents described themselves as being of White British origin, at 71.43%. The next largest group of respondents, at 9.52%, described themselves as being of White any other origin.

### 1.4.8 Disability

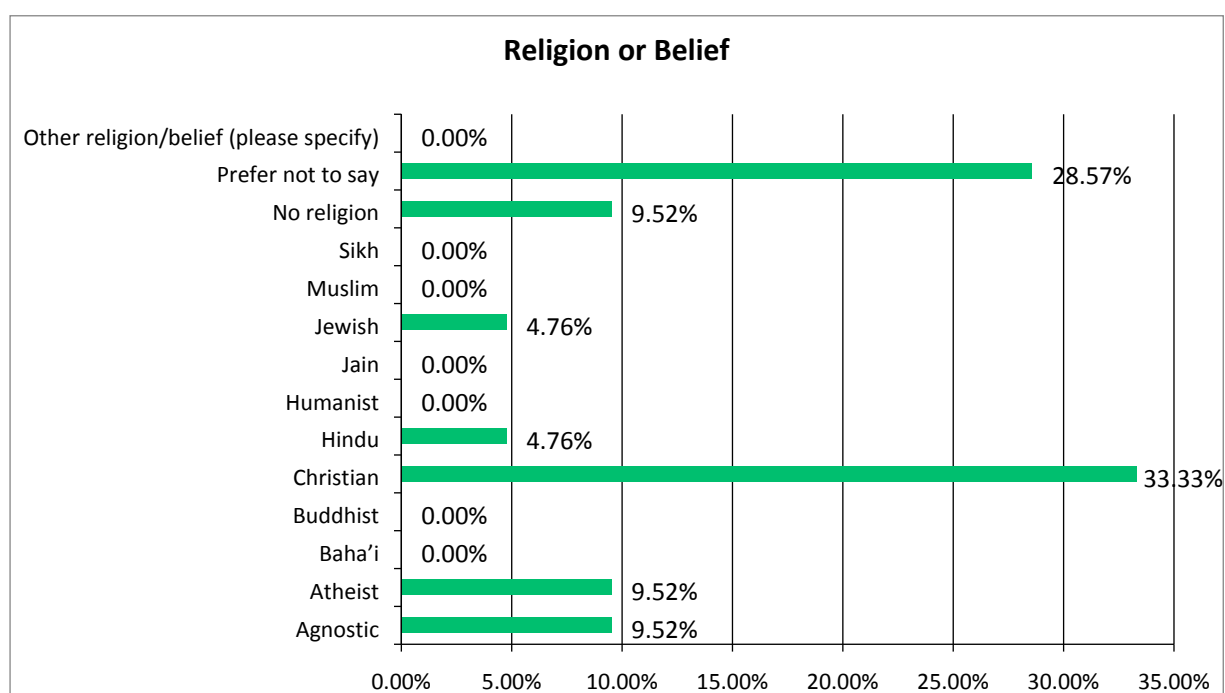


85.71% of respondents identified as not having a disability, compared with 14.29% of respondents who did identify as having a disability, and 0.00% of respondents who preferred not to say.

Of the 14.29% of respondents who identified as having a disability, 33.33% of these identified as having a disability in relation to mobility (e.g. use of a wheelchair), 33.33% identified as having a disability in relation to vision (e.g. blind or fractional/partial sight) and 33.33% preferred not to disclose their disability.

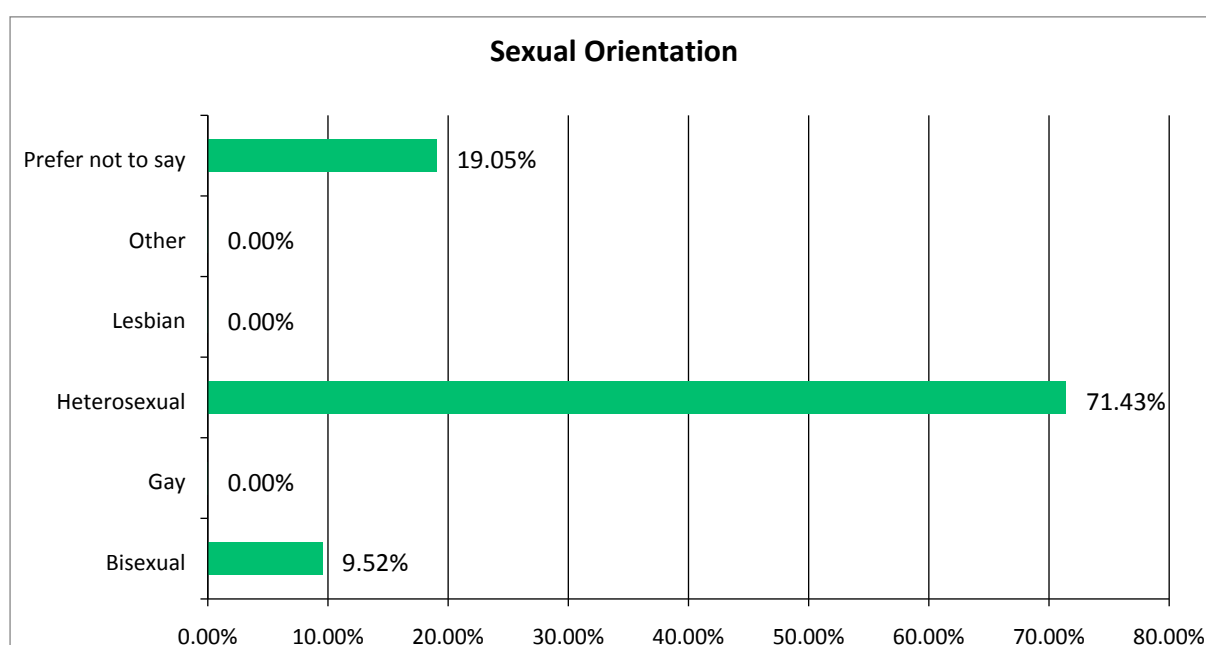


### 1.4.9 Religion or Belief



The largest group of respondents identified themselves as Christian, at 33.33%. The next largest group of respondents preferred not to say, at 28.57%.

### 1.4.10 Sexual Orientation



The largest group of respondents identified themselves as heterosexual, at 71.43%. The next largest group of respondents preferred not to say, at 19.05%. Followed by the next largest group of respondents, 9.52%, who identified themselves as bisexual.

## 2. Consultation Results

### 2.1 Preface to the Results

Regarding the results of the questionnaire, it is important to note the following:

- The respondent profile for the Copthall Playing Fields and Mill Hill Open Spaces Master Plan public consultation is not wholly representative of the overall population of Barnet.
- The results provide information about the opinion of those who have chosen to engage with this particular consultation.
- The results should be not treated as a definitive guide to the overall public opinion of the borough.
- Where percentages do not add up to 100, this may be due to rounding, or the question may be multi-coded.
- All open-ended responses to the public consultation have been included in their entirety.
- The results for each question are based on “valid responses” (i.e. all those providing an answer).
- The base size may vary from question to question (i.e. not all respondents answered every question).

### 2.2 Consultation Questions

The consultation set out the Councils commitment to ensuring that everyone can enjoy our good quality parks and open spaces and that they are amongst the best in London.

The consultation explained that as a result of the Barnet Council Parks and Open Spaces Strategy (2016) and the Barnet Council Playing Pitch Strategy (2017), a number of ‘Master Plan’ activities are taking place.

These Master Plans look at the detailed specific enhancements and developments required for particular parks and open spaces in Barnet. This particular consultation is seeking initial views on the Copthall Playing Fields and Mill Hill Open Spaces Master Plan.

The consultation explained that the Copthall Playing Fields and Mill Hill Open Spaces Master Plan set outs an ambitious and long-term vision for the following five parks and open spaces:

- Copthall Playing Fields

- Mill Hill Park
- Sunny Hill Park
- Arrandene Open Space
- Bittacy Hill Park

The consultation stated that extensive consultation has already been undertaken with tenants and users of the five parks and open spaces through the development of the Master Plan. Through this consultation and the development of the Master Plan, the following key outcomes that the Master Plan wanted to achieve were finalised:

- The development of a regional sports hub
- The development of wider leisure & cultural activities
- Increases support for nature conservation & biodiversity
- The development of better connected parks

The consultation then explained that we now want to give everyone, regardless of whether they currently use the particular parks, the opportunity to have their say on the Master Plan as it progresses.

The consultation contained questions on the following key areas:

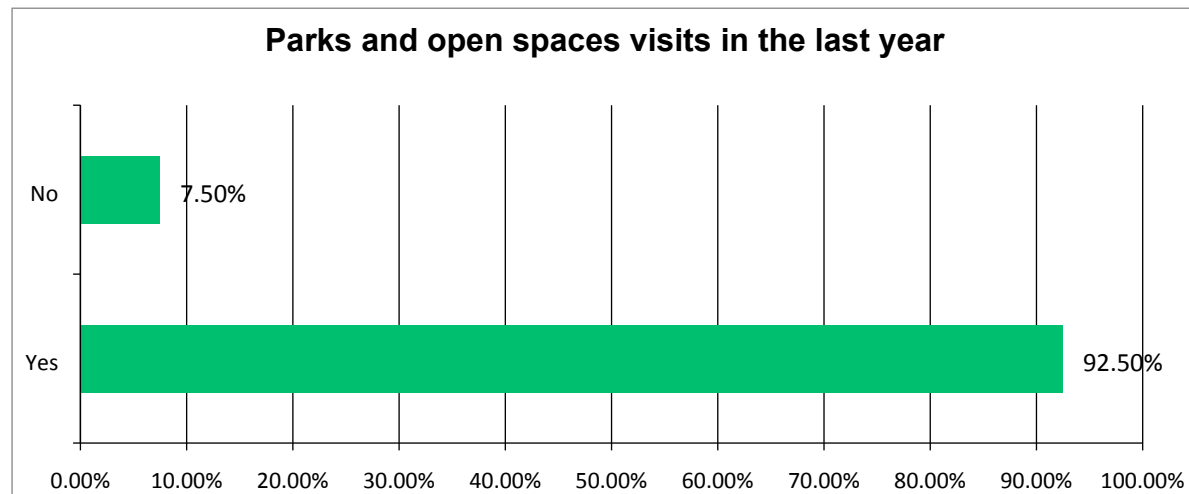
- The use of parks and open spaces within Barnet
- The key outcomes of the Copthall Playing Fields and Mill Hill Open Spaces Master Plan
- The long-term vision (proposed enhancements and development) for each of the five parks and open spaces included within the Copthall Playing Fields and Mill Hill Open Spaces Master Plan.
- The overall Copthall Playing Fields and Mill Hill Open Spaces Master Plan

## 2.2.1 Use of the parks and open spaces

The consultation asked respondents the following question regarding their use of parks and open spaces within Barnet.

1. *'In the last year have you visited Copthall Playing Fields or any of the adjoining sites: Mill Hill Park, Sunny Hill Park, Arrandene Open Space or Bittacy Hill Park? (Please tick one option only)'*

The results are shown in the graph below:



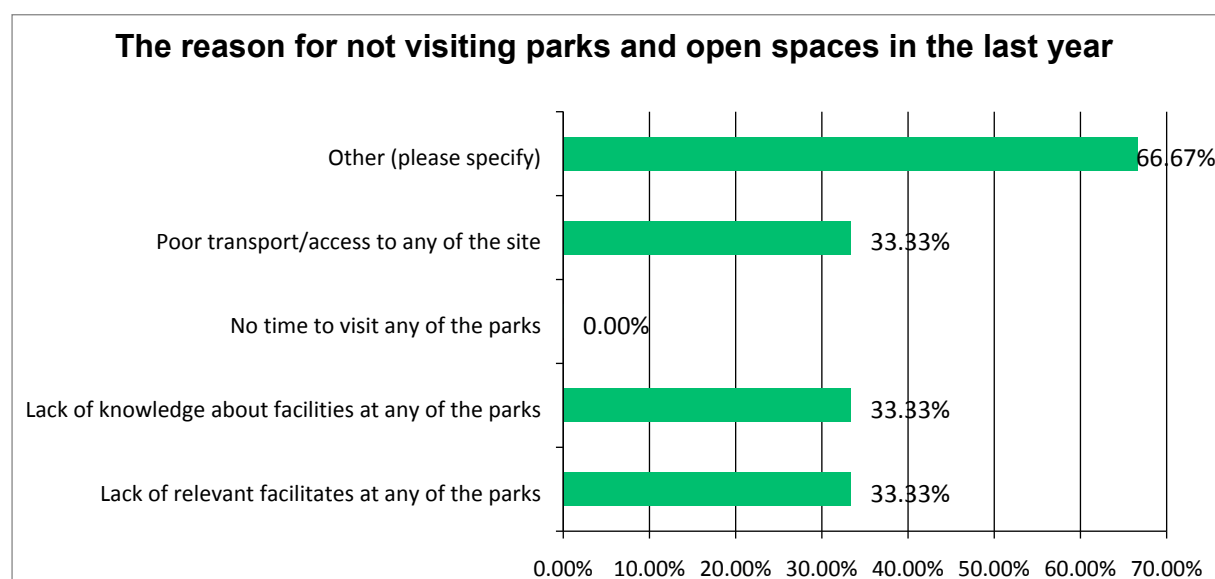
The majority of respondents, 92.50%, indicated that they have visited any of the five parks and open spaces included in the overall Master Plan, in the last year. 7.50% of respondents indicated that they have not visited any of the five parks and open spaces included in the overall Master Plan, in the last year.



For respondents who answered No to question one, they were asked the following question:

2. *'Please indicate why you have not visited any of these parks in the last year: (Please tick all that apply)'*

The results are shown in the graph below:



66.67% of respondents identified other reasons not listed as to why they have not visited any of the five parks and open spaces within the last year. Specific reasons provided included:

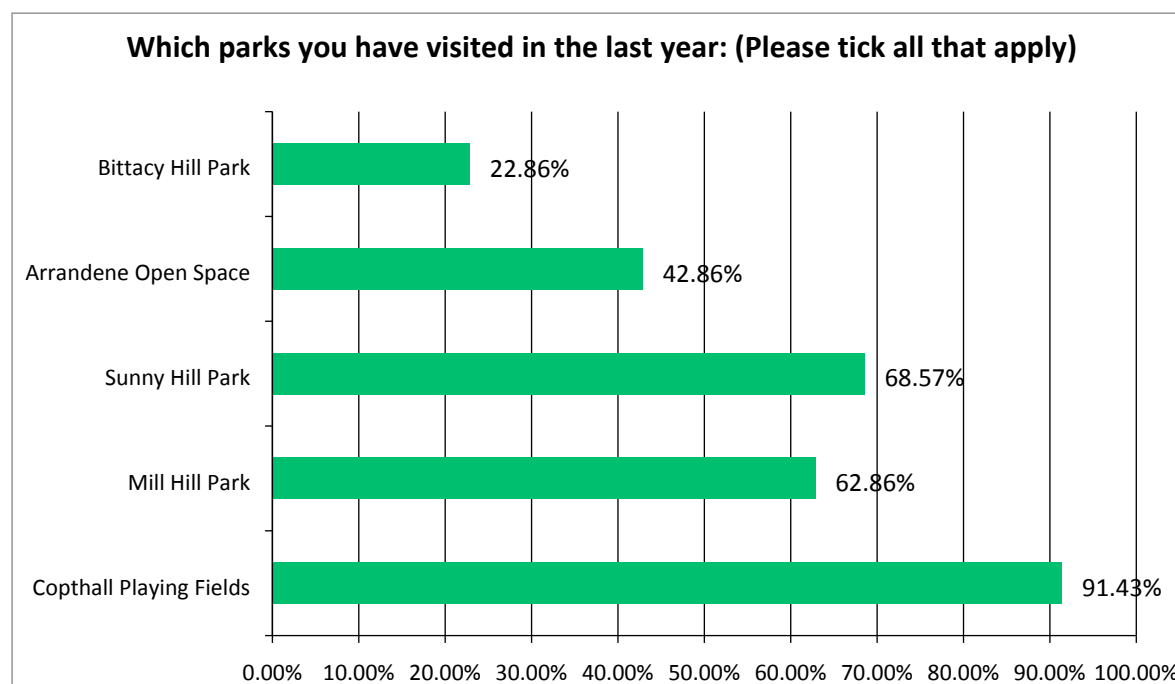
- The parks and open spaces not being local
- Anti-social behaviour (alcohol abuse) and a lack of litter facilities (dog litter bins)

33.33% of respondents identified poor transport/access to any of the sites as the reason why they have not visited any of the five parks and open spaces within the last year. 33.33% of respondents identified a lack of knowledge about facilities at any of the parks as the reason why they have not visited any of the five parks and open spaces within the last year. Whilst 33.33% of respondents identified a lack of relevant facilities at any of the parks as the reason why they have not visited any of the five parks and open spaces within the last year.

For respondents who answered Yes to question one, they were asked the following question:

3. *Please indicate which parks you have visited in the last year: (Please tick all that apply)*

The results are shown in the graph below:



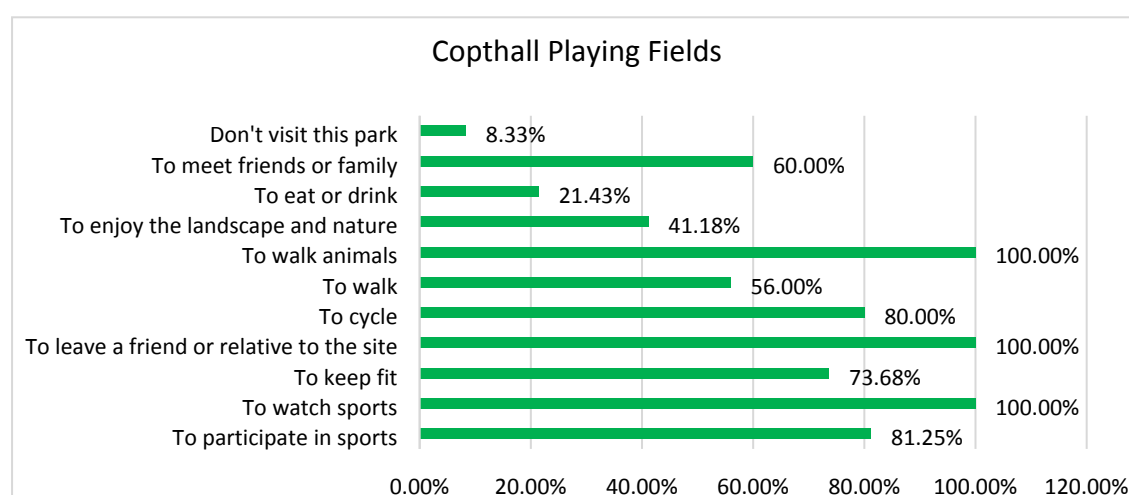
91.43% of respondents indicated that they have visited Copthall Playing Fields in the last year. 68.57% of respondents indicated that they have visited Sunny Hill Park in the last year. 62.86% of respondents indicated that they have visited Mill Hill Park in the last year. 42.86% of respondents indicated that they have visited Arrandene Open Space in the last year. Whilst 22.86% of respondents indicated that they have visited Bittacy Hill Park in the last year.

Following on from question three, the respondents were then asked the following question:

4. *Why do you visit these parks? (Please tick all that apply in each column)*

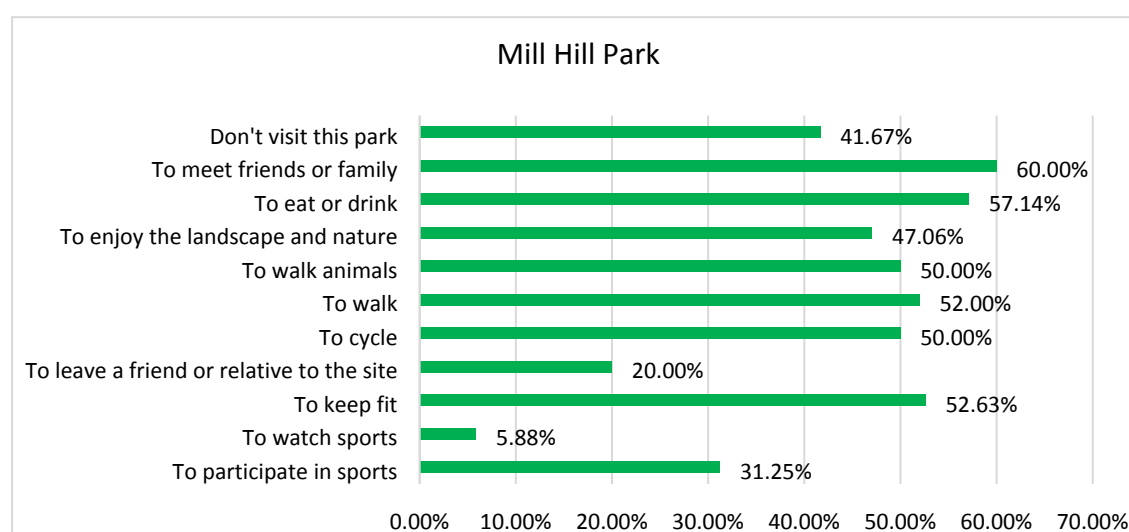
The results for each of the five parks and open spaces are shown in the graphs below:

## Copthall Playing Fields



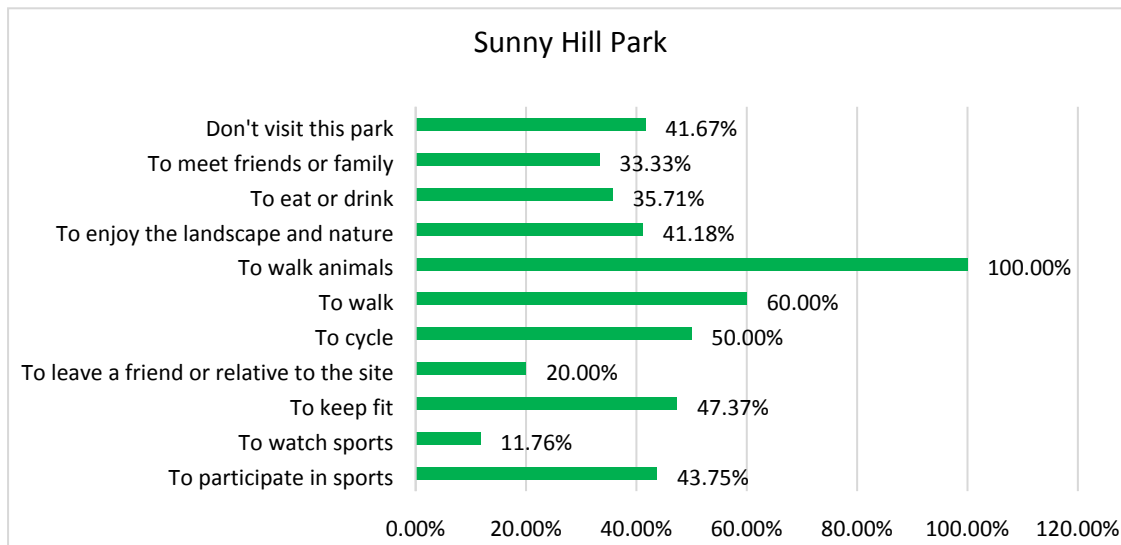
100.00% of respondents indicated that they visit Copthall Playing Fields to walk animals, to leave a friend or relative to the site and to watch sport. 81.25% of respondents indicated that they visit Copthall Playing Fields to participate in sports, whilst 80.00% of respondents indicated that they visit Copthall Playing Fields to cycle.

## Mill Hill Park



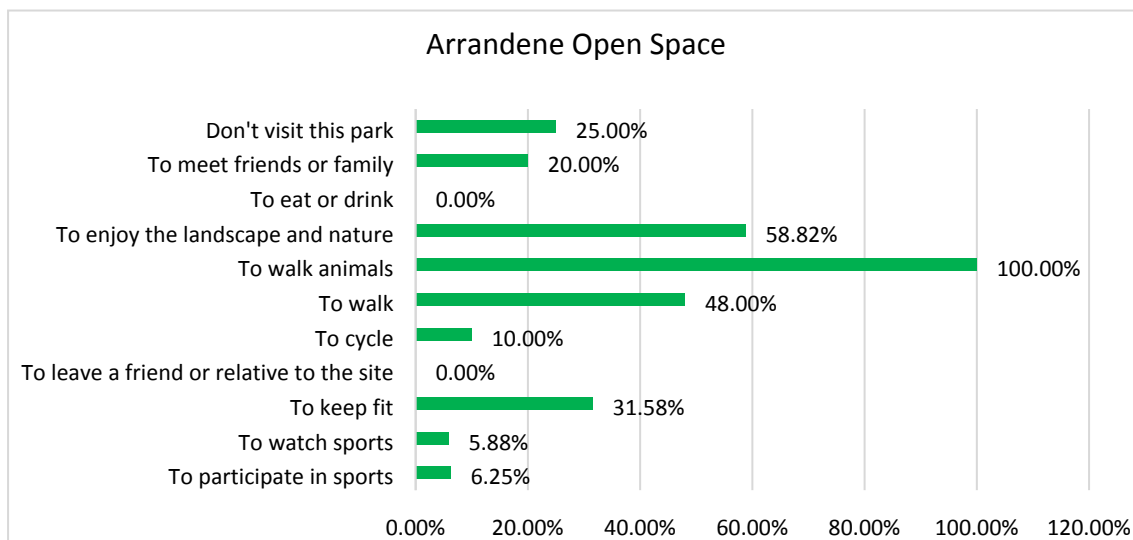
57.14% of respondents indicated that they visit Mill Hill Park to eat or drink. 52.63% of respondents indicated that they visit Mill Hill Park to keep fit, whilst 52.00% of respondents indicated that they visit Mill Hill Park to walk.

## Sunny Hill Park



100.00% of respondents indicated that they visit Sunny Hill Park to walk animals. 60.00% of respondents indicated that they visit Sunny Hill Park to walk, whilst 50.00% of respondents indicated that they visit Sunny Hill Park to cycle.

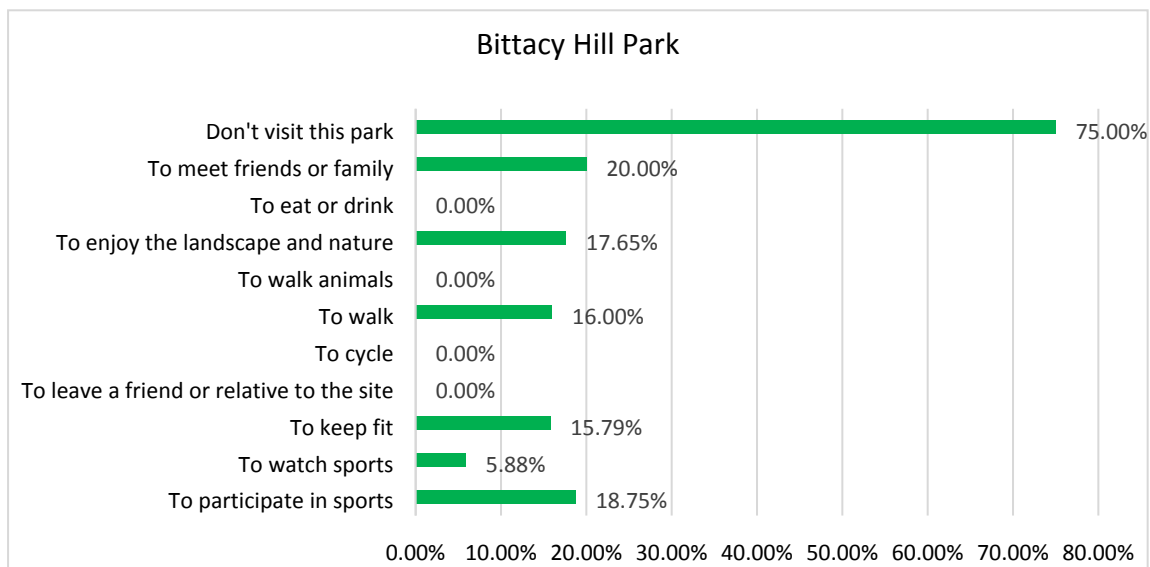
## Arrandene Open Space



100.00% of respondents indicated that they visit Arrandene Open Space to walk animals. 58.82% of respondents indicated that they visit Arrandene Open Space to enjoy the landscape and nature, whilst 48.00% of respondents indicated that they visit Arrandene Open Space to walk.



## Bittacy Hill Park



75.00% of respondents indicated that they do not visit Bittacy Hill Park. 20.00% of respondents indicated that they visit Bittacy Hill Park to meet friends and family, whilst 18.75% of respondents indicated that they visit Bittacy Hill Park to participate in sports.

Respondents were also given the opportunity to detail other reasons not listed why they visited the five parks and open spaces.

The following responses were received:

- *to use the playground with the kids*
- *Site visit for planning purposes for adjoining Hasmonian School*
- *Site visit for planning purposes for adjoining Hasmonian School*
- *Athletic training and competition*
- *To work*
- *To work*
- *To go to playground*
- *The old mill hill railway behind copthall*

## 2.2.2 Project Aims

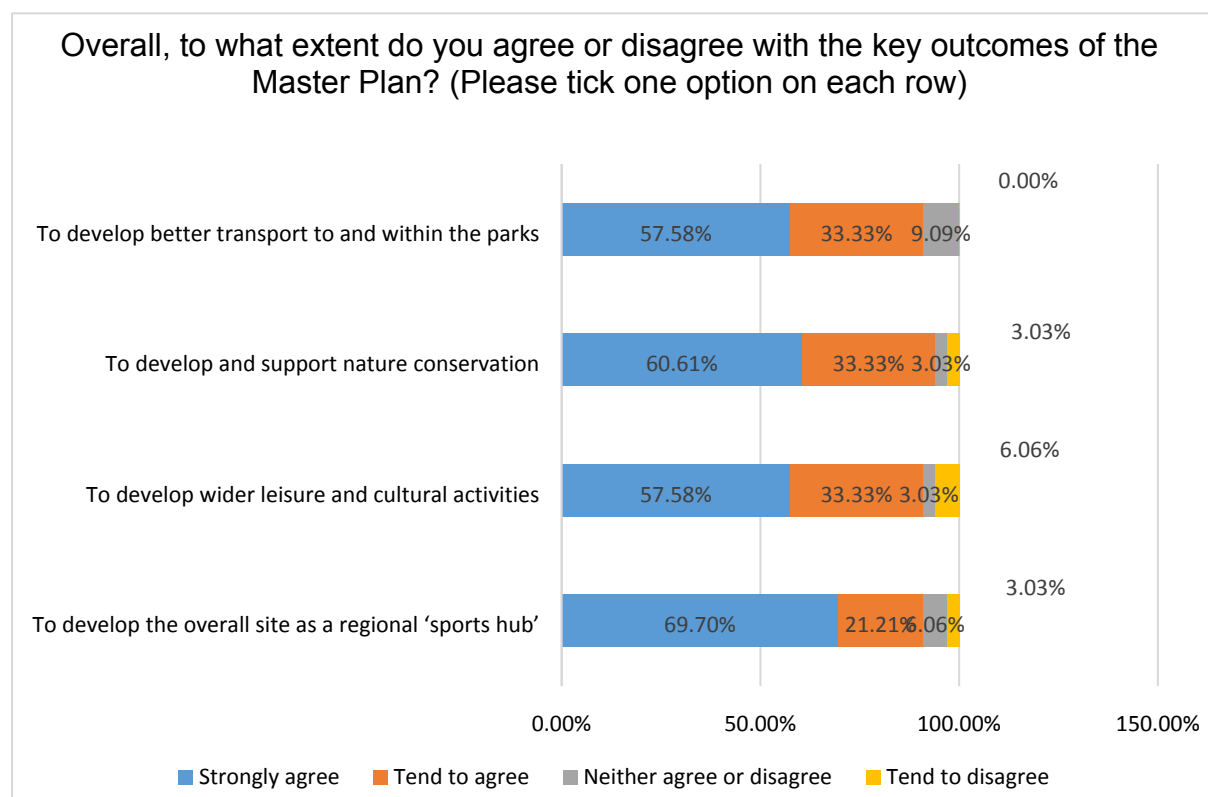
The consultation then described the aims of the Master Plan. These are:

- The development of a regional sports hub
- The development of wider leisure & cultural activities
- Increases support for nature conservation & biodiversity
- The development of better connected parks

Respondents were asked the following question:

5. Overall, to what extent do you agree or disagree with the key outcomes of the Master Plan (Please tick one option on each row)

The results are shown in the graph below:



- **To develop better transport to and within the parks** – 57.58% of respondents strongly agreed with this key outcome, 33.33% of respondents tended to agree with this key outcome, 9.09% of respondents neither agreed or disagreed with this key outcome, 0.00% of respondents tended to disagree with this key outcome, 0.00% of respondents strongly disagreed with this key outcome and 0.00% of respondents didn't know or were not sure.
- **To develop and support nature conservation** – 60.61% of respondents strongly agreed with this key outcome, 33.33% of respondents tended to agree with this key outcome, 3.03% of respondents neither agreed or disagreed with this key outcome, 3.03% of respondents tended to disagree with this key outcome, 0.00% of respondents strongly disagreed with this key outcome and 0.00% of respondents didn't know or were not sure.

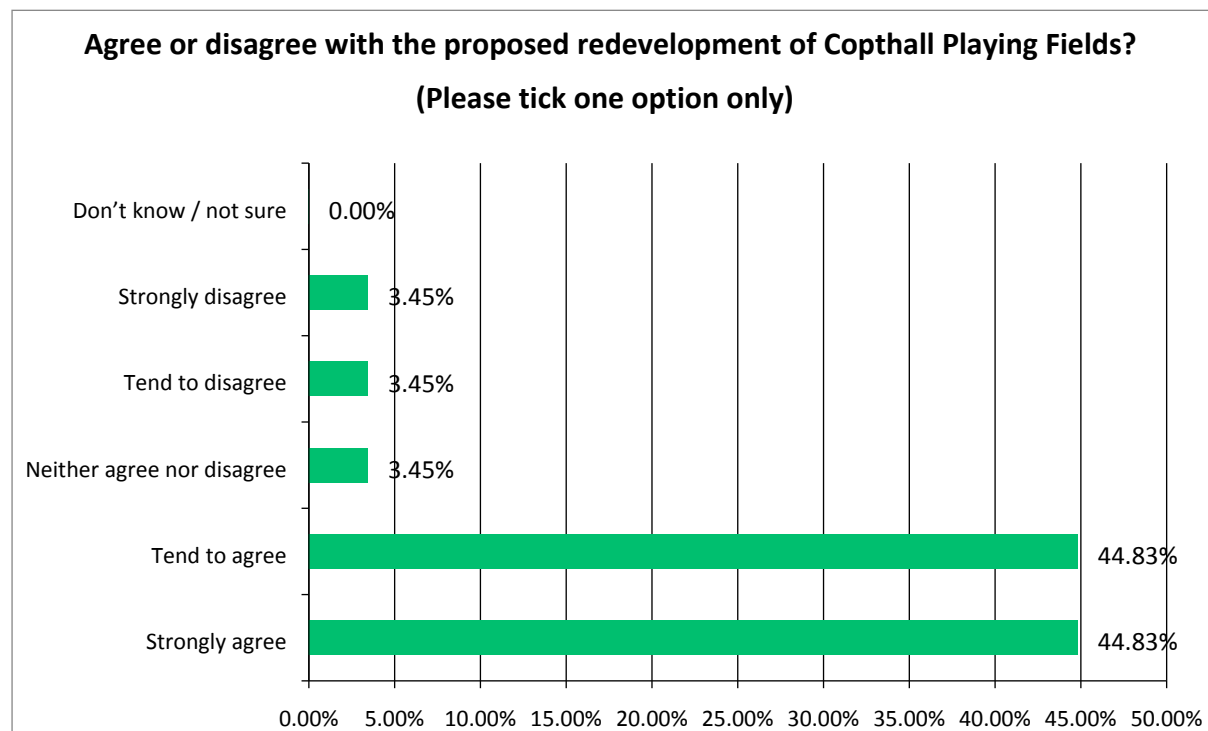
- **To develop wider leisure and cultural activities** – 57.58% of respondents strongly agreed with this key outcome, 33.03% of respondents tended to agree with this key outcome, 3.03% of respondents neither agreed or disagreed with this key outcome, 6.06% of respondents tended to disagree with this key outcome, 0.00% of respondents strongly disagreed with this key outcome and 0.00% of respondents didn't know or were not sure.
- **To develop the overall site as a regional 'sports hub'** – 69.70% of respondents strongly agreed with this key outcome, 21.21% of respondents tended to agree with this key outcome, 6.06% of respondents neither agreed or disagreed with this key outcome, 3.03% of respondents tended to disagree with this key outcome, 0.00% of respondents strongly disagreed with this key outcome and 0.00% of respondents didn't know or were not sure.

### 2.2.3 Copthall Playing Fields

The consultation included background information regarding the Copthall Playing Fields site, as well as descriptions and diagrams of the proposed enhancements and developments to the site, as proposed through the Master Plan. Based on this, respondents were asked the following question:

6. Overall, to what extent do you agree or disagree with the proposed redevelopment of Copthall Playing Fields? (Please tick one option only)

The results are shown in the graph below:



89.66% of respondents indicated that they agreed with the proposed redevelopment of Copthall Playing Fields. Within this, 44.83% of respondents strongly agreed with the proposed redevelopment and 44.83% of respondents tended to agree with the proposed redevelopment.

6.90% of respondents indicated that they disagreed with the proposed redevelopment of Copthall Playing Fields. Within this, 3.45% of respondents strongly disagreed with the proposed redevelopment and 3.45% of respondents tended to disagree with the proposed redevelopment.

3.45% of respondents neither agreed or disagreed with the proposed redevelopment of Copthall Playing Fields, whilst 0.00% of respondents didn't know or were not sure about the proposed redevelopment.



Respondents who either tended to disagree or strongly disagreed with the proposed redevelopment were asked the following question:

7. *If you disagree, please say why (Please type in your answer)*

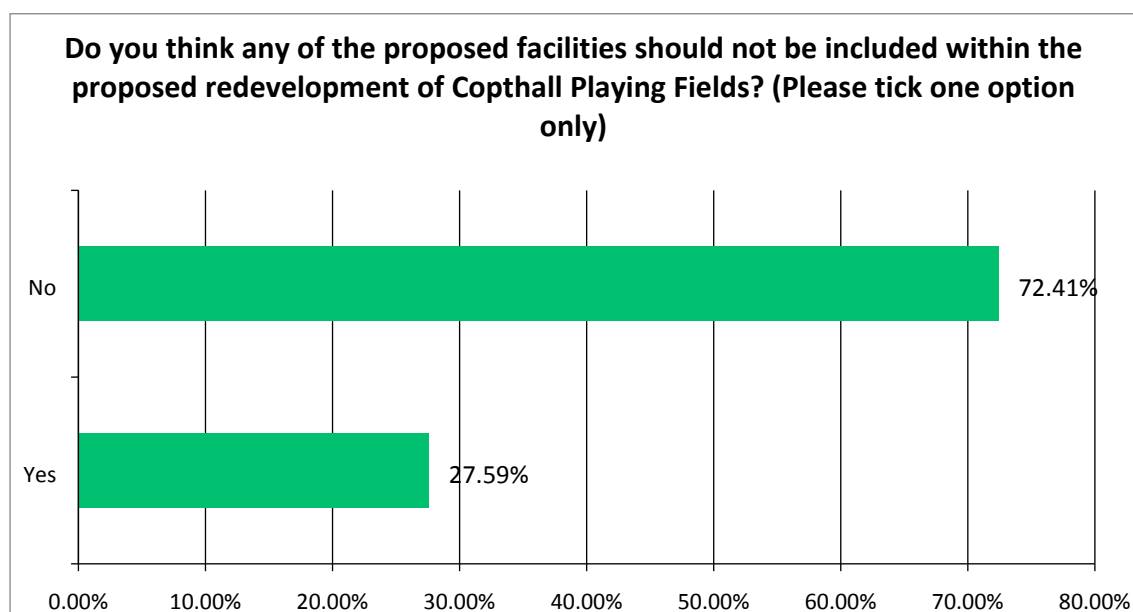
The following responses were received:

- *The plans should include a deep water pool for all abilities*
- *Strongly disagree with some aspects of sunny hill park proposal*
- *Whilst agree with objectives, the design layouts should be adjusted to account for Hasmorean proposals which not compromise overall objectives of sports hub*
- *There is potential to create an elite sports hub, a community sports hub and to maintain the openness of the green belt area; this potential has been only partially realised.*
- *The Master Plan is extremely unclear in terms of proposed Athletic provision*
- *I'm very concerned that a proper ecological survey has not been done. There are slow worms in the railway line and I saw one once by the field that has already been built on. You want to put artificial grass in, this will severely affect the biodiversity of the site and the way wildlife can move between the area; hedgehogs included. The wetlands is a good idea, there are already wetlands there though which have been thoroughly neglected for years. the bridge is nice idea improve the green infrastructure and access.*
- *We are losing more and more green spaces that are left for general use, not everyone wants sport facilities*

All respondents were then asked the following questions in relation to the proposed facilities to be introduced at the Copthall Playing Fields site:

8. *Do you think any of the proposed facilities should not be included within the proposed redevelopment of Copthall Playing Fields? (Please tick one option only)*

The results are shown in the graph below:



The majority of respondents, 72.41%, indicated that all of the proposed facilities should be included within the proposed redevelopment of Copthall Playing Fields. 27.59% of respondents indicated that all of the proposed facilities should not be included within the proposed redevelopment of Copthall Playing Fields.

Respondents who answered Yes to question eight were then asked the following question:

9. *If yes, please say which facilities and why: (Please type in your answer)*

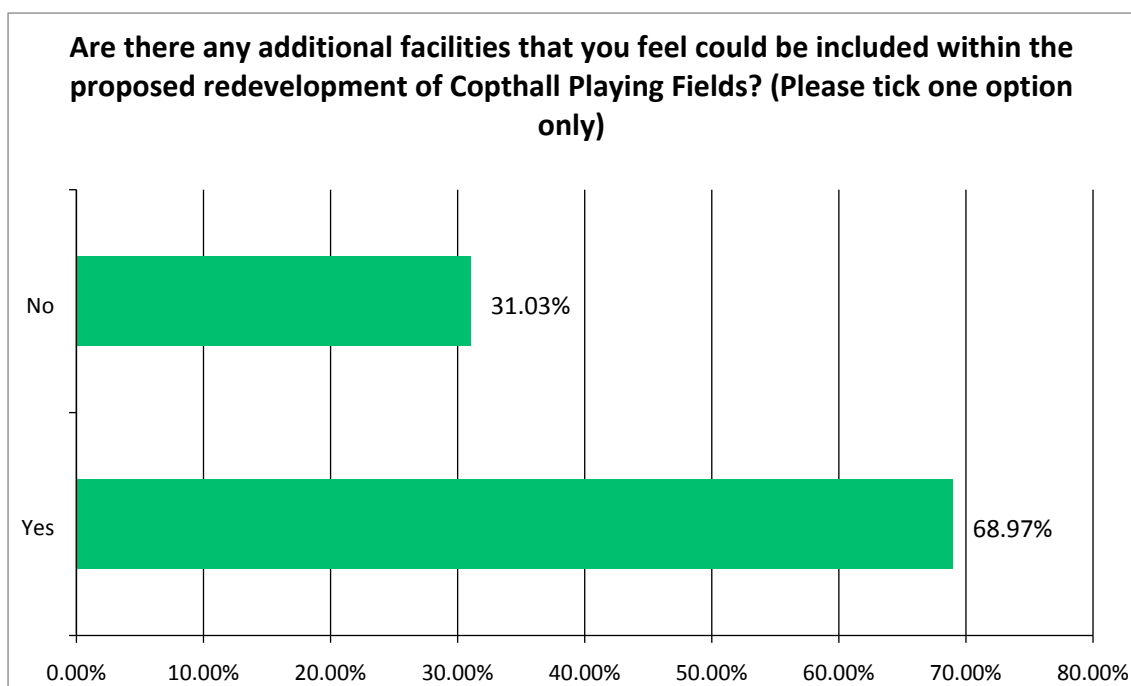
The following responses were received:

- *Diving, Synchro, Water Polo, Scuba etc*
- *Please please do not spend scarce funds on a totally needless path through the middle of sunny hill park. This destroys the integrity of the green space and is not needed as there is an existing path around the perimeter*
- *The nature conservation footpath loop should be adjusted to accommodate School proposals. All-weather pitch locations should be adjusted to show one in NW corner provided for school use but with full community use out of hours*
- *The Community sports hub seems to large, and would be better adjoined to an elite sports area.*
- *Athletics should be incorporated into the Mater Plan*
- *I think the artificial pitches for football are unnecessary as there is a Power league site just to the north of the area. Instead I think a hockey facility would provide a new and better addition to the area as the other major sports seem to be well catered for with the exception of hockey*
- *We do not need retail units and grass pitches are better than 3G as they are natural, we do not need more rubber crumb, it goes it children's eyes and is not environmental like real grass.*
- *the artificial grass- see above answer. And this underground parking facility sounds like it will be disastrous for the nature around there.*
- *More sports fields. The existing fields are already well used and at busy times access is difficult due to the heavy number of cars parking/accessing the space*

Respondents were then asked the following question in relation to the proposed facilities at the Copthall Playing Fields site:

10. *Are there any additional facilities that you feel could be included within the proposed redevelopment of Copthall Playing Fields? (Please tick one option only)*

The results are shown in the graph below:



68.97% of respondents indicated that additional facilities could be included within the proposed redevelopment of Copthall Playing Fields. 31.03% of respondents indicated that no additional facilities could be included within the proposed redevelopment of Copthall Playing Fields.

Respondents who answered Yes to question ten were then asked the following question:

*11. If yes, please say which facilities and why:(Please type in your answer)*

The following responses were received:

- *To develop a true regional sports hub, the site should include a road cycling race track. At the moment there are three tracks in north London - Hillingdon, Lee Valley Velopark and Redbridge. This leaves a gap for anyone wishing to race south of Welwyn Garden City and inbetween the existing tracks in north London. There are many active racing clubs in or near the borough including Finchley, London Phoenix, Islington Cycling Club (650+ members), Regents Park Rouleurs, Cycle Club London and Southgate. All of these clubs could benefit from a local track. When considering a BMX track, a good 1 mile circuit could be easily designed in the same space, and interact with the nature plans. A great example is Lee Valley, which provides an excellent circuit alongside a BMX track and through grassland design. The track would be able to draw extra funds for the project by charging for use by clubs to train, as well as charging race organisers. Local clubs would be more than happy to help organise and support such a scheme.*
- *As above a deep water pool for disability water sport*
- *Please spend the money saved on the needless path on improving the playground. It badly needs some attention and will improve fitness of local children and their families.*

- *Proposed new combined Hasmonean School at Copthall providing play and sport within master plan site and dual use community use via 16/6662/FUL amended application in consultation support with Barnet and Mayor*
- *A cricket oval and facilities for Middlesex Cricket on the area to the south of Allianz Park.*
- *Athletics should be included in the Master Plan*
- *PROPOSAL FOR THE DEVELOPMENT OF A COMMUNITY TENNIS FACILITY ON THE SITE OF THE OLD LEISURE CENTRE AT BARNET COPTHALL. INTRODUCTION. Plans have been approved and construction has begun to relocate the Leisure Centre to a new location on the Copthall site. The relocation of the leisure centre has created an opportunity for the development of a small but dynamic Floodlit Community Tennis facility on a small area outside our current boarder alongside and in Partnership with, the very successful and well established adjacent Metro Golf Centre. Clear Plan It is important to have a clear Plan of the current position of Tennis Facilities in the area and the contribution that a dynamic Community Tennis Centre could make towards Tennis Development for all sections of the Community within the Borough. This Community Tennis Centre at Copthall as proposed, could make a significant contribution to Tennis Development and should be regarded as an essential part of the local Tennis Development in the Borough and in the wider North London Area and should be included as a viable Project in any future Borough. Tennis Strategy. 1 Position Statement. The Copthall Complex has a fine array of top class sports facilities foremost of which is the Alliance Park- home of the famed Saracens Rugby Club. Copthall's Athletics facilities together with Club Rugby, Football and Cricket Pitches are of the highest standard however there are no tennis courts on the Site which the proposed Community Tennis Centre seeks to redress. 2 What do we want to achieve? The development of a dynamic Community Tennis Centre attracting the whole Community and in particular Coaching Courses and Tennis Activities for local Schools who are without tennis facilities, disadvantaged Groups but most importantly for 'all sections of the Community' in line with the Inspired Facilities Programme. The Centre will be managed by Metro Golf Centre and its team which itself 'boasts' attendance figures of over 190 000 together with 10000 coaching lessons per annum catering for all levels of golfers from 'beginners' to tour players and also work closely with 18 schools in the local area together promoting the game of golf. The proposed Centre, when operational, could quickly become the 'hub' of Tennis activities in the Area, 'reaching out' to provide tennis coaching on Council Courts in neighbouring Parks. 3 Outline Plans and Costs. The aim is to construct 6 Synthetic Grass Courts, with fencing and low level Floodlights in line with Lawn Tennis Association's Advisory Notes on Tennis Court Construction. Metro Golf Centre is an established business that has a clubhouse, car park, restaurant, retail area and adequate space for Changing Facilities so what is unique about our proposal is that we already have a clubhouse and grounds that can facilitate the professional oversight, Management and Running Costs of the tennis facility. What do we need to do to achieve our Aims and Objectives? 4 Clarification from the London Borough of Barnet on the timescale of the proposed relocation of the existing Leisure Centre. 4.1 Formal support for the proposed Community Tennis Centre. 4.2 Inclusion of the proposed Centre in the Borough's Tennis Development*



*Strategy. 4.3 Support from the Borough of an Application to the National Lottery Sports Fund. Comment. The opportunity therefore arises for the Construction and Development of a dynamic Community Tennis Centre that will benefit all Residents and prospective 'Tennis Champions' of the Future. -- Brenden Van Rooyen and Fintan Daly Metro Golf Centre Champions Way Hendon London, NW4 1PX Tel: 0208 202 1202 <https://www.metrogolfcentre.co.uk/>*

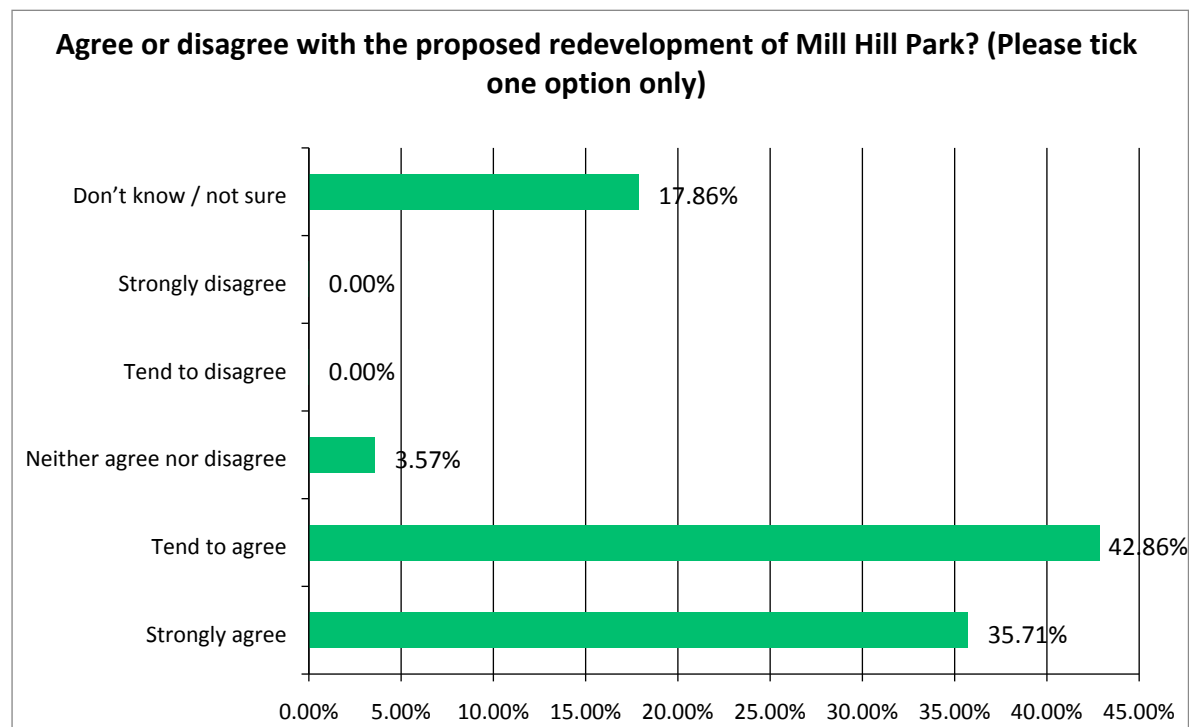
- *Enhanced Nature Conservation*
- *A grass hockey pitch and a few storage facilities for new clubs that may want to base themselves on site. Providing a secure outbuilding for clubs to store training equipment and accessories would provide a good long term prospect for new clubs and teams to develop with the provision of costly new facilities like this development. First aid or a small health centre should be considered with all the variety of activities which could lead to minor injuries.*
- *Diving facilities*
- *Parking, especial controls on match days at Saracens*
- *Indoor Court/ Sports hall for multi use. This would allow for indoor games to be played and for the facility to be used more often all year round. Much of the development will be used by public during spring and summer months with late autumn and winter meaning far less use. Would be nice for the facility to be utilised by larger groups year round*
- *Where the community centre? How is the area going to be maintained? What about an environmental education centre? Orchard. Bike hire*
- *Alternative sports which are becoming popular such as American Football, Baseball etc*
- *Wildlife centre and wildlife guides.*
- *Improvements to the cycling routes connecting with the "Feature bridge to connect the Copthall Playing Fields site with Sunny Hill Park".*
- *A 50m swimming pool would transform the hub into a national center for excellence.*
- *1 mile cycle circuit (tarmac) - for fitness and competition purposes*
- *Proper cycle circuit to allow development of a cycle club in Barnet; the borough lacks any safe space for children or adults to ride with a club and obtain proper coaching. Look at Hillingdon Slipstreamers at Minute Country Park in Heys for an example of what is possible. Barnet is the ONLY London borough with no cycle club or safe cycle space for children (and adults!)*

## 2.2.4 Mill Hill Park

The consultation included background information regarding the Mill Hill Park site, as well as descriptions and diagrams of the proposed enhancements and developments to the site, as proposed through the Master Plan. Based on this, respondents were asked the following question:

*12. Overall, to what extent do you agree or disagree with the proposed redevelopment of Mill Hill Park? (Please tick one option only)*

The results are shown in the graph below:



78.57% of respondents indicated that they agreed with the proposed redevelopment of Mill Hill Park. Within this, 35.71% of respondents strongly agreed with the proposed redevelopment and 42.86% of respondents tended to agree with the proposed redevelopment.

0.00% of respondents indicated that they disagreed with the proposed redevelopment of Mill Hill Park.

3.57% of respondents neither agreed or disagreed with the proposed redevelopment of Mill Hill Park, whilst 17.86% of respondents didn't know or were not sure about the proposed redevelopment.

Respondents who either tended to disagree or strongly disagreed with the proposed redevelopment were asked the following question:

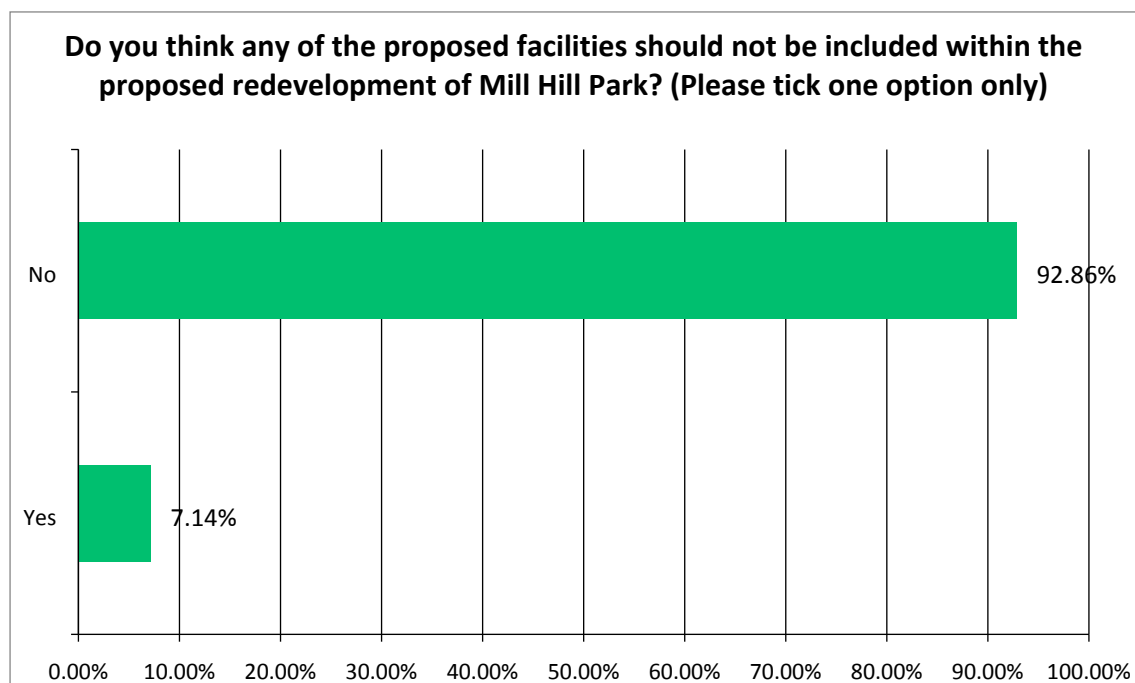
*13. If you disagree, please say why (Please type in your answer)*

As no respondents either tended to disagree or strongly disagreed with the proposed redevelopment, no responses were received for this question.

All respondents were then asked the following questions in relation to the proposed facilities at the Mill Hill Park site:

*14. Do you think any of the proposed facilities should not be included within the proposed redevelopment of Mill Hill Park? (Please tick one option only)*

The results are shown in the graph below:



The majority of respondents, 92.86%, indicated that all of the proposed facilities should be included within the proposed redevelopment of Mill Hill Park. 7.14% of respondents indicated that all of the proposed facilities should not be included within the proposed redevelopment of Mill Hill Park.

Respondents who answered Yes to question fourteen were then asked the following question:

*15. If yes, please say which facilities and why: (Please type in your answer)*

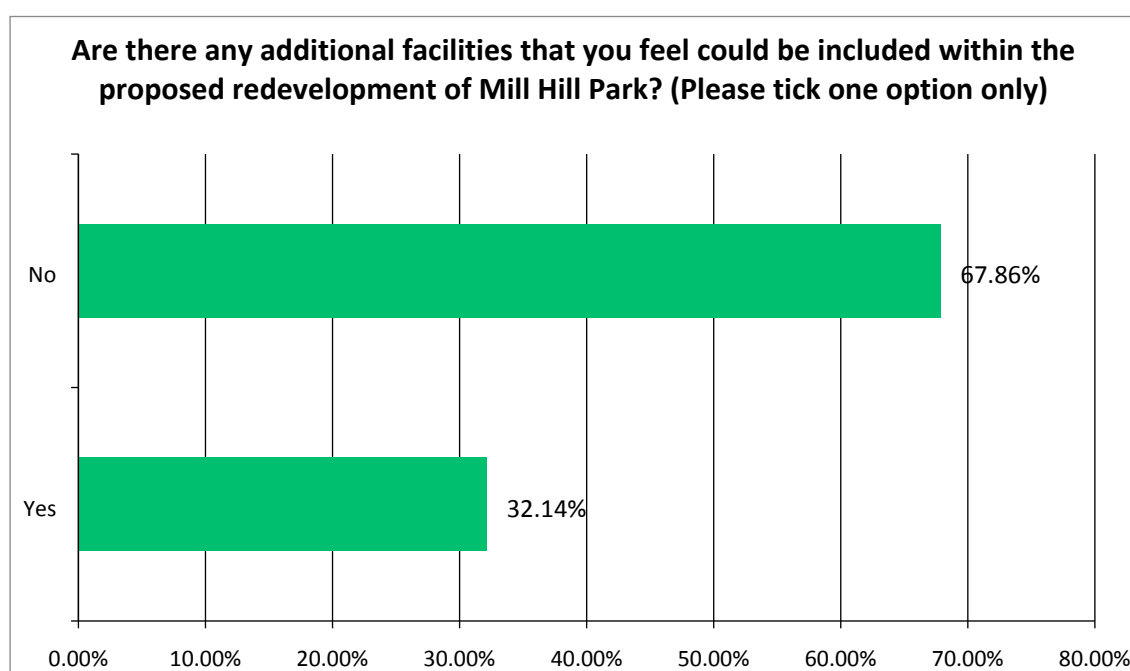
The following responses were received:

- *Water Fountains*
- *I don't see why the skate facility is placed at Mill Hill away from all the other facilities at Copthall. I think keeping these sort of facilities together would be a better idea, especially with the BMX track.*

Respondents were then asked the following question in relation to the proposed facilities at the Mill Hill Park site:

*16. Are there any additional facilities that you feel could be included within the proposed redevelopment of Mill Hill Park? (Please tick one option only)*

The results are shown in the graph below:



67.86% of respondents indicated that no additional facilities could be included within the proposed redevelopment of Mill Hill Park. 32.14% of respondents indicated that additional facilities could be included within the proposed redevelopment of Mill Hill Park.

Respondents who answered Yes to question sixteen were then asked the following question:

*17. If yes, please say which facilities and why: (Please type in your answer)*

The following responses were received:

- *An area safe from cars to help children learn sports such as cycling and skateboarding would be a great addition. The skatepark will inspire children, but they need somewhere to learn the basics as well. Already the park is somewhat of a desirable location to teach children to cycle, but it is always on shared paths*
- *Decent coffee*



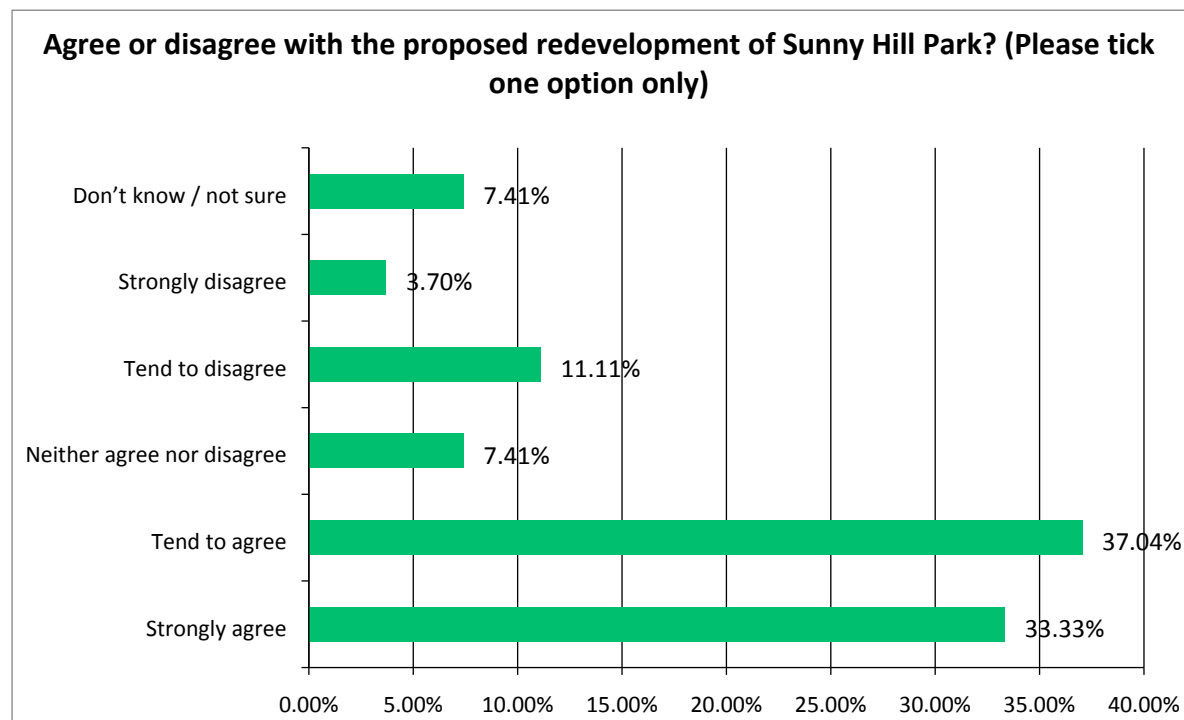
- *An outdoor splash pool and sand pit in the playground*
- *There is currently a basketball court which is often used in the summer. An updated court with new fittings would be a great addition to the area. It would also be nice to see a potential volleyball court introduced (or one of the courts made multi-purpose). It would also be sensible to have a first aid area if a skate park is to be introduced as it is often a site of small injuries and it should be accessible for an ambulance if necessary.*
- *Mobile coffee shop.*
- *Toilets aren't mentioned and 5ey are required.*
- *Maybe the tennis courts could be MUGAS to include a wider variety oif sports to be played on them. Also skate area should maybe be closer to the park keepers lodge for observation as these are typically frequented by older youths without parental guidance, so may be more beneficial to be closely situated to the lodge to maintain proper use*
- *I believe it would be beneficial if the tennis courts had floodlights*
- *Cricket pavilion, marked cycle path, dedicated dog walking area, fitness run with exercises.*

### 2.2.5 Sunny Hill Park

The consultation included background information regarding the Sunny Hill Park site, as well as descriptions and diagrams of the proposed enhancements and developments to the site, as proposed through the Master Plan. Based on this, respondents were asked the following question:

*18. Overall, to what extent do you agree or disagree with the proposed redevelopment of Sunny Hill Park? (Please tick one option only)*

The results are shown in the graph below:



70.37% of respondents indicated that they agreed with the proposed redevelopment of Sunny Hill Park. Within this, 33.33% of respondents strongly agreed with the proposed redevelopment and 37.04% of respondents tended to agree with the proposed redevelopment.

14.81% of respondents indicated that they disagreed with the proposed redevelopment of Sunny Hill Park. Within this, 3.70% of respondents strongly disagreed with the proposed redevelopment and 11.11% of respondents tended to disagree with the proposed redevelopment.

7.41% of respondents neither agreed or disagreed with the proposed redevelopment of Sunny Hill Park, whilst 7.41% of respondents didn't know or were not sure about the proposed redevelopment.

Respondents who either tended to disagree or strongly disagreed with the proposed redevelopment were asked the following question:

*19. If you disagree, please say why (Please type in your answer)*

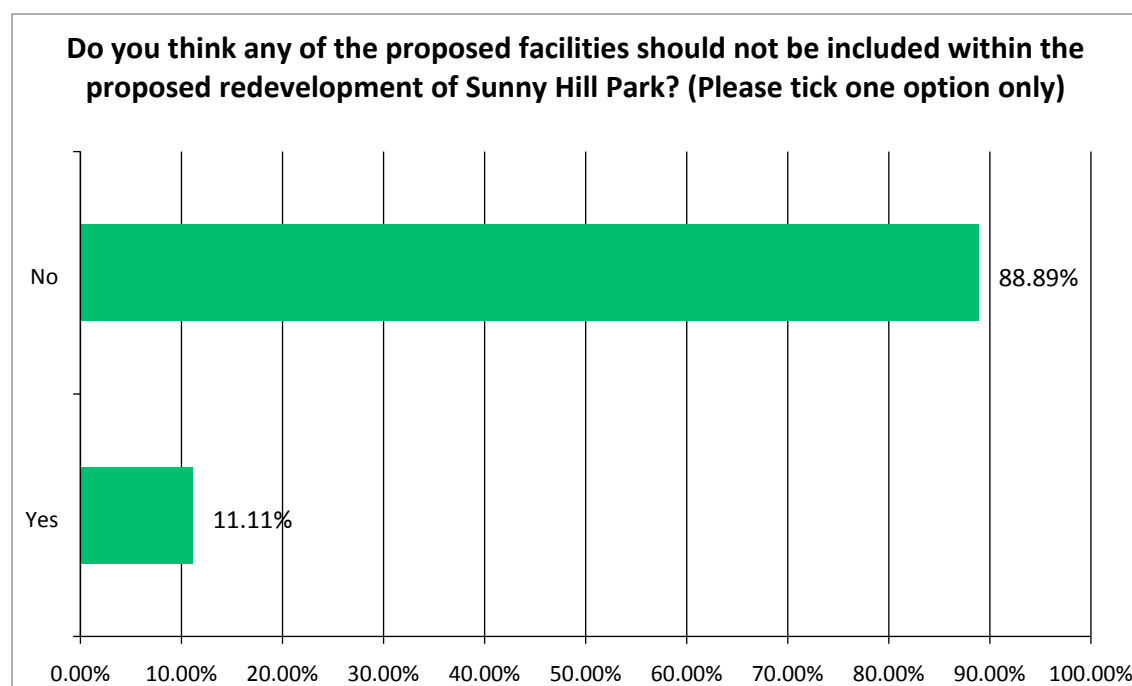
The following responses were received:

- *Most of the plan is good but please do not put a path through the middle of the park.*
- *Sunnyhill park is very close to Middlesex University with a large population on site. With the Copthall Allianz park partnership it would be nice to see more done with this site as it could benefit from greater use. The development of the tennis courts would be nice to see more MUGAS for greater use. Also the park in wetter months has a tendency to flood/ become very sludgy. Better drainage for the cricket pitch. More open space to play/ have picnic. Not enough benches or areas to sit. The cafe is nice, would be great to keep this and maybe add more outdoor seating provision. Cycle route improvement is def a must due to the MDX uni students using this, especially in the darker months to get to Allianz park. Lastly I was a police officer at Colindale station and on a few occasions had incidents late at night in the open car park areas of Sunnyhill park with youth in cars, drinking, and driving dangerously as well as taking illegal substances. The entrances to car parks to be locked, greater lighting of open routes such as cycle routes etc, more visibility from the highway into the park*
- *The cycle path through the park is unacceptable, improve and repair the paths on the outside of the park. Not only would it be harmful for wildlife, it's dangerous for people and dogs too as cyclists will go haring through*
- *Sunny Hill is a very large park that is greatly under used. Better facilities ie. skateboarding could be accomodated within this park*

All respondents were then asked the following questions in relation to the proposed facilities at the Sunny Hill Park site:

*20. Do you think any of the proposed facilities should not be included within the proposed redevelopment of Sunny Hill Park? (Please tick one option only)*

The results are shown in the graph below:



The majority of respondents, 88.89%, indicated that all of the proposed facilities should be included within the proposed redevelopment of Sunny Hill Park. 11.11% of respondents indicated that all of the proposed facilities should not be included within the proposed redevelopment of Sunny Hill Park.

Respondents who answered Yes to question twenty were then asked the following question:

*21. If yes, please say which facilities and why: (Please type in your answer)*

The following responses were received:

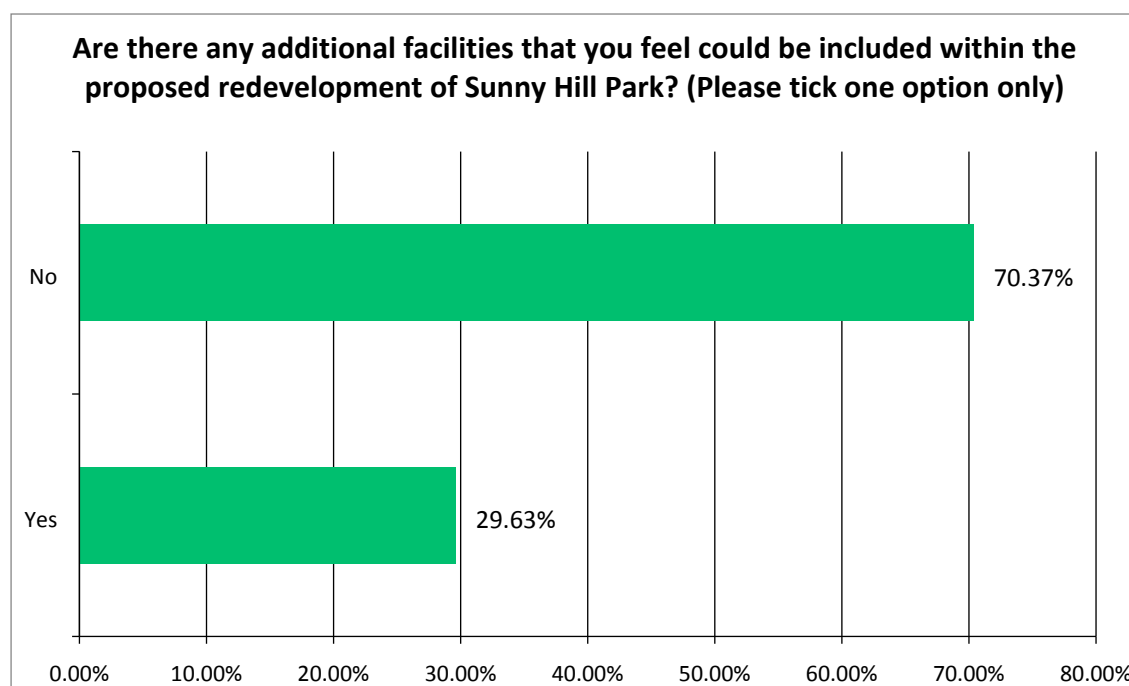
- *Path through the middle of the park is a waste of scarce funds and not needed. There is an existing path around the perimeter. Adding a path would destroy the integrity of the park*
- *Tennis courts for MUGAs. Also how widely would the cricket squer be utlised? would this be better suited to the main sports hub at Copthall, especially due to the drainage issues at Sunnyhill?*
- *the cycle path through the park.*



Respondents were then asked the following question in relation to the proposed facilities at the Sunny Hill Park site:

*22. Are there any additional facilities that you feel could be included within the proposed redevelopment of Sunny Hill Park? (Please tick one option only)*

The results are shown in the graph below:



29.63% of respondents indicated that additional facilities could be included within the proposed redevelopment of Sunny Hill Park. 70.37% of respondents indicated that no additional facilities could be included within the proposed redevelopment of Sunny Hill Park.

Respondents who answered Yes to question twenty-two were then asked the following question:

*23. If yes, please say which facilities and why: (Please type in your answer)*

The following responses were received:

- *Improve the playground please. Much needed and will encourage children and their families to keep active*
- *Very important to create links to Copthall playing fields and provide most informal use here rather than the sports and Hasmaneian school area. Segregated pedestrian access very important for school pupils using the park for access*
- *Coffee shop*
- *More seating areas, open 'play zones' for games. Better drainage, lighting. Maybe some sort of a 'garden' area for people. More 'park like' with a variety of attractions*
- *Tennis courts should be provided with floodlights to enable use during winter month*
- *Repair the pond for people and wildlife*

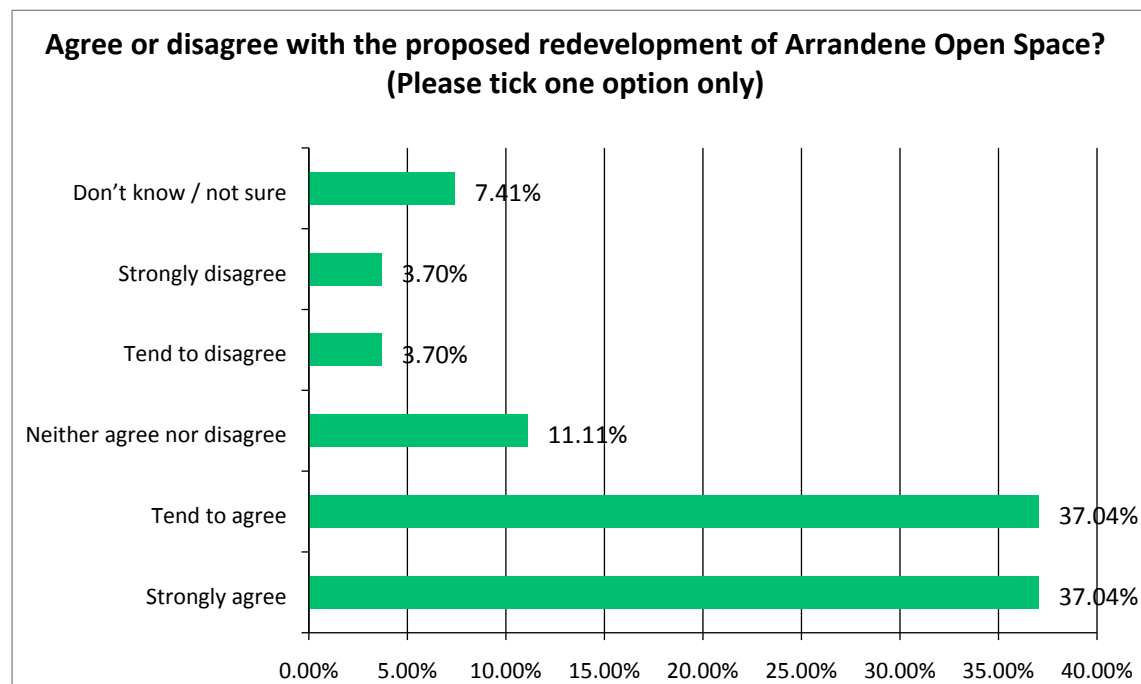
- *Putting green could be reintroduced. The pond area could be redeveloped. An improved playground area*
- *Wildlife centre and guides*

## 2.2.6 Arrandene Open Space

The consultation included background information regarding the Arrandene Open Space site, as well as descriptions and diagrams of the proposed enhancements and developments to the site, as proposed through the Master Plan. Based on this, respondents were asked the following question:

*24. Overall, to what extent do you agree or disagree with the proposed redevelopment of Arrandene Open Space? (Please tick one option only)*

The results are shown in the graph below:



74.08% of respondents indicated that they agreed with the proposed redevelopment of Arrandene Open Space. Within this, 37.04% of respondents strongly agreed with the proposed redevelopment and 37.04% of respondents tended to agree with the proposed redevelopment.

7.40% of respondents indicated that they disagreed with the proposed redevelopment of Arrandene Open Space. Within this, 3.70% of respondents strongly disagreed with the proposed redevelopment and 3.70% of respondents tended to disagree with the proposed redevelopment.

11.11% of respondents neither agreed or disagreed with the proposed redevelopment of Arrandene Open Space, whilst 7.41% of respondents didn't know or were not sure about the proposed redevelopment.

Respondents who either tended to disagree or strongly disagree with the proposed redevelopment were asked the following question:

*25. If you disagree, please say why (Please type in your answer)*

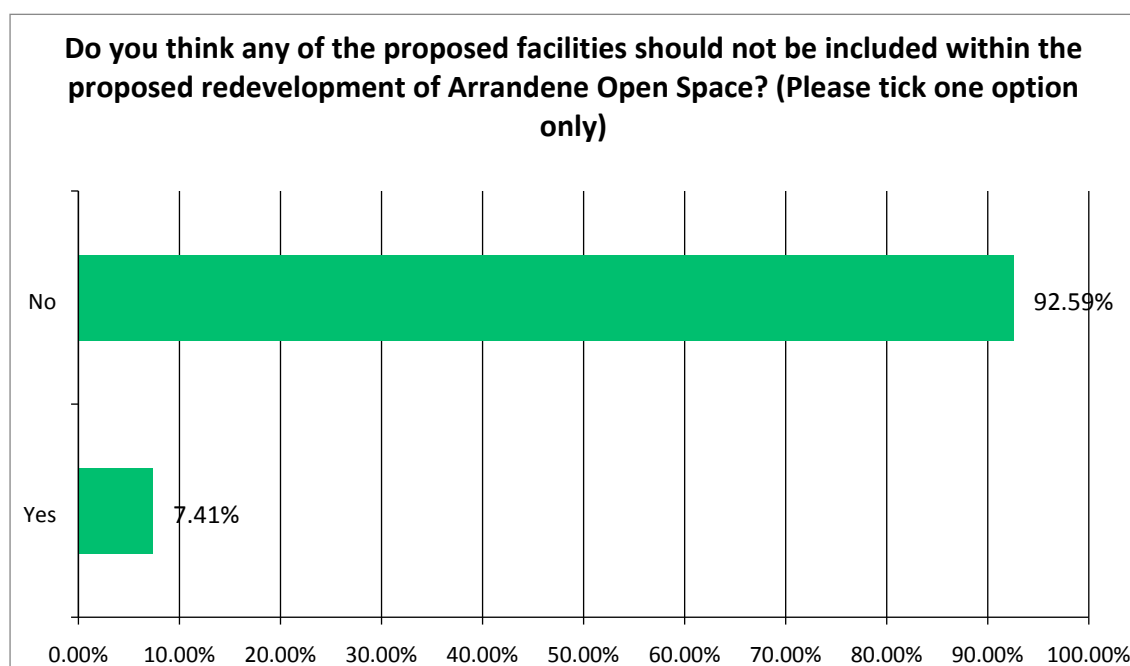
The following responses were received:

- *It should be left naturally, it's not a park it's a different kind of open space. Please leave it as natural as possible.*
- *this park/ space seems to be simply the development of better access to other sites, so not much to comment on*
- *That 'improved' path is very vague. Please don't put a pavement through it, it will utterly destroy the character of the space. Another site barnet has neglected for years.*

All respondents were then asked the following questions in relation to the proposed facilities to be introduced at the Arrandene Open Space site:

*26. Do you think any of the proposed facilities should not be included within the proposed redevelopment of Arrandene Open Space? (Please tick one option only)*

The results are shown in the graph below:



The majority of respondents, 92.59% indicated that all of the proposed facilities should be included within the proposed redevelopment of Arrandene Open Space. 7.41% of respondents indicated that all of the proposed facilities should not be included within the proposed redevelopment of Arrandene Open Space.



Respondents who answered Yes to question twenty-six were then asked the following question:

*27. If yes, please say which facilities and why: (Please type in your answer)*

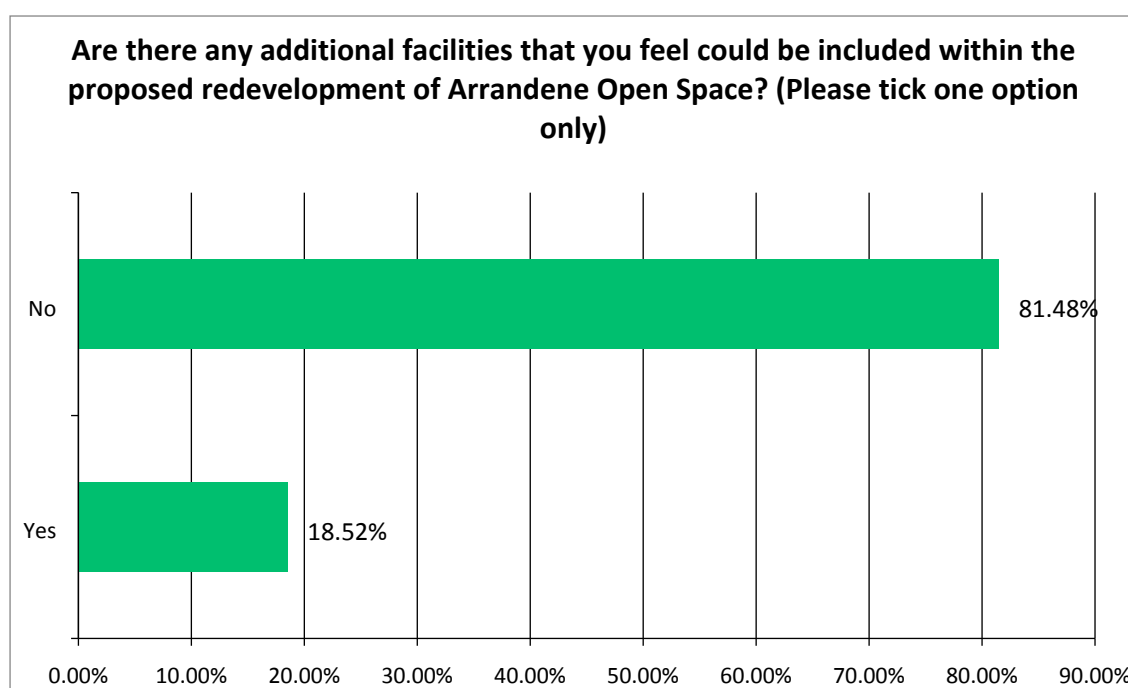
The following responses were received:

- *should be left untouched*
- *The pathway as above. DON'T DO IT.*

Respondents were then asked the following question in relation to the proposed facilities at the Arrandene Open Space site:

*28. Are there any additional facilities that you feel could be included within the proposed redevelopment of Arrandene Open Space? (Please tick one option only)*

The results are shown in the graph below:



18.52% of respondents indicated that additional facilities could be included within the proposed redevelopment of Arrandene Open Space. 81.48% of respondents indicated that no additional facilities could be included within the proposed redevelopment of Arrandene Open Space.

Respondents who answered Yes to question twenty-eight were then asked the following question:

*29. If yes, please say which facilities and why: (Please type in your answer)*

The following responses were received:

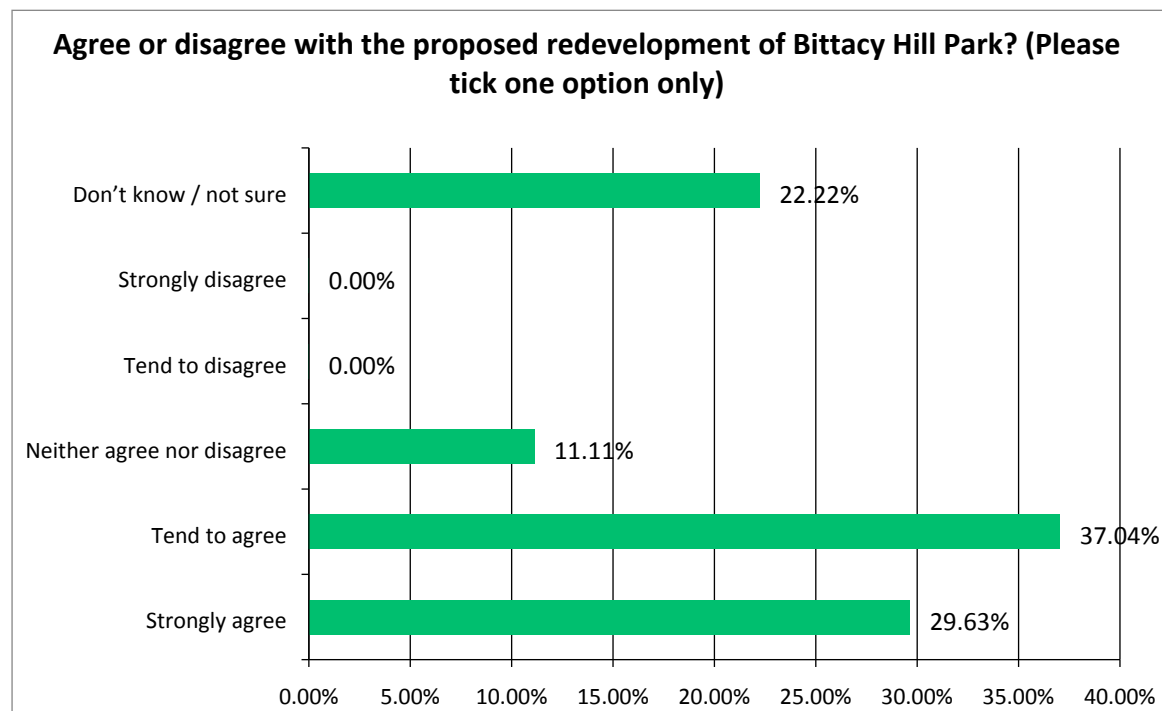
- *An area reserved for promoting certain plant species naturally occurring in the fields would be nice so it can be used as a facility for local schools to use for teaching*
- *Cycle route linking all parks*
- *there are plenty but the focus is on pushing traffic to the main hub, so this seems to be an access route/ green space to the HUB*
- *manage the pond and wetlands in the woods.. Stop the succession of the fields. This site is crying out for a nature conservation project.*
- *Cycle access to the western entrance (Featherstone Hill) from Wise Lane near to the entrance to Mill Hill Park. The. last time I was there, you could not get a bicycle through the gate..*

## 2.2.7 Bittacy Hill Park

The consultation included background information regarding the Bittacy Hill Park site, as well as descriptions and diagrams of the proposed enhancements and developments to the site, as proposed through the Master Plan. Based on this, respondents were asked the following question:

*30. Overall, to what extent do you agree or disagree with the proposed redevelopment of Bittacy Hill Park? (Please tick one option only)*

The results are shown in the graph below:



66.67% of respondents indicated that they agreed with the proposed redevelopment of Bittacy Hill Park. Within this, 29.63% of respondents strongly agreed with the proposed redevelopment and 37.04% of respondents tended to agree with the proposed redevelopment.

0.00% of respondents indicated that they disagreed with the proposed redevelopment of Bittacy Hill Park.

11.11% of respondents neither agreed or disagreed with the proposed redevelopment of Bittacy Hill Park, whilst 22.22% of respondents didn't know or were not sure about the proposed redevelopment.

Respondents who either tended to disagree or strongly disagreed with the proposed redevelopment were asked the following question:

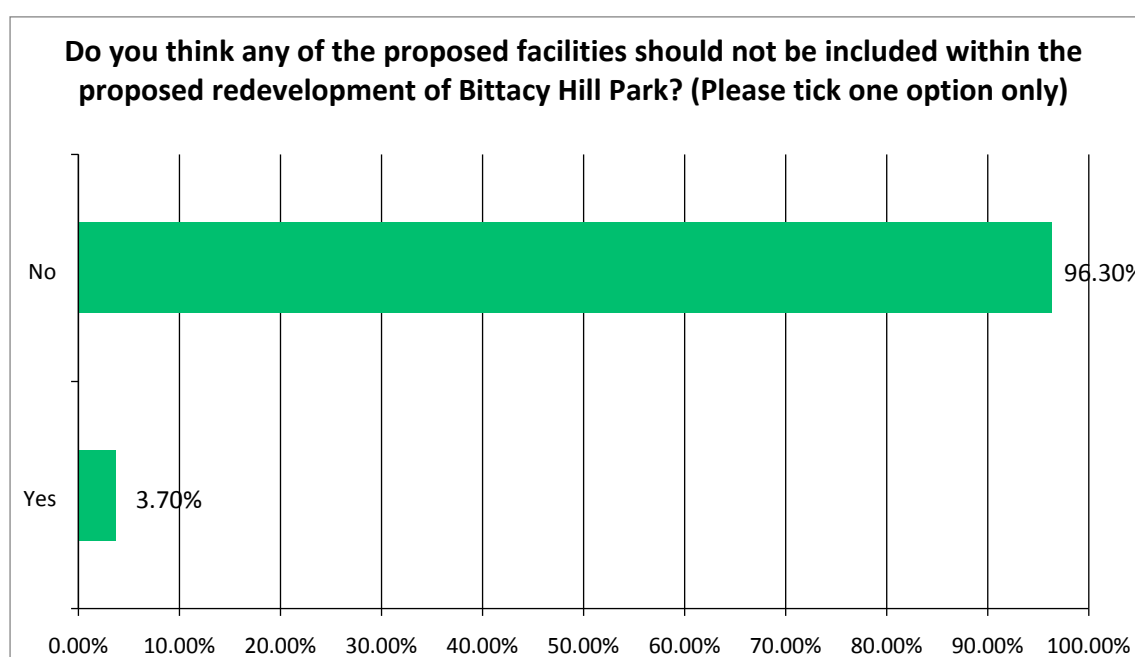
*31. If you disagree, please say why (Please type in your answer)*

As no respondents either tended to disagree or strongly disagreed with the proposed redevelopment, no responses were received for this question.

All respondents were then asked the following questions in relation to the proposed facilities at the Bittacy Hill Park site:

*32. Do you think any of the proposed facilities should not be included within the proposed redevelopment of Bittacy Hill Park? (Please tick one option only)*

The results are shown in the graph below:



The majority of respondents, 96.30%, indicated that all of the proposed facilities should be included within the proposed redevelopment of Bittacy Hill Park. 3.70% of respondents indicated that all of the proposed facilities should not be included within the proposed redevelopment of Bittacy Hill Park.

Respondents who answered Yes to question thirty-two were then asked the following question:

*33. If yes, please say which facilities and why: (Please type in your answer)*

The following responses were received:

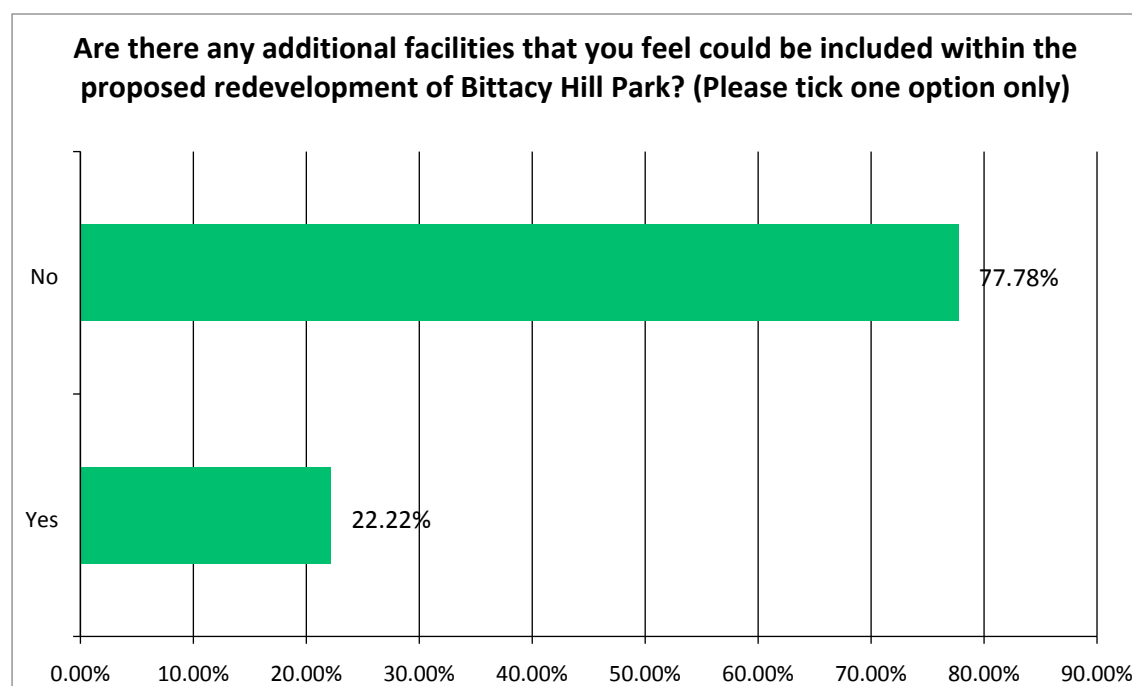
- *Can't comment as have only visited the park once.*



Respondents were then asked the following question in relation to the proposed facilities at the Bittacy Hill Park site:

*34. Are there any additional facilities that you feel could be included within the proposed redevelopment of Bittacy Hill Park? (Please tick one option only)*

The results are shown in the graph below:



22.22% of respondents indicated that additional facilities could be included within the proposed redevelopment of Bittacy Hill Park. 77.78% of respondents indicated that no additional facilities could be included within the proposed redevelopment of Bittacy Hill Park.

Respondents who answered Yes to question thirty-four were then asked the following question:

*35. If yes, please say which facilities and why: (Please type in your answer)*

The following responses were received:

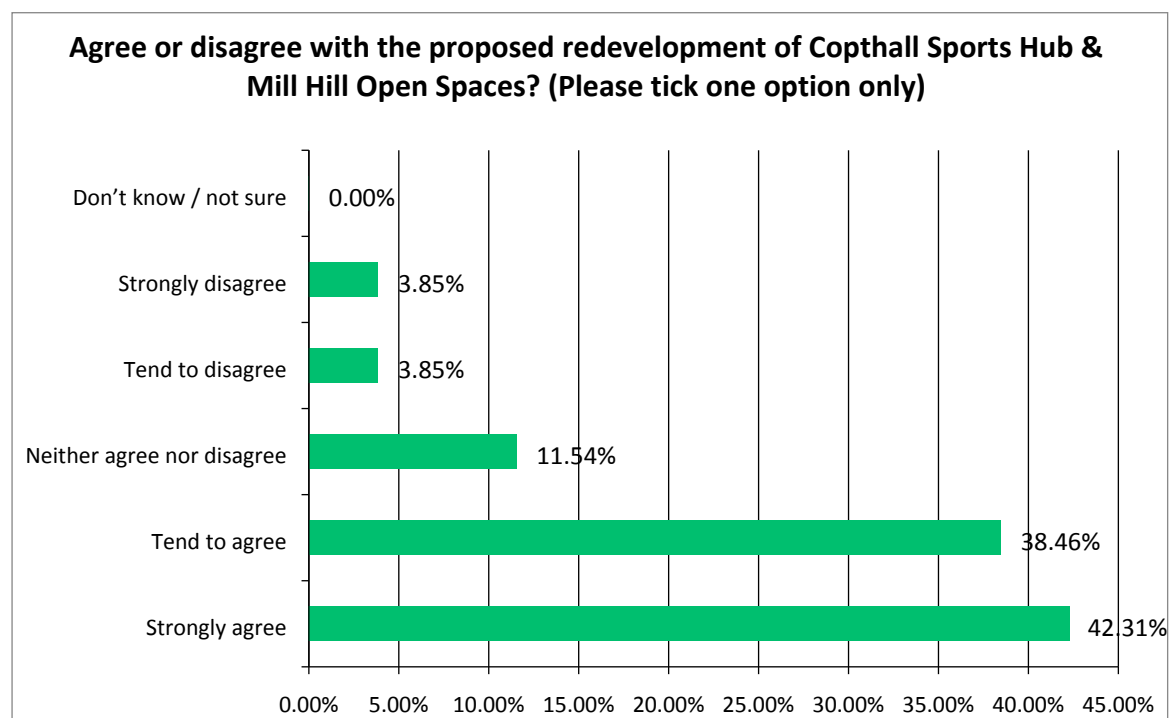
- *It would be nice to have a small outdoor splash pool and sand pit in the playground*
- *Cycle route. Coffee shop*
- *An outdoor gym would be fantastic*
- *Toilets and a café*
- *again plenty, but this has a small attraction in the courts and better pathways, again these smaller areas are making way for greater focus on the larger areas, but still maintains some attractive features for a small facility. main thing is to make sure pathways are well kept, maybe clear cycle and walking lanes! which are well lit*
- *Can't comment as have only visited the park once*
- *Water fountains.*

## 2.2.8 Overall Master Plan

Respondents were then asked the following question in relation to the overall Copthall Playing Fields and Mill Hill Open Spaces Master Plan:

*36. Overall, to what extent do you agree or disagree with the proposed redevelopment of Copthall Sports Hub & Mill Hill Open Spaces? (Please tick one option only)*

The results are shown in the graph below:



80.77% of respondents indicated that they agreed with the overall proposed redevelopment of Copthall Sports Hub & Mill Hill Open Spaces. Within this, 42.31% of respondents strongly agreed with the proposed redevelopment and 38.46% of respondents tended to agree with the proposed redevelopment.

7.70% of respondents indicated that they disagreed with the overall proposed redevelopment of Copthall Sports Hub & Mill Hill Open Spaces. Within this, 3.85% of respondents strongly disagreed with the proposed redevelopment and 3.85% of respondents tended to disagree with the proposed redevelopment.

11.54% of respondents neither agreed or disagreed with the proposed redevelopment of Copthall Sports Hub & Mill Hill Open Spaces, whilst 0.00% of respondents didn't know or were not sure about the proposed redevelopment.

Respondents were then asked the following question in relation to providing additional comments or feedback regarding the overall Copthall Sports Hub & Mill Hill Open Spaces Master Plan:

*37. Please provide any additional comments or feedback that you have regarding the proposed redevelopment of the overall Copthall Sports Hub & Mill Hill Open Spaces Master Plan: (Please type in your answer)*

The following responses were received:

- *The London Borough of Barnet should have access to a deep water facility at the Copthall site.*
- *I live in Sunningfields Road and my local neighbours and friends who are regular park users did not know about the consultation. No visible signs in Sunny Hill park that I saw. I don't think this gives people the chance to respond. More publicity of consultations please.*
- *It is fantastic and I look forward to see the development progress!*
- *Hasmonean school is currently amending its application for a new combined school 16/6662/FUL to provide new school buildings on the existing girls school site, but the informal open space at Copthall can be enhanced by the school and used as dual use with the community. The school proposes delivery of a new all-weather pitch within Copthall playing fields that will be available for community use. The school is a key stakeholder as adjoining landowner and can provide funding to deliver objectives of the Master Plan, however, the illustrative design layouts should be adjusted in consultation with the school (Omitted from all previous consultation on this master plan) so that 1400 pupil residents of Barnet and their parents can be accommodated for education, open space and sport along with all residents. The school can be an important contribution to the delivery and funding mechanisms without adverse impact to nature conservation. The amended proposals retain and enhance nature conservation and open space in line with the master plan*
- *A cricket facility for Middlesex cricket would sit well on the area to the south of Allianz Park*
- *We acknowledge the asset and potential of Copthall open space and welcome the Council's decision to prepare a Master Plan for the space. Copthall is the home of Shaftesbury Barnet Harriers (SBH) with over 100 members being present on Sunday 26 July 1964 when the track opened. SBH is one of the premier athletic clubs in the Country for track & field, cross country and road. The Club boasts 37 Olympians since 1972 as well as many more Commonwealth Games and World Championship athletes out of a current membership of around 500. Currently the club has about 150 young athletes regularly training at Allianz Park often two or three times each week. SBH also has its own clubhouse with a 30 year lease at the southern end of the stadium which it allows both Middlesex University and Saracens to use free of charge on a regular basis. The stadium is home to Barnet & District Athletic Club (BDAC) which also has a long history of training and competing at Allianz Park, and in providing an alternative offer to SBH. The stadium is also the home of athletics for most if not all the schools in Barnet and is the only venue suitable for inter-school competitions in the Borough. The stadium provides*

an important local, regional and national facility for athletic competitions. With the exception of the Olympic Stadium, Allianz Park is the premier venue for athletics in London. Working in partnership with Saracens, a high-quality facility has been created which supports and nurtures club and school athletics, as well as regional competitions. Despite all the above the Master Plan documents contains little or no real reference to Athletics or any material reference to the usage of the facilities by schools, clubs and the community other than a cursory comment made by SBH members at the consultation meetings; "Shaftesbury Barnet Harriers supportive of the better footpaths and routes proposed. They currently use Sunny Hill Park for training." (Page 125) and a reference at a meeting with Saracens on 12 May 2017 where Saracens advised the consultants that they "Host 2 Athletic clubs" (Page 118). No official approach or consultation was carried out with either SBH (even though they have a leasehold interest) or BDAC. We found this very disappointing particularly as meetings were held with both rugby clubs who, with due respect, have significantly less use of the facilities in terms of numbers of participating members. It is understood that the consultants also met with Saracens and the Rugby Football Union. Given the importance of Allianz Park to local, regional and national athletics, it seems surprising and disappointing that the consultants did not seek to formally consult with the National Governing Bodies, England Athletics / UK Athletics. SBH & BDAC therefore requested an urgent meeting to put our case due to what appears to be the virtual complete failure to take into account the long term future of athletics on the Copthall site. This is of great concern to the clubs. We are grateful to Dennis Holmes and Cassie Bridger for agreeing to meet us on 26 June 2018 to discuss our concerns. What is also worrying, is that the document makes reference to Saracens with a new stand would have capacity for 15,000 (Page 118). Whilst this may be technically correct, the actual planning permission granted states that capacity will be 10,500 after the new stand is built with an ability to increase the capacity to 15,000 on 2 occasions out of the 16 home matches in a rugby season. However, when this happens it puts the track out of commission for virtually 2 weeks at a time. We are unclear whether the document merely refers to the temporary capacity twice a year or a longer-term vision for the Master Plan. This has real implications for athletics. The report also states that the number of people who attend matches at Allianz Park annually is 750,000, this is an impossible figure as it equates to over 14,400 per week for 52 weeks of the year. It is useful to note that the "regular" athletic competition season runs for six months from the beginning of April to the end of September. When the new East stand was constructed in 2012 we agreed to the loss of April and September for competitions as per the S106 agreement which stated that the track would be operational by the beginning of May. This has never been achieved and effectively the season for athletics at Allianz Park starts in June and ends in August, thus cutting three months out of the six-month season. This is even worse for schools as their season ends in July when the school term ends. Any further encroachment on the athletics season will effectively end the viability of athletic competitions at Allianz Park. It has been widely reported in the press that Saracens are losing millions of pounds each year. Their current economic model is clearly not sustainable. Saracens have a long lease and are obviously a key factor if the future viability of the proposed Master Plan and if its vision is to be realised. In order to break even, Saracens will



clearly need to increase their capacity – perhaps to 15,000 or more for every match. This would make the use of the stadium impossible for both athletics and rugby on a fit for purpose basis. For instance the track is already reduced to four lanes in rugby mode which proves extremely challenging for both athletic clubs. Rugby is also actively considering extending their season beyond the middle of May towards the end of June. This would reduce the full-time athletics use of the stadium from the three months to less than two months and hence inoperable for both sports. On face value these issues may not seem to be Planning Policy / Master Planning issues. However, the vision for Copthall needs to set out how both rugby and athletics can survive successfully and hopefully continue to operate in partnership for the greater good. Realistically this may well mean that the athletics track needs to be removed from within the stadium, a proposal that may be welcomed by Saracens. However, in terms of the athletic clubs, school, regional and national athletics it is critical that a fit for purpose alternative is made available. The only way this could be adequately achieved is through the provision of a new track with appropriate associated facilities i.e. club house/changing rooms and toilets. We already have limited usage of the track for both training during the rugby season and during a shortened athletic season. The report states that as the LBB population grows there's a need for more community space. We agree and believe that Copthall, with the right facilities will lead to increased athletics / fitness usage by all the community. As it is, there are insufficient days when Allianz Park is in athletics mode for all LBB schools to be able to book the facility for Sports Day events let alone training days. Encouraging the community, and in particular young people, to participate in athletics activities can only benefit the health, opportunities and well-being of the LBB population as a whole. The draft report, in its present format, begs the question 'does the London Borough of Barnet want to provide the option of athletics activities for all its residents'?

- PROPOSAL FOR THE DEVELOPMENT OF A COMMUNITY TENNIS FACILITY ON THE SITE OF THE OLD LEISURE CENTRE AT BARNET COPTHALL. INTRODUCTION. (As response in question 11)
- I think the focus should be on long term development for the area to bring clubs into the area and build a strong sporting platform for other facilities to create more competitive options in the future once there is a visible demand for these facilities. There is a variety of backgrounds in the area and having a mix of facilities will enable youngsters to try different sports and settle with the one they most enjoy, hopefully making them more active and healthier adults in the future. I think there should however also be consideration made to the care facilities, supervision and security for these areas in the evening and at night (particularly during the winter months) to avoid them becoming a site for anti-social behaviour.
- More parking.
- How will you manage the parking and traffic? Recently my children and I went for a long bike ride around Mill Hill via Copthall, the parking on Sunday relating to children's football on the pitches was horrendous. We had to get off our bikes and walk as it was so dangerous. People parking everywhere and anywhere. I am concerned generally about the over development of our green borough
- I have commented on each section so hopefully these comments will be taken into account. The main thing with improving routes and access would be to indicate

*clear walking and cycle routes, which are clearly marked for the different traffic, also that routes are wide enough and well lit for year round use, especially if it is an access route to another facility (sunnyhill to Copthall) . Would be nice to see an indoor sports hall facility at copthall to incorporate indoor activity and promote year round use of the facility. All other comments are laid out individually*

- *Within the Copthall Sports hub development, efforts should be made to centralise the rugby offering. There are effectively 3 rugby clubs on site, with their own facilities. This doesn't make sense, to anyone not involved with the existing clubs.*
- *I'm very concerned that an ecological survey has not been carried out. Or that regular users of the park have been properly consulted- I wasn't and I'm a very active user of those parks and known to the council. Barnet show no regard for their green spaces, they seem to be more about making money than caring for the environment. There is no provision for any community facilities. Access, infrastructure and signage all need to be improved but Barnet's branding is generally hideous and negative*
- *I would support any plans that give a continuous cycle route from the Middlesex University area to Wise Lane and beyond.*
- *I support creating a new central link to connect pedestrians and cyclists from Middlesex University to Mill Hill Park via Sunny Hill Park, Copthall and Arrandene. However, West Hendon Playing Fields is isolated west of the A5, which has no safe cycling route. East-west cycling routes are also very important. Direct on-road cycle routes are needed, linking sports facilities to Mill Hill Broadway, Mill Hill East, Grahame Park and Finchley. Connections from Mill Hill East should be improved by converting the railway path to shared use between Sanders Lane and Page Street. This would be a good alternative to Pursley Road. Detailed comments on the 4 routes crossing the Rail/M1/A1: Route 01. A semi-segregated cycle track is needed on Bunns Lane / Page Street. Lighting and speed restrictions under the rail tunnel on Bunns Lane would help, but a safer route from Mill Hill would be to use Station Road, Woodland Way & Flower Lane instead and this should be developed as a Quiet Route. Route 02. Cycle lanes on Grahame Park Way are inadequate. A two-way segregated cycle track needs to be constructed using the wide verge on the east side of the road, with suitable Toucan crossings to access the estate on the west side. Route 03. Given the change in levels, a tunnel would be preferable to a bridge. Either option would be very expensive and it may be better to focus resources on high quality improvements to nearby routes. Route 04. A safe cycle route along the whole length of Aerodrome Road is needed. Where possible, this should be segregated from pedestrians as well as motorists. We look forward to seeing a similar plan for accessing the new leisure centre in Victoria Park.*
- *As mentioned previously in the questionnaire, the redevelopment is a fantastic opportunity to make space available for a cycle club to be set up with a proper space and track for coaching and a safe environment for children and adults to ride.*

## 2.2.9 Written responses to the questionnaire

Please see attached the following written responses as Appendices:

### Appendix 1 - Middlesex University



Appendix 1 -  
Middlesex University.p

### Appendix 2 - Saracens RFC



Appendix 2 -  
Saracens RFC.pdf

### Appendix 3 – Middlesex County Cricket Club and England & Wales Cricket Board



Appendix 3 -  
Middlesex CCC & Eng

### Appendix 4 - Mill Hill Preservation Society



Appendix 4 - Mill Hill  
Preservation Society.p

### Appendix 5 - Shaftesbury Barnet Harriers and Barnet & District Athletic Club



Appendix 5 -  
Shaftesbury Barnet Ha

### Appendix 6 - CSJ Planning Consultants (on behalf of Hasmonian School)



Appendix 6 - CSJ  
Planning (on behalf of

## Appendix 7 - Mill Hill Neighbourhood Forum



Appendix 7 - Mill Hill  
Neighbourhood Forum

## Appendix 8 – Friends of Mill Hill Park



Appendix 8 - Friends  
of Mill Hill Park.pdf

## Appendix 9 – Mill Hill RFC



Appendix 9 - Mill Hill  
RFC.pdf

## Appendix 10 – Barnet Resident A



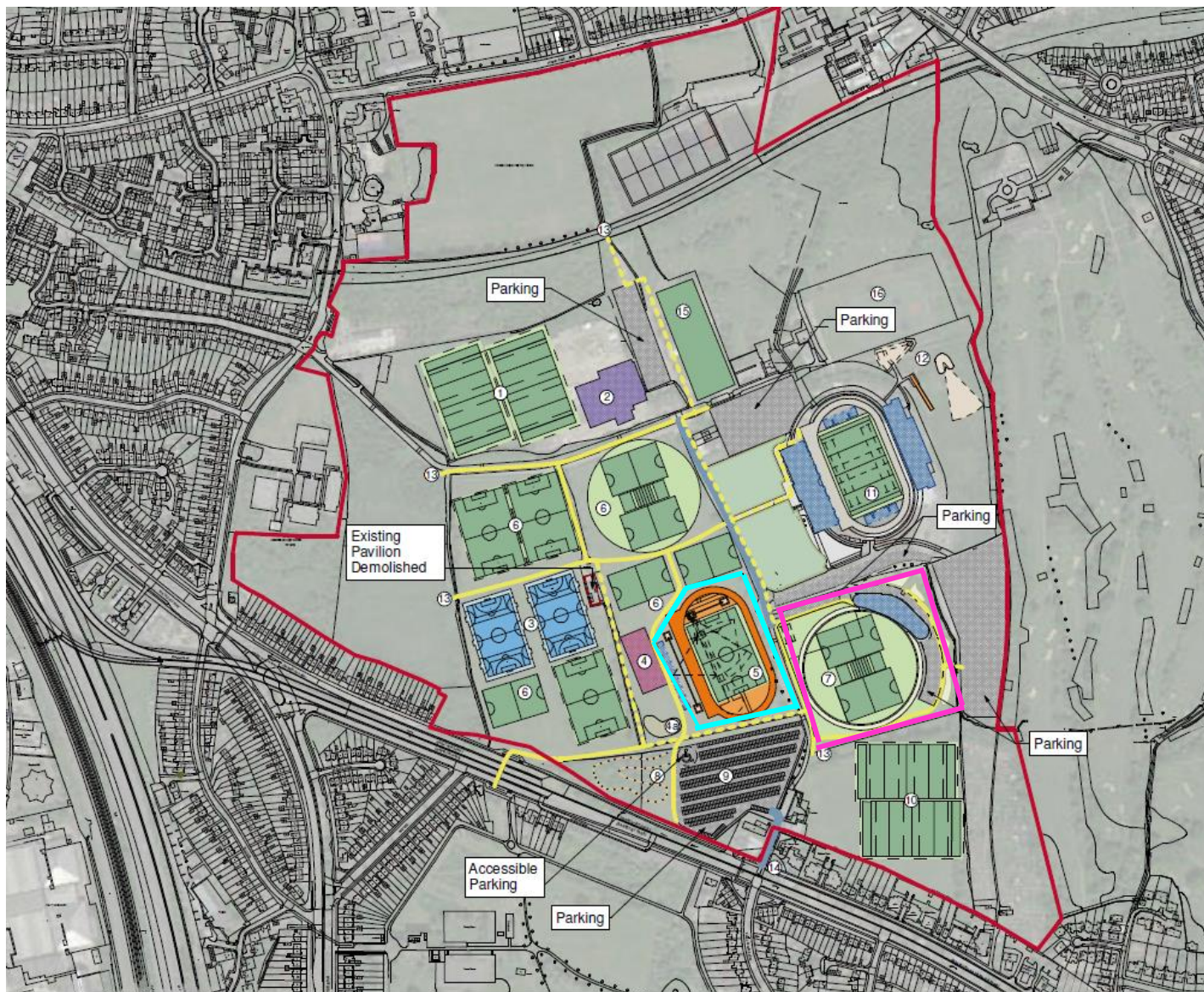
Appendix 10 -  
Resident A.pdf

## Appendix 11 – Barnet Resident B



Appendix 11 -  
Resident B.pdf





# Legend

- ① Mill Hill Rugby Club
- ② New Cophall Leisure Centre
- ③ Proposed ATPs
- ④ Proposed "Hub" Building
- 4a Play and Recreation Zone
- ⑤ Proposed Athletics Track
- ⑥ Proposed Grass Pitches
- ⑦ Proposed Cricket Facilities
- ⑧ High Ropes
- ⑨ Proposed Overflow (Grasscroft) Parking
- ⑩ Hendon Rugby Club
- ⑪ Saracens Rugby Club
- ⑫ Athletics Support Facilities (Training)
- ⑬ New/Improved Pedestrian Route
- ⑭ Possible Junction Improvement
- ⑮ Playing Field (Former Leisure Centre Site)
- ⑯ Metrogolf



Key 5: Saracens Rugby Club - proposed development and lease area

Key 7: Middlesex County Cricket - proposed development and lease area

Key 2, Key 3, Key 4, key 4a, Key 6, Key 8, Key 9 – Council proposed development / managed area.

Red line – boundary area of masterplan



DRAFT Masterplan - 1:2500

Pitch Masterplan - DRAFT 1:2500  
1 : 2500

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## **Appendix D:**

# **Barnet Copthall Sports Hub Masterplan Consultation Report**

**April – May 2019**

## Introduction

The Council's Parks and Open Spaces Strategy (POSS), as well as the Playing Pitch Strategy for Barnet (PSS), both recommended the development of a major 'Sports Hub' at the Copthall site in Mill Hill.

It is acknowledged that the site could not be separated from the role that it has in connecting and supporting the open spaces that surround Copthall and as such in 2018 a Copthall Sports Hub and Mill Open Spaces draft Masterplan was created.

Following a period of consultation from May – July 2018, the Council received feedback responses which required further consideration in relation to the proposed plan for Barnet Copthall Sports Hub specifically. As part of the development of a draft masterplan the Council has carried out extensive consultation with tenants, Clubs and users of Copthall, including National Governing Bodies of Sport, Sport England, Saracens Rugby Club and Middlesex University.

The key vision for the parks that have been identified through the Barnet Copthall Sports Hub are:

- To develop the overall site as a regional 'sports hub'
- To develop wider leisure and cultural activities
- To develop and support nature conservation
- To develop better transport to and within the parks

## Methodology

The process for delivering the consultation was as follows:

The consultation was open for six weeks; commencing on the 5<sup>th</sup> April 2019 and finishing on the 17<sup>th</sup> May 2019.

The consultation questionnaire was published on Engage Barnet together with the consultation document, which provided detailed background information on the five parks and open spaces included within the Copthall Playing Fields and Mill Hill Open Spaces Master Plan, the proposed enhancements and development of each of these parks and open spaces, as well as reasons for a revisit to the original draft Copthall masterplan.

Links were also provided to the full and summary versions of the Copthall Playing Fields and Mill Hill Open Spaces Master Plan, which can be found on Barnet Open Data Portal.

Respondents' views were gathered via an online survey. Paper copies and an easy read version of the consultation were also available on request.

The consultation was promoted via the following channels;

- Council website
- Social media (Twitter, Facebook etc)
- Network forum groups (eg Copthall Community Sports Group)
- Email



## Headline Summary

- A total of 456 responses were received to the consultation via SurveyMonkey.
- A total of 8 individual written responses were received by the following and are included within this report;
  - Saracens RFC
  - ECB and MCCC
  - Mill Hill Preservation Society
  - Mill Hill Residents Association
  - Middlesex University
  - Copthall Consultation Group Forum
  - Resident A
  - Resident B
- Respondents were provided with an option to 'skip' forward on specific questions.
- The only question answered in full, was Question 1 which related to if the respondent had visited the site in the past year. This resulted in 79.6% answering 'yes'.
- A total number of 83% (286) responses visit the site by car. This endorses the view and challenge that site accessibility is a fundamental component of the masterplan.
- 55.45% strongly agree / tend to agree with the proposed redevelopment of the Copthall Sports Hub Masterplan.
- 59.17% strongly agree / tend to agree with the key outcomes defined as part of the Copthall Sports Hub Masterplan.
- 68.44% would visit any of the individual sites included within the masterplan if the development were to be implemented.
- 7.66% of respondents to the consultation are disabled, highlighting specific areas relating to mobility, hearing and physical capacity.
- 63.0% respondents to the consultation are female.
- The primary responses to this stage of the masterplan are those aged 45-57 years.

## Section 1: Use of Barnet Copthall

The draft masterplan has been developed to set out an ambitious and exciting long-term vision for the future of Barnet Copthall.

In this section respondents were asked to provide answers specifically relating to their purpose(s) for visiting the site, mode of travel and experience.

Responses are provided in table format which detail the % and total number to each question asked.

### Q1. In the last year have you visited the Barnet Copthall site:

Answer Choices	Responses	
Yes	79.61%	363
No	20.39%	93
<b>Answered</b>		<b>456</b>
<b>Skipped</b>		<b>0</b>

## Q2. What was the purpose of your visit:

Respondents were asked to tick all options that applied.  
The top three purposes in visiting are linked to;

1. Participating in sports.
2. Keeping fit
3. Watching sports

Answer Choices	Responses	
To participate in sports	62.78%	221
To watch sports	36.93%	130
To keep fit	42.33%	149
To leave a friend or relative to the site	15.63%	55
To cycle	10.23%	36
To walk	18.18%	64
To walk animals	6.53%	23
To enjoy the landscape and nature	13.35%	47
To eat or drink	15.06%	53
To meet friends or family	17.05%	60
Don't visit this park	0.28%	1
Other (please specify)	11.36%	40
<b>Answered</b>		<b>352</b>
<b>Skipped</b>		<b>104</b>

## Q3. This question related to the main mode of transport when travelling to the Barnet Copthall site.

Respondents were asked to tick all options that applied.

The main mode of travel to the Copthall site is undertaken by car.

Answer Choices	Responses	
Car	83.87%	286
On foot (eg walk, jog, run)	21.11%	72
Tube / train	2.64%	9
Bus	11.14%	38
Motorcycle	0.29%	1
Bicycle	11.44%	39
<b>Answered</b>		<b>341</b>
<b>Skipped</b>		<b>115</b>

## Q4. Respondents were asked to indicate why they had not visited Barnet Copthall Playing Fields in the last year

Respondents were asked to tick all options that applied.

The main answer provided relates directly to lack of knowledge about facilities. This is closely followed by no time to visit and lack of relevant facilities.

It should also be noted that the individual responses received highlight comments in relation to 'loss of diving / deep water pool provision' and therefore could be attributable to the responses provided within this option.

Answer Choices	Responses	
Lack of relevant facilities	21.28%	50
Lack of knowledge about facilities	31.49%	74
No time to visit	22.13%	52
Poor transport/access to any of the site	15.32%	36
Other (please specify below)	8.94%	21
Other (please specify)	25.11%	59
<b>Answered</b>		<b>235</b>
<b>Skipped</b>		<b>221</b>

**Additional individual responses included:**

- *I didn't say I hadn't visited them*
- *I have visited the playing fields, but this does not seem to be an option*
- *I have visited the playing fields!*
- *I have limited mobility*
- *I have visited the site*
- *I don't participate in Playing field activities (age related!)*
- *chronic illness*
- *I play lacrosse and there are no lacrosse pitches so I play elsewhere*
- *I don't do field sports*
- *No bus runs along A1 meaning car only way to access from henley Corner*
- *No organised sports*
- *It is amazing there is no bus with A1 as bus route*
- *I dive at another club*
- *Doesn't involve my sport*
- *Don't play sports. Walk across the fields though*
- *Have visited*
- *Don't play field sports*
- *Football*
- *It's a fair distance away*
- *Moved away from area*
- *National Governing Body*
- *i have*
- *School users on site all educational days*
- *not relevant to my interests*
- *Flooded pitches*
- *Now living abroad*
- *Live to far away*
- *I did visit*
- *na*
- *No requirement*
- *I go training at Allianz Park*
- *I have visited?*
- *NA*
- *feels unsafe if you are alone*

- Safety
- I've left Better to move to David Lloyd Finchley
- Injury
- Incompetent team leading the swimming club
- I HAVE visited
- NO CRICKET FACILITIES
- no need too.
- Better are a rip-off and provide poor services
- Not near my home
- I use facilities closer to my home: Willesden Sports centre
- Not interested
- Question not applicable
- I have an autoimmune complaint at present and have been medically advised against visiting public spaces.
- not my favoured sporting activities
- I have moved out of the area, but am still interested
- I have visited in the last year
- Not in my present remit
- Not interested in the fields
- No deep water diving
- Don't want to see Greenbelt ruined by Saracens
- No reason to use the fields
- Not really my thing
- I have visited
- Visit often
- I have - and I said that I have.

## Section 2: Key Outcomes

Within this section of the Survey Monkey participants were asked to what extent they agreed or disagreed with the outcomes associated with the Cophall Sports Hub Masterplan, these are;

- To develop the overall site as a regional 'sports hub'
- To develop wider leisure and cultural activities
- To develop and support nature conservation
- To develop better transport to and within the parks

Data is provided in table format which detail the % and total number to each question asked.

**Q5. Overall, to what extent do you agree or disagree with the key outcomes that have been identified for the revised Barnet Cophall Sports Hub masterplan?**

Respondents were asked to tick all options that applied.

	Strongly agree		Tend to agree		Neither agree or disagree		Tend to disagree		Strongly Disagree		Don't know / not sure		Total	Weighted Average
To develop the overall site as a regional 'sports hub'	53.39%	197	24.93%	92	10.30%	38	1.90%	7	8.67%	32	0.81%	3	369	1.9
To develop wider leisure and cultural activities	51.76%	191	25.75%	95	9.49%	35	4.07%	15	7.86%	29	1.08%	4	369	1.94
To develop and support nature conservation	46.32%	170	26.16%	96	17.44%	64	3.27%	12	4.09%	15	2.72%	10	367	2.01
To develop better transport to and within the parks	44.51%	162	24.73%	90	18.96%	69	5.22%	19	3.57%	13	3.02%	11	364	2.08
													Answered	373
													Skipped	83

**Q6. If you feel we have missed anything, please state why.**

A total of 132 individual responses were received to this question, with 324 respondents skipping.

A breakdown of the 132 responses outlined;



- 101 individual responses were in specific relation to loss of diving / deep water facility.
- 31 individual responses related to greenbelt concerns, protecting nature conversation, car parking, travel and transport, café and restaurant provision and cycling opportunities and community accessible spaces.

Individual comments;

- *It would be great to have some sort of beach volleyball court*
- *You aren't conserving nature nor supporting it - you are building on it*
- *The closure of the deep water pool needs to be thought through again, as it is the only one for many miles around. There is a wide range of users at the moment, who will have no other such facility and will therefore have to curtail their activities.*
- *Loss of the deep water pool is a crazy idea that needs to be rethought*
- *It needs a diving pool and parking should be free*
- *There is no plan for deep water pool. Thoroughly disappointing*
- *Would like a deep water pool for aqua aerobics and diving pool for our community*
- *"Disappointed lack of deep diving pool*
- *Have travel far for such facilities "*
- *I deplore the removal of deep water pool for diving and deep water workout classes. This restricts the attraction of this new hub considerably*
- *To offer a wide range of sporting activities for everyone of any age of any circumstance i.e disabled, old age,*
- *You are losing the deep water facilities.*
- *"To support young people to integrate into society with challenging sports and activities.*
- *To support the health of old people"*
- *You are removing the diving centre which is crucial in training pcoming Olympic Athletes, one such child "Casper" is now under Olympic coaching but came form Copthall. To lose this facility would deny others in North London the chance to train and possilby become Olympians.*
- *You have definitely missed something. On the prevsious page you missed out from the list of activities 'to swim/dive' - which is extrememly important.*
- *The closure of the diving pool is a mistake and will be a great loss to the community.*
- *To retain the only deep water pool in the borough for diving*
- *The diving pool*
- *The plan not to build a new diving pool is abhorrent and has ripped opportunity away from kids/adolescents in the area.*
- *To build multi-storey car parks and to locate them in positions to enable easy access to the various facilities. There should ONLY be a permanent nominal charge of 50 pence for parking.*
- *Good to increase sports BUT at same time poor to remove diving . There is no other diving pool for miles*
- *The deep dive pool. It needs to be kept as I used it whenever I was in the pool and it was open. Thanks*
- *This should include a diving pool. It is a disgrace it was not included. Many people used this pool, not just divers and it will be depriving a large number of people to keep fit.*
- *The new plan has no diving pool leaving the area with no diving facilities. Local children all learn to dive there*
- *"Retaining the pool should be a given seeing as there are so few pools in the borough."*
- *A major failing of this plan is the lack of a replacement deep water diving pool*
- *Retain a general public use for as much of the site as possible. Reduce vehicle traffic as much as possible*
- *Plan does not appear to enable public bus access, e.g., widening of main road into site and bus turnaround. This is essential to improve use of the site particularly for the younger and older generations. With significant parking at no. 9 on plan, the junction with the A1 must be addressed - it is not sufficient to say 'possible junction improvements. If the junction is not improved, all traffic from parking at no. 9 will travel back through the site to the main access from Page Street. We have lost the skating parking which was in the area adjacent to no 3 or 6. Indeed, it appears that these two fields are no longer in*

scope? Assume that no. 3 may include Basketball or Netball courts? No Tennis Courts? No Diving Pool which could offer up to 50 activities across all ages groups.

- To welcome and maximise the Saracens investment and role
- Most people will travel by cars for safety, lighting is very important to allow people to feel safe getting around the site in the evening, if I don't feel safe I will go elsewhere
- Deep water diving pool
- Don't think you need more pitches and artificial surfaces.
- Why are you removing the deep water pool? A valuable resource and an excellent sport
- Why are we losing the deep water pool?
- Deep dive pool, hardly any left and it would be a huge loss to industries and leisure
- Lack of a diving pool and the cutting back of aqua classes especially removing the only evening one on Wednesday is terrible. It means working people like me have almost no choice.
- Why would you get rid of deep pool for diving and aqua sports makes nooo sense at all
- We would like to see the provision of diving included in the overall masterplan.
- To support existing educational facilities with priority sports ATP use (Hasmonean School)
- To develop a more attractive venue, that encourages more visits and greater participation in physical activity on the site
- A diving pool is needed. Diving is good for those who need to move and have learning difficulties. My son's educational psychologist recommended sports which had more motion in order to help focus. My son is good at it, it has helped confidence and improved his focus. Not all children love and or are good at football, rugby or cricket. Some need different sensations. It should be valued. It is something that those with varying disabilities can do and be proud of. It is impossible to easily access the current facilities for practice. Despite asking a number of times I was told they were no public sessions. Access to any new facility would need to be advertised better and be better. Sport needs to be for everyone. Not everyone can run races, swim fast or play traditional team sports.
- keep the diving pool
- We need water aerobics , diving pool , I'm a foster Carer and bring all my children to attend diving and swimming lessons , my friends and me like all water based classes to keep fit . We need to think of a diving pool plus the disabled children and adults as they also need to keep fit .
- "Swimming is a life saving skill and to say this will be a sports hub while removing its USP is
- contradictory and short sighted."
- a deep water pool is vital to be included and to be truly a sports hub.
- " Yes, why are you oxygen thieving cretins removing the one deep water pool in the area?
- It's a rarity these days with many clubs who do water based sports relying upon this!
- But no you cancers of society think everything revolves around only football cricket rugby.
- How can you sleep at night, incompetent fucktards!"
- We need deep water pool
- To maintain existing facilities e.g deep water pool for diving, aqua-fit, water polo, scuba etc.
- A safe area for children to cycle and train would be incredible
- A cycling track for youth development would be a boon for this borough, for safety as well as fun and fitness.
- Cycling track for youth development. Easy London has one, West London has one so it would be great for North London to have one.
- To develop the site to include diving activities and scuba diving and to have a first class diving pool
- I strongly disagree with the decision to not include any diving facility in the new centre. My daughter has loved going to the diving sessions as well as many others. The diving team has achieved a lot as well as qualifying for the national championships, including my daughter. For Barnet to make out that not enough people are taking part is very disappointing. Many sports fall under this category like Velodrome Cycling compared to people using cycling as a mode of transport. Please can Barnet reconsider there decision as many will have to stop diving all together
- They will take away a deep water pool which my child used twice a week. My 2 other younger children will never get to try diving that my daughter progressed and enjoyed

- *Maintain the pool as it is a key asset to the community*
- *Diving facilities are a big part of the community*
- *It is such a shame that the diving pool is being knocked down. If you have all this wonderful w tea space then why can't the diving pool remain?*
- *Yes, please advise what's happening with the diving facilities.*
- *you have missed out the diving pool*
- *Very unhappy about the deep water pool closure*
- *The draft master plan has not mentioned the loss of the diving pool. The new sports centre should have one as there is no other diving pool between Luton and Stratford.*
- *The deep water pool should be kept as part of the sport development. Surely as part of the 2012 Olympic legacy we should be support he development of diving in Barnet and not forcing parents and children to either give up or have to travel great distances to train*
- *To maintain the existing facilities - particularly diving - which is highly inclusive - before developing any new sports in the park. Why invest in new sports at the same time as stopping people who are already committed to the sport if diving? It has significant health benefits - mind and body - and is great for people that struggle with team sports.*
- *Please review the decision on the deep water pool, we need a local facililty to support the next generation of divers.*
- *Yes. Keep a diving pool you spongeing useless oxygen thieving cretins!*
- *There must be a retention of the deep diving pool facilities!*
- *Over 10,000 local people have signed a petition regarding the deep water pool and it seems like now would be a critical time to revise that decision .*
- *To keep the existing deep diving pool*
- *Should aim to provide facilities for high diving as not available anywhere else in borough. Also evening classes, aqua fit etc.*
- *To keep existing facilities, such as the deep diving pool, gym and long lanes swimming pool*
- *A specialised pool should be included including sufficient facilities for a range of activities including diving children's lessons, aquafit classes etc.*
- *While I agree with a sports hub, there does need to be facilities across the borough*
- *While I agree with the development, there does need to be facilities across the borough*
- *Don't get rid of the diving pool!*
- *You are removing the only deep pool facilities despite public opinion and use of the facility. You should be keeping grass roots facilities alive for all*
- *How can you develop wider leisure and cultural activities when you are cutting leisure activities in the new pool?*
- *Make it easily and independently accessible for people with reduced mobility and wheelchair users, especially the pools.*
- *If Barnet have the money to build all these facilities, why can't they build a diving pool???*
- *The failure to replace the old deepwater diving facility with a brand new state of the art deepwater facility is a grave omission.*
- *Not sure why you haven't included a diving pool when my children dive there already and now can't!*
- *The new leisure centre has no deep water facility. This is a loss to the community. The plans overall represent a gross overdevelopment of the area which was primarily green but under your proposals will large scale exclude the community unless they are doing one of the sports provided for. Your plan will attract more cars and rubbish and damage nature conservation.*
- *Consultation on this sports hub was poor. I am a local resident and neither I, my neighbours or local schools have been consulted on an expensive facility on our doorstep. I am devastated at the loss of the deep water facility and cannot fathom why facilities are not being replaced. How can the proposals boast about being a regional hub when offering nothing unique and removing a well used facility.*
- *please add new cricket facilities that will not be susceptible to damage like the previous cricket nets.*
- *It's not a great nature space, but it would be easy to encompass nice trail and walking routes throughout the new design, ie. more space for wooded paths and trails in between venues.*

- *I visit Barnet Copthall to use the diving boards however it appears there is no longer to be this facility. This is most disappointing that a "sports hub" will have poorer facilities that are there currently.*
- *A facility for the productive use of schools in the area*
- *Against removal of the diving pool*
- *Most important is to make the site a major contributor to the health and fitness of the people of Barnet.*
- *A regional hub of sporting excellence should include a the deep water pool facility so as to support a local Diving Squad: local children shouldn't have to travel for long periods to train.*
- *"As weather isn't good most of the year. We need indoor Athletics*
- *400m track with & field sports. Indoor Basket ball & netball courts. There are lots of cricket clubs alrewayd.*
- *This would benefit Barnet schools whi don't have the space or facilities for indoor sport."*
- *"Indoor Athletics track with a cafe and adequate parking.*
- *Good for local schools & residents "*
- *The new leisure centre doesn't have a diving pool, which was also suitable for other activities such as water workout. it also doesn't have segregated changing facilities and showers by the pool, in spite of this being a community with a large orthodox Jewish and Muslim community*
- *A deep water diving pool is needed.*
- *"You still don't have a dee water swimming facility, this makes all the difference:*
- *Diving sport*
- *Scuba diving training and practice*
- *Synchronised Swimming practice*
- *Training in deep water*
- *Pleasure of swimming in deep water"*
- *A deep water pool is essential for a sporting hub*
- *A deep water pool*
- *Free car parking essential*
- *I am rather shocked by this questionnaire. Who on earth has pulled it together. Questions aren't ordered correctly and the questions are skewed in favour of your plans.*
- *I firmly believe that parking should be free to facilitate, because if you change it to pay for it unfortunately I can't afford it*
- *Diving pool*
- *The provision of a deep water pool for diving is crucial. There is very little availability of specialist diving resources.*
- *"Please do not take away the diving pool.*
- *It is the only one in this part of London.*
- *It has other uses also.*
- *Scuba diving and other activies."*
- *You are taking away a valuable asset of Barnet football, the deep water pool is not being replaced therefore taking away an array of wider activities already available eg synchronised swimming, water polo, diving, synchronised diving, sub aqua diving. These sports are only available at Barnet Copthall because it is currently the only deep water pool available in Barnet. These regional sports are being taken away therefore preventing Barnet Copthall from being a regional sports hub as stated in your plans. You are demolishing existing regional facilities, it's outrageous.*
- *You have completely ignored public outcry about removing diving facilities from the community and main swimming facilities. SO WRONG*
- *Not sure how closing the diving pool fits with the aim for this to be a regional sport hub*
- *There should be variety of pools available eg competitive, family, deep water pool etc*
- *Yes, you need a deep water pool for diving - could also be used for Scuba training.*
- *Diving. You've missed out the diving pool. A critical facility you plan to obliterate*
- *I did not see nothing mentioned deep water diving pool*
- *Need a deeper pool*
- *Please include a new diving pool as this is the reason we visit.*



- Yes a diving pool so local children can continue with their lessons and competitions. The nearest pool is at Walthamstow which is just not practical for Barnet kids when lessons take place after school in rush hour. My child will have to give up diving.
- Where is the pool? My kids do school training there and sports galas?
- Deep water diving pool needed
- Community spaces for community activities especially for young people
- It is Greenbelt and should remain so
- Maintain the diving pool! I've convinced my son to dive off it once when we were swimming -- but we would never go to a separate diving centre/pool as he isn't a serious diver. In fact, he's quite afraid of heights, but I'm trying to encourage him to overcome this fear with N occasional dive whenever we visit Copthall. With a separate centre, there is a real risk of making diving inaccessible and not an activity that most kids can enjoy for fun and to overcome the fears.
- A huge gap in this plan is the absence of a diving pool - this plan must be changed to include this as there are hugely talented young people with a real passion for this sport. We must support this talent- it is vital to include a diving facility.
- Very disappointed that the diving facility is being removed!
- The regional sports hub should include the diving pool - I'm shocked it's not included as part of the redevelopment. With investment in our young people more important than ever, the borough needs this facility to inspire our children
- Unbelievable that the current diving pool is being demolished and not replaced! We visit copthall leisure centre three times a week and have done so for the past 3 years while my daughter dives there in the diving squad. Where is supposed to continue her dream or becoming a professional diver now that the council have decided to demolish this facility and not replace it? I think it is disgusting that you think you are able to boast about all the things being provided while just pushing aside talented children with big dreams and leaving them with no option but to give up their beloved sport!
- Removing the diving pool is an error - this is a key part of the Barnet Copthall facility and will mean that hundreds will miss out on the opportunities to learn to dive.
- The diving pool is a big omission.
- As a parent waiting around for children, it would be nice to have somewhere to wait and have a drink that serves healthy food
- Maintain and improve the current facilities that are on offer. There will be no diving in the new sports hub so you are taking away a facility
- The new plan need to provide a deep water pool. How can you maintain you want to develop the site if you abolish one of its best assets??
- Disappointed that you didn't listen to the 10,000 plus votes who signed the petition for a deep water pool. When the old centre closes we lose Rookie Life Guard, diving, deep water water workout, Scuba diving, synchronised swimming, water polo, just to name a few water sports lost. You say you are putting up a state of the art leisure center how much extra would it have cost to have the deep water pool and moving floor out in. Shame on the council for not listening to the local people
- How can you have a sports hub with no deep water pool or a pool with a moveable floor for different water activities. The swim school would also suffer as they can't do any level above 6 no rookie lifeguard, no diving, no synchronised swimming, no scuba, no water polo and many other water activities are going to be lost. Shameful when you say you are building a state of art facilities and you are missing all these activities.
- The loss of the deep water pool means that my family will most likely not use the new centre
- You are removing the only deep water pool in Barnet yet including new activities and calling it a regional place for sport.
- It's great that you're adding new facilities (like the new athletics track) but it's a shame we're losing facilities we currently have (like the deep water pool). It's a step forward, but also a step backwards.
- I think it is important that we have decent cafe and restaurant facilities
- With no deep pool and no 50m pool, you have failed to provide proper sports facilities for the future

## Section 3: Barnet Copthall Sports Hub Masterplan (Redesign)

This section explored responses to the proposed revision to the Barnet Copthall Sports Hub Masterplan.

Data is provided in table format which detail the % and total number to each question asked.

### Q7. Overall, to what extent do you agree or disagree with the proposed redevelopment of the Barnet Copthall Sports Hub Masterplan?

Respondents were asked to provide one response only.

Answer Choices	Responses	
Strongly agree	20.78%	64
Tend to agree	33.77%	104
Neither agree nor disagree	10.06%	31
Tend to disagree	12.99%	40
Strongly disagree	23.38%	72
Don't know / not sure	0.97%	3
	<b>Answered</b>	<b>308</b>
	<b>Skipped</b>	<b>148</b>

### Q8. Respondents were asked if they disagreed with the redevelopment to provide comment.

A total of 141 provided comment to this question, with 312 moving to Question 9 within the survey.

From the 141 individual responses provided; 132 related specifically to diving / loss of deep water provision.

The additional 9 responses expressed concerns in relation to overdevelopment of the greenbelt, protection of the greenbelt, environmental impact, free parking and protection of existing sports pitch hire use (eg cricket).

#### Individual Comments to Question 8:

- *you are building on green spaces, filling it with shops and cafes, tarmacking a big swathe through the current playing field in Sunny Hill Park because it seems, the Middx Students are too feeble to walk round the edges like everybody else*
- *The closure of the deep water pool needs to be thought through again, as it is the only one for many miles around. There is a wide range of users at the moment, who will have no other such facility and will therefore have to curtail their activities.*
- *Need a deeper pool and free parking*
- *Must have deep water pool for future divers*
- *Barnet have finally, and it is LONG overdue, addressed the redevelopment of health, fitness & leisure facilities at this site whilst attempting to preserve the green spaces in the area which have long been protected. However this work is failed by the nonsensical decision to omit the inclusion of the long treasured deep water pool and the benefits it brings adults and children's through a range of activities. The whole scheme is failed by this one glaring omission which is based on questionable data, flies against the needs, demands, best interests and appeals of local and wider communities of users And flies in the face of national and local incentives to make our population generally fitter and more active. This is shameful and the treatment of the groups campaigning to highlight this oversight has been shocking. Barnet councillor and those involved in the development of*

*this plan without a rebuild of the deep water pool should either take measures immediately to rectify their error or be ashamed of their actions/lack of actions and stand down from public positions paid for by those of us that pay our taxes towards your wages and have appealed to you to see sense.*

- *I want my children to have access to great sorts facilities. Them being active is so important. I would love the site to have a diving pool, as this is where I would like to take my children. I fear if the diving facility is not replaced I will not continue with progressing their swimming.*
- *"Some aspects of the plans look brilliant but it's such a shame about the absence of the deep water pool. Diving locally is something my children have been looking forward to using since they were toddlers, and having a new diving pool would be a real gem for the community, the loss will be felt.*
- *Also, personally the pre-natal classes would be missed!"*
- *I cannot believe the long standing deep water facilities are not part of the new plan. What is the thinking behind this? We need to be adding facilities that encourage activity, not removing them*
- *Why take away what is already existing (the deep pool for divers and other uses!!!)*
- *Deep water pool for diving for our community*
- *The removal and omission to build replacement deep water pool activities - diving and other classes that are always oversubscribed*
- *"The swimming pool facilities such as deep pool should have been extended, not cut back.*
- *Barnet FC should have been housed there."*
- *Despite 900,000 signatures for a diving pool, you have ignored the people. Democracy is demo "the people" Kratia "the power of". If you ignore 900,000 people then you are no better than Theresa May and the 6 million signature petition.*
- *The deep water pool should be retained.*
- *Not sure if diving facilities will be rebuild*
- *I disagree IF the proposal does not include the swimming and diving facilities as this IS VERY IMPORTANT.*
- *Whilst I agree with the Plan in general, I strongly disagree with the closure of the diving pool and the loss of the only deep water pool in the borough.*
- *Why is the new leisure centre smaller than the old one? Why is there no deep diving pool? Certainly not because there is no room for it.*
- *No deep-water pool?*
- *The new proposed leisure centre is the same size as the existing one. It appears there will be no more deep diving pool, which is unique for Barnet and North London in General. This would be disastrous for the diving community if it is lost. Also indoor training spaces such as squash, badminton, basketball and netball courts should be prioritised, as they are a lot more efficient in terms of density of users than many of the cricket and rugby pitches proposed. The currently planned leisure centre is also not large enough to accommodate the additional members.*
- *The loss of the deep water pool is a huge disappointment.*
- *Removal of diving pool*
- *Missing deep swimming pool*
- *"As a fully paying member of Barnet Leisure Centre, I am incredibly disappointed by the limited re-provision of facilities. We are spending an incredible amount of tax payers money (mine included), and getting less than what we started with, albeit a cleaner facility.*
- *It's disgraceful and shortsighted to have removed the only deep water pool in the entire area. This has removed the opportunity for countless able and disabled children, adults, and elderly to access this positive option to ensure the health of our community.*
- *I truly hope it's not too late to reverse or adjust this decision. It is simply wrong! "*
- *Because there is no diving pool in plans*
- *I am concerned that the lack of the deep water pool will have an impact on the activities taking place in the current deep pool in Copthall. For instance, the Water workout session on Wednesday evening will be discontinued because lack of space at the new Copthall centre.*
- *"Combined with the Hasmorean development, far too much greenbelt land is being lost to the public/wildlife.*

- Too much car parking in place of any green, public transport options. No consideration for how bad the traffic in the area already is. "
- You are demolishing the only deep water pool in the Borough, a sports hub should include aqua-sports.
- Without sufficient transportation options (public bus and better A1 junction), concern that site utilisation will not improve except for organised events and activities. Appreciate the addition of high ropes but it doesn't feel like that many more sporting activities are being added - more like upgrading existing activities particularly for existing clubs. Disgraceful that there is no diving facility.
- Will be losing the only deep water pool in borough..no where else for this facility in Barnet.
- Need to keep deep pool and no parking charges.
- The removal of the deep water pool is very disappointing.
- Need to keep diving pool
- No deep water pool for kids. My daughter will have to give up diving. Nearest pool is in Walthamstow
- We are losing the deep water pool facilities.
- You're getting rid of the deep pool
- Needs deep diving pool
- Deep pool is essential !!!
- the loss of the deep water pool makes no sense
- No cricket pitch facilities for existing cricket club! If the masterplan goes ahead, we would be forced to find another ground, which in London, is not easy to do!
- Loss of deep water pool is a loss
- You need to include a deep water pool
- No diving pool, lack of diversity in the offering
- We so need a diving pool as there isn't another one close to Barnet so why can't that be incorporated . ?? So many kids are at a great level of diving , our future Olympians perhaps , now it's all come to an end a very sad scenario as we are meant to be encouraging our younger generation to a more active , healthier life , not stumping their potential.
- please keep the diving pool
- A huge space is given over to Rugby. This is generally a male only game and also tend to be played with people from wealthy backgrounds. Built in sexism and elitism
- No deep pool. The deep pool is essential for springboard diving and scuba. It also gives the flexibility to have additional pool facilities for various other classes.
- Why do you need more playing fields? Such an absolute cop out. Instead keep the diving facility you morons.
- Would liked to have seen provision for a cycling track or circuit
- It does not maintain existing facilities such as diving, water polo, scuba
- "It is missing two things
- A diving pool
- A cycling track/facilities for both adults, but especially youth. There is no cycling facility for youth in Barnet. The closest for children to train is either Welwyn or Hillingdon. The kids of Barnet are missing out on an opportunity to have a future in the hugely popular sport of cycling."
- We are losing a diving pool which is not acceptable. There are lots of groups which will be affected by this and the sports they do will no longer be available
- Very disappointed that no diving facility was included
- No deep diving pool
- Deep water pool not included in the new plans is unbelievable
- Would like a deep water pool as part of sports hub
- Should be a deep water diving pool available to young people
- I think there should be swimming and diving facilities maintained within the development.
- Diving left out
- The diving pool needs to be part of the plans and I don't understand why it is not. The diving pool gives so much back to the local community and it's such a shame to see this knocked down.



- Mostly agree however the loss of the only deep pool in the area is enormous for all who use it and a big mistake
- Because diving pools are being overlooked and protestors ignored. Not very community spirited is it!
- We need to keep a deep water pool for diving and other leisure activities
- you are taking away my favourite sport
- Again deepwater pool should have not been closed
- What about the dell water diving pool. Why is this not part of the overall redevelopment?
- Space for 3 separate rugby clubs but no deep water pool!
- No new sports should be invested in until existing sports (diving) are guaranteed.
- See previous comment regarding my strong desire for a deep water pool.
- Lack of deep diving facilities.
- Be wise there have been no provisions for a deep water pool, or consideration for the over 55s water workouts, social mobility, physical activity, lack of facilities that a separate pool could provide to not disturb swimmers.
- There will be no Greenbelt left just for walking!!
- There should be more athletics facilities
- The plan is all about outside clubs, not about the residents of barnet
- No diving facilities, aqua fit classes space
- There should of been a deep water pool included in the redevelopment.
- We don't have a new diving pool
- You are removing an important facility - deep pool. Once it's gone, it's gone. It would not be so difficult to accommodate in one of the other three pools. Do not be the team (made up with your individual involvement) that leaves such a poor legacy
- The head of the swimming club has stopped the development of the diving and ensured that it is not possible to make a profit. Therefore showing not viable to have a diving pool in the new centre. If they had a competent diving coaches (currently they are not), the diving section would be successful and not run at a loss. Provide the facilities and get a new coaching team including a new head of the swimming club (that supports all aquatic sports, as they should) and centre will profit.
- The only thing it's known for is the swimming pool and there's no plan to replace the diving pool.
- Because your decision to rebuild Barnet Copthall without a replacement deep water pool flies in the face of the 10,000 people who have already signed the petition against this omission in the new hub.
- One of the outcomes is to develop wider leisure activities yet the plan does not consider deep water sport. Given the current deep pool is about to be demolished and there are no alternate facilities in the borough how can deep water sport not be considered? Let's face it - everything else included in the plan already exists in multiple locations within the borough ! Given the removal of the current pool will stop multiple users and user groups from doing their chosen leisure activity why is there now a focus on providing wider leisure activities - this doesn't make sense to me?
- No dive pool
- Please see my previous comment. LOSS of an important and unique COMMUNITY ASSET: the deep water facility in the leisure centre. WHY? The community want this asset replaced. The loss of nature and the overdevelopment of the site.
- The environmental impact is the main reason for opposition to the development. With such dwindling green space in London, losing so much space for this would be catastrophic.
- I think the plan should include a deep water swimming pool to enable diving and water polo to continue at Barnet Copthall
- The lack of diving facilities
- Keep the deep pool
- The diving pool is such an amazing thing and the new development does not include it
- I believe it is crucial that diving facilities remain at the complex.
- despite being dubbed as a regional hub of sporting excellence still doesn't include the deep water pool facility.
- As per previous answer, there need to be segregated changing facilities and showers by the pool appropriate to a multi faith community. Also a suitable pool for activities such as water workout

- Needs to include a deep water diving pool for training our divers.
- You need a deep water pool facility, This is crucial as it increases the amount of sports offered threefold
- Deep water facilities needed
- Omission of Deep Water Pool. That is the sole reason we attend the current Sports centre
- It lacks replacement of the current deep water pool. Why remove facilities ??
- Where's the diving pool.?
- no free parking
- It is fine as it is.
- Diving pool should be part of plan
- There is no provision at all for diving. This is unacceptable.
- Because there are no facilities for diving
- there is no provision for a diving pool This is not in the revised plan and should be
- It's appalling that you can take away existing regional facilities , diving, synchronised swimming and water polo . As this is the only deep water pool in Barnet and North London your proposed plans to get locals active is going to have the reverse affect ! All the locals who already participate cannot continue to do so. It's such a shame that in 2019 you can take away valuable sports from the borough.
- No diving pool!!
- You need to put the giving back for community use. Once it's gone, it's gone. Grass roots facilities! Olympic Legacy! Community owned facilities who have shown you they want to keep their facilities!
- The lack of a diving pool is unacceptable
- The diving pool has been excluded so this is a detrimental step and means the site will be less well served as a sports hub than it is to date
- The diving pool needs to be part of any proposed development otherwise you have failed
- Unfortunately the council closing the deep water pool which is used by over a hundred people kids to elderly.
- Need a deeper pool
- That the possibility that there will be no diving pool is a real shame, since there are no other facilities nearby, or within easy access.
- I believe you should replace the diving pool which since Tom Daley's diving excellence has increased young people's interest in diving which should be encouraged
- Please build a new deep water diving pool.
- Still no provision for diving.
- Am in favour of diving facilities. Nowhere else in Barnet.
- We need a deep water diving pool for our athletes
- The area should remain GREENBELT
- No diving pool
- The area is Greenbelt so apart from the new Copthall sports centre being built and the existing building being demolished and returned to Greenbelt nothing else should be allowed to be built
- Lack deep diving facilities
- There was a diving pool but it seems to be missing in a new plan.
- No inclusion of a diving pool - a key activity which will no have no home and deprive so many people of regular hobbies activities and skills
- See earlier note about diving
- Absence of a diving pool. A diving pool is essential to nurture the talented young people in this sport.
- The residents of Barnet need a diving facility.
- My friend's daughter loves diving so we wish her to have nice time there
- The diving pool is missing!
- No diving pool which is a disgrace as the facility already exists
- Disappointed by the loss of the diving pool
- there is no deep water diving pool included which is an essential part of current facilities at copthall
- Lack of diving pool

- *While it is exciting to have lots of sport opportunities offered it is not acceptable to cut dead the option provided for the existing divers at Copthall*
- *No diving facilities*
- *The lack of Diving Pool on the proposal reduces the available facilities. Not just for Springboard Diving but for all the possibilities that could be used in a deep water pool. The LBB now won't have this facility.*
- *no continued facilities for diving*
- *There will be no diving facilities so a whole group of people will be losing out not benefitting. This makes no sense.*
- *Lack of deep water pool, is a major disadvantage*
- *We were led to believe that we would get like for like, but we are losing the multi functional deep water pool in favour of more gym space. We are awash with gyms most of them with better transport links. The deep water pool made the Copthall unique and special. My family and I have used the centre for many years but without the deep water pool we will now go somewhere more convenient.*
- *I disagree that additions have been added but the deep water pool has still not been included*
- *The removal of deep water sport*
- *I'm happy to see the improvements coming - but I'd like to see more support for wildlife. Plus the aforementioned loss of the diving pool.*
- *No 50m pool. No deep pool. Missed opportunity. Poor planning.*

**Q9. Respondents were asked if any of the proposed facilities should not be included within the proposed redevelopment of Barnet Copthall Sports Hub Masterplan.**

The table below outlines the results of this question, with 38 responses indicating some

Answer Choices	Responses	
Yes	12.34%	38
No	58.44%	180
Don't Know/ Not Sure	29.22%	90
<b>Answered</b>		<b>308</b>
<b>Skipped</b>		<b>148</b>

**Q10. If yes, please say which facilities and why?**

Respondents were asked to type in the answer and provide comment to this question. The following results were received;

- 414 skipped this question
- 42 separate comments were provided.
- 21 responses provided were in relation to diving / deep water provision provided on the site.

**Individual Comments to Question 10:**

- *The closure of the deep water pool needs to be thought through again, as it is the only one for many miles around. There is a wide range of users at the moment, who will have no other such facility and will therefore have to curtail their activities.*
- *There should be a diving pool*
- *Saracens Rugby Club, they are a private company who are stealing money from the people of Barnet.*
- *Not a new pool use the existing one.*
- *As above - swimming and diving.*

- Retail facilities apart from restaurants
- "3, 5, 7 and 9.
- Enclosing public spaces for more narrow use.
- Loss of grass for artificial surfaces.
- Why have 3G pitches with Powerleague so close by?
- "
- The area that is demolishing the deep water pool. The deep water pool must be kept open.
- Concerned about the amount of Green Belt that might be used for additional buildings and infrastructure.
- Athletics - can this not stay in the stadium?
- Remove one of the not required conventional pools and replace the ageing diving facility with a new one.
- We don't need a shallow pool for kids. We need a diving pool with a moveable floor so as everyone can be accommodated
- Include a deep water pool
- Definitely need to include a deep water pool
- Diving
- "Scuba diving and water polo.
- Think local folk want to do this."
- Diving should be included - our kids are keen competitors and you're removing that
- 3 separate rugby clubs at the expense of a deep water pool
- Any that prevent money being spent on continuing diving at the sports centre.
- Deep diving facility.
- We don't need another Stadium for Athletics as they share Saracens and as a local resident I feel Saracens encroach too much already on Copthall!!
- Remove a swimming pool and make it a diving/deep water pool
- Too much space is being given to activities already widely available nearby with no consideration to alternative activities including deep water sports
- Cricket - there are plenty of cricket clubs around locally and no cricket club at Copthall now. Why do we need all these all weather pitches? Who identified the need for these facilities. It looks as though there are 2 stadium/running tracks. What's wrong with the one we have?
- athletics track as there is already a track there
- What are ATPs?? Undefined abbreviations are not permitted in such a consultation.
- Saracens, metro golf and the 5 aside. They should develop their own facilities
- I am against the removal of the diving pool
- "There are lots of cricket clubs.
- more active indoor facilities required for Athletics, basketball & netball courts"
- What is the High Ropes area?
- Leave the swimming pool alone
- the proposed cricket facilities will overload the site.
- Extra sports halls already available extensively throughout the borough.
- Diving pool needed desperately! So unfair it's not included in the plans
- It's more about NOT removing community facilities and grass roots sports
- Whichever one you need to dispose of so you can maintain the diving pool
- No other developments for anything that affects the GREENBELT
- The area is GREENBELT so no other building should be allowed other than Copthall Sports Centre.
- Aquatics centre. It's the only facility of its kind in north London
- Additional gym space. Whenever I have visited the gym (while my daughter is having diving lesson) it is half empty.
- I do not think an artificial wildlife area is necessary when the south fields are a perfectly natural unspoilt meadow environment where wildlife currently thrive.
- "don't know what high ropes are ?
- what's in the sports hub bldg. ?"

**Q11. Are there any additional facilities that you feel could be included within the proposed redevelopment?**



Only one option was ticked as part of this response.

Answer Choices	Responses	
Yes	80.84%	249
No	10.39%	32
Don't Know/ Not Sure	8.77%	27
<b>Answered</b>		<b>308</b>
<b>Skipped</b>		<b>148</b>

#### Q12. If yes, please say which facilities and why?

Respondents were asked to type in the answer and provide comment to this question. The following results were received;

248 provided additional comment to this question.

- 214 related specifically to diving provision / loss of deep water pool.
- 8 comments related to the inclusion of a cycling track / paths.
- 12 comments in relation to outdoor activities (eg walking, jogging, outdoor gym)
- 4 comments in relation to activities within indoor facilities (eg basketball, badminton, trampolining).
- 3 responses outlined desire for inclusion of tennis offer.
- 2 comments related to nature conservation and protecting greenbelt.
- 1 comment in relation to beach volleyball
- 1 comment in relation to relocation of AGP to key 15.
- 1 comment in relation to Barnet FC.
- 1 comment in relation to café/ restaurant.
- 1 comment in relation to free parking.

#### Individual Comments in relation to Question 11:

- *Trampolining, white water course, tennis*
- *Beach volleyball court. The nearest ones are in st Albans Verulamium park and it could bring quite a bit of interest to the areas*
- *All redevelopment should be on what are currently not green spaces because you are destroying the area*
- *The closure of the deep water pool needs to be thought through again, as it is the only one for many miles around. There is a wide range of users at the moment, who will have no other such facility and will therefore have to curtail their activities.*
- *A diving pool and free parking please*
- *"Must must must have a deep water pool for diving.*
- *Nearest ones are at the Olympic park and Luton.*
- *Depriving relented divers of much needed facilities "*
- *replacement of the existing DEEP WATER POOL!!!*
- *Pool with scuba*
- *"There should be pool OUTSIDE. During summer Time finchley is overpopulated.*
- *"*
- *Diving pool and facilities. I used to dive here as a child, 25 years ago.*
- *Deep water diving pool*
- *Deep water diving facilities. Removing the existing one removes all local access as there is nothing similar in the immediate locale.*
- *The deep diving pool*

- *Diving pool - my child uses this for squad training and will really miss it*
- *Year round tennis courts*
- *Deep water pool for our community*
- *No deep diving pool*
- *Deep water pool*
- *Deep water diving and water workout pool - to, at the very least, replace the existing facilities!*
- *have a disabled pool, I have been to one where they can move the floor to accommodate for disabled/elderly/parents with babies, during water sport activities.*
- *Deep swimming/diving pool. Community asset to develop sporting talent.*
- *Special area for teenagers for sports such as skating etc*
- *Deep water pool*
- *"Diving pool*
- *parkour*
- *Climbing"*
- *As per previous statements a 5 m platform diving pool with movable floor to allow for other uses of the pool as required., that is already there and is being removed, despite 900,000 signatures stating it should be included. What is it about Democracy you don't understand? Have you had 900,000 signatures for improved cycle tracks and tennis courts? NO!*
- *Deep water pool for diving*
- *"Diving pool. It allows diving team to continue great job done in past years. Scuba divers are in need of a deep pool too.*
- *"*
- *Diving Pool*
- *Swimming and diving as there are no other facilities for this in the area.*
- *The Diving pool should continue.*
- *Diving pool*
- *Deep water diving pool. There is no other in the entire borough.*
- *deep-water pool*
- *diving pool*
- *Deep diving pool. Sufficient space for squash, badminton, basketball and netball sports that are played throughout the year.*
- *Deep water pool. A facility whose many different uses were not properly considered and whose main use, diving, has more benefits than I have time to list here. A thriving club erased and an alternate venue difficult to reach.*
- *A DEEP WATER POOL*
- *Diving pool*
- *A diving pool needs to be there.*
- *Diving pool*
- *A diving pool is essential - High board diving now has a high profile and its provision would enhance Barnet Copthall as a national and local centre of excellence*
- *Deep swimming pool as I use it a lot*
- *Deep water pool for all of the reasons mentioned above. The decision to reduce facilities that improve health outcomes for a community was a poor decision and I strongly advise it be reconsidered or perhaps start saving to pay for the additional cost that will be felt by the NHS as a result. We have an ever increasing issue with childhood obesity and reducing opportunities for children to choose exercise over static activities should be encouraged and supported by communities including Barnet. The extraordinary point is that we currently do have one, so this is a massive step backwards.*
- *Deep water diving pool. Multi-purpose deep pool to support other users including synchronized swimmers, diving club, aqua fitness, water polo and potentially for disabled swimmers to provide equitable access for them.*
- *A deep pool facility for diving, water aerobics, water polo, snorkeling training.*
- *Diving pool*
- *Diving facilities, losing it is a big loss and a loss to the Heritage of B&C*
- *Deep water pool*
- *Deep water pool*

- Deep diving pool
- A deep water diving pool
- "Tennis
- Sport and very social which has declined and is a loss "
- More conservation areas given the threats to existing ones on this and adjacent planning applications. Wilded areas lost to the depot development, Hasmonean plan + this.
- Swimming and aquasport facilities.
- Diving pool, basketball and netball courts, tennis, skateboarding park.
- Deep pool
- Deep water pool
- Deep water pool for diving
- At the very least, all services that are available currently should be available in the new facilities.
- Deep water/diving pool
- Splashing pools
- Greater cricket facilities
- Deep water pool
- Deep water pool
- Deep water pool
- Football stadium for Barnet fc
- The deep pool as there's nothing really left in comparison and in a safe controlled environment.
- Deep pool for diving etc
- Diving pool. There is to be no replacement of the one currently in constant use at Copthall. It's used not just for diving, but for aqua, deep water aqua, babies classes, life guards and so on. Not to have a diving pool removes a valuable facility for the community.
- Would love tennis courts! Indoor and out
- Within the aquatic offering we would like to see the provision of diving protected
- deep water pool. It's been used by loads of local clubs and losing it would make many of these groups have to drive long distances to alternatives
- Direct reference to Hasmonean School using area 3 ATP's within school hours
- "Tennis courts
- Skate board park and other facilities for families, children and teenagers"
- Another cricket pitch for smaller league clubs!
- It would be a significant opportunity missed if a "circular" perimeter track for walking, jogging, in-line skating, and cycling, was not included in the masterplan. This should be planned for at the outset, as it will be very difficult to retrofit, once other facilities are built.
- Diving Pool
- Better swimming facilities
- Deep water pool for water aerobics
- You need to include a deep water pool to replace the existing one.
- Diving and more for those with disabilities
- diving pool
- Velodrome
- A diving pool and a pool so that our disabled community can benefit from . A win , win situation .
- diving pool
- "A deep water swimming pool. Swimming is a life saving skill and to say this will be a sports hub while removing its USP is
- contradictory and short sighted."
- Redesign/construct either a deep diving pool as per question 8, or a pool with a moveable pool floor with changeable depth.
- A new diving pool, obviously you bloody cretins!
- Would liked to have seen provision for a cycling track and circuit for all types of cycling (track, road and bmx)
- A cycle track suitable for serious cyclists to use for training. Would be good to encourage youth cycling.
- Deep water pool

- A deep water pool - this is set to be demolished and not replaced, yet millions are being spent on new facilities that don't currently exist
- A cycling track suitable for youth development would be a fantastic facility - there is nothing like this in easy reach, and there are lots of young people itching to follow in the footsteps of Froome et al. Training safely is key to this.
- As previously noted, a cycling track for youth development would be a boon for this borough, for safety as well as fun and fitness.
- Cycling track for youth development.
- "1. A diving pool
- 2. A cycling track and associated facilities and infrastructure"
- A proper diving pool with moveable floor
- A diving facility either as a stand alone or one end of the new swimming pool
- Deep diving pool
- Deep water pool
- Deep water pool
- Deep water diving pool
- I think there should be swimming and diving facilities maintained within the development.
- I believe that lack of re provision of the diving pool / deep water pool with movable floor is a huge mistake. This facility is seen as a centre of excellence for elite sports and to loose it would be a detriment the borough. I am 49 years old and I remember visiting the pool with my school and learning to dive. My grown up children also have used the facility. Taking part in these fun activities, including life saving skills, has given us all a lifelong passion for swimming, water sports and fun diving. It has encouraged us all to live physically active lives as we grew into adults.
- Area 15 should be all purpose / all weather to compensate for the withdrawal of the Rugby Football Union proposed 4g pitch
- The diving pool
- Need to maintain a deep pool
- "Aqua sports in deep water
- Scuba diving "
- Diving pools!
- Deep water pool for diving and other leisure activities
- diving
- Deep water pool for diving
- The diving pool needs to be built at the new leisure centre.
- The deep water diving pool
- Diving pool
- A deep water pool to replace the existing facility, which is very well utilised and no similar facility is even slightly nearby
- A diving pool to replace the existing one.
- Deep water pool.
- Why on earth isn't a pool with a movable floor included in the new Leisure Centre? It has multiple uses, unlike the Learner pool which will no doubt just be used by children during the day and sit idle, later in the evening. Along with allowing the current diving club to continue to have a local place to practice, a deep water/activity pool can be used all day long for multiple activities. At the moment the pool is home to scuba, dementia, water polo, synchro groups and water therapies. Personally I attend water workout classes - which can be in 'shallow' or deep water. Beneficial for adults of all ages, especially those with limited movement or painful joints etc. A better use of space would be to install a new deep water/activity pool and not a Learner pool. After all, the floor can be raised or lowered to any depth to accommodate learners of all ages.
- "A stand for the new track
- "
- Deep diving facility
- The deep water pool and the all inclusive facilities that it would provide.
- High Diving. Evening classes
- Diving pool,
- Facilities for a diving pool and aerobic pool, plus training for scuba diving rtc
- larger stands for athletics track



- Diving pool
- Diving pool, space for aqua fit classes,
- A deep water pool for diving etc should of been included as well as swimming pools that give more flexibility.
- Diving pool!
- Diving pool
- Diving pool, nowhere to practice
- "Deep water
- Diving boards
- Scuba diving facilities "
- Olympic diving facility. Outrageous it's not included! All down to Rhys Gormley running the diving club into the ground for years and a weak head diving coach.
- Diving facilities
- Deep water pool at leisure centre for diving
- Deep water pool for diving, like it has always had.
- A replacement deep water pool for various activities including the maintenance of the excellent diving facilities that people in Barnet and elsewhere currently enjoy using.
- Deep water pool
- Dive pool as there is no where else near by and that pool and club has been there for years.
- The deep water facility. Where will the large community that use the deep water facility go now? This is a LOSS to the Borough.
- Diving pool. I understand that money is being raised to build at a later date. It should have been incorporated in the original plan
- professional cricket facilities and pitches, new swimming pool.
- Trails between and around venues / facilities.
- The proposed athletics track should include all facilities: a stand, changing and shower room, photofinish tower and full track and field facilities including disability athletics.
- Travelling rings (as seen in Venice Beach)
- I think the plan should include a deep water swimming pool to enable diving and water polo to continue at Barnet Copthall
- There should be facilities for diving at the site. There is a long established diving club and no alternative facilities within many miles, whereas it does provide gym facilities though there are dozens of these in the area already. This proposals lessens the facilities within the borough for both children and adults.
- A deep water swimming pool to continue and build upon the excellent work being done to promote diving and other water sports
- A "fitness path" suitable for safe running and cycling
- Keep a diving pool - or diving boards at one end of a deep pool
- A deep water pool for diving - essential for children wishing to learn to dive
- Diving pool to be included.
- "Outdoor gym apparatus - free to use
- Diving pool in the leisure centre"
- Deep water Diving facility
- "Indoor Basketball & netball courts.
- Indoor Athletics stadium."
- deep water pool facility.
- There need to be segregated changing facilities and showers by the pool appropriate to a multi faith community. Also a suitable pool for activities such as water workout and for diving
- Leisure centre, swimming pool and diving pool. I could not see this on the master plan.
- Cross country/ jogging course
- Deep water diving pool.
- deepwater/diving pool
- "Diving pool
- Basketball and tennis courts "
- "Deep water facility
- Middlesex cricket"

- *"You need to include deep water facilities*
- *4 meters for a platform of 5 meters and 3 meter diving boards or 1 meter diving boards*
- *You need to include 5 meter deep pool for a 10 meter platform for Olympic grade training."*
- *A diving pool.*
- *A deep water (diving) pool facility has not been included*
- *Deep water pool*
- *Deep Water Pool*
- *Again.. a deep water pool*
- *Activity and diving pool*
- *Diving pool*
- *indoor sports facilities like badminton as there are not many available courts*
- *Tennis courts*
- *Diving pool*
- *More free parking space*
- *"A cycle circuit and fitness trail around site.*
- *May be climbing facilities."*
- *Diving pool*
- *Extra Pilates class*
- *diving pool*
- *Provision for cycling.. cycle circuit to facilitate establishment of cycle club. Council should contact British Cycling; fund currently available through 'places to ride'. There are no safe cycle facilities for training or racing in North London.. Hillingdon and Redbridge are closest boroughs.*
- *Lack of a deep water pool - there are no facilities in the whole Borough and I think this is an important opportunity to include diving facilities etc.*
- *A diving pool.*
- *DIVING*
- *a new diving pool There should be a specific pool for diving and water aerobics having been in the new centre I very much doubt that the pools available are suitable for water aerobics.*
- *"Diving pool*
- *"*
- *A high dive aquatic centre*
- *A deep water pool.*
- *Diving pool!!*
- *"Diving*
- *Deep Pool "*
- *Deep swimming pool*
- *A diving pool*
- *Big swimming pool*
- *Diving Pool*
- *Diving pool*
- *Deep water pool for diving and sub aqua.*
- *Deep water pool*
- *Diving pool*
- *Variety of pools available*
- *Deep water pool for diving*
- *The diving pool*
- *Differently deep water pool as it's the only one in Barnet.*
- *Need a deeper pool in new site*
- *A continuation of a Diving Pool*
- *A diving pool should be added within the leisure centre because otherwise I would have to travel 13miles to train for diving*
- *Diving Pool*
- *Please build a deep water diving pool.*
- *Deep water pool to replace the one we currently have.*
- *A deep diving pool*
- *We need a diving pool. Deep water pools are hard to find and access. Our future swimmers and divers need this facility*

- Diving.
- Deep water diving pool
- Diving pool
- "Add the multi activity deep pool.
- Add squash and badminton courts."
- Deep diving facilities
- Diving pool
- Diving pool - key for the members of the diving club to continue to perform for their county as well as learn new skills
- Diving pool -- see note earlier.
- Diving
- Diving facility to encourage talented individuals in this field.
- Diving facilities
- The diving pool is of paramount importance - it's a much loved local resource. People who use it will have nowhere else to go if you don't rebuild it
- Diving pool
- A diving pool
- deep water pool so that there can continue to be a diving club and the local community can benefit from the huge range of programmes such a pool could provide.
- Diving pool
- A diving pool to replace the existing one! Why would you think it okay to tear down a facility that is being used by talented children pursuing their dream and not think it needs replacing?
- Diving
- Diving Pool
- facilities for diving
- A deep water pool
- Deep water pool. Many children and young people in the area and beyond depend on the current deep water pool for diving training. If a separate deep water pool is not an option, is there a way one could be incorporated into the end of one of the new pools?
- Access for diving
- Deep water pool
- Deep water pool
- Deep water pool with a moving floor for multi activities use
- Multi functional deep water pool
- Deep water diving pool - I have 30 year experience in sport and taking this away is a travesty. This is going to hopefully be an amateur and elite sporting hub in the UK. Let's include diving in that list of sports and really out BARNET and Mill Hill on the international sporting stage.
- The pedestrian and car access to Allianz stadium needs to be separated. On match days there is no problem but on unmarshalled days such as school sports days there is a real problem with two traffic and children sharing the road leading from Great North Way.
- A DEEP WATER POOL
- A deep water pool.
- the athletics track does not have substantial club house or viewing from the hub area as proposed on master plan and the stadium will need its own stand and facilities, it appear to be on an even share of the HUB but this is unlikely to be sufficient to support crowds and athlete needs. The proposals would be a downgrade from the existing set up
- cycle pathways/ tracks
- Open space without a sports pitch on it. A place to walk and picnic. Not just organised sport.
- Keeping the diving pool would be nice, and there was once talk of a skate park
- restaurant and cafe
- Deep pool. 50m pool. More cycle lanes.
- More running / cycling / walking / pram pushing / wheelchair user pathways around the whole site

**Q13. Are you an existing user of any of the facilities at the Barnet Copthall site?**

The table highlights that 240 out 308 responses provided are site users.

Answer Choices	Responses	
Yes	77.92%	240
No	20.78%	64
Don't know / Not Sure	1.30%	4
<b>Answered</b>		<b>308</b>
<b>Skipped</b>		<b>148</b>

**Q14. Which of the following do you currently use at the Barnet Copthall site?**

Survey participants were asked to tick all options that applied.

Answer Choices	Responses	
Barnet Copthall Leisure Centre .....	77.50%	186
Saracens Rugby Club (Allianz Park)	25.83%	62
Metro Golf	24.58%	59
Athletics	16.25%	39
Football	4.58%	11
Rugby	3.75%	9
Cricket	0.42%	1
Walking / Running	32.92%	79
Nature conservation interest	17.92%	43
Other (please specify)	12.92%	31
<b>Answered</b>		<b>240</b>
<b>Skipped</b>		<b>216</b>

**'Other' responses to Question 14:**

- *Cycling*
- *Dog walking (personal not commercial)*
- *pool*
- *Diving.*
- *i cycle there with my kids*
- *Footpath links by pupils of Hasmonean school to access school. Informal use of adjacent open space by pupils*
- *SWIMMING*
- *Used to swim there.*
- *My Daughter using the Diving pool*
- *Diving*
- *Deep water pi*
- *Diving pool*
- *Cycling to and from the Centre*
- *Adult diving in the deep water pool.*
- *Diving*
- *used swimming pool and cricket nets many years ago however both facilities need renovating as they are damaged or dirty.*
- *Diving*



- *water workouts-including deep water*
- *Swimming*
- *Diving*
- *Diving pool*
- *Diving*
- *Diving pool*
- *Diving pool*
- *Swimming pool*
- *Cycling*
- *Diving pool*
- *Deep water pool*
- *Padi - synchro - diving and water polo*
- *Metro cafe*

**Q15. Would you consider using any of the existing / proposed facilities within the Barnet Copthall Sports Hub Masterplan**

Answer Choices	Responses	
Yes	72.64%	215
No	9.46%	28
Don't Know / Not Sure	19.26%	57
<b>Answered</b>		<b>296</b>
<b>Skipped</b>		<b>160</b>

**Q16. Which of the following facilities existing /proposed within the Barnet Copthall masterplan would you use?**

The key facility usage within this response relates directly to Barnet Copthall Leisure Centre which corresponds with individual question response comments relating to diving / loss of deep water provision within the new leisure centre development.

Additional facility uses on the site suggest from the table below that the existing / proposed facility mix will engage with a varied audience.

Answer Choices	Responses	
Barnet Copthall Leisure Centre	80.70%	230
Saracens Rugby Club (Allianz Park)	27.02%	77
Metro Golf	25.96%	74
Athletics track (new)	23.86%	68
3G astro turf football pitches	12.28%	35
Sports hub facility	26.32%	75
Play area	24.21%	69
High ropes	26.32%	75
Cricket facility	6.67%	19
Playing pitches (including football, rugby, cricket)	10.88%	31
Other (please specify)	18.25%	52
<b>Answered</b>		<b>285</b>
<b>Skipped</b>		<b>171</b>

**‘Other’ responses to Question 16:**

- *Natural greenbelt areas*

- Deep water diving pool
- Tennis
- None you have removed the facility that i use to train at, ie Diving.
- Need to support divers too
- Diving pit
- Diving.
- Deep pool which isn't in the plan
- Hasmonian school would seek a school time use agreement for area 3 ATP's for school sports provision
- Walking
- Cycling track
- AQUAROBIC CLASSES
- A diving pool that you complete fuckwits have planned to remove!
- Cycle track
- Swimming Pool
- Probably non without a diving facility
- Deep water pool
- Only diving interests us
- Diving pool
- Deep water diving pool
- The Diving Pool.
- I won't be coming to the centre any more if there is no diving. I will have to drive to the Olympic Park Aquatic Centre. It is ridiculous.
- Would like to see diving facilities.
- Deep water pool
- bmx track
- Walks/nature
- A diving pool once it's been re added
- New swimming pool
- I would prefer the use of athletics stadium rather than 'track' which implies a running track in the middle of a field with no other relevant facilities
- Skate park/Parkour zone
- Diving boards
- Netball & Basketball
- deep water pool facility.
- Swimming, diving
- Hockeu
- diving pool
- cycling area
- Swimming and diving
- the general area for walking and observing nature
- climbing wall with grand children
- Diving
- Diving
- Diving pool
- A diving pool, if built.
- Walks in natural settings
- Aquatics centre
- Diving facility if there was one
- Diving pool
- A diving pool if there was one
- Deep water pool
- Deep water pool
- A deep water pool

**Q17. Respondents were asked; what would encourage them to visit the Barnet Copthall site in the future, ticking all options that applied.**

The options which scored over 100 responses included;

1. Improved quality of facilities
2. Improved range of facilities
3. Affordable pricing
4. Availability of parking
5. It should also be noted that all other answers provided marginal differences between each category.

Answer Choices	Responses	
Nothing	3.04%	9
Improve quality of facilities	52.03%	154
Improved range of facilities	46.28%	137
Improved transport links	23.31%	69
Availability of parking	36.49%	108
Introduce programmes that address needs of a specific group (eg gender, faith, age, disability)	16.55%	49
More information: better promoted and advertised	25.68%	76
Events and cultural activities	25.00%	74
Nature and conservation interest	29.39%	87
Affordable pricing	37.16%	110
Other (please specify)	21.96%	65
	<b>Answered</b>	<b>296</b>
	<b>Skipped</b>	<b>160</b>

**‘Other’ responses to Question 17:**

- A deep water pool
- Warmer pools, children always have blue lips after coming out of the pool
- Facilities for older people
- Deep diving pool
- DEEP WATER POOL
- Great swimming facilities
- Deep water facility
- Deep diving pool
- Provide deep water pool
- I feel that this site has alot to offer, and it will be used by many people for years to come
- a diving facility
- Diving
- Diving pit
- Cultural and low intensity exrecise for retired people
- swimming facilities
- Cleanliness
- Diving facilities.
- Diving facilities would help
- Deep water pool
- Football stadium for Barnet fc
- Ensure that all members of the community have the opportunity to participate, bearing in mind that older people may have mobility issues, and can only usefully exercise in the pool because other exercise classes can cause injuries.
- Hasmorean School would utilise area 3 ATP's and also a key stakeholder user within the Copthall site

- DIVING
- Diving pool? How many times do we have to shout at you out of touch kleptocratic morons till we're black in the face
- A diving facility
- Deep water pool
- Keeping the diving pool
- Inclusive facilities above the proposed
- my diving pool
- Diving pool
- Deep Water diving w
- Rebuilding the diving pool.
- Reinstatement of a diving pool.
- Water polo, padi, scuba, deep water fitness, aqua therapy.
- Diving facility
- Ensuring a deep water pool would be included in the plans. Without this, I will never return!
- Deep water pool
- Deep water pool.
- Proper public transport
- free cricket facilities
- Retaining the diving boards
- Diving Pool
- allow for continuation of deep water activities
- A diving pool
- A Deep Water diving pool
- diving pool
- cycle circuit
- A diving pool
- An improved deep water facility.
- Diving
- If a diving pool is built only
- The diving pool
- Building a deep water diving pool
- Deep water diving pool.
- New diving pool
- Toilet facilities
- Additions as above
- Deep diving facilities
- Diving pool
- Diving pool with moveable floor - such as the one that currently exists at Copthall leisure centre
- facilities for diving
- A diving pool
- Deep water pool
- A deep water pool
- Cycle lanes.

## Section 4 : Overall Copthall Sports Hub Masterplan

In this section, views were sought on the overall development proposals relating to the Copthall Sports Hub Masterplan.

**Q18. Overall, to what extent do you agree or disagree with the proposed redevelopment of the Barnet Copthall Sports Hub Masterplan?**



The responses highlight that 55.45% strongly agree / tend to agree with the proposed redevelopment of the Copthall Sports Hub Masterplan.

Answer Choices	Responses	
Strongly agree	20.42%	59
Tend to agree	38.75%	112
Neither agree nor disagree	11.07%	32
Tend to disagree	9.34%	27
Strongly disagree	18.34%	53
Don't know / not sure	2.08%	6

**Answered 289**  
**Skipped 167**

**Q19. Overall, to what extent do you agree or disagree that you would visit any of the individual sites included**

**within the overall Barnet Copthall Sports masterplan, if the proposed redevelopment was undertaken and completed?**

Answer Choices	Responses	
Very likely	39.36%	111
Likely	29.08%	82
Neither likely nor unlikely	12.41%	35
Unlikely	3.90%	11
Very unlikely	11.35%	32
Don't Know / Not Sure	3.90%	11

**Answered 282**  
**Skipped 174**

**Q20. Participants were asked to provide any additional comments or feedback that you have regarding the proposed redevelopment of the Copthall Sports Hub masterplan:**

A total number of 122 responses were received in relation to this answer, 311 participants skipped this question.

- 91 comments were directly associated with diving provision / loss of deep water.
- 31 alternative responses related to parking, parking charges, protection of greenbelt, drainage of football pitches, athletics facility requirements / considerations, timescales for delivery, usage of Hasmorean School in relation to the AGPs, difficulty in understanding consultation documents, awareness of consultation, support for new facilities and challenges with implementing new facilities (eg traffic volumes).

**Additional comments received in relation to Q20:**

- *I am filling this in late as, even though I am a resident of Barnet, accross the road in Sunny Gardens Road, I have heard NOTHING about this massive proposed redevelopment nor the £23 million being let to Saracens out of my council tax money to develop their west stand. It's a disgrace*
- *Hopefully ample parking to enable gym members to park and be able to use the facilities which they paying for*

- The closure of the deep water pool needs to be thought through again, as it is the only one for many miles around. There is a wide range of users at the moment, who will have no other such facility and will therefore have to curtail their activities.
- While I will continue to use and encourage my children to use our local leisure facilities it would be foolish not to add a replacement deep water pool at this stage when it is clear an error was made at planning stages based on questionable data and likely the personal preferences of a few people who are paid to represent the community but instead have represented only their own views and opinions.
- As a local resident I strongly believe the existing deep water facility should be carried forward and improved in the new masterplan
- Hopefully Middlesex County Cricket Club will be able to build the facility they wish to build.
- Please consider putting in the deep diving pool for divers and other purposes □□
- Please keep the diving pool
- The new masterplan has ignored the needs/requests of present users of deep water facilities by excluding plan to replace existing deep water pool
- I feel that this is a service that will be and can be used by the public for major sporting events, and getting children out and learning new sports and encouraging people who are elderly or disabled to try new things meet new people and get a new lease of life given to them
- Please consider building a deep water facility for future generations to use, ie diving and synchronised swimming
- Already stated many times, replace the diving facility. 900,000 signatures said they want it, so deliver it. there are not 900,000 signatures for what you are proposing. so use the money as the people want, replace the diving facility.
- As stated above - swimming and diving.
- Very small number of free car parking spaces near the leisure centre. Would the ticketed car park charge just at peak times or all the time?
- Lack of diving pool is negative for the youth in Mill Hill.
- Please include a diving pool
- Bring back the deep water pool provision.
- As prev mentioned, for this to be a comprehensive equitable offering, need a deep water diving pool to facilitate a broader range of water-based activities.
- Unlikely as the new facilities do not include diving
- Not including a deep water pool excludes a lot of activities going against the Masterplan Goal 'To develop wider leisure and cultural activities'
- There is still time to provide a diving pool - the demand is there and without it a generation of divers will lose their ability to pursue their sport
- The approach road is narrow and congested, could there be a link straight on to the A1
- The emphasis should be on environmental preservation and public access in a sustainable way that isn't increasing already poor air quality in the area with more vehicle traffic.
- Keep diving facilities at Barnet Copthall.
- I have been coming to copthall for years - first time was with school for athletics and then subsequent years for badminton tournaments - if you want to be recognised as a sports hub I really think you should cover all sports possible and the addition of a deep water pool would give the divers of tomorrow somewhere to train when they now have no where (not to mention the extension of being able to have scuba diving etc too)
- Please put in a deep water pool
- Deep water pool please
- Won't visit ever if you get rid of the deep pool and you'd hurt the diving and deep sport industry
- Diving pool
- I am finding the documents quite confusing and too wide-ranging to comment fully. I would like to be able to continue using the facilities I currently use, in the same way: pool, aqua classes. I have no objection to facilities being expanded, but I do object to the contraction of the aqua classes timetable.
- Hasmorean School as priority user of area 3 ATP's during school hours, full community use at other times
- I note the proposed underground car park is labeled as "ticketed" and as "a revenue generating opportunity". I strongly object to regular (daily) users having to pay for parking

when for many people using a car is the only way to reach the facilities of the leisure centre.

- The deepwater pool is needed for diving, scuba diving, different ages and different abilities of swimming.
- "The barnett and mill hill council should be removed by force and forced to see what upset this will cause to the sports clubs who are being left in the lurch by this. They clearly are playing the cop out easy get out game.
- Out of touch with it's people. Not fit for purpose. "
- More provisions for cycling (track, circuits etc)
- North London needs a cycle track
- Deep water pool
- "There is clearly woefully insufficient parking given all the proposed new facilities.
- There is still no plan to replace the existing deep water pool."
- "1. Provide a diving pool
- 2. Provide a cycling track for youth development"
- If the facility's are less and the diving pool goes then I can't see me using the site at all
- A stated, very disappointed that no diving facility has been included
- The pool used for water aerobics and deep diving has not been included in the plans.
- Deep water pool has a huge following & should be replaced
- I think there should be swimming and diving facilities maintained within the development.
- Drainage of existing playing pitches needs improvement particularly those next to the new leisure centre that have suffered disruption during the building acitvity
- As i've mentioned throughout the survey it is such a shame that the diving pool is not included within the plans and should be considered.
- As long as the diving pool remains we strongly agree
- The previous question makes no sense - please refer (19)
- i cant go diving anymore ☐
- Repeating the necessity for retaining a deep water diving pool in Barnet
- We need to have the diving pool reinstated as an integral part of the new leisure centre.
- A deep water pool must be included
- It is a terrible shame to lose the diving pool facility and for me, Barnet as a Council loses all credibility that they have any regard for sports people, particularly those with special needs, disabilities or mental health issues.
- Provide a deep water/activity pool. One pool with so many uses - not just diving!
- seems like a superb idea to me, everything modernised and new which hopefully would attract many more visitors.
- As a local resident and active member of the community I find it appalling that the voice of the people (10,000) has been completely disregarded. Barnet is not listening to Barnet, it's about time that public servants listen to the public. Thank you x
- A very short sighted view of not transferring the present facilities at Copthall to the new facility. A deep pool should give been a MUST and I think it is s disgrace it has not happened.
- "Diving and aqua fit facilities please
- Nature development "
- Diving pool, as before, must be preserved or rebuilt.
- You should not be removing sporting facilities that the public want to keep. Those facilities actually belong to the local community, not to you.
- No diving facility
- If the new swimming centre, only does swimming & no diving facilities, then I can go to nearer swimming pools or travel to another borough for diving, which in that case, I would not be visiting Coptall at all.
- Can't see any reason to visit if there's no deep water pool. It'll just be another run-of-the-mill sports centre, but in the middle of nowhere and completely inaccessible. (It takes me an hour to get there by public transport.)
- Please refer to my previous answers
- Given my children dive and play water polo if the development excludes these sports we will be unlikely to visit the centre as we can do high ropes, swim, football, cricket in several other locations

- *I would only come back if we get a dive pool*
- *I disagree with the overdevelopment of the site all the harm to the environment that will bring. I am BITTERLY disappointed at the LOSS of the deep water pool. However I am likely to visit as it is on my doorstep and I have children who are very active. I am astounded at the lack of consultation on this HUGELY costly redevelopment. I am a local resident and was unaware of the extent of this master plan.*
- *Parking must be free - at least to members.*
- *When will the facilities be ready for use?*
- *Shaftesbury Barnet Harriers have been on site for over 50 years but are now finding it increasingly difficult to promote athletics events due to the presence of Saracens. With rugby due to become a summer event it means that there would be very few weeks of athletics and certainly no schools athletics at Copthall. The lack of an athletics facility cannot be allowed to happen. A new stadium is paramount.*
- *Is it affordable? Who is financing it? When will it be completed?*
- *I think the plan should include a deep water swimming pool to enable diving and water polo to continue at Barnet Copthall. Removal of deep water facilities from the site is a huge mistake.*
- *As England has a very successful Olympic diving team, I feel it is extremely disappointing that Barnet Council are considering removing the only facility in the area. This will give our children no chance to enjoy the sport or to practice removing any chance of future success in our Borough*
- *We need a deep water pool included in the plan*
- *Better public transport will be required to access the site.*
- *Keep the diving pool*
- *Adequate parking, better spectator areas and food.*
- *A new Athletic Facility is a brilliant idea*
- *Barnet needs a deep water diving pool.*
- *Very disappointed that deep water pool was not included in revised master plan- both for promotion of young people's diving and other deep water activities-very popular group sessions*
- *If you get rid of the diving facility there is no point including your site in my activities*
- *It would be a great mistake not to replace the diving pool, which is a centre of excellence of which the borough has cause to be very proud and which encourages young people of many backgrounds to take up a fulfilling and healthy sport.*
- *The only reason I have attended the centre is for deep water diving. When this no longer is offered I will not attend the centre. It is currently a unique facility in North London. NO other North London pool has a 10M board. Or the coaching to go with it. It is a great great shame to lose this unique and important facility.*
- *Disappointed that no Activity pool or diving pool are planned and therefore water workout sessions are proposed to be held in main pool. Unsatisfactory.*
- *Free parking*
- *More details of the facilities that will be provided, and their subsequent ongoing support, to the lesser funded but more community focused sporting clubs such as the athletics and community rugby clubs.*
- *"Free car park*
- *Better service "*
- *Without swimming and diving facilities I wouldn't visit at all.*
- *Adding a new Cricket facility is a step too far. With Rugby becoming a 12 month round activity, the site will become far to crowded when all sports are on together.*
- *Please reconsider diving facilities. There are so few places where diving is possible - and here is one that will be lost.*
- *"Not happy about the proposed parking charges as you have shown the existing parking as a chargeable area.*
- *( shown in orange not blue)"*
- *I strongly believe that the high diving aquatic centre should remain as this is the only one in north London. I was hoping to send my children to experience high dive, they were born and still live in Barnet it would be a real shame to loose the aquatic centre.*
- *Unfortunately when the consultation process began last year, nobody ever listened to 'users of the deep water pools' views.*



- Sort out a diving pool please!
- Include diving. It was never the council's to take away
- I will only bidding if a diving pool is built
- There is no diving pool - it is madness to take away a well used local facility
- I would not visit again if the diving pool is t maintained
- Unfortunately the new plan which dose not include a deep water pool will kill the dream of so many talented kids let alone the other users like water polo
- Please build a deep water diving pool. My children love the club and the coaches are outstanding. To loose this would be a real shame.
- Barnet Copthall Diving Squad is devastated ted to be loosing the club. We have fabulous coaches and a talented team. It is just not practical to take our kids half way across London in rush hour 3 times a week for classes. We have tried to find alternative facilities but the sad truth is that there aren't enough around. Nearest diving facilities are Walthamstow or Stratford. We treasured our pool and Barnet council have let us down.
- As a regular walker on the site I am very concerned that there should continue to be undeveloped and natural areas that facilitate several miles of walking
- We desperately need a deep water diving pool
- No further building OF ANY kind should take place on GREENBELT
- I believe you are missing an opportunity by not having a diving pool
- Thank you for the opportunity to comment and the review you have undertaken
- I would urge you to reconsider the proposed lack of deep diving facilities. This is a real loss for the local community.
- I would really like to save diving pool. There is a lot of young people who benefit from the sport and my kids would consider the sport themselves.
- Please include a diving facility to help talented young people in this field who will otherwise have to give up their passion for this sport.
- Please don't concrete over the green space - it should be left as a conservation are as much possible, with habitat for wildlife. It's a rare green area in our built up borough
- Please don't give up the diving pool. It makes Copthall a magnet for locals that want to dive and attracts events from across London
- Please reconsider not including a deep water pool - it is very frustrating to have a whole new complex be built without any provision for the existing divers!
- As I have said before. I think the loss of a diving facility, the only one in the Borough is a very sad day for all concerned. It was an oversight and the opportunity to have a faculty like this is going. A shame for the users and potential users
- Please include facilities for diving
- It would be very beneficial for the community to be able to keep their deep water pool, there isn't one anywhere else locally for the children to use.
- Deep water pool must be included
- Please add diving facilities. It is crazy that this amazing new centre will, for some, offer less than the current offering. My daughter looks at the new building with dread as everyday it gets nearer completion is a day nearer the end of her love for diving.
- The range of facilities no longer matches our requirements. The loss of the deep water pool has seriously undermined the viability of this project from our perspective
- We would visit regularly to use a deep water pool for diving & synchronised swimming.
- Over 10,000 people want to save the facility. Now is the time with the new plan to revisit the idea and include the existing facility.
- the athletics track needs stands and facilities not just hub building - at the moment the track is enclosed and has a relative sense of occasion at track meets but an open site with remote hub would diminish the track to that of more out of town sites.
- I think that there is a good range of facilities for organised sport. Although perhaps too much football. It would be nice if other sports could be welcomed such as baseball or american football or tennis. However, what worries me most is that as Green Belt and an important local area of open space, there is less and less space for wildlife (the additional floodlights will be detrimental), less space for walking and less space for families enjoying informal leisure. As there are more and more flats being built, fewer and fewer people and families have gardens. Copthall should be providing this informal, garden-type relaxation space.

## Section 5: Participant Information

This section of the Survey Monkey related specifically to participant details and personal information.

For the purposes of Data Protection, responses to each question are provided in a table format and are fully anonymised.

### Q20. Are you responding as a:

Answer Choices	Responses	
Barnet resident	74.83%	214
Barnet business	0.35%	1
Barnet resident and business	2.10%	6
Representing a sports club/regular sports participant	12.94%	37
Representing a voluntary/community organisation	1.05%	3
Representing a public sector organisation	1.75%	5
Other	6.99%	20
If other (please specify)		23
<b>Answered</b>		<b>286</b>
<b>Skipped</b>		<b>170</b>

### 'Other' responses to Question:

- *I signed a petition a few years ago to save a diving facility, and that seems to have prompted someone to request I participate in this survey.*
- *I am just a person who has used the facilities and feel the need for them to be kept as they would be a great loss to the community*
- *General public with regards to facilities.*
- *Use the deep pool for diving activities and training when required*
- *Representing Hasmonian School*
- *user of Barnet Copthall*
- *A keen diver*
- *I work in barnet*
- *Resident of Westminster*
- *Member of Copthall Leisure Centre*
- *And resident*
- *Health care professional*
- *Parent of sporting child who uses facilities that you are removing*
- *Used to drive into Barnet to use the diving facility*
- *A member of the adult diving Club.*
- *Mill hill resident*
- *User of the existing running track at Allianz Park*
- *Some times I work in Barnet for the Council*
- *Regular attender at Copthall*
- *previous Barnet resident*
- *As a member of Copthall leisure centre for 20 years+*
- *A frequent regular walker on the site.*
- *non resident user*

## Q21. Which Ward do you live in;

The top three ward responses were provided for;

- Mill Hill Ward
- Finchley Church End
- And other (specific responses indicated Essex, Islington, Wales, Twickenham, Kent, Nottingham, Southgate, Ealing, Hampshire, Potters Bar, Borehamwood, Harrow, Bushey, Brent, Camden, Welwyn Garden City, Hornsey, Chesham, Stanmore, Muswell Hill, Westminster, Watford, Preston).

Answer Choices	Responses	
Brunswick Park ward	1.80%	5
Burnt Oak ward	3.24%	9
Childs Hill ward	0.72%	2
Colindale ward	2.52%	7
Coppetts ward	1.08%	3
East Barnet ward	1.80%	5
East Finchley ward	2.88%	8
Edgware ward	4.68%	13
Finchley Church End ward	7.55%	21
Garden Suburb ward	1.80%	5
Golders Green ward	0.36%	1
Hale ward	4.68%	13
Hendon ward	5.76%	16
High Barnet ward	4.68%	13
Mill Hill ward	22.66%	63
Oakleigh ward	1.44%	4
Totteridge ward	4.68%	13
Underhill ward	2.52%	7
West Finchley ward	5.04%	14
West Hendon ward	0.00%	0
Woodhouse ward	5.40%	15
Other (please specify)	14.75%	41
<b>Answered</b>		<b>278</b>
<b>Skipped</b>		<b>178</b>

### 'Other' responses to Question:

- Preston
- Southgate
- Radlett
- Hampshire
- Islington, Copthall Diving is the closest diving pool to me.
- Nottingham
- ealing
- Hornsey
- Chesham, bucks
- Stanmore
- Ealing
- Kent
- Twickenham
- Wales - planning consultant for Hasmonean School
- Queensbury Ward Harrow, Barnet Copthall is my club's ground
- Stevenage a place that still has a decent pool and diving club
- Enfield
- Palmers Green
- London
- Islington

- *Potters Bar, Herts.*
- *Bushey*
- *I live in Uttlesford and travel here for diving*
- *harrow*
- *Borehamwood*
- *N8 9ET*
- *Brent*
- *Harrow*
- *other*
- *Watford*
- *Rotherhithe*
- *London Borough of Camden.*
- *this previous Barnet resident has moved out of Barnet*
- *Essex*
- *Westminster*
- *Welwyn Garden City*
- *Potters Bar*
- *Hillingdon*
- *Muswell Hill*
- *North Finchley ward*
- *non resident*

**Q22. Please specify the type of stakeholders or residents your community group or voluntary organisation represents:**

A total of 35 participants answered this question, with 421 skipping.

The 35 participants included representation from;

- 13 – diving
- 12 – athletics
- 3 – water workout
- 2 – cycling
- 2 – sports user self-identified
- 1 – rugby
- 1 – cricket
- 1 – amateur swimming

**Q23. Please specify the type of public sector organisation you are representing:**

Specific representations were received from Swim England, the GLA and a Charity.

## Section 6: Diversity monitoring

Barnet Council is required by law, under the Equality Act 2010, to pay due regard to equalities in eliminating unlawful discrimination, advancing equality of opportunity and fostering good relations between people from different groups.

**Q24. Gender**

Answer Choices	Responses
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Female	63.03%	150
Male	31.93%	76
Prefer not to say	5.04%	12
<b>Answered</b>		<b>238</b>
<b>Skipped</b>		<b>218</b>

#### Q25. Females only: Pregnant and on maternity leave

	Yes	No	Prefer not to say	Total
I am pregnant	0.67% 1	95.97% 143	3.36% 5	149
I am currently on maternity leave	1.43% 2	95.00% 133	3.57% 5	140
			<b>Answered</b>	<b>149</b>
			<b>Skipped</b>	<b>307</b>

As part of the Equality Act 2010 the council has a statutory requirement to collect information in relation to 'protected characteristics' which includes information on women who are pregnant and on maternity leave. Answering this question will assist us in meeting our legal obligations. It will also help us understand the different needs of our communities.

#### Q26. Is your gender identity the same as the gender you were assigned at birth?

Answer Choices	Responses
Yes	94.02% 220
No	0.00% 0
Prefer not to say	5.98% 14
<b>Answered</b>	<b>234</b>
<b>Skipped</b>	<b>222</b>

#### Q27. Please indicate your age

The primary responses to this stage of the masterplan are those aged 45-57. This is followed closely by those which are 35-44 years.

Answer Choices	Responses
16-17	0.42% 1
18-24	3.36% 8
25-34	8.82% 21
35-44	21.85% 52
45-54	23.95% 57
55-64	17.23% 41
65-74	11.34% 27
75+	8.40% 20
Prefer not to say	4.62% 11
<b>Answered</b>	<b>238</b>
<b>Skipped</b>	<b>218</b>

## Q28. What is your ethnic origin?

A total of 151 responses were provided by white British, followed by white Other and prefer not to say.

Answer Choices	Responses	
Asian / Asian British - Bangladeshi	0.00%	0
Asian / Asian British - Chinese	0.84%	2
Asian / Asian British - Indian	3.78%	9
Asian / Asian British - Pakistani	0.42%	1
Any other Asian background (please specify below)	0.84%	2
Black - African	0.84%	2
Black - British	0.84%	2
Black - Caribbean	0.00%	0
Any other Black / African / Caribbean background (please specify below)	0.00%	0
Mixed - White and Asian	2.52%	6
Mixed - White and Black African	0.42%	1
Mixed - White and Black Caribbean	0.00%	0
Mixed - any other Mixed / Multiple ethnic background (please specify below)	0.42%	1
White - British	63.45%	151
White - Greek / Greek Cypriot	1.68%	4
White - Gypsy or Irish Traveller	0.00%	0
White - Irish	4.62%	11
White - Turkish / Turkish Cypriot	0.00%	0
White - any other	9.24%	22
Other - Arab	0.42%	1
Prefer not to say	6.72%	16
Any other ethnic group (please specify)	2.94%	7
<b>Answered</b>	<b>238</b>	
<b>Skipped</b>	<b>218</b>	

## Disability

The Equality Act 2010 defines disability as ‘a physical or mental impairment that has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities’.

In this definition, long- term means more than 12 months and would cover long-term illness such as cancer and HIV or mental health problems.

## Q29. Do you consider that you have a disability as outlined above?

Answer Choices	Responses	
Yes	7.66%	18
No	86.38%	203
Prefer not to say	5.96%	14
<b>Answered</b>	<b>235</b>	
<b>Skipped</b>	<b>221</b>	

Answer Choices	Responses	
Hearing (such as deaf, partially deaf or hard of hearing)	27.78%	5
Vision (such as blind or fractional/partial sight. Does not include people whose visual problems can be corrected by glasses/contact lenses)	5.56%	1
Speech (such as impairments that can cause communication problems)	0.00%	0
Mobility (such as wheelchair user, artificial lower limb(s), walking aids, rheumatism or arthritis)	50.00%	9
Physical co-ordination (such as manual dexterity, muscular control, cerebral palsy)	0.00%	0
Reduced physical capacity (such as inability to lift, carry or otherwise move everyday objects, debilitating pain and lack of strength, breath, energy or stamina, asthma, angina or diabetes)	27.78%	5
Severe disfigurement	0.00%	0
Learning difficulties (such as dyslexia)	22.22%	4
Mental illness (substantial and lasting more than a year, such as severe depression or psychosis)	11.11%	2
Prefer not to say	0.00%	0
Other (please specify)	22.22%	4
	<b>Answered</b>	<b>18</b>
	<b>Skipped</b>	<b>438</b>

### Q30. What is your religion or belief?

Responses outlined below indicate that a high proportion of responses were received from those who are Christian, Jewish and those who prefer not to say.

Answer Choices	Responses	
Agnostic	6.78%	16
Atheist	11.44%	27
Baha'i	0.00%	0
Buddhist	1.27%	3
Christian	30.51%	72
Hindu	2.97%	7
Humanist	0.85%	2
Jain	0.00%	0
Jewish	19.92%	47
Muslim	1.69%	4
Sikh	0.00%	0
No religion	9.75%	23
Prefer not to say	13.14%	31
Other religion/belief (please specify)	1.69%	4
	<b>Answered</b>	<b>236</b>
	<b>Skipped</b>	<b>220</b>

### Q31. What is your sexual orientation?

Answer Choices	Responses	
Bisexual	2.16%	5
Gay	2.60%	6
Heterosexual	75.32%	174

Lesbian	0.87%	2
Other	0.43%	1
Prefer not to say	18.61%	43
if you prefer to define your sexuality in terms other than those above, please state		2
<b>Answered</b>		<b>231</b>
<b>Skipped</b>		<b>225</b>

### Mill Hill Preservation Society



Copthall consultation  
2019.pdf

### ECB/ Middlesex CCC



Middlesex ECB  
Response to Public Co

### Saracens RFC



Copthall Masterplan  
- Saracens response 1

### Mill Hill Residents Association



MHRA Response  
Copthall Master Plan

### Middlesex University



Final Copthall  
consultation response

### Copthall Consultation Group



Copthall Consultation  
Group Response.docx

### Resident A





Resident A - email  
290419.docx

## **Resident B**



Copthall.docx

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## Equality Impact Analysis (EIA) Resident/Service User

Please refer to the guidance and initial Equality Impact Analysis before completing this form.

<b>1. Details of function, policy, procedure or service:</b>	
Title of what is being assessed: Copthall Sports Hub Masterplan (final)	
Is it a new or revised function, policy, procedure or service? Revised design based on original concept proposal agreed by Environment Committee in March 2018.	
Department and Section: Greenspaces and Leisure	
Date assessment completed: 27 August 2019	
<b>2. Names and roles of people completing this assessment:</b>	
Lead officer	Cassie Bridger
Stakeholder groups	N/A
Representative from internal stakeholders	N/A
Representative from external stakeholders	N/A
Delivery Unit Equalities Network rep	N/A
Performance Management rep	N/A
HR rep (for employment related issues)	N/A
<b>3. Full description of function, policy, procedure or service:</b>	
<p>In March 2018, Environment Committee endorsed a draft masterplan for the Copthall Sports Hub and adjoining Mill Hill Open Spaces as the first stage definition for a long-term vision for the site, and as such approved the draft masterplan for public consultation with the outcome to be reported to a future meeting</p> <p>From May 2018 to July 2018 the Council conducted consultation on the initial draft, the responses broadly demonstrated the support for the full masterplan proposal. However, key responses affecting the design specifically in relation to the Copthall Sports Hub masterplan were received.</p> <p>As a result of the first stage consultation feedback, the Council commissioned a further strategic review in October 2018 of the Copthall Sports Hub Masterplan specifically which was undertaken by FMG Consulting in partnership with Saunders Boston Architects. The brief, to consider the findings of the draft masterplan (completed in March 2018 by John Sheaf Associates) and to assess the feasibility of retaining the Council's vision to deliver a masterplan (for Copthall) which meets a series of defined objectives.</p> <p>A further consultation was undertaken between April – May 2019 on a revision to the final design of the draft Copthall Sports Hub Masterplan.</p>	





<b>How are the equality strands affected?</b> <i>Please detail the effects on each equality strand, and any mitigating action you have taken so far. Please include any relevant data. If you do not have relevant data please explain why.</i>			
<b>Equality Strand</b>	<b>Affected?</b>	<b>Please explain how affected</b>	<b>What action has been taken already to mitigate this? What further action is planned to mitigate this?</b>
<b>1. Age</b>	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	The final design of the Copthall Sports Hub masterplan results in 11 natural turf football pitches (4 adult and 7 junior). This is a reduction of the existing total number of natural pitches available.	<p>The introduction of 2 x full-size 3G pitches which will primarily be for football and can be played all year round (opposed to seasonal play / recreation).</p> <p>This will increase the quantity and the quality of football matches / opportunities which can be played on the site.</p> <p>Further distribution to offset against any net loss at the site specifically will be reviewed across the Borough in line with the Playing Pitch Strategy recommendations. D</p>
<b>2. Disability</b>	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>	N/A	Proposed new facilities are to consider and incorporate requirements. Further consultation to take place on design of Copthall Sports Hub specifically.
<b>3. Gender reassignment</b>	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>	N/A	Proposed new facilities are to consider and incorporate requirements. Further consultation to take place on design of Copthall Sports Hub specifically.
<b>4. Pregnancy and maternity</b>	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>	N/A	Proposed new facilities are to consider and incorporate requirements. Further consultation to take place on design of Copthall Sports Hub specifically.
<b>5. Race / Ethnicity</b>	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>	N/A	Proposed new facilities are to consider and incorporate requirements. Further consultation to take place on design of Copthall Sports Hub specifically.
<b>6. Religion or belief</b>	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>	N/A	Proposed new facilities are to consider and incorporate requirements, especially

			relating to programming.
<b>7. Gender / sex</b>	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>	N/A	Proposed new facilities are to consider and incorporate requirements. Further consultation to take place on design of Copthall Sports Hub specifically.
<b>8. Sexual orientation</b>	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>	N/A	Not applicable.
<b>9. Marital Status</b>	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>	N/A	Not applicable.
<b>10. Other key groups?</b>	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>		As part of the design development of the Copthall Sports Hub further engagement will be co-ordinated with key groups and stakeholders.
Carers	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>	Please assess Young, Parent and Adult carer.	
People with mental health issues	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>		
Some families and lone parents	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>		
People with a low income	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>		
Unemployed people	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>		
Young people not in employment or education or training	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>		

#### 4. What will be the impact of delivery of any proposals on satisfaction ratings amongst different groups of residents?

The first stage and second stage consultation highlights the Copthall site as being relatively isolated and mainly accessed by car, as a consequence, additional car parking has been relocated to the southern part of the site within the final masterplan design. The concentration of proposed new facilities within the southern region is anticipated to enable improved flow across the site, compliment the relationship with facilities (existing and new) in addition to enabling a more efficient site operation.

Feedback received as part of consultation and engagement has identified transport and travel (to and from the site) as critical component to the successful delivery of the masterplan. It is therefore expected that a transport assessment will need to be undertaken to ensure that access to and from

the site is dually considered.

It is acknowledged that the site is within Greenbelt and new infrastructure and proposed development will need to demonstrate an overriding benefit to all residents of Barnet.

#### **5. How does the proposal enhance Barnet's reputation as a good place to work and live?**

Each site masterplan proposal has incorporated four main outcomes to translate this into vision concepts for Copthall and Mill Hill Open Spaces which will aim to deliver the following;

- A regional sports hub – increased and improved all year-round sporting offers with new artificial turf pitches, improved grass pitches and inclusive sports offers.
- Wider leisure & cultural activities – a new comprehensive range of activities with retail and café/restaurants. New activities include: inclusive sports zone, events space, play and improved fitness facilities.
- Support nature conservation & biodiversity – to strengthen biodiversity in Copthall.
- Better connected parks – create a new central link to connect pedestrians and cyclists from Middlesex University to Mill Hill Park via Sunny Hill Park, Copthall and Arrandene, together with improved links between the parks and Grahame Park and Colindale.

#### **6. How will members of Barnet's diverse communities feel more confident about the council and the manner in which it conducts its business?**

Copthall Playing Fields, central to the Borough offers a significant opportunity to create a landmark sporting destination for Barnet and the London region. It is acknowledged that the site benefits from a diverse range of users with their own needs and aspirations for the future of the site and a key principle has been to identify a mix and spatial plan for facilities which integrates opportunities and the ability to deliver a sustainable operation.

#### **7. Please outline what measures and methods have been designed to monitor the application of the policy or service, the achievement of intended outcomes and the identification of any unintended or adverse impact? *Include information about the groups of people affected by this proposal. Include how frequently the monitoring will be conducted and who will be made aware of the analysis and outcomes? This should include key decision makers. Include these measures in the Equality Improvement Plan (section 16)***

The adopted design for the Copthall Sports Hub Masterplan will be subjected to further and future architectural, structural and building services design which will take into account additional feasibility work and site investigations. In facilitating future stage developments, Council officers will seek to establish a specific Copthall Delivery Group which will identify a series of workstreams which will integrate equality considerations.

As part of the design development, there will be further opportunities to conduct consultation and ensure access and inclusion is fully integrated into final proposals.

Where future Committee approval is required, a final report outlining a full impact assessment will be presented.

**8. How will the new proposals enable the council to promote good relations between different communities?** *Include whether proposals bring different groups of people together, does the proposal have the potential to lead to resentment between different groups of people and how might you be able to compensate for perceptions of differential treatment or whether implications are explained.*

The Copthall and Mill Hill Open Spaces masterplan proposals seek to promote health and wellbeing, conserve the natural character of the area and encourage economic growth in delivering a unique opportunity

**9. How have employees and residents with different needs been consulted on the anticipated impact of this proposal? How have any comments influenced the final proposal?** *Please include information about any prior consultation on the proposal been undertaken, and any dissatisfaction with it from a particular section of the community. Please refer to Table 2*

From the 21 May 2018 to the 2 July 2018 the Council conducted consultation on the initial draft, a total of 40 responses were received which broadly demonstrated the support for the full masterplan proposal.

There were several responses which were received which instigated a design review of the Copthall Sports Hub Masterplan only (excluding Mill Hill Open Spaces).

Subsequent to a period of extensive engagement with National Governing Bodies (NGBs) and key stakeholders to understand requirements and operational considerations, a final updated draft design has been devised for the Copthall Sports Hub Masterplan (at Appendix C).

a second period of consultation on a revision to the design was undertaken from 5th April to 17th May 2019, in which 456 responses were received. Key headlines following this stage of consultation were;

- Majority of respondents indicated that they visit the site to participate in sports and keep fit.
- 83% - the predominant mode of travel to the Copthall site is via car.
- 68.44% would visit any of the individual sites included within the masterplan if the development were to be implemented.
- 63% respondents to the consultation are female.
- 59.17% strongly agree / tend to agree with the proposed redevelopment of the Copthall



Sports Hub Masterplan.

- 55.45% strongly agree / tend to agree with the key outcomes defined as part of the Copthall Sports Hub Masterplan.
- The primary responses to this stage of the masterplan are those aged 45-57 years

## Overall Assessment

10. Overall impact			
Positive Impact  <input type="checkbox"/>	Negative Impact or Impact Not Known <sup>1</sup>  <input checked="" type="checkbox"/>	No Impact  <input type="checkbox"/>	
11. Scale of Impact			
Positive impact:  Minimal <input type="checkbox"/> Significant <input type="checkbox"/>	Negative Impact or Impact Not Known  Minimal <input checked="" type="checkbox"/> Significant <input type="checkbox"/>		
12. Outcome			
No change to decision  <input checked="" type="checkbox"/>	Adjustment needed to decision  <input type="checkbox"/>	Continue with decision ( <i>despite adverse impact / missed opportunity</i> )  <input type="checkbox"/>	If significant negative impact - Stop / rethink  <input type="checkbox"/>

<sup>1</sup> 'Impact Not Known' – tick this box if there is no up-to-date data or information to show the effects or outcomes of the function, policy, procedure or service on all of the equality strands.

**13. Please give full explanation for how the overall assessment and outcome was decided.**

Information obtained via consultation and engagement undertaken in 2018 by Jon Sheaff Associates, full public consultation in 2018 undertaken by Barnet Council, extensive engagement with National Governing Bodies of Sport (NGBs), Sport England, stakeholders and a second stage of public consultation in 2019.

The outcome considered the potential negative and positive impacts, resulting in no change to the decision to recommend adoption of the final draft masterplan for the Copthall Sports Hub Masterplan

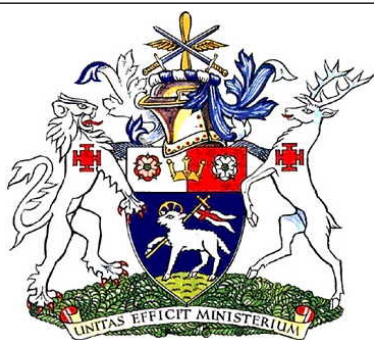
#### 14. Equality Improvement Plan

Please list all the equality objectives, actions and targets that result from the Equality Analysis (continue on separate sheets as necessary). These now need to be included in the relevant service plan for mainstreaming and performance management purposes.

Equality Objective	Action	Target	Officer responsible	By when

1 <sup>st</sup> Authorised signature (Lead Officer/Project Sponsor)	2 <sup>nd</sup> Authorised Signature (Service lead/Project Manager)
Date:	Date:





## Environment Committee

11 September 2019

<b>Title</b>	<b>Colindale Parks Improvement Programme</b>
<b>Report of</b>	Chairman of Environment Committee
<b>Wards</b>	Colindale
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A – Draft Masterplan Colindale Park Appendix B – Draft Masterplan Rushgrove Park Appendix C – Community Consultation Statement
<b>Officer Contact Details</b>	Ruth Miller – Project Manager, Colindale Parks <a href="mailto:Ruth.Miller@barnet.gov.uk">Ruth.Miller@barnet.gov.uk</a> Matthew Gunyon – Partnership and Development Manager, Greenspaces <a href="mailto:matthew.gunyon@barnet.gov.uk">matthew.gunyon@barnet.gov.uk</a> Cassie Bridger – Strategic Lead, Greenspaces and Leisure <a href="mailto:Cassie.bridger@barnet.gov.uk">Cassie.bridger@barnet.gov.uk</a>

## Summary

The Parks and Open Spaces Strategy (POSS) approved in 2016 outlines a strategic approach to guide future investment in parks, ensuring that they are practical and are part of the well-used fabric of a local community. The strategy also acknowledges that in consideration of regeneration and development, parks in Barnet will have to fulfil a new function in supporting the development of sustainable communities and attractive neighbourhoods and in bringing businesses and employment to town centres.

The POSS in conjunction with the Colindale Area Action Plan (CAAP: 2010), recognises opportunities to deliver new investment in parks and open spaces in Colindale and Burnt Oak by 2021/22, supporting the new and increased population.

This report outlines the specific progress which has been made in the development of draft masterplan proposals for Colindale Park and Rushgrove Park, located at Appendix A and B respectively which have been developed in consultation with stakeholders and residents and makes recommendations to progress to full consultation. The design proposals consider the

growing immediate population of the area and greater demand for high quality open space that meets the requirements of local residents. The full Community Consultation Report is located in Appendix C.

Montrose Park Playing Fields and Silkstream Park are two parks that make up one of the largest greenspaces in Colindale and in Barnet. Following adoption of the masterplan for Montrose/Silkstream, construction activity delivered via Blakedown Ltd commenced in November 2018. This report provides an update with progress to date in anticipation for re-opening by April 2020.

Environment Committee are requested to note the progress to date and approve the draft masterplans for Colindale Park and Rushgrove park for full public and stakeholder consultation.

## **Officers Recommendations**

- 1. That the Environment Committee approves the Draft Masterplan for Colindale Park and agrees that the Draft Masterplan 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.**
- 2. That the Environment Committee approves the Draft Masterplan for Rushgrove Park and agrees that the Draft Masterplan 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 Environment Committee note the progress to date in relation to Montrose Playing Fields / Silkstream Park.**

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

- 1.1 The Colindale Area Action Plan (CAAP) adopted in 2010 sets out a flexible framework for future development and change in the Colindale area, outlining regeneration opportunities to incorporate up to 10,000 new dwellings, associated transport, improved greenspace and ancillary development.
- 1.2 A key objective of the CAAP is to ensure that the growth and development of Colindale will provide an accessible and high quality neighborhood that serves the everyday needs of local people. This is especially relevant in considering access to parks and open spaces; that such locations can contribute and respond to future demands, lifestyle changes, biodiversity and environmental considerations.

- 1.3 Set As part of the CAAP and included within the Parks and Open Spaces Strategy; Montrose Playing Fields/ Silkstream Park, Colindale Park and Rushgrove Park were all identified as locations which would benefit from future investment to support local growth.
- 1.4 A programme of work in this area commenced in 2016 with the development of a masterplan for all the parks. Montrose Playing Fields / Silkstream Park, were identified as the first of the parks to be improved. The development for Montrose and silkstream parks began in 2017. Further progress is now followed by developments at Colindale Park and Rushgrove Park which make up the 'Colindale Parks Improvement Programme'. All of which are individual projects, with differing timeframes for delivery, external appointments for design and construction and separate business cases.
- 1.5 In consideration of Colindale Park and Rushgrove Park, Emergent Vernacular Architecture (EVA) were appointed in October 2019 to develop draft plans for for both sites. For each location EVA have undertaken: site analysis, needs analysis, supply and demand analysis, stakeholder engagement, design development, discussions with stakeholder and public engagement on the initial draft, leading to the production of a final draft master plan.
- 1.6 The masterplan sets out to provide an adaptable vision designed to fit into current policy to respond easily to changing requirements; land uses will be flexible enough to respond to future demands and lifestyle changes, whilst maintaining the core qualities and aspirations of the masterplan.
- 1.7 Colindale Park Draft Masterplan
- 1.8 The draft master plan for Colindale Park has been developed following engagement with existing users of the sites such as local residents, local ward Councillors and the Barnet Greenspaces and Leisure Team
- 1.9 During the development of the draft master plan the Council have been in correspondence with Transport for London (TfL) in relation to improvements to Colindale Tube Station which received planning permission in July 2019. It is not anticipated that this will affect the overall draft design of the masterplan.
- 1.10 The draft master plan creates vision for the site which acknowledges the space available to include a range of interests for residents. The proposal included at Appendix A, indicates the following;
- Wayfinding and improved entrances.
  - Outdoor 'reading rooms'.
  - Fixed table tennis table.
  - Wild flowers.
  - Benches.
  - Amenity space.

- Flexible square space which can be utilised to host small scale market type events.
  - New all ages play space (500sqm)
  - Dual cycle way and footpath (4m), recognising the opportunities for connectivity.
  - Outdoor workout space
  - Communal picnic area.
- 1.11 Between 10 and 1 on the 13 July drop in consultation sessions were delivered in Colindale Park where over 60 people attended and approximately an additional 20 questionnaires and emails were received after the event. The full report, outlining information obtained can be located in Appendix C.
- 1.12 The feedback received on the proposed improvements during the drop-in sessions and through the questionnaires and emails received since, is overall very positive with all in support of the changes subject to minor changes in the design. The changes asked for were mainly in relation to location of benches to avoid antisocial behaviour. These issues will be addressed in the next design stage (Detailed Design - RIBA Stage 3).
- 1.13 Cost consultants, Appleyard and Trew, have developed elemental budget estimates for each of the facility developments and the overall site masterplan. All costs at this stage are purely indicative and are intended to provide an overview of each proposal; initial estimates indicate that the total capital cost of the project is likely to be approximately £780,000. This figure includes construction and contingency.
- 1.14 As part of the Section 106 agreement in relation to the Fairview Pulse Development, there is approximately £50,000 available to be utilised specifically for Colindale Park. There is also an anticipated contribution from Public Health towards development of an outdoor gym for £20,000. These are additional amounts to budget and will be submitted to Capital Strategy Board for budget approval.
- 1.15 Any changes to the final design mix or phasing of delivery will impact upon this figure. Further potential funding routes, including opportunities and eligibility for partnership funding from a variety of sources will be further investigated as part of the Outline Business Case (OBC) development process.
- 1.16 Due to the nature of the changes the works are unlikely to need planning permission, which will help with timescales but this is all subject to final designs and potential funding
- 1.17 It Is important to note that the capital and revenue position will be explored further and should be treated as estimates only at this stage.



#### 1.18 Rushgrove Park Masterplan

1.19 The draft masterplan for Rushgrove Park has been developed following engagement with existing users of the site such as Environment Agency, local residents, ward Councillors and the Barnet Greenspaces and Leisure Team.

1.20 The draft master plan recognises the importance of protecting and enhancing the Silkstream river and the Environment Agency has been engaged in the development of the draft masterplan.

1.21 The draft master plan located at Appendix B sets out an ambitious vision for the site. In summary the draft master plan proposes:

- Wayfinding and welcome sign.
- Mobile kiosk for coffee / ice cream.
- New silkstream crossing
- Existing play space
- New play space for older children
- Scooter park
- Benches
- Flexible grass space
- New trees
- Primary shared footpath and cycle path
- Improved biodiversity along the river corridor

1.22 Estimates provided by The Quantity Surveyor, Appleyard and Trew have been informed by an indicative delivery programme designed to provide the Council with an expected overall timeframe for design, planning consent and construction and to inform an assumed position.

1.23 Initial estimates indicate that the total capital cost of the project is likely to be around £1,200,000.

1.24 The existing budget allocation to implement both masterplan proposals is £2m. The combined estimated current value equates to £1.98m with approximately £70,000 presently secured in external investment (the £50k and £20k in paragraph 1.24). The remaining funds cover the professional fees and surveys

1.25 Opportunities and eligibility for partnership funding from a variety of sources will be further investigated as part of the OBC development process.

1.26 The OBC will include a more detailed proposal including the:

- Business case and financial model to support investment and revenue expenditure
- Recommended procurement route to deliver the construction

- programme
- Recommendation for management and site operation.

### Montrose Playing Fields / Silkstream Park Update

- 1.27 In October 2017 Environment Committee approved the masterplan and development of Montrose and Silkstream Park. The construction programme commenced in November 2018 and is being delivered by Blakedown Landscapes Ltd in partnership with the Council.
- 1.28 The construction programme includes;
- 2 new play areas
  - Additional 300 trees
  - Riparian improvements
  - New wetlands
  - Outdoor gym
  - New cycle and pedestrian paths
  - New crossing across Montrose ave
  - Skatepark
  - Multiuse Games area
  - 2 tennis courts
  - Picnic area
  - Bins and benches
  - New café and changing facilities
- 1.29 The works involve a wide range of hard and soft landscaping elements alongside a large section of riparian works to the Silkstream water course flowing between the two park locations. The riparian works are completed as part of the 15 month duration to deliver the scheme.
- 1.30 The current planting season has seen a fraction of the overall tree planting carried out with 120 trees recently installed at Silkstream park. In the forthcoming period further progress will be made on the delivery of the two new bridges, two new play areas and construction of the sports zone.
- 1.31 The new bridge from Fairview, pulse as part of their S106 obligation has been completed and is open for use and easing crossing through to Colindale tube station. Once the park works are complete the new cycle pedestrian path completes the cycle link from Colindale through to Burnt Oak
- 1.32 The full programme, including all associated costs is budgeted at £4.9m this includes £1m to construct the café area and investment achieved from external stakeholders. To date, external funding has been secured from the following;

- Greater London Authority: £326,000
- London Marathon Trust: £100,000
- Environment Agency: £80,000

1.33 In February 2019 the Council engaged with residents in relation to a re-naming of Montrose Playing Fields and Silkstream Park. This exercise engaged with 300 residents who were asked to identify their preferred name from the following;

- Silkstream Valley park
- Silkstream park and Montrose Playing Field (remain the same)

1.34 There was a 60% result in favour of keeping the existing name which will be maintained.

## **2. REASONS FOR RECOMMENDATIONS**

2.1 The recommendations in this report take into account the considerations in the Council's Playing Pitch Strategy (2017) and the Council's draft Indoor Sport and Recreation Study (2018), which are to:

2.2

- Protect sports facilities from loss as a result of redevelopment
- Enhance existing facilities through improving their quality, accessibility and management and
- Provide new facilities that are fit for purpose to meet demands for participation now and in the future.

2.3 It is recommended that Committee approves the draft masterplans for Colindale Park and Rushgrove Park, and agrees that the draft master plans are 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, so that informed decisions can be made about these sites.

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

3.1 The option of not implementing the draft master plans has been considered and is not recommended as it would result in failure to deliver the recommendations of the Parks and Open Spaces Strategy and the Playing Pitch Strategy and the wider corporate and community strategy outcomes outlined in this report. It would also mean that the sites continue to be subsidised by the council.

## **4. POST DECISION IMPLEMENTATION**

4.1 If the Environment Committee agrees the above recommendations officers will undertake full public and stakeholder consultation on the two draft master plans,

and will report the outcomes to a future meeting of Environment Committee. The public and stakeholder consultation will run for a minimum of eight weeks. A questionnaire will be hosted on [www.engage.barnet.gov.uk](http://www.engage.barnet.gov.uk) and this will be widely publicised using channels such as posters in the parks, events in the park and digital methods such Facebook posts and Twitter.

## **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 Fit and Active Barnet (FAB) Framework 2016-2021 has as its vision to "create a more active and healthy borough" reflecting a holistic approach to increasing physical activity levels and reducing health inequalities across the borough

- Built around four outcomes (mirroring those within the Barnet Health and & Wellbeing Strategy, 2015 -2020) the Framework seeks to;
  - Improve and enhance Barnet leisure facilities, ensuring that opportunities are accessible for all residents
  - Advocate investment and innovative policies to support the delivery of high quality, accessible facilities and delivery of services
  - Facilitate partnerships and develop opportunities that demonstrate a commitment to embed an 'active habit'
  - Target those who do not traditionally engage, increasing participation amongst under-represented groups, with a particular focus on Children & Young People, Older Adults, Women and Girls, Disabled People and BAME groups



- With an estimated 376,265 residents, Barnet is the most populous borough in London, and this is projected to increase significantly by 2030 as a result of large scale regeneration (*Barnet Joint Strategic Needs Assessment 2017/18*)
- Physical inactivity in Barnet is estimated to cost £6.7million per annum (per 100,000 of the population) (*Sport England Local Sport Profile*). With a growing population these inequalities are anticipated to exacerbate, placing additional pressure on the council's health and social services
  - 55.7% of adults, 21% of 4 – 5 year olds and 34.4% of 10 – 11 year olds are recorded as overweight or obese (*Barnet Joint Strategic Needs Assessment 2017/18*)
  - Just over half (58.5%) of adults aged 16+ meet the Chief Medical Office recommendation of at least 150 minutes of moderate intensity activity per week (*Sport England Active Lives Survey 2018*)
  - Only 17.6% of 5 – 16 year olds are active every day (60+ minutes of moderate to vigorous activity per day) (*Sport England Active Lives Survey 2018*)
- The FAB Framework intends to address current and projected issues within the borough via a whole systems approach; moving beyond the stereotypical sports environments e.g. leisure centres
- Parks and open spaces are widely recognised for their health benefits and are popular locations, accounting for over 50% of physical activity in the borough (*SPA Review Consultation, 2013*)
- Barnet has a unique blend of parks and open spaces, however in order to continue to attract residents and embed use of these facilities to support active lifestyles it is recognised that further investment and innovative interventions are required. In order to achieve this, the Framework fully endorses findings of the PPS and POSS; facilitating partnership working to improve facilities and enhance access to opportunities for all Barnet residents.

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

5.2.1 Finance and Value for Money – The POSS highlights the importance of strategic investment through the development. It is anticipated that by protecting and enhancing opportunities the Council has the ability to optimise the use of greenspaces at these locations, supporting greater financial sustainability.

5.2.2 The existing agreed funding profile is as follows;

The Colindale Parks and Open Spaces budget was for £8.088m (per 5<sup>th</sup> March 2019 budget book) which includes Montrose Playing Fields / Silkstream park as well as Colindale and Rushgrove parks. This figure was made up of a combination of S106, CIL, Borrowing and Grant funding.

Of this total Montrose Silkstream budget accounts for £4.9 million (budgeted for

construction– including the Café development)  
Colindale Rushgrove had a combined total budget of £2million and which will principally fund the works arising from the consultation proposed as part of this paper . – .

The balancing amount (t the total above), is £1.188m which relates to a mixture of professional fees, surveys, skatepark and contingency.

- 5.2.3 In considering the masterplan proposals for the Colindale Parks Improvement Programme the Council will need to ensure a strong and sustainable revenue position and the delivery of high-quality facilities. This will be explored in detail as part of an outline business case for each site, which will determine the associated capital cost estimates, detailed revenue position and an appraisal of management options to achieve best and optimum value.
- 5.2.4 The funding for the masterplan proposals will be through a blended approach, with funding being provided by a variety of different partners and bodies. The OBCs will include more detailed proposals including the business case and financial model to support investment and revenue expenditure for each site. Following the development of the business cases a further report will be made to this committee and funding bids will be made to Capital Board for consideration and Policy and Resources Committee for consideration and if appropriate their approval.
- 5.2.5 Value for money will be achieved by use of competitive tending for the appointment of organisations to undertake improvements at the sites, in accordance with the Council's Contract Procedure Rules.
- 5.2.6 Procurement – Any procurement will be undertaken in accordance with the Council's Contract Procedure Rules. At this time there are no implications.
- 5.2.7 Staffing – At this time there are no implications.
- 5.2.8 IT – At this time there are no implications.
- 5.2.9 Property – At this time there are no implications.
- 5.2.10 Sustainability – The Parks and Open Spaces Strategy seeks to protect, improve and enhance the natural environment of Barnet.

### 5.3 Social Value

- 5.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This will be done.

### 5.4 Legal and Constitutional References

- 5.4.1 Local authorities have several different statutory powers in relation to parks and open spaces, including the Public Health Act 1875 (as amended by the Local Government Act 1972) which gave local authorities discretionary power to purchase and maintain public walks or pleasure grounds and the Local Government (Miscellaneous Provisions) Act 1976, which gives wide powers to provide recreational facilities. The Open Spaces Act 1906 provides that local authorities may acquire and 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 Article 7 of the Council's Constitution- the Council has delegated responsibility for parks to the Environment Committee, therefore it is appropriate for the Environment Committee to consider master plans for Barnet and King George V Playing Fields, and West Hendon Playing Fields. The Council's Constitution sets out the terms of reference of the Environment Committee. This includes:
- Responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleansing, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.
  - To receive reports on relevant performance information and risk on the services under the remit of the Committee.
- 5.4.3 Significant proportions of the sites are designated as either Green Belt or Metropolitan Open Land. The future development of the proposals included in the draft master plans will need to fully comply with the requirements arising from those designations.
- 5.4.4 Any disposal by way of letting or other of the playing field will need to be advertised and any representations given proper consideration before the Council can determine whether it is appropriate to proceed with any letting. Any development will also need to be subject to planning.

## **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 to 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.

5.6.4 If the Environment Committee agree that the consultation can be undertaken on the draft master plans an outline equalities impact assessment will be undertaken to inform promotion of the consultation. A full equalities impact assessment will be undertaken and will be brought back to a future meeting of the Environment Committee along with the results of the public consultation.

## **5.7 Corporate Parenting**

5.7.1 Not applicable.

## **5.8 Consultation and Engagement**

5.8.1 Engagement with site users, key stakeholders and the public has been undertaken as part of the development of the two draft master plans.

5.8.2 If agreed by Environment Committee a full public consultation and stakeholder consultation for each of the two draft master plans will be undertaken. It is anticipated that these consultations will be for a minimum of eight weeks.

## **5.9 Insight**

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



## **6. BACKGROUND PAPERS**

- 6.1 [Environment Committee 28 November 2018 Papers](#) – including Item 11 Implementation of the Council's Parks and Open Strategy
- 6.2 [Environment Committee 12 May 2016 Papers](#) – including Item 8 Parks and Open Spaces Strategy and the agreement to adopt the strategy and its action plan.

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# Stage 2/Concept Design - PROPOSED MASTERPLAN

- 1 Wayfinding totem/welcome sign
- 2 Improved entrances to the park to deliver a better sense of arrival and proposed welcome signs to be co-designed through an engagement process with residents and implemented by a local artist
- 3 “Colindale square” aims to deliver a flexible space for temporary events, including a farmers/ flea market over weekends.
- 4 Flexible outdoor reading rooms inspired by former Newspaper Library
- 5 Ping Pong and fixed chess tables
- 6 New fruit trees/blossom orchard (located onto soft landscape areas)
- 7 Seating areas overlooking the amenity space integrated with the existing topography
- 8 New all-ages play space, 500 sqm
- 9 Proposed 4m-wide dual cycleway and footpath with seasonal tree avenue
- 10 Flexible amenity space for picnics/frisbee/mollky
- 11 Communal eating/picnic area equipped with garden tables
- 12 Existing paved plaza on Colindale Avenue.
- 13 Long grass edges to be defined by less intensely managed Grassland for biodiversity enhancements
- 14 Wild flowers areas
- 15 Anti traffic bollards
- 16 Outdoor work-out space, complete with equipment for elderly, 360 sqm
- 17 10 proposed benches







- |  |  |  |
|--|--|--|
| ① Wayfinding totem complete with a map of the park and the wider context       | ⑩ Play space for older children (500 sqm)                          | ⑩ Restored MUGA and tennis court   |
| ② Welcome sign and well-defined entrances to deliver a better sense of arrival | ⑪ Primary shared cycle- and footpath with seasonal tree avenue     | ⑪ Native hedgerow to enhance wildlife corridors                          |
| ③ Proposed location of a mobile coffee shop/kiosk/icecream van                 | ⑫ Proposed secondary footpaths                                     | ⑫ Workout area, including equipment for elderly                          |
| ④ New Silkstream crossing  | ⑬ Proposed wetland for flood attenuation                           | ⑬ Petanque + Mölkky area (grass lawn)                                    |
| ⑤ Flexible amenity grass/space for pic-nic/frisbee                             | ⑭ New trees seasonal orchard to work as a sound buffer from street | ⑭ Observation decks/seats overlooking the stream and natural environment |
| ⑥ 10 proposed benches  | ⑮ Scooter park (300 lm)  | ⑮ New woodland walkway through previously inaccessible land.             |
| ⑦ Existing Play Space  |  | ⑮ Proposed new entrances   |
| ⑧ Riparian planting  |  |  |





EMERGENT  
VERNACULAR  
ARCHITECTURE



## COLINDALE AND RUSHGROVE PARKS

### STATEMENT OF COMMUNITY CONSULTATION

31<sup>ST</sup> JULY 2019

EMERGENT  
VERNACULAR  
ARCHITECTURE

## Design Team:

London Borough of Barnet

EVA Studio

LUC

Civic Engineers

## 1.0 INTRODUCTION

## 2.0 OVERALL FEEDBACK

2.1 Overall Feedback - Colindale Park

2.2 Overall Feedback - Colindale Park

## 3.0 DOOR-KNOCKING INTERVIEWS

3.1 Summary

3.2 Key Findings

## 4.0 DROP-IN SESSIONS

4.1 Summary - Colindale Park

4.2 Summary - Rushgrove Park

4.3 Methodology

4.4 Boards presented at the Drop-in Session - Colindale Park

4.5 Boards presented at the Drop-in Session - Rushgrove Park

4.6 Key findings - Colindale Park

4.7 Key findings - Rushgrove Park

## 5.0 WORKSHOP WITH THE CHILDREN

5.1 Questionnaires - Colindale Park

5.2 Questionnaires - Rushgrove Park

5.3 Key Findings - Colindale Park

5.4 Key Findings - Rushgrove Park

5.5 Drawings from the workshop

## 6.0 QUESTIONNAIRES - ADULTS

6.1 Questionnaires - Colindale Park

6.2 Questionnaires - Rushgrove Park

6.3 Key Findings from returned questionnaires - Colindale Park

6.4 Key Findings from returned questionnaires - Rushgrove Park

## 7.0 ADDITIONAL FEEDBACK VIA EMAILS

1.0 INTRODUCTION

1.0 INTRODUCTION

This Statement of Community Engagement summarises the process of consultation undertaken by London Borough of Barnet (LBB), Landscape consultants EVA Studio and LUC and their project team as part of the Concept Design (RIBA Stage 2) to make improvements to Colindale and Rushgrove Parks within the Colindale Area.

The findings from this consultation are aimed at informing the next design stage (RIBA Stage 3 - Design Development).



As part of the Community Engagement three activities/events have been undertaken and total of **121 residents** have been involved and engaged so far:

Event	Type	Number of people	Facilitated by	Date and time
Door-knocking interviews with residents of Rushgrove Avenue and Colin Gardens	Survey	21	Gianluca Stefani (EVA Studio)	26th March 2019, 2pm-7.30pm
“Ice Cream Social” drop-in session in Colindale Park	Drop-in Session	64 (49 adults + 15 children)	Ruth Miller (LBB), Matt Wilson (EVA), Vittoria Fantacci (EVA) and Mena Shah (LUC)	13th July 2019, 10.00am-1.00pm
“Ice Cream Social” drop-in session in Rushgrove Park	Drop-in Session	37 (28 adults + 9 children)	Ruth Miller (LBB), Andrea Panizzo (EVA), Clement Davy (EVA) and James Brisco (LUC)	13th July 2019, 10.30am-1.30pm

The Door-knocking interviews were facilitated by Gianluca Stefani from EVA Studio to investigate the threshold between public space (Rushgrove Park) and private amenity spaces (back gardens) and any other suggestions in regard to what they would like to have included in the design. *The key findings from the door-knocking interviews are appended to this statement in chapter 3.*

The two events that took place on the 13th July were facilitated and attended by Ruth Miller from LBB, supported by EVA Studio and LUC project team, headed by Andrea Panizzo (EVA), Matt Wilson (EVA), James Brisco (LUC) and Mena Shah (LUC). *A record of these consultations is appended to this statement in chapter 4. The key findings from the workshops with the children are appended to this statement in chapter 5.*

A total of 25 completed questionnaires were received during and following the public consultation sessions, and two email with comments were sent to Ruth Miller (LBB). *The key findings from the returned questionnaires are appended to this statement in chapter 6. A record of the received emails with additional comments are appended to this statement in chapter 7.*

	Type	Number
Colindale Park	Questionnaire	19 adults + 14 children
Colindale Park	Email	1
Rushgrove Park	Questionnaire	6 adults + 11 children
Rushgrove Park	Email	1



2.0 OVERALL FEEDBACK

2.1 Overall Feedback - Colindale Park

2.2 Overall Feedback - Colindale Park

## 2.1 OVERALL FEEDBACK

### COLINDALE PARK

#### positive

- A number of participants felt the park had more programs and therefore was more inviting;
- Improved playground & workout equipment was welcomed;
- Participants welcomed large open lawn space for informal sport games;
- Participants welcomed the retention of existing trees;
- Introduction of wild-flowers was welcomed for greater biodiversity; and
- Upgrades to the fence along the railway were welcomed.

#### challenges

- Anti-social behaviour was frequently cited as the primary challenge - this particularly related to the placement of seating along the interior side of the park - hidden from view;
- More lighting was requested to improve safety at night;
- Some participants requested a stronger separation between the Edition estate and park - some wanted the side entrance closed;
- Rubbish was raised as a serious problem with some requesting more bins and most requesting more frequent rubbish collection; and
- Some participants were concerned about cyclists endangering pedestrians along main path and requested speed barriers or separation between pedestrians and cyclists.

**The feedback received on the proposed improvements during the drop-in sessions and through the questionnaires and emails received since, is overall very positive.**

**No big concerns were raised towards the proposed design solutions. However, a few participants wanted to this opportunity to voice their concerns in regard to the current issues in the park, and they expressed the wish of using the next design stage (Detailed Design - RIBA Stage 3) to address these.**

One such issue raised by participants is anti-social behaviour occurring in the park particularly during the night and on weekends. It was highlighted that such activity generally occurred around a number of park benches along the western edge of the park, particularly one largely obscured by surrounding vegetation. Many residents felt unsafe using the park at night and requested this to be addressed as priority primarily through relocating these benches to more conspicuous locations such as along the main diagonal path. Suggestions were also made to increase lighting and provide greater visibility to all corners of the park.

A number of residents from the neighbouring Edition estate requested a stronger separation between the estate and park, either through the form of vegetation, fencing or bollards. A number noted that current side entrances were often used as escape routes if police were called to deal with anti-social behaviour. A couple of participants requested these entrances from the estate be removed all together, however this was not a view shared by all.

Rubbish was also cited as a major problem, with most participants requesting either more bins or increased frequency of rubbish collection. Some suggested co-locating bins with each park bench.

Most participants noted that the park was generally very well used, increasingly so with more people moving into the neighbourhood. This was particularly felt with the playground. Participants welcomed planned improvements to the playground, requesting that upgrades be suitable for all ages and greater variety of equipment provided. Some requested the playground be located further away from the Edition estate to minimise noise pollution. There was also widespread support for the proposed introduction of outdoor workout equipment and the large open lawn area. Some concerns were raised about cyclists riding through the park at high speeds, endangering pedestrians, with requests made to provide speed barriers or a separation line between cyclists and pedestrians.

A number of participants requested that existing trees be largely retained and that greater shade be provided for the playground. A few participants requested greater biodiversity in the park and welcomed plans for wildflower planting. Upgrades to fencing adjacent to the railway were welcomed though some queried how such painted fences might weather over time. Suggestions of a soft edge such as a hedgerow were also made.

## 2.2 OVERALL FEEDBACK

### RUSHGROVE PARK

#### positive

- Opening the park to the river was welcomed suggesting nature information boards to help users appreciate the wildlife;
- Most welcomed introduction of the 'island' along stream as a place for kids to play;
- Participants felt the proposed scooter path would be very popular and liked plans for a walking/work out trail;
- Increased seating areas including picnic tables were welcomed, with particular concern for regular and appropriate seating for elderly;
- The new entrance to the northern edge of the park was welcomed to improve connection with new development; and
- Delivering a better entrance and sense of arrival on the western edge was welcomed.

#### challenges

- Better sports facilities were widely suggested including improving the existing tennis court, providing space for football or basketball;
- Drug dealing and drinking was frequently cited as a primary factor to be addressed - suggestions were made to lock the park at night, provide police patrols and increase lighting;
- Some suggested re-introducing a park warden to improve security and maintenance of the park;
- Most participants requested more bins, with some suggesting introducing recycling alternatives and better signage; and
- Upgrades to the playground were strongly suggested.
- main path and requested speed barriers or separation between pedestrians and cyclists.

**The feedback received on the proposed improvements during the drop-in sessions and through the questionnaires and emails received since, is overall very positive.**

**No big concerns were raised towards the proposed design solutions. However, a few participants wanted to this opportunity to voice their concerns in regard to the current issues in the park, and they expressed the wish of using the next design stage (Detailed Design - RIBA Stage 3) to address these.**

Participants welcomed the proposal to open up the park to the river and suggested the introduction of nature information boards to help park users better appreciate the wildlife. The creation of the 'island' along the stream was welcomed with some feeling it would be a great place for kids to play.

The creation of a scooter path was warmly welcomed, many feeling it would be very popular. Similarly the walking/work out path along the creek was regarded as a great idea and some felt it would provide a nice opportunity to appreciate the natural vegetation along the creek.

The introduction of new and more frequent seating was welcomed, with a number of participants highlighting the present difficulty of elderly members visiting the park with the limited and decrepit seating currently available.

The new proposed northern entrance was felt to be a strong idea to improve access to the park and connection to the new development along Colindeep Lane. The proposed improved western entrance was also welcomed to provide a better sense of arrival to the park.

Upgrades to the play space was strongly suggested. A number of participants suggested further improvement to the existing tennis courts as well as space provided for sport activities such as football or basketball.

A number of current challenges facing the park were raised by participants. Primary among these were drug dealing and reckless alcohol consumption, with many feeling such activity compromised their safety within the park. This was highlighted as a particular issue at night and thus suggestions were made to lock the park at night, provide police patrols and increase lighting. The present location of seating close to park entrances was also felt to attract drinkers as "people with boxes of beer don't want to walk too far from the entrances". Some suggested banning alcohol consumption within the park, or at least providing signage to act as a deterrent. In addition, some suggested re-introducing a park warden to improve security and maintenance of the park. Rubbish was also cited as a major problem, with participants calling for more bins and even recycling alternatives. Better signage was suggested to encourage appropriate rubbish disposal.





## 3.0 DOOR-KNOCKING INTERVIEWS

### 3.1 Summary

### 3.2 Key Findings

3.1 SUMMARY

In March 2019 EVA Studio has undertaken a survey with the residents of Rushgrove Avenue and Colin Gardens through door-knocking interviews.

The main purpose was to investigate in further details the threshold between public space (Rushgrove Park) and private amenity spaces (back gardens) and any other suggestions in regard to what they would like to have included in the design.

Date and Time:

26th MARCH 2019

2pm-7.30pm

Surveyor:

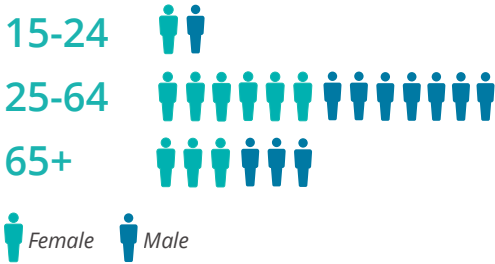
Gianluca Stefani (EVA Studio)

Cross-Section

23%

16 house holders (21 residents)  
interviewed out of 90

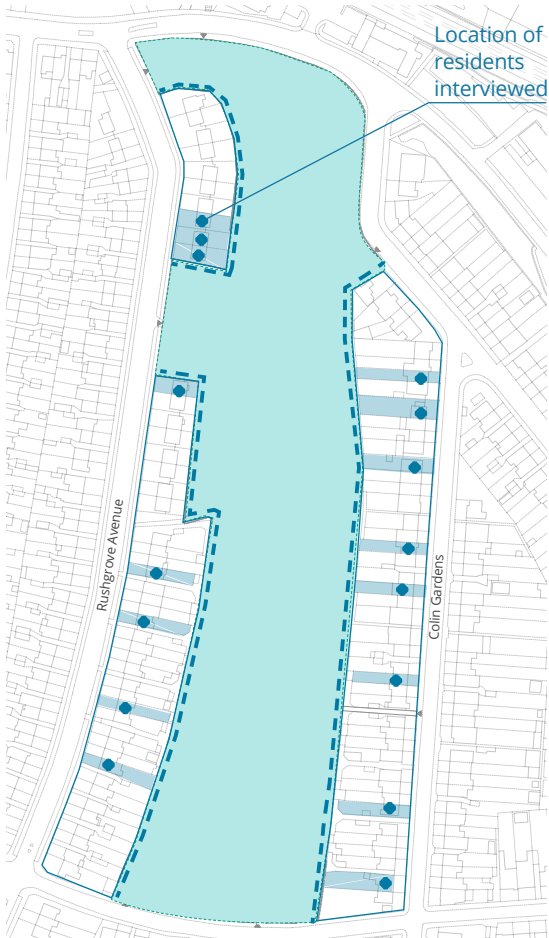
Average age of participants:



Number of years residents lived in the neighbourhood:

23 years

Average number of years



List of questions:

1. How often do you/your family/ flatmates use the garden?

2. What is the age of people living in this house who use the garden the most?

3. What do you normally use your back-garden for?

4. What do you like/don't like of the current threshold between your garden and the park?

5. How do you feel in regards to security of the current threshold between the park and your back garden?
6. How do you feel about the possibility of seeing the park from you garden (and back windows)?

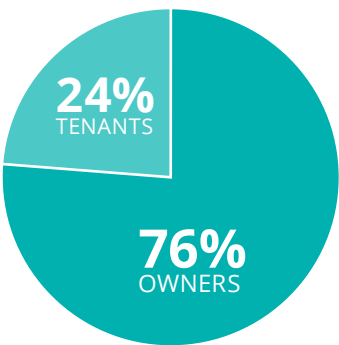
7. Do you perceive overlooking and hearing people in the park as...?

8. How many years did you live in this neighbourhood?

9. Do you rent or do you own the place?

10. Do you have any suggestions in regards to what should be included in the design of the public park?

Ownership:



## 3.2 KEY FINDINGS

The residents who accepted to be interviewed, have provided useful suggestions and recommendations, which will be taken into consideration to be included in the design. They are generally satisfied with the current arrangement of the back garden/park threshold. Most of the concerns were in regard to safety inside the park and users' behaviour at night.

**Soft landscape and trees:** the residents have suggested more plants and flowers, to clean up the shrubs along the stream. Some people recommended more trees, some other fewer trees (as the park is too shady).

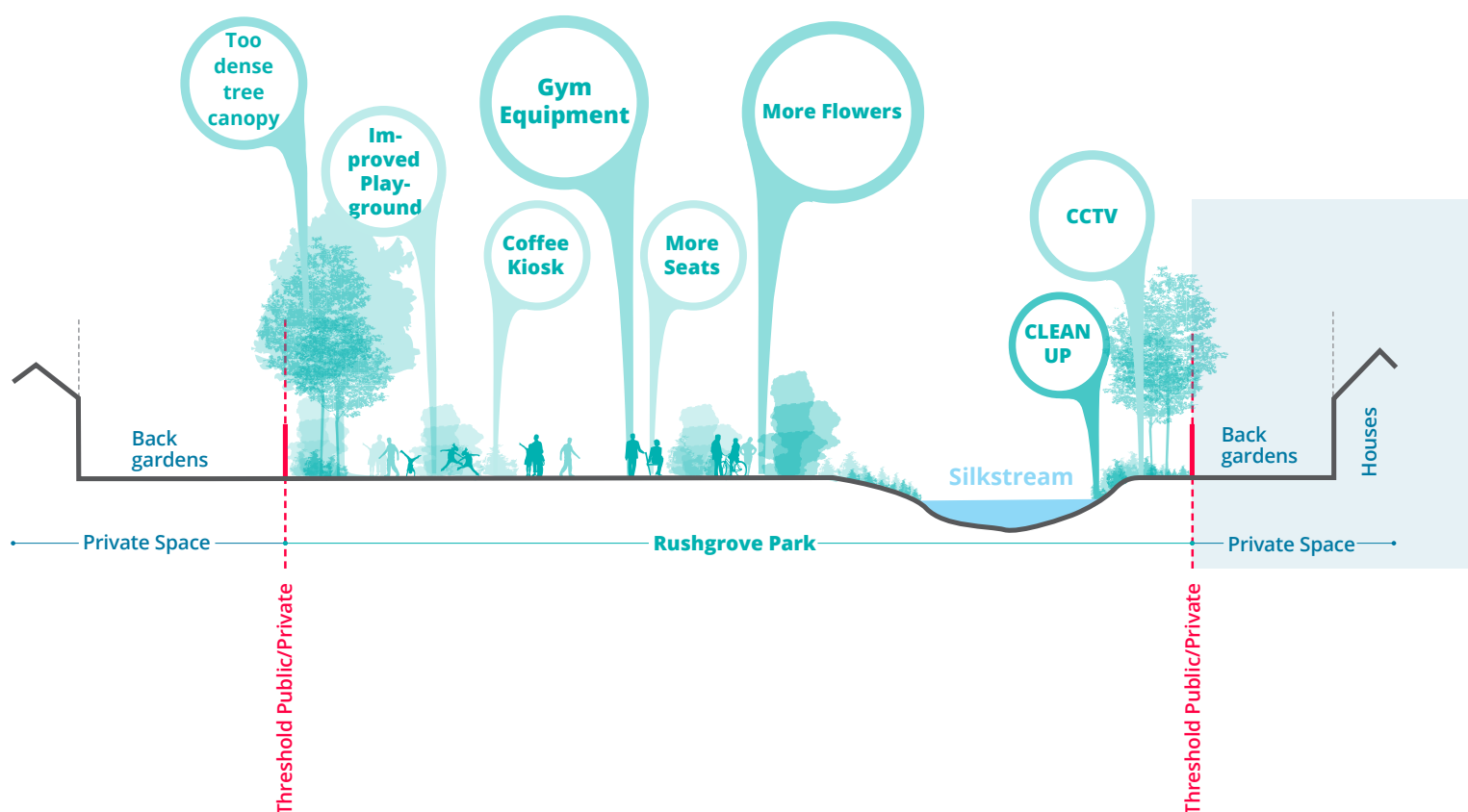
**Perception of safety:** whilst the majority of the residents interviewed perceive the threshold between their back garden and the park as safe, a few recommended higher fence, the installation of CCTV, and the park to be locked at night.

**Equipment:** more bins, more seats, coffee kiosk, improved play space, spaces for families, a bridge across the stream, improved footpaths, work-out equipment.

### Other notes:

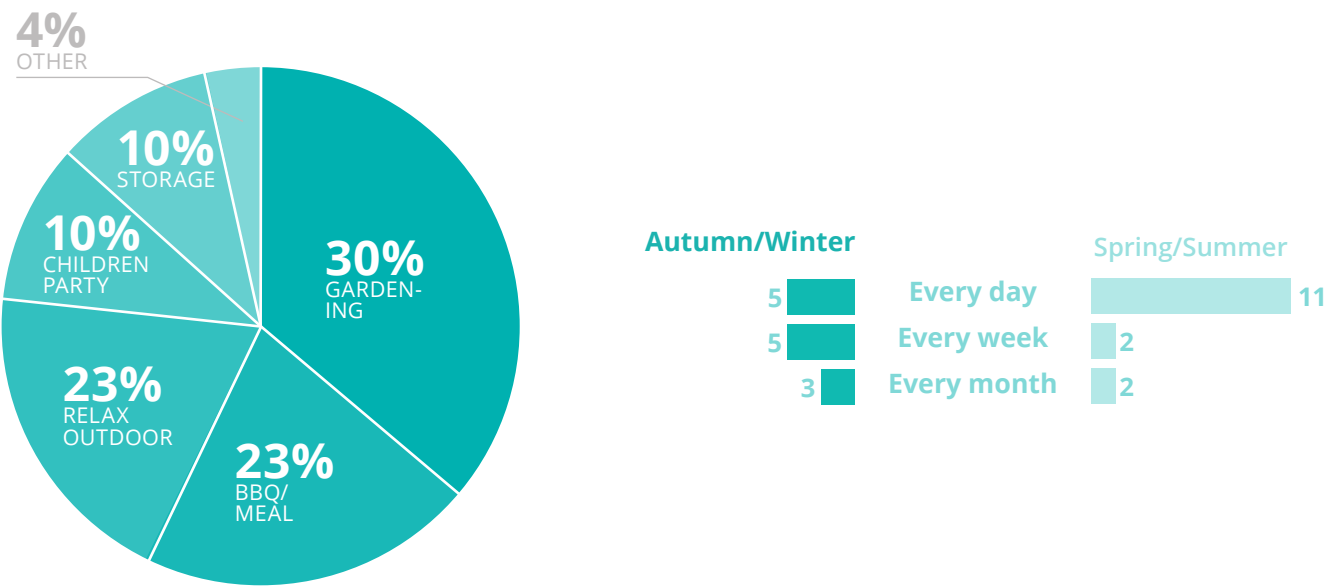
One of the residents interviewed told us that her husband and her children use to play tennis in the park's courts on Sundays and they would love to see those tennis courts improved.

A lady recommended a non-steel bench as in her opinion are too cold.

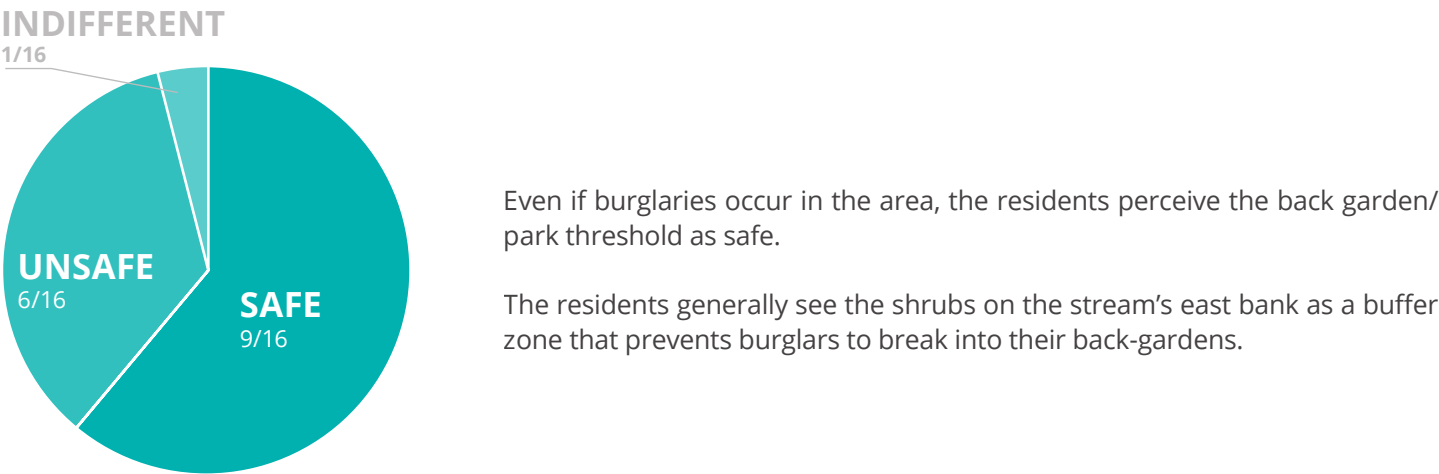


3.2 KEY FINDINGS (CON'T)

Use of the back-garden:



Perception of safety on threshold back-garden/public park:



Overall perception on the back-garden/park threshold:



As most of the residents interviewed seem to think the current threshold is generally good, some highlighted the necessity to have high fence while other suggested a less dense tree canopy to avoid over shady spots in their private gardens.



## **4.0 DROP-IN SESSIONS**

4.1 Summary - Colindale Park

4.2 Summary - Rushgrove Park

4.3 Methodology

4.4 Boards presented at the Drop-in Session - Colindale Park

4.5 Boards presented at the Drop-in Session - Rushgrove Park

4.6 Key findings - Colindale Park

4.7 Key findings - Rushgrove Park

4.1 SUMMARY - COLINDALE PARK

COLINDALE PARK

On 13th July 2019 LBB, EVA Studio and LUC have facilitated a drop-in session (called “Ice Cream Social”) to engage with the users of Colindale Park. The main purpose was to present the Concept Design scheme (RIBA Stage 2), undertaken by EVA Studio, LUC and Civic Engineers and completed in June 2019, and to receive a feedback, comments and suggestions from the residents who attended the drop-in session. The drop-in session at Colindale Park was very well attended with a fairly constant stream of local residents participating throughout the day. Most lived within 1-5min walk from the park and had mostly moved into the area within the last 9 years.

The atmosphere was very cordial and the conversation was constructive. The vast majority welcomed the opportunity to express their opinion on the park’s current situation and future improvement.

Date and Time:

13th JULY 2019

10am-1pm

Facilitators:

Ruth Miller (LBB)  
Matt Wilson (EVA Studio)  
Vittoria Fantacci (EVA Studio)  
Mena Shah (LUC)

Number of participants:

64 (15 children + 49 adults)

Average age of participants:



4.2 SUMMARY

RUSHGROVE PARK

On 13th July 2019 LBB, EVA Studio and LUC have facilitated a drop-in session (called “Ice Cream Social”) to engage with the users of Rushgrove Park. The main purpose was to present the Concept Design scheme (RIBA Stage 2), undertaken by EVA Studio, LUC and Civic Engineers and completed in June 2019, and to receive a feedback, comments and suggestions from the residents who attended the drop-in session. The drop-in session at Rushgrove Park was well attended by local residents across a broad range of age groups. Most lived within 1-5min of the park and had been living in the area for at least 20 years.

The atmosphere was very cordial and the conversation was constructive. The vast majority welcomed opportunity to provide feedback and most were very favourable towards the proposed design.

Date and Time:

13th JULY 2019

10.30am-1.30pm

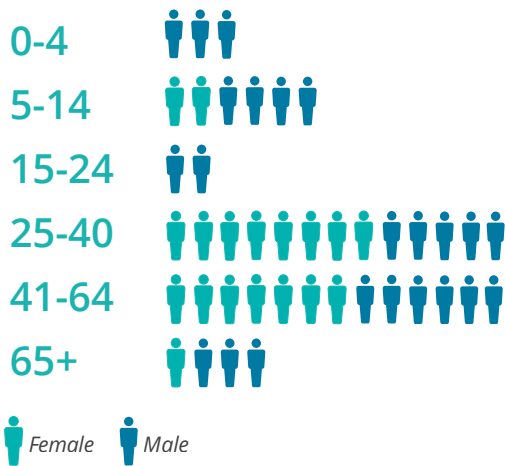
Facilitators:

Ruth Miller (LBB)  
Andrea Panizzo (EVA Studio)  
Clement Davy (EVA Studio)  
James Brisco (LUC)

Number of participants:

37 (9 children + 28 adults)

Average age of participants:



## 4.3 METHODOLOGY

The main objective of the **public engagement** undertaken on 13th July 2019 was to collect comments from the residents on the solutions proposed in the Concept Design document (RIBA Stage 2) in regard to the improvements of Colindale and Rushgrove Parks. The feedback collected is aimed at informing the following stage Design Development (RIBA Stage 3).

The review of the Concept Design is to be achieved through two drop-in sessions that took place on Saturday 13th July 2019 in both Colindale and Rushgrove Parks, called “Ice Cream Social”.



Leaflets distributed in the park by LBB one week prior the events.

### Facilitators/moderators and responsibilities:

Park	Company/Organisation	Name	Responsibility
Colindale + Rushgrove Parks	LBB	Ruth Miller	Overview the events
Rushgrove Park	EVA Studio	Andrea Panizzo	Focus groups with the adults
Rushgrove Park	EVA Studio	Clement Davy	Games with children
Rushgrove Park	LUC	James Brisco	Workshop with children
Colindale Park	EVA Studio	Matt Wilson	Focus groups with the adults
Colindale Park	EVA Studio	Vittoria Fantacci	Games with children
Colindale Park	LUC	Mena Shah	Workshop with children

### Proposed time-line:

The proposed consultation on the proposed scheme (showcased on a few boards mounted on easels) will take place directly in the parks with the goal in mind to reach out to the residents living nearby, as well as a wider public (other users of the parks). Each event will be run for three hours and will be flexible to allow people to come and go.

10:00 am	Presentation of the design scheme	Presentation of the design scheme
10:15 am	Workshop with the children	Workshop with the children
10:30 am	Engagement with the adults	Engagement with the adults
10:45 am	Games with the children	Games with the children
11:00 am		
11:15 am		
11:30 am		
11:45 am		
12:00 pm		
12:15 pm		
12:30 pm		
12:45 pm		
1:00 pm		
1:15 pm		
1:30 pm		



## 4.3 METHODOLOGY (CON'T)

### Proposed methodology:

- Welcome and introduction to the engagement session: quick introduction from LLB on the project's objectives, the project's time-line and the design team.
- The initial presentation was aimed to present the design team, the project's process, what we have learned from the early consultation in 2014 and the more recent door-knocking interviews in Rushgrove Park (April 2019), the evolution of the design, proposed brief and finally the concept design. A site plan and a photo-montage of the proposed design will be printed on rigid supports and installed on easels to facilitate the conversation.
- After the initial presentation, a dedicated focus group with the adults was aimed at better understanding if the proposed design is a clear response to the resident's needs and aspirations. The comments/feedback have been flagged on a site plan in a separated board.
- Run at the same time as the focus groups with adults, a workshop with the youths will be dedicated to the play space and playing activities. The workshop will be facilitated by drawing ideas on a paper roll or a flip chart.



The boards with the proposed design were mounted on rigid support and on easels.



An initial presentation on the proposed design was held.



The comments were annotated on colourful



... and placed on the proposed site plans...



... which allowed the facilitators to map the findings.



Whilst the adults were engaged with the facilitators a workshops with the children was aimed at co-designing the play space.



At the end of the drop-in sessions games for ... as well as ice cream!



## 4.4 BOARDS PRESENTED AT THE DROP-IN SESSIONS

### COLINDALE PARK



Design opportunities, zoning and references

The comments were annotated on coloured flags placed on the proposed site plan



Proposed Design



## 4.5 BOARDS PRESENTED AT THE DROP-IN SESSIONS (CON'T)

### RUSHGROVE PARK



Design opportunities, zoning and references



The comments were annotated on coloured flags placed on the proposed site plan

### Stage 2/Concept Design - **PROPOSED MASTERPLAN**



- 1 Wayfinding totem complete with a map of the park and the wider context
- 2 Welcome sign and well-defined entrances to deliver a better sense of arrival
- 3 Proposed location of a mobile coffee shop/kiosk/icecream van
- 4 New Silkstream crossing
- 5 Flexible amenity grass/space for pic-nic/frisbee
- 6 10 proposed benches
- 7 Existing Play Space
- 8 Riparian planting
- 10 Play space for older children (500 sqm)
- 11 Primary shared cycle- and footpath with seasonal tree avenue
- 12 Proposed secondary footpaths
- 13 Proposed wetland for flood attenuation
- 14 New trees seasonal orchard to work as a sound buffer from street
- 15 Scooter park (300 lm)
- 16 Restored MUGA and tennis court
- 17 Native hedgerow to enhance wildlife corridors
- 18 Workout area, including equipment for elderly
- 19 Petanque + Mollky area (grass lawn)
- 20 Observation decks/seats overlooking the stream and natural environment
- 21 New woodland walkway through previously inaccessible land.
- 22 Proposed new entrances

Proposed Design

## 4.6 KEY FINDINGS

### COLINDALE PARK

During the drop-in session in Colindale Park facilitators from LBB and EVA Studio have collected feedback and comments from the participants and placed on a specific map mounted on rigid support and installed on easels. This exercise not only allowed the design team to collect site-specific responses on the proposed design and the existing conditions of the park, but it also facilitated a more fluid conversation with the residents, and among the residents.





## 4.6 KEY FINDINGS (CON'T)

### COLINDALE PARK

- 1 "Make a woodland Nature Reserve' here instead of a picnic area"
- 2 "Not a good idea to have here a picnic area due to antisocial behaviour that take place at present"
- 3 "Move picnic area opposite where is more visible"
- 4 "There is always antisocial behaviour after dusk here"
- 5 "All residents of the Edition's development have a Whatsapp groups where they report antisocial behaviour"
- 6 "Increase the biodiversity area. Maybe have a green corridor leading to all the way through the park"
- 7 "More bins and dog poo specific bins!"
- 8 "Kids at present are safe in this area!"
- 9 "Include designated social space here!"
- 10 "I like this open space, feels safe!"
- 11 "This green, natural space feels safe!"
- 12 "The existing bench in this area collects anti social behaviour people!"
- 13 "Keep hedgerow! Natural division between the park and housing, and home to wildlife!"
- 14 "More variety of play equipment from the existing one!"
- 15 "More focus on the play space!"
- 16 "Have benches only on this side to minimise anti social behaviour at night for residents!"
- 17 "The primary root is sometime used by motorbikes!"
- 18 "Mark line segregation between cycle and walkways!"
- 19 "Fence-thorny bushes-softer planting in front!"
- 20 "Maybe have patrols/police/other support to reduce anti social behaviour/people drinking sitting all day on the bench in this area!"
- 21 "More bins!"
- 22 "Have an area dedicated to dogs!"
- 23 "Have more seating for elderly next to the adult play/gym area!"
- 24 "Keep this green buffer!"
- 25 "Bollards needed here"
- 26 "Have a football area here!"
- 27 "More natural planting"
- 28 "A fence is needed!"
- 29 "Remove these benches"
- 30 "Install CCTV cameras!"
- 31 "CCTV needed"
- 32 "Swap picnic area with external reading room!"
- 33 "Add shade in the play space!"
- 34 "Cycle way is a problem, too fast too dangerous"
- 35 "Add seating in the open space!"
- 36 "Add bins next to every bench"
- 37 "present crime-drug dealers tend to stay far away from the children!"
- 38 "Less lighting!"
- 39 "Add more bins!"
- 40 "The bikers are too fast! There are too many entrances/exits"
- 41 "Benches are a real problem! They need more visibility!"
- 42 "More lighting on the West side! Bins need to be emptied more often!"
- 43 "Middlesex University has a good outdoor space, the tennis tables are a good example!"
- 44 "New small trees get often ripped!"
- 45 "Add more lights!"
- 46 "Fence along railway needs to be more permanent!"
- 47 "Link across the railway to be considered!"
- 48 "Bins need to be protected by birds!"
- 49 "After 3pm people are queuing to go to the playground!"
- 50 "Use the vacant shop!"
- 51 "Add more equipment for adults and children!"
- 52 "Use a soft paving for the play space!"
- 53 "Add a mummy and baby swing!"
- 54 "Close side entrance!"

### OTHER COMMENTS/FEEDBACK:

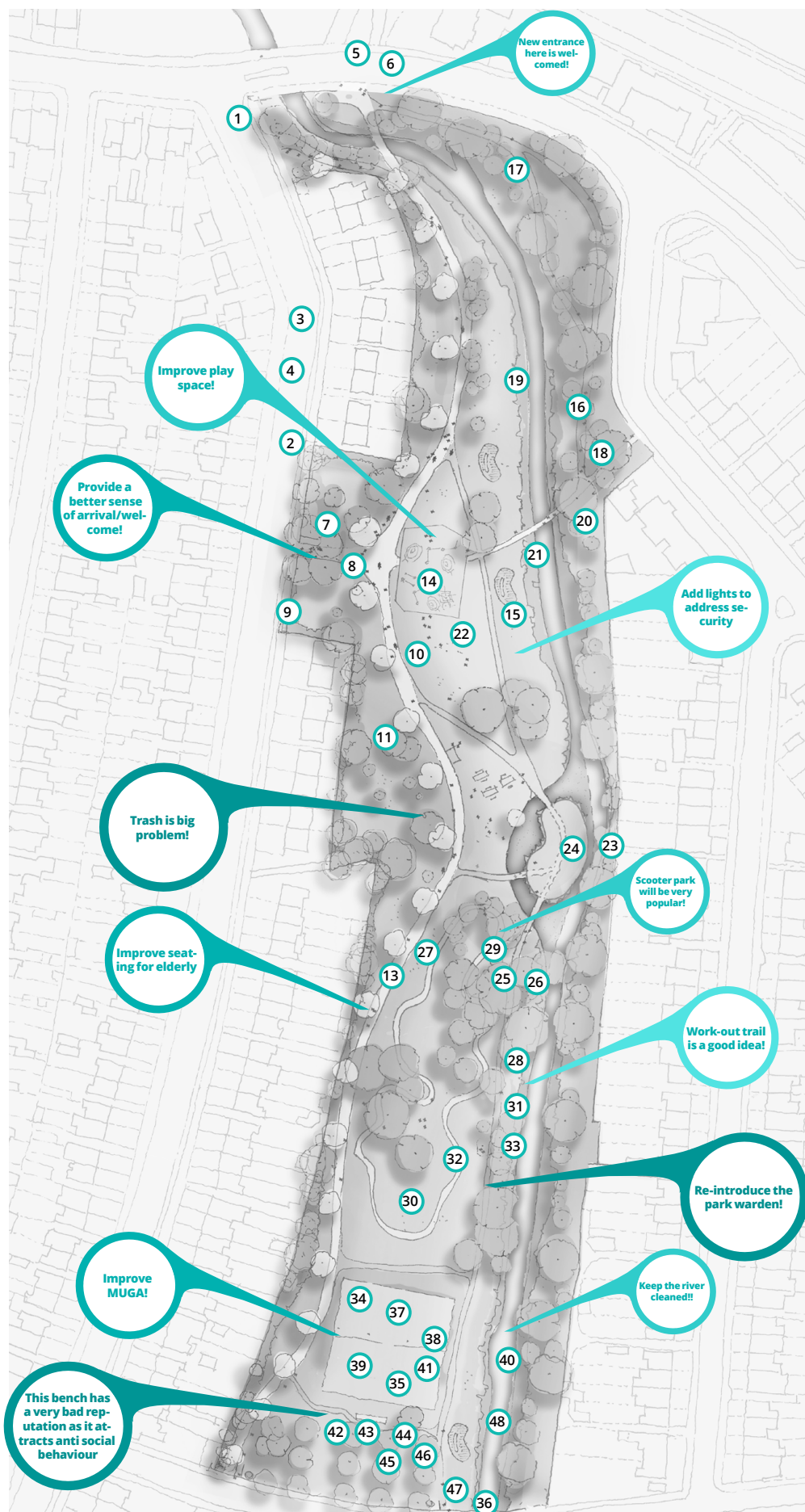
- "Open stage area for busking"
- "Use recycling bins!"
- "Rubbish in Colindale Park is a big deal!"
- "At present the play space is the most used area!"
- "The council provides an irregular service!"
- "The park is packed in the summer, especially after school!"
- "Improve pedestrian use of the park!"
- "Include a biodiversity area!"
- "Include a football space, as more and more there are younger people moving in!"

## 4.7 KEY FINDINGS

### RUSHGROVE PARK

During the drop-in session in Rushgrove Park facilitators from LBB and EVA Studio have collected feedback and comments from the participants and placed on a specific map mounted on rigid support and installed on easels.

This exercise not only allowed the design team to collect site-specific responses on the proposed design and the existing conditions of the park, but it also facilitated a more fluid conversation with the residents, and among the residents.



## 4.7 KEY FINDINGS (CON'T)

### RUSHGROVE PARK

- 1 "Difficult pedestrian cross here!"
- 2 "Marked parking bays for parents with children and people with disabilities here are needed"
- 3 "Speed limit on Rushgrove Avenue is an issue!"
- 4 "Cars run fast and crossing the road feels unsafe!"
- 5 "Very good idea to create a link with the new development"
- 6 "Colindeep Lane is very busy. Adding an entrance here can be only addressed by improving pedestrian crossing! A traffic light ahead might be a good idea"
- 7 "Why not adding an education/awareness board"
- 8 "Delivering a better entrance and sense of arrival is welcomed!"
- 9 "Higher fencing to address security!"
- 10 "More seating for adults taking their children to the park!"
- 11 "Picnic area here"
- 12 "No sand pits!"
- 13 "Improve the bad conditions of the existing footpaths. At present they are challenging for the elderly!"
- 14 "Refresh and improve the play space"
- 15 "Flower beds next to the seating areas"
- 16 "A lot of people throw their trash in this area!"
- 17 "More natural play for older children!"
- 18 "People drop big trash bags here"
- 19 "Anti social behaviour takes place behind the bushes along the river!"
- 20 "If you open this section of the park, add a fence here!"
- 21 "Clear shrubs along the river to increase openness"
- 22 "Add some work-out equipment next to the play space for the parents!"
- 23 "Do not open this section of the park, it is too narrow!"
- 24 "Good idea to have this 'island' as a play space for older children (6-12)"
- 25 "We used to have a warden! It could be great to have a park keeper again; it will improve perception of safety!"
- 26 "Open the park to the river is welcomed!"
- 27 "Think about the shape of benches for the elderly. Make it step-free"
- 28 "The idea to have a work-out trail and not a dedicated area is welcomed"
- 29 "Can you bring a park warden as in the old days?"
- 30 "Gap here to be filled with more trees!"
- 31 "Careful with the type of equipment you choose. Make sure you don't encourage anti social behaviour!"
- 32 "Excellent idea to have a scooter park! It could become very popular in the neighbourhood!"
- 33 "Make sure that there is going to be enough work-out for elderly"
- 34 "Improve MUGA!"
- 35 "One basketball/football + one tennis court!"
- 36 "The 2015 floods were particularly problematic in this area!"
- 37 "There is always loud music in this area"
- 38 "The MUGA area is intimidating at night!"
- 39 "Tennis court is always used!"
- 40 "There is a big amount of trash in the river!"
- 41 "Improve tarmac"
- 42 "There is always a lot of rubbish around this bench!"
- 43 "The proposed 10 benches are a good idea. Location is key. This bench always collect anti social behaviour!!"
- 44 "Safety is a big issue at night!! There is drug dealing in this area"
- 45 "This bench has a bad reputation because its location. People with boxes of beer cans don't want to walk too far from the entrances!"
- 46 "There are a lot of cans and bottles in the early morning!"
- 47 "This is a bottle neck. Sort this out!"
- 48 "The river is full of birds and owls. It could be great to have some more informations about these species!"

### OTHER COMMENTS/FEEDBACK:

- "Trash is a big problem, it attracts foxes at night!"
- "Have more lights to avoid antisocial behaviour!"
- "Can we see/review the final design (Stage 3)?"
- "Council to provide a park person to contact when there is an issue!"
- "To address safety the council should provide a long-term solution!"
- "We are a big community of dog walkers!"
- "Having no lights in the park will be a big problem (as it is today)!"
- "Recycling should be encouraged!!"
- "Huge quantity of bottles were smashed were found on Easter day (2019) in the Play Space!"

## **5.0 WORKSHOP WITH THE CHILDREN**

5.1 Questionnaires - Colindale Park

5.2 Questionnaires - Rushgrove Park

5.3 Key Findings - Colindale Park

5.4 Key Findings - Rushgrove Park

5.5 Photographs of the drawings



## 5.1 QUESTIONNAIRES

### COLINDALE PARK

## COLINDALE PARK

1. Why do you currently come to Colindale Park? Circle the 3 most important to you!

Play ball games   Use the play area   Relax with my friends   Picnic with my family   Play in the trees   Riding my scooter/bike

Other: .....

2. Which of these is your favourite type of play space? Number your favourite as 1 to your least favourite as 8.



☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐

Describe your favourite place in the park: .....

3. There are lots of things we can do in the park. Here are some examples! Circle your 3 favourite activities:



Spinning   Climbing   Thinking   Swinging   Sliding   Balancing   Ball games   Relaxing

Tell us, what would you like to do in the park? Can you think of any more activities? :-)

Write down your thoughts here: .....

.....

We would like you to **draw a fantasy play space** which would improve Colindale Park! :-) Trees, plants, castles, mazes, swings, water, smells, colours, sounds... just use your **IMAGINATION** and think about different kinds of spaces you would like to play in! The most **CREATIVE** proposals will be **REWARDED!!!**

Name: ..... Age: .....

How did you get here today?: .....

.....

## 5.2 QUESTIONNAIRES

### RUSHGROVE PARK

## RUSHGROVE PARK

1. Why do you currently come to Colindale Park? Circle the 3 most important to you!

Play ball games   Use the play area   Relax with my friends   Picnic with my family   Play in the trees   Riding my scooter/bike

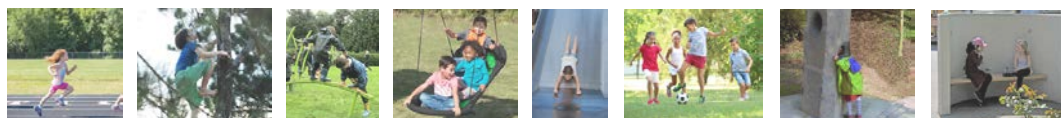
Other: .....

2. Which of these is your favourite type of play space? Number your favourite as 1 to your least favourite as 7.


☐
☐
☐
☐
☐
☐
☐

Describe your favourite place in the park: .....

3. There are lots of things we can do in the park. Here are some examples! Circle your 3 favourite activities:



Running

Climbing

Balancing

Swinging

Sliding

Ball games

Exploring

Relaxing

Tell us, what would you like to do in the park? Can you think of any more activities? :-)

Write down your thoughts here: .....

BARNET  
LONDON BOROUGH

EVA

EMERGENT  
VERNACULAR  
ARCHITECTURE

E

Civic Engineers

LUC

We would like you to **draw a fantasy play space** which would improve Rushgrove Park! :-) Trees, plants, castles, mazes, swings, water, smells, colours, sounds... just use your **IMAGINATION** and think about different kinds of spaces you would like to play in! The most **CREATIVE** proposals will be **REWARDED!!!**

Name: ..... Age: .....  
How did you get here today?: .....

BARNET  
LONDON BOROUGH

EVA

EMERGENT  
VERNACULAR  
ARCHITECTURE

E

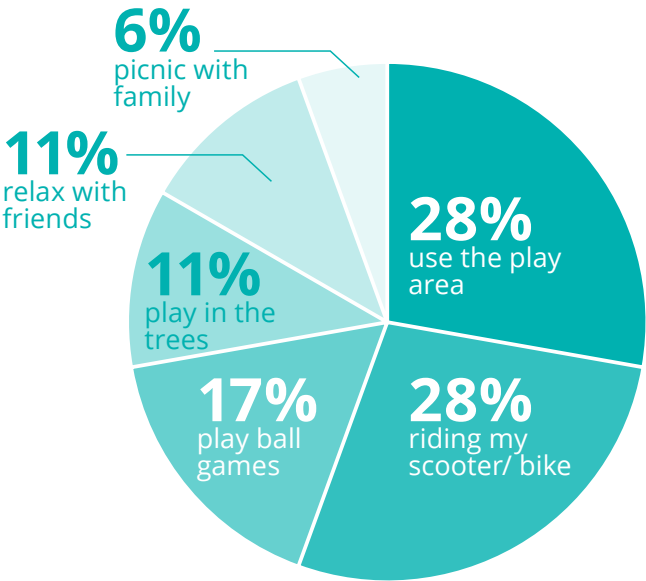
Civic Engineers

LUC

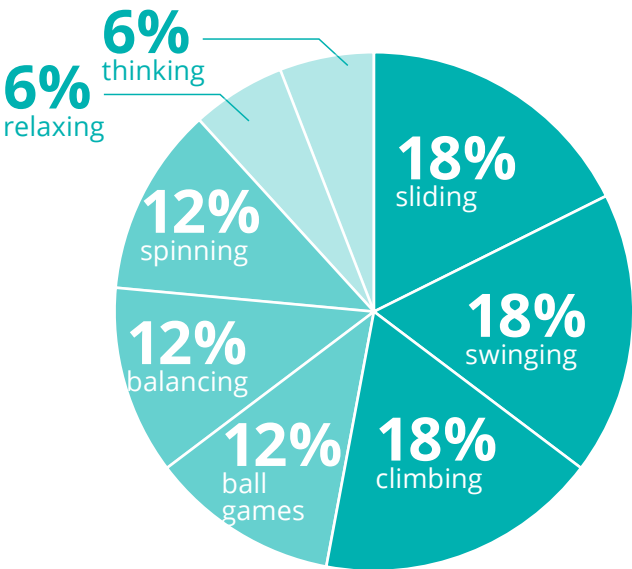
5.3 KEY FINDINGS

COLINDALE PARK

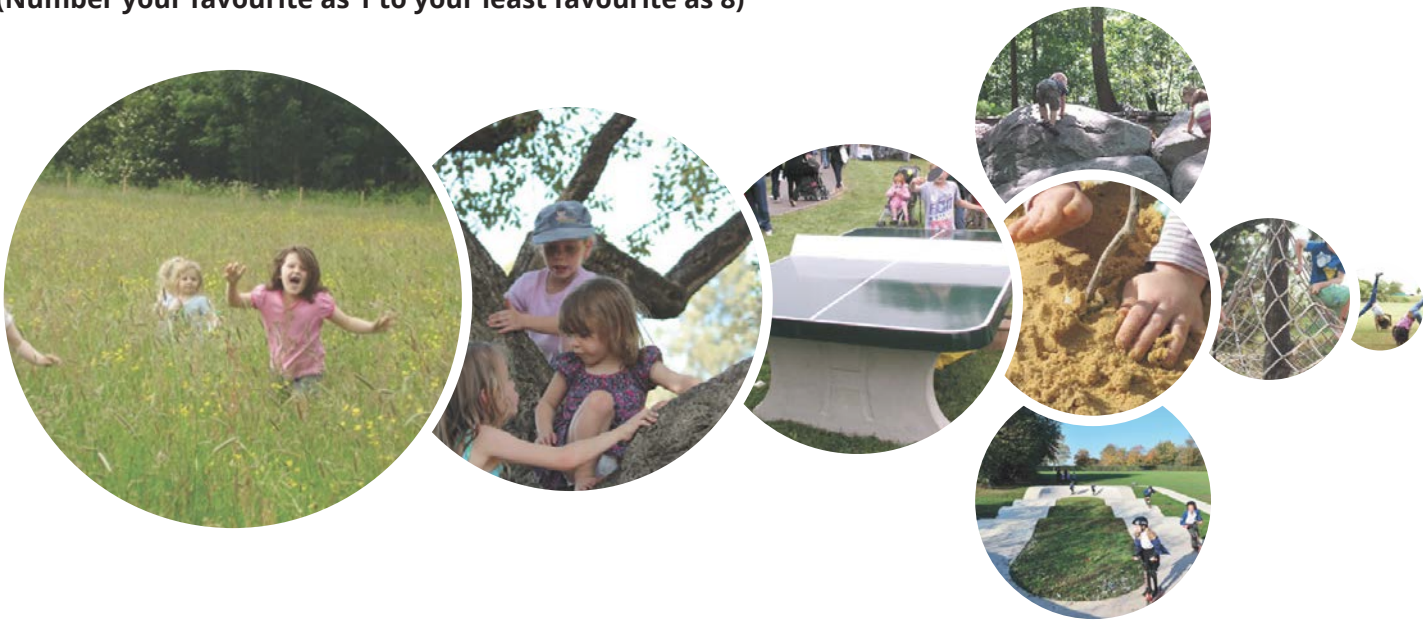
Why do you currently come to Rushgrove Park?



What are your favourite activities to do in the park?



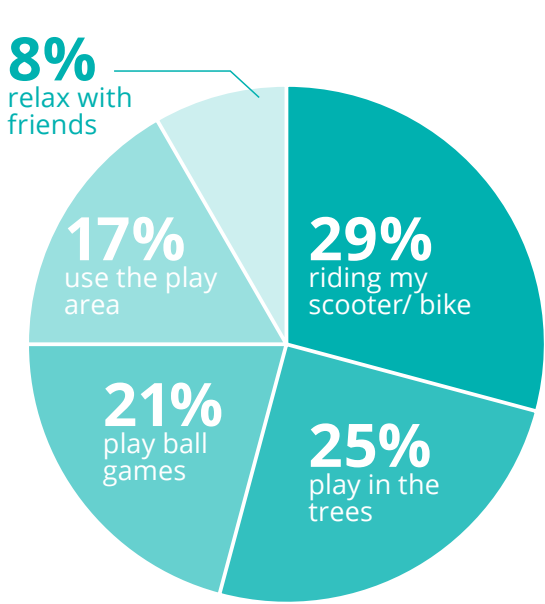
Which of these is your favourite type of play space?  
(Number your favourite as 1 to your least favourite as 8)



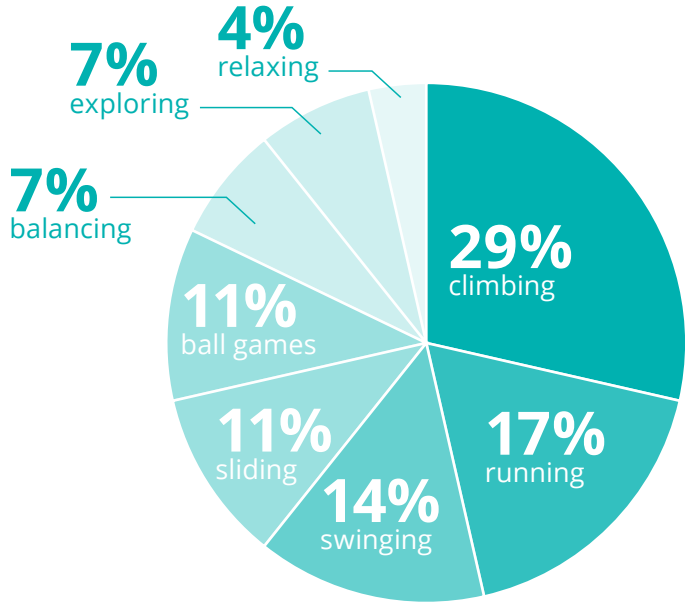
5.4 KEY FINDINGS

RUSHGROVE PARK

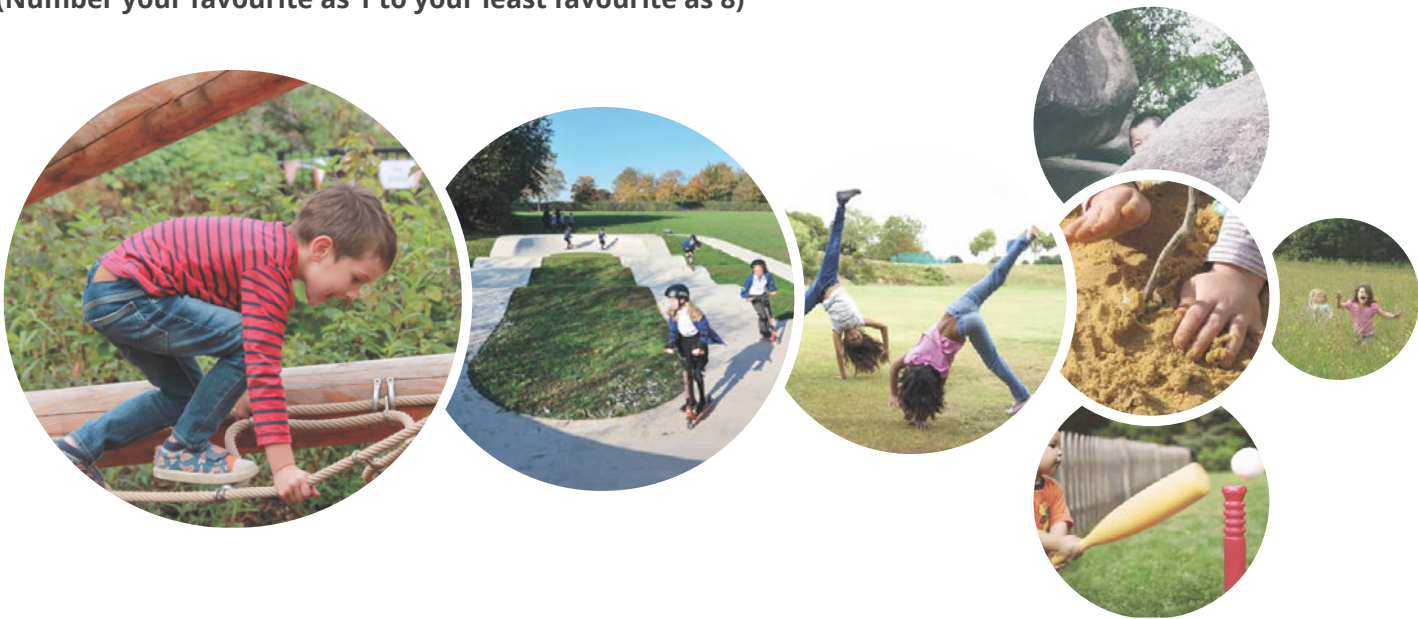
Why do you currently come to Rushgrove Park?



What are your favourite activities to do in the park?

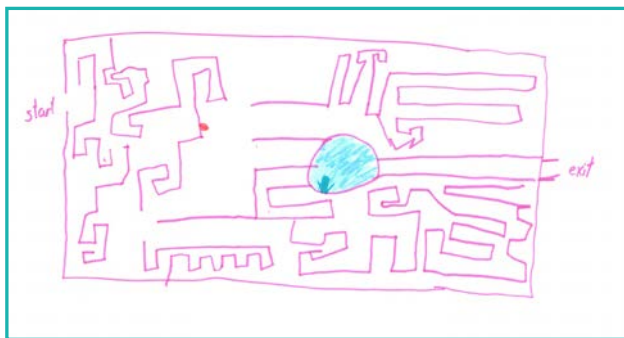
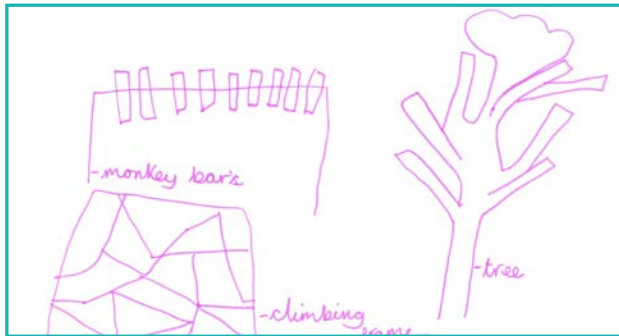
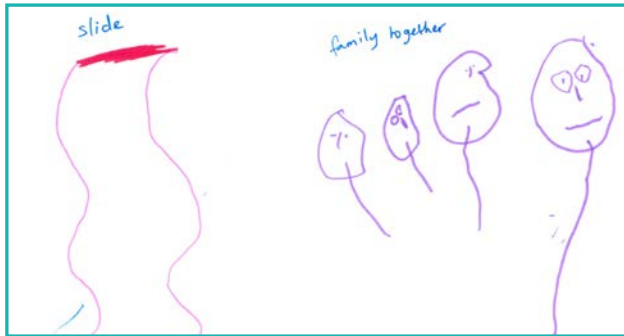
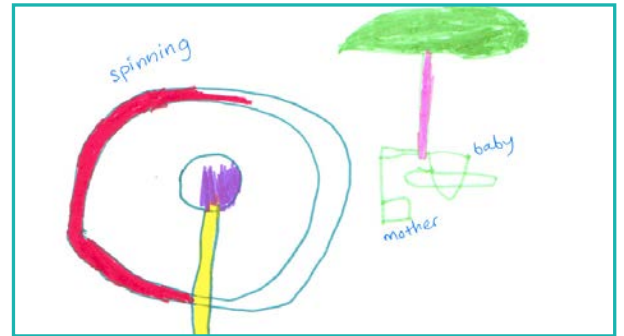
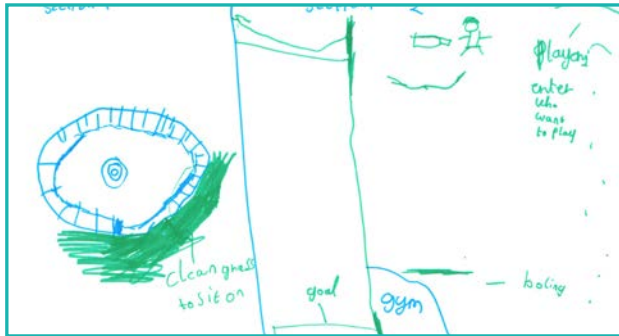
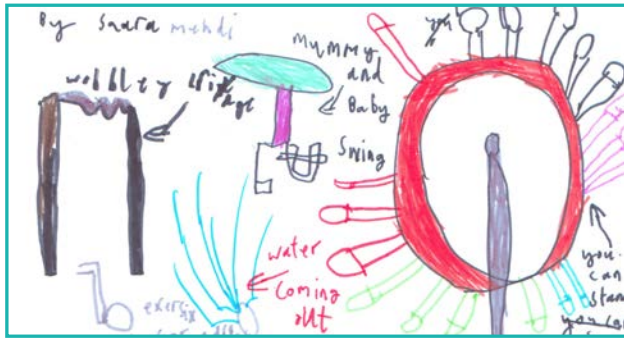


Which of these is your favourite type of play space?  
(Number your favourite as 1 to your least favourite as 8)





## 5.5 DRAWINGS FROM THE WORKSHOP





## **6.0 QUESTIONNAIRES - ADULTS**

6.1 Questionnaires - Colindale Park

6.2 Questionnaires - Rushgrove Park

6.3 Key Findings from returned questionnaires - Colindale Park

6.4 Key Findings from returned questionnaires - Rushgrove Park

## 6.1 QUESTIONNAIRES DISTRIBUTED AT THE DROP-IN SESSION

### COLINDALE PARK

#### Improvement in Colindale Park - Questionnaire

Is Colindale Park your local park?

- ☐ Yes  
☐ No

How long have you lived in this neighbourhood?

\_\_\_\_\_

Approximately how far do you live from Colindale Park?

- ☐ 1-5 mins walking  
☐ 5-10 mins walking  
☐ 10-20 mins walking  
☐ 20+ mins walking

How do you make the journey to the park?

- ☐ Walk  
☐ Public transport  
☐ Cycle  
☐ Drive  
☐ Other (please specify)

\_\_\_\_\_

How often do you use Colindale Park?

- ☐ Everyday  
☐ Once a month  
☐ Mostly over weekend  
☐ A few times a year  
☐ Once a week  
☐ Never

If you use the park, could you please say why?

- ☐ The park is conveniently located  
☐ The park offers all the facilities I require  
☐ I feel safe  
☐ This is my favourite park in the area  
☐ I have enough time to visit the park  
☐ Other (please specify)

\_\_\_\_\_

Thinking about Colindale Park, what purpose do you use it for? (Please tick all that apply in each column)

	Summer	Autumn	Winter	Spring
Formal sports	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Informal sports	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To relax/enjoy peace and quiet/fresh air	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
As a shortcut/cut through	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To walk my dog	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To take the children to play	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To go for a walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To commute to work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To ride a bike	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify)				

\_\_\_\_\_

How satisfied or dissatisfied are you with each of the following elements of the proposed design for Colindale Park?

	Satisfied	Dissatisfied	N/A
General improvement of the current conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Space available for pedestrians and cyclists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Space and activities available for the youths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Space and facilities available for formal sport activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Space and facilities available for informal sport activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Space and activities available for the elderly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provision of seating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provision of bins	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facilities in the park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signposts and directional information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality of open spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

How much do you agree or disagree with the following statements?

	Agree	Disagree	Neither agree nor disagree
I will use the parks more often after project is finished	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed design will improve my enjoyment of the park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The improvements are necessary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you agree (or disagree) with any of the improvements suggested please give reasons for your answers? (Please write in your answer)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Do you think the improvements in the park will help addressing the perception of safety?

- ☐ Yes  
☐ No

Do you have any other comment/suggestion in regard to the proposed design for Colindale Park that the council should consider?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



## 6.1 QUESTIONNAIRES DISTRIBUTED AT THE DROP-IN SESSION (CON'T)

### COLINDALE PARK

#### Improvement in Colindale Park - Questionnaire

Is there anything else they would particular like to see in the park?

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So that we can analyse the findings by different locations in the borough, please can you provide your post code ensuring you exclude the last letter (excluding the last letter of your post code means that we will not be able to identify your address and your survey responses will remain anonymous ):

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---

Are you male or female?

---

What is your age group?

- ☐ 5-14
- ☐ 15-25
- ☐ 26-40
- ☐ 41-65
- ☐ 65+

Do you consider that you have one of the followings?

- ☐ Mobility disability (I need a wheelchair / guide dog)
- ☐ Deafness
- ☐ Blindness
- ☐ Loss of use of one side of the body
- ☐ Other (please specify)

---

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How would you like to be engaged in the future in regard to the project?

---

Could you please return this to:

**Ruth Miller**

Colindale Project Manager

London Borough of Barnet, Floor 7, 2 Bristol Avenue, Colindale, London, NW9 4EW

E: [ruth.miller@barnet.gov.uk](mailto:ruth.miller@barnet.gov.uk), T: 020 8359 4642

**THANK YOU!**

## 6.2 QUESTIONNAIRES DISTRIBUTED AT THE DROP-IN SESSION

### RUSHGROVE PARK

#### Improvement in Colindale Park - Questionnaire

Is Rushgrove Park your local park?

- ☐ Yes  
☐ No

How long have you lived in this neighbourhood?

\_\_\_\_\_

Approximately how far do you live from Rushgrove Park?

- ☐ 1-5 mins walking  
☐ 5-10 mins walking  
☐ 10-20 mins walking  
☐ 20+ mins walking

How do you make the journey to the park?

- ☐ Walk  
☐ Public transport  
☐ Cycle  
☐ Drive  
☐ Other (please specify)

How often do you use Rushgrove Park?

- ☐ Everyday ☐ Once a month  
☐ Mostly over weekend ☐ A few times a year  
☐ Once a week ☐ Never

If you use the park, could you please say why?

- ☐ The park is conveniently located  
☐ The park offers all the facilities I require  
☐ I feel safe  
☐ This is my favourite park in the area  
☐ I have enough time to visit the park  
☐ Other (please specify)

Thinking about Rushgrove Park, what purpose do you use it for? (Please tick all that apply in each column)

	Summer	Autumn	Winter	Spring
Formal sports	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Informal sports	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To relax/enjoy peace and quiet/fresh air	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
As a shortcut/cut through	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To walk my dog	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To take the children to play	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To go for a walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To commute to work	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To ride a bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To see wildlife	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify)				

How satisfied or dissatisfied are you with each of the following elements of the proposed design for Rushgrove Park?

	Satisfied	Dissatisfied	N/A
General improvement of the current conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Space available for pedestrians and cyclists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Space and activities available for the youths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Space and facilities available for formal sport activities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Space and facilities available for informal sport activities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Space and activities available for the elderly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provision of seating	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provision of bins	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Facilities in the park	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Signposts and directional information	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality of open spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

How much do you agree or disagree with the following statements?

	Agree	Disagree	Neither agree nor disagree
I will use the parks more often after project is finished	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The proposed design will improve my enjoyment of the park	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The improvements are necessary	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you agree (or disagree) with any of the improvements suggested please give reasons for your answers? (Please write in your answer)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Do you think the improvements in the park will help addressing the perception of safety?

- ☐ Yes  
☐ No

Do you have any other comment/suggestion in regard to the proposed design for Rushgrove Park that the council should consider?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## 6.2 QUESTIONNAIRES DISTRIBUTED AT THE DROP-IN SESSION (CON'T)

### RUSHGROVE PARK

#### Improvement in Rushgrove Park - Questionnaire

Is there anything else they would particular like to see in the park?

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Has your property have been affected by Silkstream's floods?

- ☐ Yes, once  
☐ More then once  
☐ Never

If your property have been affected by recent floods, could you please provide details in regards the approx date and the damages that the flood has caused to your property?

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So that we can analyse the findings by different locations in the borough, please can you provide your post code ensuring you exclude the last letter (excluding the last letter of your post code means that we will not be able to identify your address and your survey responses will remain anonymous ):

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Are you male or female?

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What is your age group?

- ☐ 5-14  
☐ 15-25  
☐ 26-40  
☐ 41-65  
☐ 65+

Do you consider that you have one of the followings?

- ☐ Mobility disability (I need a wheelchair / guide dog)  
☐ Deafness  
☐ Blindness  
☐ Loss of use of one side of the body  
☐ Other (please specify)

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How would you like to be engaged in the future in regard to the project?

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Could you please return this to:

**Ruth Miller**

Colindale Project Manager

London Borough of Barnet, Floor 7, 2 Bristol Avenue, Colindale, London, NW9 4EW

E: [ruth.miller@barnet.gov.uk](mailto:ruth.miller@barnet.gov.uk), T: 020 8359 4642

**THANK YOU!**

## 6.3 KEY FINDINGS FROM RETURNED QUESTIONNAIRES

### COLINDALE PARK

#### Average age of residents:

15-25 

26-40 

41-65 

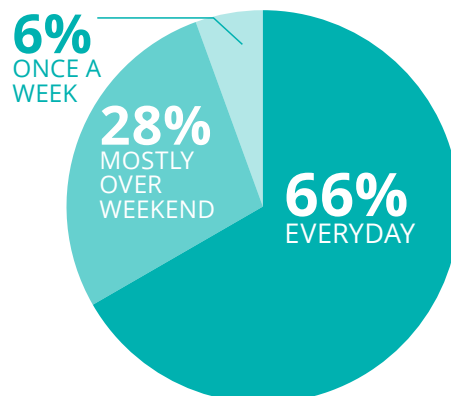
65+

 Female  Male

9 10\*

\*one respondent didn't disclose age bracket

#### How often do you use Colindale Park?



#### Number of years residents lived in the neighbourhood:

9 years

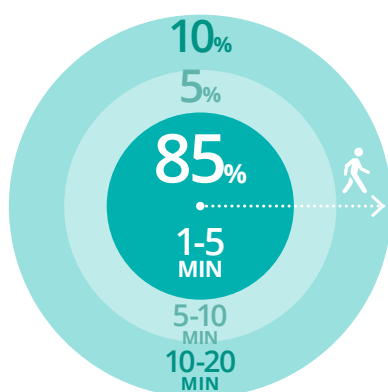
Average number of years



#### If you use the park, could you please say why?



#### Approximately how far do you live from Colindale Park?



#### How do you make the journey to the park?

 100%

#### Thinking about Colindale Park, what purpose do you use it for?





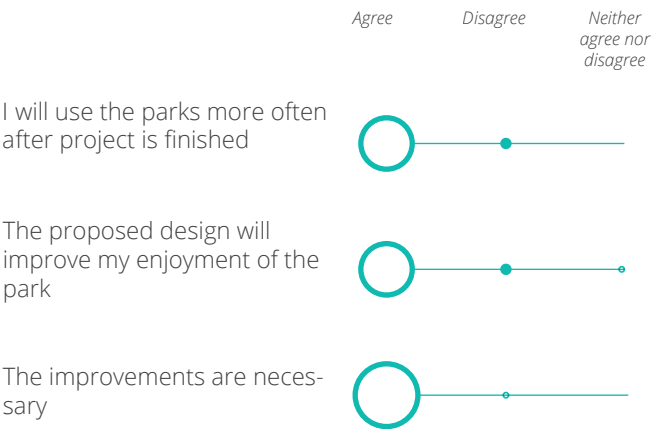
6.3 KEY FINDINGS FROM RETURNED QUESTIONNAIRES (CON'T)

COLINDALE PARK

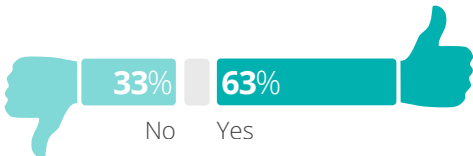
How satisfied or dissatisfied are you with each of the following elements of the proposed design for Colindale Park?



How much do you agree or disagree with the following statements?



Do you think the improvements in the park will help addressing the perception of safety?



Comments

**Safety:** most responders felt improving safety should be a critical priority. The main areas to address include benches hidden by vegetation, poor lighting at night and multiple escape routes into the nearby apartment complex. Cyclists riding at high speed were also raised as a safety concern for pedestrians.

**Vegetation:** most responders wanted to keep as much existing trees as possible, reducing vegetation only where visibility was an issue in creating anti-social behaviour. Some suggested promoting more wildlife and biodiversity.

**Equipment:** suggestions were also widely made for more bins with frequent rubbish removal; more seating along the main path; more lighting; an improved play space suitable for all ages and retaining open play/lawn areas.



## 6.4 KEY FINDINGS FROM RETURNED QUESTIONNAIRES

### RUSHGROVE PARK

Average age of residents:

15-25

26-40 

41-65   

65+ 

 Female  Male

2 4

Number of years residents lived in the neighbourhood:

37 years

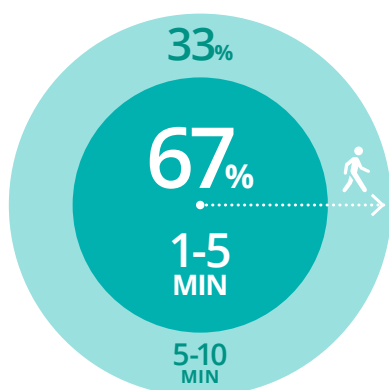
Average number of years

Y 1-9

Y 10-19 

Y 20-60 

Approximately how far do you live from Rushgrove Park?

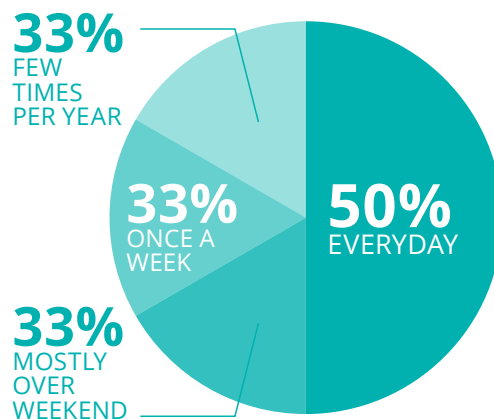


How do you make the journey to the park?

 100%

 17%

How often do you use Rushgrove Park?



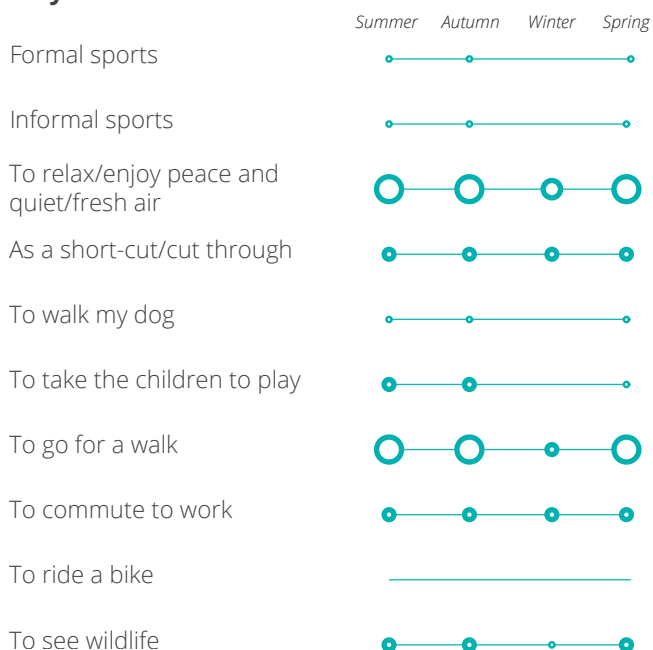
If you use the park, could you please say why?

IT'S CONVENIENTLY LOCATED 

I HAVE ENOUGH TIME TO VISIT 

MY FAVOURITE PARK IN THE AREA 

Thinking about Rushgrove Park, what purpose do you use it for?



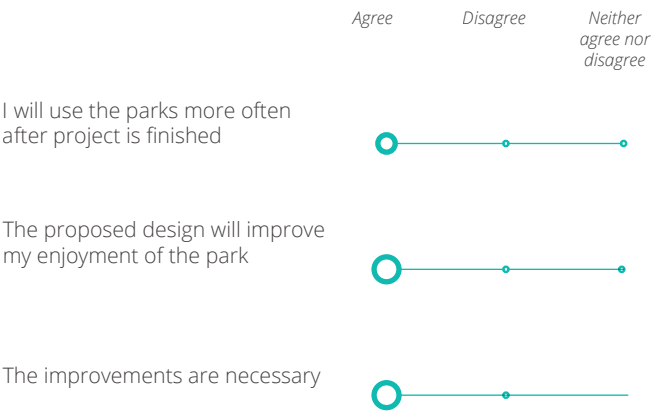
6.4 KEY FINDINGS FROM RETURNED QUESTIONNAIRES (CON'T)

RUSHGROVE PARK

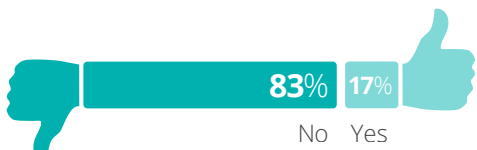
How satisfied or dissatisfied are you with each of the following elements of the proposed design for Rushgrove Park?



How much do you agree or disagree with the following statements?



Do you think the improvements in the park will help addressing the perception of safety?



Comments

**Safety:** most responders raised problems with drug dealing as an important factor to be addressed. A number of responders suggested locking the park at night with some suggesting more police patrols and more lighting.

**Picnic and Playground Facilities:** a couple of responders suggested more seating including tables for picnics. More playground facilities were also requested.

**Sports Facilities:** better sports facilities were commonly suggested including improving the existing tennis court, providing space for football or basketball and providing outside gym equipment.



## 7.0 ADDITIONAL FEEDBACK RECEIVED VIA EMAIL



## 7.0 ADDITIONAL FEEDBACK RECEIVED VIA EMAIL

### COLINDALE PARK

*Received on 25th July 2019, 10:03*

Dear Ruth,

I am writing to you with regards to the proposed suggestions for the refurbishment of Colindale Park.

I am living in Flat 46 Ledger court, 6 Chronicle Avenue. Both my windows and balcony are looking onto the park.

I am currently suffering from the behaviors/actions below and I believe that the current refurbishment proposals will increase these behaviors with the risk associated to them.

1 There is nothing separating our buildings (including the co-op area) from the garden. In several occasions, people from the garden tried to access our buildings. As a very recent example: There was a big gang fight in the park and they used our development to drive through and up on to the grass. It was very terrifying incident. These actions are repeated on various occasions. Another example is people playing football under our buildings and throwing the ball into our balconies.

2. There is an issue with smoking weeds. Groups gather in the garden to smoke weeds and take drugs. The smell is too strong to the extent that it can be smelled easily in both my bedroom and living room. It causes me health problems.

3. My work starts at 5.00 am. I leave home by 4.30 max. I can't sleep from the noise in the park with people gathering till after 2.00 am singing and yelling in loud voice.

4. There is an issue of drug dealing. It has been reported to the police several times. The police haven't got enough staff to deal with it especially that it is nonstop. They come from the garden and do the drug dealing in front of our buildings. I find it very unsafe when I return at night or when it is dark. Some of them have knives. This raises the concerns and fears of knife crimes in the area.

5. Moreover, we saw people peeing in the grass! We can watch them easily from our windows.

6. I find that adding more seats to the side of our buildings will increase the problems with all the safety issues associated. I hope there will be anyway to reduce noise, eliminate drug dealing and weeds smoking with its smell attacking our flats and heath. In addition to separating the garden from our buildings.

Thanks,

## 7.0 ADDITIONAL FEEDBACK RECEIVED VIA EMAIL

### COLINDALE PARK

*Received on 25th July 2019, 00:51*

Hi Ruth,

I'm currently travelling so can't fill out the PDF questionnaire you sent to the Edition residents about improving Colindale Park. I wanted to share my thoughts as well as my partner's as a flat owners in Ledger Court - our balcony directly overlooks the park.

There are 2 key parts of the plans that we both disagree with:

#### **1) Placement of benches along the border line of Edition and Colindale Park (17 on the illustrations)**

Since we moved in 2 years ago, myself, and my neighbours have relentlessly petitioned the council and the police to deal with just 1 particular bench that is currently directly in front of the Ledger Court building. [So the thought of 10 being put here is horrifying for me and my neighbours].

You need only walk past this bench at any time of day or night and you'll find it strewn with rubbish, empty beer cans or worse - empty needles. It is a regular spot for drug users and antisocial behaviour, not something we expected for our family friendly park when moving in. The smell of marijuana can be smelt from our bedrooms nightly if we have the windows open so you can imagine it in the summer, and the lack of lighting makes it a perfect spot to hide from police after sundown.

I would strongly urge the planning committee to rethink where these benches are placed, my suggestion would be on the opposite side along the cut through for pedestrians where there is already some benches, ample lighting and a busy pathway which would attract the right kind of users, who want to take a rest or sit with family as opposed to the drug users that it attracts today.

#### **2) New all ages play space (number 8 on the illustration)**

Similarly to the above, I note moving the children's play area much closer to the Edition development. Currently the area is far enough away to keep noise pollution at an acceptable level, but I fear moving it closer to the buildings will disrupt our ability to quietly enjoy our homes, even more so in the summer. Further, after sundown the area's benches are also a prime spot for the aforementioned drug users and/or teenagers with their speakers. I'd also urge the council to reconsider it's placement so close to the Edition development.

I also would recommend a further suggestion:

#### **3) Boundary between Edition and Colindale Park**

Needless to say - we love that Colindale Park is finally getting some TLC and I'm in full support of the other elements of the proposal. I hope this will work to address the current challenges we as locals face with the park. What would help further with this (as this is our one and only opportunity to do so!) is to create a boundary between the park and the development (as was advertised when we bought the flat) so that the antisocial behaviour doesn't continue to spill out into Chronicle Avenue and the rest of the development.

Currently there are many cars that park in front of the park (illegally) and use this spot to deal drugs. Kids and/or teenagers on bikes peddle from the park to the boundary where the cars wait. [We do report this to 111 but very few arrests have been made]. If a boundary was there it would make it much more difficult for such an activity to happen as cars cannot park in front of Co-Op.

The key drug issues that were fervent in Graham Park are spilling into Colindale Park and we as a community want to do whatever we can to return this park as a family friendly area and free from drugs. I believe that by making these small changes as part of the bigger improvement plan the overall project will have a far greater impact on the community as a whole.

## 7.0 ADDITIONAL FEEDBACK RECEIVED VIA EMAIL

### COLINDALE PARK

*Reveived on 25th July 2019, 00:51 (CONT)*

It's safe to say that as much as we engage the police (and believe me, we do this a LOT), significant structural changes need to be made to the park to assist the already overstretched police force in doing their job too.

I speak as a 27 year old female without children, but hope to raise a family here in the near future. I hope the council hears what our community is saying and takes these recommendations on board into the next iteration of the proposal. A number of my neighbours have voiced fear that seeking our feedback is more 'paying lip service' rather than genuinely taking on board our views - I truly hope this is not the case as I know what I have shared above will only echo that of my neighbours.

If I can provide any further insight, or be part of a focus group on future iterations of the plan please do let me know.

All the best,

## 7.0 ADDITIONAL FEEDBACK RECEIVED VIA EMAIL

### RUSHGROVE PARK

*Received on 13th July 2019, 19:38*

Good Evening Ruth,

Whilst it was fresh in my mind today I wanted to thank you and your team for putting together such a good presentation.

I thought there were some fantastic ideas proposed, and it was great to have interaction with ideas immediately posted on the park design.

My mother especially was taken with the two young men who listened patiently too her.

Too often the elderly feel like they are the invisible, So it gave me great pleasure for her to come away from the meeting feeling positive.

Forgive the longer email but just whilst I remember thoughts from myself and my mother I wanted to write them:

#### **Walking Trail**

I especially liked the idea of the walking trail, giving focus to a way around park though the park

My mother is Austrian, and as a family we have spent many happy summers walking in the mountains on well thought out trails.

One idea that I noticed recently in Austria was at certain points in a trail there would be a guide to nature, either displayed on boards or within a clear perplex vandal proof ring binder.

It would be great if families felt inclined to walk around with together appreciating nature.

#### **Recycling**

The quantity of rubbish, in both the Colindale park and Rushgrove, is frankly appalling.

My parents were teenagers growing up in the second world , and they would recycle out of necessity. This has continued through their life, long before it became "trendy".

I have 3 teenagers and having taught them to be ecologically conscious, they always recycle and would never, ever, consider littering.

So I am baffled by the volume of rubbish in the parks. It is staggering.

One start would be larger bins that have recycling element with very clear visual signs.

#### **Alcohol free parks**

This is contentious and I am not sure how it could be reinforced, but Alcohol free parks?

It certainly worked for the underground system.

Obviously you don't have the transport police on your side but often large notices saying Alcohol is not allowed in the park may at least be some deterrent

On every walk I have taken to Rushgrove there is always someone drinking beer during the day and I can only assume this gets much more frequent in the evenings judging by the rubbish the next day.

The bottles and cans are both dangerous for the wildlife and the children in the park.

With a massive increase in population from the new buildings I think this is a really major issue to face.

#### **Benches**

My father will be 90 this year and sadly he no longer visits the park as there are simply not enough benches set out at regular intervals.

Those that are in existence in the park are broken and as he suffer from a very bad back he simply has no support when he finally sits on one.

My father has had a pace maker for 10 years and this year need to be recharged. My mother said she hoped my father would live long enough to see the park improvements.

I know that this project has a lifespan of a year or more but perhaps you could put in a word to the council for a least a cheaper alternative for temporary wooden benches?

My father simply cannot go to the park any longer without a seat and this has also affected the other elderly neighbours who feel the same.



## 7.0 ADDITIONAL FEEDBACK RECEIVED VIA EMAIL

### RUSHGROVE PARK

*Received on 13th July 2019, 19:38*

#### Park Warden

My mother felt so strongly about this that even though we had said good bye and were on a way home we turned around to see you again.

A very nice young bearded man, listened to my mothers ideas and had some good thoughts on how this might work. Sorry I didn't catch his name.

Walking through the park my mother pointed out where the swimming pool had been and also a patch of darker square on the footpath which she had had been the location of the park keeper hut.

She said that the park keeper had know everyone name and spent time waking around the park tidying up and making sure all was well.

She said what a reassurance it had been and how much it would make a difference to the park if there was one there now.

It did make me think that this would be an excellent idea and facilitate lots of areas of concerns.

He/she would be able to not just offer practical services ie clearing rubbish and gardening, but also be a focal point for anyone needing help ie first aid trained.

Also their presence alone would be a deterrent against antisocial behaviour.

When I mentioned the possibility of the coffee stall my mother said a park keeper would be a much more sensible use of resources and the coffee stall would just add to the rubbish, her words!

#### School involvement

Colindale primary school and the independent grammar school in Colin deep lane are very local.

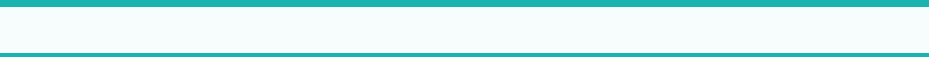
Getting their involvement and the children's help, if not done already, would also be a great way of getting young people involved and excited about the project

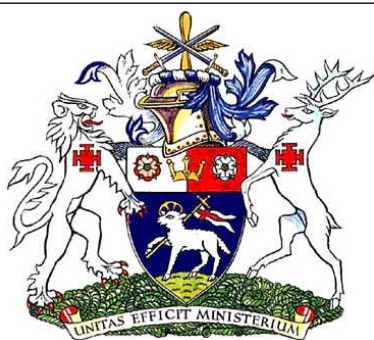
There were some lovely ideas on planting and layout which would all work wonderfully well, but I know resources are limited.

In my mothers words " You need to get the basics right and the rest will follow"

If you could send over the plans and any other information I would appreciate is and then I will photocopy and show my parents and give to the other elderly neighbour who couldn't attend.

Best wishes and thank you to you and the team again.





## Environment Committee 11 September 2019

<b>Title</b>	<b>Charity Discount for Business Permits</b>
<b>Report of</b>	Chairman of the Environment Committee
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	<p>Jamie Cooke, Assistant Director Transportation and Highways Environment Directorate 020 8359 2275 <a href="mailto:Jamie.cooke@barnet.gov.uk">Jamie.cooke@barnet.gov.uk</a></p> <p>Phillip Hoare, Head of Parking and Infrastructure Parking Client Team 020 8359 2308 <a href="mailto:phillip.hoare@barnet.gov.uk">phillip.hoare@barnet.gov.uk</a></p>

### Summary

This report is to propose a discount for charitable institution on the cost of business permits.

### Officers Recommendations

1. That the Environment Committee approves the offer of a 50% discount on the cost of business parking permits for those organisations who can evidence receipt of charitable business rates relief as outlined in paragraph 1.2

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

- 1.1. The London Borough of Barnet (LBB) already has introduced new business permit charges which include an emissions based element. It is noted that the impact on charities may cause some to struggle as their ability to change vehicles, or encourage volunteers and employees to adopt lower emitting vehicles, is more limited and any associated cost may come from charitable funds.
- 1.2. It is recommended that a 50% discount on the cost of a business parking permit is offered to those organisations which can evidence that they are in receipt of charitable business rates relief (sometimes referred to as 'discretionary relief'). This will be applied at the point of application (on provision of the required evidences) and would not require a change to the TMO, although it could be added to future revisions for completeness.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1. To ensure that charities operating in the Borough are not over-burdened by the cost of permits whilst not removing the link to emissions with permit charges.

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

- 3.1 To make no change – this was considered likely to see complaints and challenge from charities and divert their funding from core purposes. To make no change – this was considered. However to not take reasonable account of the charitable contribution to Barnet residents and the Barnet economy would not be appropriate. Equally to not charge for parking would be to disregard well agreed and accepted policies on parking and reduction and mitigation of the environmental issues of vehicles for residents particularly in regard to air quality. The possible alternative percentage discounts were not chosen for the same reasoning.
- 3.2 To not apply emissions charges and parking permits– this was considered to be against the existing policies of the council to drive improved vehicle emissions in the Borough and wider agenda on reducing pollution and improving the environment.

## **4. POST DECISION IMPLEMENTATION**

- 4.1. The discounting of permits will be applied when the new business permit charging structure and fee changes are implemented, likely in late September. There will be no retrospective refunds or discounts applied however permit holders may cancel their permits on the prevailing terms for the permit they purchased and obtain another one at the discount price.



## **5. IMPLICATIONS OF DECISION**

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

This scheme, if approved, will contribute to the Councils corporate plan by:

- 5.1.1. Promoting the principles of fairness to those who operate charities within existing CPZs.
- 5.1.2. Maintain the link with emissions so as to drive improvements in air quality in the Borough.
- 5.1.3. Reflecting an engagement with communities and help to build stronger relationships by demonstrating that concerns are being considered and acted upon in a timely way, and that the Council's policy and decision making in regard to traffic management is lawful and consistent.
- 5.1.4. Whilst it is not anticipated that the proposals will have an obvious impact on any of the protected characteristics groups as identified in the Equalities Act 2010, any impact is likely to be a positive one.

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

- 5.2.1. The changes proposed are likely to have minimal impact on the parking services budget in the context of wider changes to pricing.
- 5.2.2. There will be a small increase in cost to process these requests, which will be in line with the service budget.

### **5.3. Social Value**

The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This scheme, if implemented would meet several objectives including the Corporate priorities and Public-Sector Equalities Objective as outlined in section 5.1.

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

The Council as the Highway and Traffic Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

### **5.5. Risk Management**

- 5.5.1. No risks are identified in delivery of this proposal.

## **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 regards 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. Barnet Council is committed to improving the quality of life and wider participation for all the religious/faith, cultural, social and community life of the borough. As outlined at paragraph 5.1.4, the implementation of a clear process for the review of parking control requests will ensure that resulting traffic schemes are unambiguous and therefore contribute to the general wellbeing of citizens.

5.6.5. It is considered that whilst these proposals do not directly impact upon any persons of relevant protected characteristics to a greater degree than any persons who do not share these.

5.6.6. There may be a benefit to persons of relevant protected characteristics in the way charities may operate to support their needs.

## **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. Subject to this proposal being accepted, no further consultation will take place.

## **5.9. Insight**

5.9.1. No specific insight has been undertaken in order to inform the decision.

## **6. Background Papers**

6.1 None.

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# Barnet Environment Committee

## 11 September 2019



<b>Title</b>	<b>Barnet Annual Air Quality Report 2019/2020</b>
<b>Report of</b>	Chairman of the Environment Committee
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	<p>Appendix 1: 2018 Annual Air Quality Status Report</p> <p>Appendix 2: Revised London Local Air Quality Management (LLAQM) action planning Matrix and Barnet position</p> <p>Appendix 3: Assessment of Barnet's action against the Cleaner Air Borough Criteria</p> <p>Appendix 4: Air Quality Action Plan 2017-2022 (September 2019 update) (Draft)</p>
<b>Officer Contact Details</b>	<p>Ralph Haynes: <a href="mailto:ralph.haynes@barnet.gov.uk">ralph.haynes@barnet.gov.uk</a></p> <p>Lucy Robson: <a href="mailto:lucy.robson@barnet.gov.uk">lucy.robson@barnet.gov.uk</a></p>

## Summary

This report sets out the current and future statutory and policy framework within which air quality is delivered. It also provides the Committee with an update on the current Barnet air quality levels, local impact, the action taken in 2018 and the key areas of action for 2019/2020 to improve the air quality in Barnet.

## Officers Recommendations

### 1. That members note the following:

- (1a) The progress made to address air quality in 2018/19 as set out in the 2018 Annual Status Report attached as Appendix 1.
- (1b) Revised London Local Air Quality Management (LLAQM) Air Quality Action Matrix and Barnet's position (Appendix 2)
- (1c) Assessment of Barnet's actions against the Cleaner Air Borough accreditation criteria (Appendix 3)
- (1d) 2019 annual review of Barnet's 2017-2022 Air Quality Action Plan (Appendix 4)

### 1. WHY THIS REPORT IS NEEDED

- 1.1 This Committee report follows on from the annual air quality report (covering activity for 2017/2018) presented to the Environment Committee on 21 January 2019 which set out the statutory and policy framework within which air quality is delivered.
- 1.2 This report provides details of:
  - The progress made to address air quality in 2018/19
  - An assessment of Barnet actions against the new London Local Air Quality Action Matrix (appendix 2)
  - The Air Quality criteria for the GLA's Cleaner Air Borough accreditation (appendix 3)
  - The 2018 air quality annual status report - ASR (Appendix 1) and the updated 2017-2022 Air Quality Action Plan (Appendix 4).

#### **2018 Annual Status Report**

- 1.3 The 2018 Annual Status Report (Appendix 1) provides a summary of the air quality monitoring data for Barnet in 2018 and trends in air pollution. The report also contains the progress made in 2018/2019 against Barnet's 2017-2022 Air Quality Action plan.

- 1.4 There are two automatic reference-standard monitoring stations that monitor nitrogen dioxide, NO<sub>2</sub>, and particulates, PM10 in the Borough, and fifteen sites that use low-cost monitoring devices called diffusion tubes to measure nitrogen dioxide. The sites are spread across the Borough in High Streets, next to the major roads, and at background sites.
- 1.5 The 2018 ASR highlights that air quality has improved across Barnet. However, despite significant reductions across the borough, some areas in Barnet are still not meeting the UK Air Quality Objectives. These areas include:
- High Street locations of North Finchley, Golders Green, Cricklewood Lane and Edgware. These High Streets are substantially used by drivers passing through the Borough, therefore, despite the actions delivered locally by Barnet, improvements in these areas are also dependent on the pan London approach to improve air quality.
  - The A41, A406, A1, M1 (impacting on local surrounding residential areas). These roads are managed by Transport for London and Highways England, not Barnet. The traffic on these roads includes a large portion of HGVs where the motorists using the roads will be from across London and indeed the UK as opposed to local Barnet traffic or local residents. National policies, for example the Low Emission Zone (LEZ), the European legislation to improve vehicle emissions are best placed to support further reduction in the air pollution emanating from these roads. Barnet council remain committed to work with Transport for London and Highways England to ensure the appropriate improvements are made in relation to these roads to further reduce the overall air pollution to the neighbouring residential areas.
- 1.6 Projects delivered in 2018/2019 to reduce air pollution in Barnet include:
- A commitment to install 110 new e-vehicle charging points across the borough. We have successfully installed 40 lamp column charging points for electric vehicles, another 40 will be installed this autumn (2019) and a further 30 stand-alone electric vehicle charging points will be installed in car parks across the borough by March 2020.
  - A commitment to plant 4,500 trees in Barnet to boost air quality, reduce the risk of flooding, provide protection from the sun and the replacement of ageing trees to improve parks. 225 trees have already been planted in areas where there is poor air quality. This is part of a five-year scheme believed to be the largest of its kind in London.
  - The completion of a project to audit construction sites to ensure heavy site machinery complies with emissions limits supporting the reduction in

air pollution emanating from constructions sites. (12% of air pollution in London comes from construction sites)

- Clean Air Day 2018 was marked by delivering 2 lessons at a new school in Millbrook Park. A professor from Middlesex University gave a fun presentation to Year 1 children. The children also made pollution catchers using paper plates with Vaseline to capture particulates in their school playground.

1.7 A full update on the actions taken to improve air quality in Barnet in 2018/2019 is listed in the ASR (Appendix 1). Key achievements include:

- The average percentage of children travelling to school by car has continued to reduce and is now 23% down from a baseline figure of 38% prior to the implementation of any travel plan.
- Barnet achieved the highest number of schools in London awarded STARS recognition (Sustainable Travel to and from their school that is Active, Responsible and Safe). 71 schools were awarded the top Gold rating.
- Winning the 2019 London Borough Tree Award – coming top out of 32 London Boroughs.

### **London Local Air Quality Management System (LLAQM)**

1.8 In March 2019, a public consultation was launched by the Mayor of London to revise the LLAQM in order to:

- Ensure boroughs take suitably ambitious actions, which are properly co-ordinated, and support the Mayoral objectives including those set out in the London Environment Strategy (LES);
- Ensure that London boroughs continue to work towards achievements of World Health Organisations safe limits for pollutants even when legal limits are met;
- Update information in the guidance documents to reflect the new research, policies, and priorities; and
- Update the Cleaner Air Borough Status (a recognitions scheme for boroughs that was introduced under the previous Mayor) so that it is transparent and fair, now promotes continual improvement, and clearly aligns with the new LLAQM priorities.

1.9 The consultation covered the following areas:

- An updated version of the Air Quality Matrix. Detailing the actions that boroughs are required to take locally, now including priority ratings (all actions included in the Matrix are either selected high priority measures or



medium priority measures). A draft was sent to boroughs for preliminary comments and no major concerns were raised.

- Local boroughs to notify the GLA on the LLAQM Matrix actions they are unable to deliver and seek the permission of the GLA to omit them from the local borough action plans. Previously the LLAQM Matrix actions were 'optional'.
- Conducting an annual review of the 5-year borough Air Quality Action plans, ensuring new actions were added and amending those where there was significant change.
- Highlighting that an up-to-date action plan will be a pre-requisite to meet the criteria for the Cleaner Air Borough Status silver or above.
- Policy Guidance now highlighting the borough role in helping to meet London's new health-based targets for PM2.5, signalling the Mayor's intent to request of Government that Regulations be amended so that this can be a more formal responsibility for boroughs, in line with their responsibilities for NO<sub>2</sub> (the toxic gas Nitrogen Dioxide) and PM10 (Particulate Matter smaller than 10 micrometres).
- An update on the Policy Guidance and the working of the powers of Direction – making it clearer that the Mayor will consider use of these powers if boroughs are under-performing or not in conformity with the Mayor's Strategies.
- Updating the Cleaner Air Borough criteria to align with the Matrix categories and provide a transparent scoring methodology.
- The removal of out-of-date and unnecessary technical information on screening sources from the GLA London Local Air Quality Management Technical Guidance, alongside a number of minor technical updates throughout the document.

1.10 Officers have conducted the annual review of the Barnet 2017/2022 Air Quality Action Plan (Appendix 4) and have considered the following:

- Local actions delivered in 2018/2019 that will continue into 2019/2020
- Requirements under the new Air Quality Action Matrix for the High and Medium rated measures (all measures listed are to be addressed and are no longer optional).
- The Barnet Action plan has been a live document since 2017/2018 and has already been reviewed and added to annually – therefore meeting the new requirement of live action plans updated annually.
- Considered the pre-requisites for the Cleaner Air Borough Status (should the local action plan cover the key matrix actions Barnet could potentially achieve a silver rating or above).

## **The London Local Air Quality Action Matrix**

- 1.11 The London Local Air Quality Action Matrix sets out 25 actions boroughs are expected to deliver locally as part of their LLAQM action planning obligations. As part of the London Environment Strategy (LES) a rigorous evidence-led assessment of the major pollution sources in London and how to address these in the most effective way possible while ensuring conformity with legal obligations was conducted. A critical area identified by the LES was the role of local boroughs. Consequently, the LES analysis underpins the development of the revised matrix and prioritises actions. The Air Quality Action Matrix is attached as appendix 2 of this report.
- 1.12 The matrix actions are divided into 7 categories:
- Monitoring and Other Core Statutory Duties
  - Emissions from developments and buildings
  - Public health and awareness raising
  - Delivery servicing and freight
  - Borough fleet actions
  - Localised solutions
  - Cleaner transport.
- 1.13 The LAQM includes a list of 25 actions boroughs are to deliver locally as part of their London Air Quality Management action planning obligations. All actions are to be delivered as far as possible. Of the 25 actions, 9 have been rated as a high priority. The list of actions is not an exhaustive list as boroughs can also include their own local priorities. Guidance has been provided to local boroughs for the actions listed showing case studies, an assessment of possible benefits and a provisional assessment of high level risks associated with the action.
- 1.14 All actions have been assessed against the perceived ease of delivery and the possible magnitude of air quality benefits, and these scores are then multiplied to give a priority rating (the highest being 1 and the lowest 15). In reality, the ease of delivery and possible benefits will clearly vary significantly from borough to borough and will depend on the characteristics of the individual projects; these ratings should therefore be viewed as an indicative guide only, and boroughs have been asked to consider local conditions when assessing the potential ease and benefits of actions.
- 1.15 The London Air Quality Matrix will remain a living document and will be refreshed every two years at which time actions can be removed or further actions can be added.
- 1.16 Table 1 below summarises the number of actions against each theme and the priority rating that has been given under the LLAQM Scheme. The themes with the highest priority rated actions are Emissions from developments and buildings, (7), Cleaner Transport (6) and Public Health and Awareness raising (4).

Table 1: Number of High, Medium, Low actions against each Air Quality Matrix theme

Theme	Total No. of actions	High	Medium
Monitoring and other core statutory duties	1	1	0
Emissions from developments and buildings	8	7	1
Public Health and Awareness Raising	5	4	1
Delivery, Servicing and Freight	2	0	2
Borough Fleet	1	1	0
Localised Solutions	2	1	1
Cleaner Transport	6	6	0
<b>Total</b>	<b>25</b>	<b>20</b>	<b>5</b>
<b>%</b>	<b>100%</b>	<b>80%</b>	<b>20%</b>

- 1.17 Table 2 provides an assessment of Barnet's position against the actions rated as high in the LAQM. 60% (12 out of 25) of the high rated actions in the LAQM are already in Barnet's local air quality action plan with 40% (8 out of 25) of the actions being new actions to consider.

**Table 2: Barnet assessment against the high rated actions in the Matrix**

Theme	Number of actions	High	Barnet Position	
			Existing	New
Monitoring and other core statutory duties	1	1	0	1
Emissions from developments and buildings	8	7	5	2
Public Health and Awareness Raising	5	4	3	1
Delivery, Servicing and Freight	2	0	0	0
Borough Fleet	1	1	1	0
Localised Solutions	2	1	0	1
Cleaner Transport	6	6	3	3
<b>Total</b>	<b>25</b>	<b>20</b>	<b>12</b>	<b>8</b>
<b>%</b>	<b>100</b>	<b>80%</b>	<b>60%</b>	<b>40%</b>

- 1.18 Table 3 summarises the medium rated actions in the Matrix. 40% (2 out of 5) of the medium rated actions are already in Barnet's Action Plan, however 60% (3 out of 5) are new.

**Table 3: Barnet position for the medium rated actions in the Matrix**

Theme	Number of actions	Medium	Barnet Position on medium actions	
			Existing	New
Monitoring and other core statutory duties	1	0	0	0
Emissions from developments and buildings	8	1	0	1
Public Health and Awareness Raising	5	1	0	1
Delivery, Servicing and Freight	2	2	1	1
Borough Fleet	1	0	0	0
Localised Solutions	2	1	1	0
Cleaner Transport	6	0	0	0
<b>Total</b>	<b>25</b>	<b>5</b>	<b>2</b>	<b>3</b>
<b>%</b>	<b>100%</b>	<b>20%</b>	<b>40%</b>	<b>60%</b>

- 1.19 The new actions, for further consideration to be included in the Barnet Air Quality Action Plan, (increasing our chances to secure a silver or above cleaner air borough status) are as follows:

	<b>Actions from the Matrix</b>	<b>Officers comments</b>
1.	Maintaining and where possible expanding monitoring networks, and fulfilling other statutory duties.	The Council already does this work but it is not currently a designated action within the Air Quality Action Plan.
2.	Ensuring adequate, appropriate, and well located green space and infrastructure is included in new developments and buildings.	This work is already done in Barnet through the Supplementary Planning Document for Green Infrastructure, but is not currently a designated action.
3.	Promoting and delivering energy efficiency and energy supply retrofitting projects in workplaces and homes through EFL retrofit programmes such as RE: FIT, RE:NEW and through Borough carbon-offset funds.	This work is being done within the Council, but is not currently a designated action
4.	Master Planning and redevelopment areas aligned with Air Quality Positive and Healthy	This will be embedded into the new London Plan and Barnet's new Local Plan – adoption



	Streets Approaches.	expected 2021
5.	Engagement with businesses.	There is planned work for engagement with businesses but not currently a designated action in the plan.
6.	Dissemination of pollution alerts to the public.	There are websites and apps that provide alerts when air pollution is high.
7.	Reducing emissions from deliveries to local businesses and residents.	The trend for on-line shopping has led to increased delivery vehicles on the roads. Low Emissions Vehicles including electric vehicles have yet to penetrate the delivery sector to a significant degree.
8.	Low Emissions Neighbourhoods.	These require substantial funding, and the few LENs already underway in London have received large grants from the GLA.
9.	Ensuring that transport and air quality policies are integrated.	This work is already being done in Barnet but is not yet a designated action.
10.	Discouraging unnecessary idling by taxis and other vehicles.	Potential resource implications
11.	Regular temporary car-Free days	

### **Cleaner Air Borough Status**

1.20 The Cleaner Air Borough accreditation is part of the Mayor of London's Local Air Quality Management (LAQM) framework. Boroughs who submit their annual reports on time and have evidenced that they are working towards the Cleaner Air Borough (CAB) criteria are recognised with CAB status. They are provided with a logo to use on their air quality materials for a year. CAB is re-assessed every year. The CAB criteria is grouped under 6 themes:

- political leadership
- taking action
- leading by example
- informing the public
- using the Planning system
- integrating air quality into the public health system

1.21 The CAB accreditation does not relate to pollution levels in the borough, as levels of pollution are largely as a result of the location and make-up of the borough (central London boroughs are more polluted than the outer London

boroughs, due to volume of traffic and buildings). The accreditation relates solely to the performance of the borough in terms of working to address local pollution.

- 1.22 London Borough of Barnet already has been awarded the CAB accreditation, however, there will be a formal submission of Barnet evidence in late 2019/20. Sections 1.16 to 1.20 set out how Barnet is currently performing against the action set out in the Mayors air quality matrix, marking the actions in red which we currently do not deliver on and may require further consideration to prevent the Barnet CAB status being removed.

### Air quality focus areas

- 1.23 An Air Quality Focus Area is a location that has been identified by the GLA as having high levels of pollution (not meeting the EU objectives) and high human exposure. Barnet has 14 focus areas in the borough which will require targeted action. Table four lists the areas. All the focus areas are close to busy roads, and the table highlights which are in Barnet's control.

Table Four: Barnet Air Quality Focus Areas

	Focus Area	Whose Control?
1	Apex Corner near Mill Hill M1/A41/A5109	TfL (Transport for London)
2	Fiveways Corner M1 Junction 2 and A1 Barnet Bypass	TfL
3	Hendon Central A41/Queens Road	TfL
4	A406 North Circular Brent Cross to Golders Green Road A502	TfL
5	A406 Henleys Corner	TfL
6	Finchley A598 Ballards Road between Henleys Corner and Woodhouse A1003	Barnet
7	North Finchley Junction with Woodhouse Rd/Ballards Lane/North Finchley High Road	Barnet
8	Barnet High Street	Barnet
9	Cricklewood Junction A407 Cricklewood Lane/A5 Broadway	Barnet
10	Childs Hill Junction A407 Cricklewood/A41 Hendon Way/A598 Finchley Rd	Barnet
11	Golders Greens Junction A504/A598	Barnet
12	Friern Barnet A1003 Woodhouse Road junction with Colney Hatch Lane	Barnet
13	Cricklewood A41 Hendon Way	TfL
14	Hendon M1 and A5	Highways England and TfL

- 1.24 It is important to note that Barnet does not have direct control of key through routes immediately around and in the borough, such as the A1, M1, A41, and

A406, and a significant proportion of car trips within and across Barnet originate elsewhere and are between origin and destination points outside of the Borough.

### **Update on Schools Audits**

- 1.25 Air Quality Audits have now been completed at Wessex Gardens Primary School and Tudor Primary School. Barnet Council contributed £10,000 to each school in order to support the schools in implementing the recommended actions identified in the audits.
- 1.26 The LIP (Local Implementation Plan) has allocated a total of £5K per year to carry out further audits at schools. It has also allocated a total of £10K per year to implement recommendations until 2021/2022.
- 1.27 In the January 2019 Environment Committee meeting, members agreed to fund up to £16k from the LIP funding to conduct an audit and subsequent actions for the Beis Medrash Elyon School, NW9.
- 1.28 The list of schools that are in areas of poor air quality that are in breach of the UK Air Quality Objectives has been updated since the January committee. Tudor Primary and Beis Yaakov are no longer in the list. It should be noted that the results are modelled data and not monitored and there will be some uncertainty in the modelling assumptions.
- 1.29 Table 5 shows the most affected schools in Barnet. The 2016 data is the most recent dataset, produced in July 2019 by TfL. There is a time delay due to the requirement for extensive modelling inputs such as temperature, traffic numbers and composition and monitoring data.

Table 5: List of schools predicted to be in areas that breach the UK Air Quality Objectives (taken from the London Atmospheric Emissions Inventory supplied by the GLA)

School	NO2 Average 2013 (µg/m3)	Exceeds 40µg/m3 Objective?	NO2 Average 2016 (µg/m3)	Exceeds Objective?
Wentworth Tutorial College	51.6	Yes	47.4	Yes
Unity Girls High School	51.1	Yes	46.3	Yes
Torah Vodaas	48.2	Yes	44.5	Yes
Mapledown School	46.5	Yes	44.4	Yes
Beis Soroh Schneirer	47.6	Yes	43.9	Yes
St Joseph's Catholic Primary School	45.9	Yes	43.7	Yes
Ambitious College	46.8	Yes	43.4	Yes
Barnet Hill Academy	45.1	Yes	42.4	Yes
Wessex Gardens Primary School	43.0	Yes	42.1	Yes
Beis Medrash Elyon	44.6	Yes	41.5	Yes
Whitefield School	41.1	Yes	40.9	Yes
Hasmonean Primary School	40.1	Yes	40.1	Yes

### **Mayor's Air Quality Fund 3**

- 1.30 Barnet submitted bids in January 2019 for the third round of the Mayor's Air Quality Fund. The outcome of these bids was as follows:

#### Finchley Town Centre

- 1.31 Barnet submitted a bid for funding a project at Finchley Town Centre to complement the proposed TfL station redevelopment and public realm improvements proposed as part of the Finchley Central Town Centre Strategy. Unfortunately, this bid was unsuccessful.

#### Joint bid with Brent Council

- 1.32 A joint bid with Brent Council to tackle the air quality hotspot of the North Circular/M1/A41 and A5 road network at and around Staples Corner was also unsuccessful.

#### Inspection of construction sites and Health Streets Everyday

- 1.33 Two joint bids were successful – a pan-London project to inspect construction sites to ensure that they are only using approved and lower-pollution machinery. (Construction machinery is currently the third largest contributor to air pollution in the capital).
- 1.34 The second successful bid is called Healthy Streets Everyday. This is a pan-London project including 16 London Boroughs with the aim to deliver



pedestrian-priority healthy streets, increase walking rates and reduce emissions and exposure to air pollution. This will include streetscape improvements and car-free events.

- 1.35 Table 5 provides a breakdown of the currently available funding for air quality. The Local Implementation Plan Annual Spending Submission 2020/21 provides further detail on LIP allocation.

Table 5: Finance

				19/20 £	20/21 £	21/22 £
<b>School Air Quality audits</b>	Air quality audits on remaining schools in high pollution areas	LIP Allocation	Schools in high pollution areas	5k	4k	4k
<b>Air Quality audit improvements</b>	Delivery of Air Quality audit improvements (possible impacts on infrastructure TBC). LIP funding would deliver transport elements of audit recommendations only.	LIP Allocation	Schools in high pollution areas	10k	40k	40k
<b>Car-free days &amp; events</b>	Support for car-free days & events	LIP Allocation	Various boroughwide	5k	5k	5k
		Mayor's Air Quality Fund		10K	10K	10K
<b>Tree planting</b>	Tree planting to address air quality and urban heat islands	LIP Allocation	Borough-wide	75k	75k	75k
<b>Sustainable business grants</b>	Sustainable business grants programme to liaise with and approach businesses along the A1000 corridor and give their business an energy and sustainability appraisal	LIP Allocation		35k	20k	20k
			A1000 corridor			

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations in this report are made to ensure members are kept updated and note the progress made and provide relevant comments, feedback or further direction.

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

- 3.1 Doing nothing is not an option as Barnet would breach statutory requirements on the management of air quality and not address the health impact of poor air quality.

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

- 4.1 Deliver funded project as per the grant funding criteria.
- 4.2 Further revise Barnet's Air Quality Action Plan to ensure it is in line with the activities set out in this report and meets the requirements to support Barnet securing the Cleaner Air Borough Status.
- 4.3 Ensure air quality is a significant component of the imminent long-term Transport Strategy for Barnet.

### **5. IMPLICATIONS OF DECISION**

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

- 5.1.1 Delivering Quality Services is a key area of focus in the Corporate Plan 2019-2024. Within the Clean and Safe Places priority there is a commitment to achieve the highest possible standards of air quality. Barnet has a Corporate Performance indicator to monitor and review trends for air quality in Barnet annually.
- 5.1.2 The air quality action plan is aligned to the Health and Wellbeing Strategy and its stated priorities and themes.

Wellbeing in the Community: "Improving air quality is creating circumstances that enable people to have greater life opportunities. How we live is encouraging healthier lifestyles". The air quality action plan encourages sustainable transport such as walking and cycling that help the objective to focus on reducing obesity and preventing long term conditions through promoting physical activity

- 5.1.3 The air quality action plan links with the Long-Term Transport Strategy and Local Implementation Plan, Corporate Fleet emissions and sustainable procurement contracts.

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

- 5.2.1 Re (Regional Enterprise) is the Joint Venture to deliver Regulatory Services on behalf of Barnet under the Development and Regulatory Services contract.
- 5.2.2 The launch of the third round of the Mayor's Air Quality Fund (2019-2022) commenced in October 2018, with applications submitted by 11.01.2018. This is a funding pot of £6million distributed across London. Section 1.30 to 1.34

sets out the results of the bids submitted by Barnet. Table 6 sets out the funding secured and allocated to the air quality projects.

5.2.3 The Local Implementation Plan allocates a budget towards projects to achieve key outcomes including improved air quality as a result of modal shift. A borough spending submission of £170,000 for 2019/2020 has been made specifically for air quality projects.

5.2.4 Resources for existing activities are funded by the management fee for the DRS contract. Any additional work which the Council may wish to commission over and above these resources would incur additional costs to the council in accordance with the contract rates.

### **5.3 Social Value**

5.3.1 The existing and additional work on improving air quality has wide environmental and social benefits, particularly for residents and children living, working or going to school near too busy roads

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

5.4.1 S.82-84 Environment Act 1995 imposes obligations on a local authority to periodically review air quality in its area and requires the issue of an Air Quality Action Plan once an Air Quality Management Area has been designated.

5.4.2 The delegated powers for this legislation fall within the remit of the Strategic Director for Environment in line with the Scheme of delegation for Officers and are delivered through Re, Environmental Health Team.

5.4.3 In preparation for Brexit, regulations will come into force on exit day, to ensure that existing regulatory standards on air quality will be maintained. In the longer term, the Environment Bill 2019, which is due to be introduced to the Commons in the autumn, is expected to contain a new legally binding national commitment to meet World Health Organization guideline levels for particulates PM2.5 and additional new powers for local authorities to reduce emissions from burning wood and coal, and from machinery.

5.4.4 Article 7 of the Council's Constitution states that the Environment Committee has responsibility for all borough-wide or cross-constituency matters relating to street scene, including environmental health. The Environment Committee's terms of reference include receiving reports on relevant performance information and risk relating to the services under the remit of the Committee. Article 7 also states that if any report comes within the remit of more than one committee, to avoid the report being discussed at several committees, the report will be presented and determined at the most appropriate committee.

### **5.5 Risk Management**

5.5.1 The risks of exceedances of air pollution in Barnet is managed by the following processes

- a yearly review and assessment of air quality,
- a five-year air quality action plan, reviewed annually
- an interdepartmental steering group to promote improved air quality minimises the risks below:

5.5.2 EU legislation specifies that Member states can be fined for poor air quality. The national government, through DEFRA and GLA, check the effectiveness of local authority reports. If exceedances occur that can be deemed to be the fault of poor management of Council controlled highways then local authorities may be held directly responsible for a proportion of the fine.

5.5.3 It is not known exactly how air quality legislation will change in the medium term upon Britain leaving the European Union; however, it is likely that Defra or the newly proposed Office for Environmental Protection will continue with a policy of being able to fine local authorities if action to improve air quality is not effective.

5.5.4 There is a moderate risk of reputational and operational impact if there is no progress acknowledged by the GLA/DEFRA on improving Barnet's air quality by delivering the measures described in the Barnet action plan.

5.5.5 The GLA operate a Cleaner Air Borough status accreditation which Barnet currently has. This accreditation can be removed if there is not deemed to be sufficient progress.

#### ○ **Equalities and Diversity**

5.6.1 From the Corporate Plan, work to improve air quality will reflect our Strategic Equalities Objective (SEO), which is:

"That citizens will be treated equally, with understanding and respect, and will have equal access to quality services which provide value to the tax payer."

5.6.2 The air quality of Barnet affects all residents and workers and does not differentiate between persons of different culture, religion, wealth, sex or physical ability, therefore the improvement sought in the on-going work to improve air quality will affect every part of society.

5.6.3 However poor air quality does not affect everybody equally. Poor air quality is likely to have greater effect on the very young, the very old or people with certain other disabilities or conditions who may be more prone to suffering as a result of poor air quality.

5.6.4 Poor air quality may also adversely affect poorer residents as they are more likely to be living nearest to busy congested roads.

#### ○ **Corporate Parenting**

5.7.1 In line with the 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.



- **Consultation and Engagement**

5.5.1 The Council's air quality action plan 2017-2022 went through the formal consultation process in 2017.

**5.9 Insight**

5.9.1 Not applicable to this report.

**6. BACKGROUND PAPERS**

The Council's draft air quality action plan can be found on Engage Barnet <https://engage.barnet.gov.uk/air-quality-action-plan>

The Council's draft local implementation plan can be found at <http://barnet.moderngov.co.uk/documents/b31252/Local%20Implementation%20Plan%20submission%20of%20draft%20to%20TfL%20and%20public%20consultation%2023rd-Oct-2018%2019.00.pdf?T=9>

Burnt Oak Town Centre Strategy:

<http://barnet.moderngov.co.uk/documents/s43516/Appendix%201%20-%20Burnt%20Oak%20own%20Centre%20Approach%20February%202017.pdf>

Finchley Central Town Centre Strategy:

<http://barnet.moderngov.co.uk/documents/s43517/Appendix%202%20-%20Finchley%20Central%20Town%20Centre%20Strategy.pdf>

Schools air quality audit reports: <https://www.london.gov.uk/press-releases/mayoral/mayor-launches-air-quality-audits-and-1m-fund>

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# **London Borough of Barnet Air Quality Annual Status Report for 2018**

**Date of publication: tbc following 11.09.2019 committee**



This report provides a detailed overview of air quality in the London Borough of Barnet during 2018. It has been produced to meet the requirements of the London Local Air Quality Management statutory process<sup>1</sup>.

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<sup>1</sup> LLAQM Policy and Technical Guidance 2016 (LLAQM.TG(16)). <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-boroughs>

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## **Abbreviations**

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NRMM	Non-Road Mobile Machinery
PM <sub>10</sub>	Particulate matter less than 10 micron in diameter
PM <sub>2.5</sub>	Particulate matter less than 2.5 micron in diameter
TEB	Transport Emissions Benchmark
TfL	Transport for London

**Table A. Summary of National Air Quality Standards and Objectives**

<b>Pollutant</b>	<b>Objective (UK)</b>	<b>Averaging Period</b>	<b>Date<sup>1</sup></b>
Nitrogen dioxide - NO <sub>2</sub>	200 µg m <sup>-3</sup> not to be exceeded more than 18 times a year	1-hour mean	31 Dec 2005
	40 µg m <sup>-3</sup>	Annual mean	31 Dec 2005
Particles - PM <sub>10</sub>	50 µg m <sup>-3</sup> not to be exceeded more than 35 times a year	24-hour mean	31 Dec 2004
	40 µg m <sup>-3</sup>	Annual mean	31 Dec 2004
Particles - PM <sub>2.5</sub>	25 µg m <sup>-3</sup>	Annual mean	2020
	Target of 15% reduction in concentration at urban background locations	3 year mean	Between 2010 and 2020
Sulphur Dioxide (SO <sub>2</sub> )	266 µg m <sup>-3</sup> not to be exceeded more than 35 times a year	15 minute mean	31 Dec 2005
	350 µg m <sup>-3</sup> not to be exceeded more than 24 times a year	1 hour mean	31 Dec 2004
	125 µg m <sup>-3</sup> not to be exceeded more than 3 times a year	24 hour mean	31 Dec 2004

Note: <sup>1</sup> by which to be achieved by and maintained thereafter

## 1. Air Quality Monitoring

### 1.1 Locations

**Table B. Details of Automatic Monitoring Sites for 2018**

Site ID	Site Name	OS Grid Reference X	OS Grid Reference Y	Site Type	In AQMA? (Air Quality Management Area)	Distance from monitoring site to relevant exposure (m)	Distance to kerb of nearest road (N/A if not applicable) (m)	Inlet height (m)	Pollutants monitored <sup>3</sup>	Monitoring technique
ABN1	Tally Ho High Road, Finchley N12 0BP	526344	192219	Kerbside	Y	5	0.5	3	Nitrogen dioxide (NO <sub>2</sub> ); PM10 (particulates of less than 10 microns diameter)	Chemiluminescent; TEOM
ABN2	Chalgrove School Chalgrove Gardens, London N3 3PL	524374	189642	Urban Background	Y	0	N/A	2.5	Nitrogen dioxide (NO <sub>2</sub> ); PM10 (particulates of less than 10 microns diameter)	Chemiluminescent; TEOM

**Table C. Details of Non-Automatic Monitoring Sites for 2018**

Site ID:	Site Name	Site Type	OS Grid Ref	Pollutants Monitored	In AQMA (Air Quality Management Area?)	Distance from monitoring site to relevant Exposure (m)	Distance to kerb of nearest road (N/A if not applicable) (m)	Inlet Height	Tube co-located with an automatic monitor (Y/N)
PBN1	1 Pointalls Close	Roadside	X526278 Y190444	NO <sub>2</sub> (nitrogen dioxide)	Y	6	13	2.5	N
PBN2	71 Ballards Lane	Urban Centre	X525410 Y190980	NO <sub>2</sub>	Y	0	4	2.5	N
PBN3	Sanders Lane Allotments	Urban background	X523754 Y191588	NO <sub>2</sub>	Y	N/A	N/A	2.0	N
PBN5	St James Catholic High School	Urban background	X521885 Y190489	NO <sub>2</sub>	Y	5	2	2.5	N
PBN6	347 Hendon Way	Roadside	X523127 Y188183	NO <sub>2</sub>	Y	10	1.0	2.5	N
PBN8	Tally Ho monitoring station	Urban Centre	X526346 Y192224	NO <sub>2</sub>	Y	5	0.5	2.5	Y
PBN9	52 Golders Green Road	Urban Centre	X524965 Y187505	NO <sub>2</sub>	Y	0	5	2.5	N
PBN10	High Street, Barnet	Urban Centre	X524496 Y196615	NO <sub>2</sub>	Y	0	3	2.5	N
PBN12	1295 High Road Whetstone	Urban Centre	X526381 Y194059	NO <sub>2</sub>	Y	0	10	2.5	N
PBN13	Courtland Avenue, A1	Roadside	X520968 Y193457	NO <sub>2</sub>	Y	6	22	2.5	N
PBN14	William Hill, Station Road Edgware	Urban Centre	X519497 Y192075	NO <sub>2</sub>	Y	0	5	2.5	N
PBN17	National Express Bus Stop, Golders Green Bus Station	Bus station	X525207 Y187425	NO <sub>2</sub>	Y	0	N/A	2.5	N
PBN18	Rear of GG Bus Station	Bus station	X525278 Y187444	NO <sub>2</sub>	Y	0 <sup>1</sup>	N/A	2.0	N
PBN19	Rear of 7-12 Dyson Court,	Roadside	X523348	NO <sub>2</sub>	Y	0 (façade of	10	2.5	N



	Tilling Road		Y187589			residential building)			
PBN20	Flats above 16 Cricklewood Lane	Urban Centre	X523885 Y185764	NO <sub>2</sub>	Y	0 (façade of residential building)	6	6	N

The non-automatic monitoring sites are also known as diffusion tubes. They are less accurate than our automatic monitoring stations, which have machines that use a standard reference method. However, diffusion tubes are inexpensive and can be used to compare trends in data over time. Relevant exposure includes residential properties, schools, hospitals, High Streets, etc.

## 1.2 Comparison of Monitoring Results with Air Quality Objectives

The following table shows the monitoring results in 2018 and compares them with the Air Quality Objectives. Exceedance's of the nitrogen dioxide (NO<sub>2</sub>) annual mean Air Quality Objective of 40µgm<sup>-3</sup> are shown in bold. NO<sub>2</sub> annual means in excess of 60µgm<sup>-3</sup>, indicating a potential exceedance of the NO<sub>2</sub> hourly mean objective are shown in bold and underlined.

**Table D. Annual Mean NO<sub>2</sub> Ratified and Bias-adjusted Monitoring Results (µg m<sup>-3</sup>)**

Site ID	Site type	Valid data capture for monitoring period % <sup>a</sup>	Valid data capture 2018 % <sup>b</sup>	Annual Mean Concentration (µg m <sup>-3</sup> )						
				2012	2013	2014	2015	2016	2017	2018
ABN1	Automatic	98	98	<b>51.8</b>	<b>49.3</b>	<b>57</b>	<b>46.2</b>	38.8	<b>44</b>	35.9
ABN2	Automatic	96	96	32	32	27	23	28	29	27
PBN1	Diffusion tube	83	83	36	<b>42.2</b>	<b>52.5</b>	37.1	38.9	34.9	36.8

Site ID	Site type	Valid data capture for monitoring period % <sup>a</sup>	Valid data capture 2018 % <sup>b</sup>	Annual Mean Concentration ( $\mu\text{g m}^{-3}$ )						
				2012	2013	2014	2015	2016	2017	2018
PBN2	Diffusion tube	92	92	<b>47.7</b>	<b>52.5</b>	<b>50.0</b>	<b>43.7</b>	<b>46.7</b>	<b>40.5</b>	39.8
PBN3	Diffusion tube	67	67	20.1	24.1	27.3	21.5	22.3	21.0	20.0
PBN5	Diffusion tube	83	83	30.1	31.6	33.2	27.9	30.5	27.7	28.8
PBN6	Diffusion tube	83	83	<b>49.2</b>	<b>50.5</b>	<b>50.7</b>	<b>41.7</b>	<b>50.6</b>	<b>49.5</b>	<b>41.4</b>
PBN8	Diffusion tube	100	100	<b>47.0</b>	<b>46.7</b>	<b>49.6</b>	<b>41.7</b>	<b>45.1</b>	<b>41.25</b>	37.7
PBN9	Diffusion tube	100	100	<b>49.7</b>	<b>56</b>	<b>51.9</b>	<b>48.4</b>	<b>53.5</b>	<b>43.8</b>	<b>43.5</b>
PBN10	Diffusion tube	92	92	<b>51.4</b>	<b>51</b>	<b>53.8</b>	<b>51.0</b>	<b>55.7</b>	<b>51.1</b>	<b>44.0</b>
PBN12	Diffusion tube	100	100	<b>51.9</b>	<b>53</b>	<b>52.4</b>	<b>47.0</b>	<b>50.8</b>	<b>46.3</b>	39.0
PBN13	Diffusion tube	100	100	35.2	37.3	37.6	36.7	34.2	30.1	29.3
PBN14	Diffusion tube	100	100	<b>53.5</b>	<b>58.9</b>	<b>56.5</b>	<b>55.7</b>	<b>54.7</b>	<b>50.9</b>	<b>50.4</b>
PBN17	Diffusion tube	92	92	<u><b>68.5</b></u>	<u><b>80.9</b></u>	<u><b>78.4</b></u>	<u><b>64.5</b></u>	<b>58.4</b>	<b>50.8</b>	<b>46.8</b>
PBN18	Diffusion tube	92	92	<b>54.7</b>	<b>55.6</b>	<b>54.5</b>	<b>51.8</b>	<b>50.3</b>	<b>50.4</b>	<b>40.3</b>
PBN19	Diffusion tube	100	100	<b>51.2</b>	<b>55.5</b>	<b>54.8</b>	<b>52.3</b>	<b>52.2</b>	<b>49.1</b>	<b>47.2</b>

Site ID	Site type	Valid data capture for monitoring period % <sup>a</sup>	Valid data capture 2018 % <sup>b</sup>	Annual Mean Concentration ( $\mu\text{g m}^{-3}$ )						
				2012	2013	2014	2015	2016	2017	2018
PBN20	Diffusion tube	100	100	54.3	57.1	<u>62.3</u>	54.6	55.3	x	43.1

Notes:

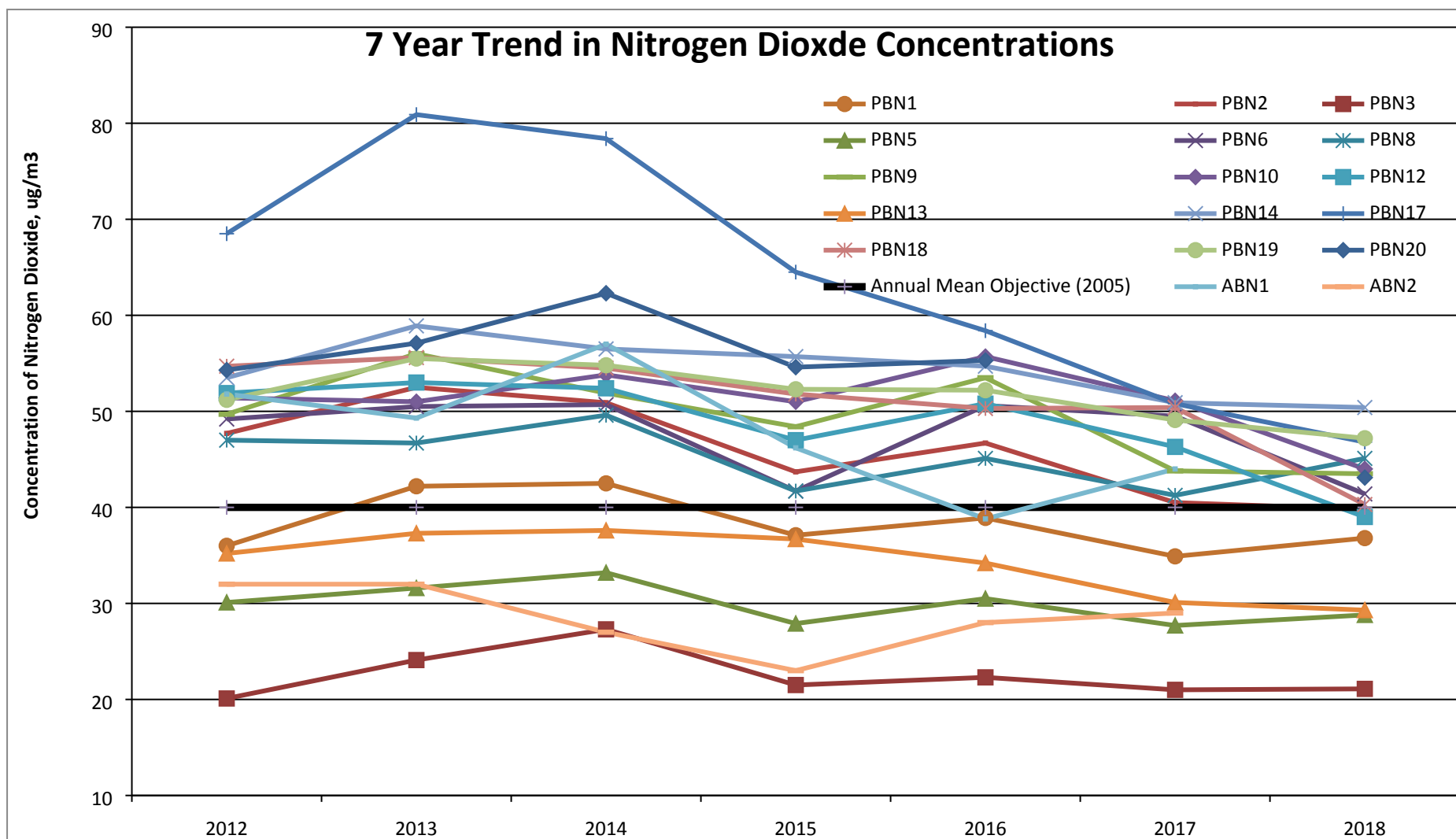
<sup>a</sup> data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

<sup>b</sup> data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

<sup>c</sup> Means were “annualised” in accordance with LLAQM Technical Guidance, where valid data capture was less than 75%. Process is described in Appendix A.3

<sup>d</sup> Means were distance corrected to a location of relevant public exposure; details are in Appendix A.3.

<sup>e</sup> Results prior to annualization and distance correction are in appendix B





**Table E. NO<sub>2</sub> Automatic Monitor Results: Comparison with 1-hour Mean Objective**

Site ID	Valid data capture for monitoring period % <sup>a</sup>	Valid data capture 2018 % <sup>b</sup>	Number of Hourly Means > 200 µg m <sup>-3</sup>						
			2012	2013	2014	2015	2016	2017	2018
ABN1	97.97	97.97	17 (208)	5	9 (182)	9 (136)	0	1	0
ABN2	96.48	96.48	0	0	0 (115)	0 (92)	0	1	0

Notes:

<sup>a</sup> data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

<sup>b</sup> data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

The second Air Quality Objective for nitrogen dioxide is for the hourly mean of 200µg m<sup>-3</sup> not to be exceeded more than 18 times in a year.

There were no exceedences of the one-hour mean objective recorded at either automatic monitoring site in 2018.

**Table F. Annual Mean PM<sub>10</sub> Automatic Monitoring Results (µg m<sup>-3</sup>)**

Site ID	Valid data capture for monitoring period % <sup>a</sup>	Valid data capture 2018 % <sup>b</sup>	Annual Mean Concentration (µg m <sup>-3</sup> )						
			2012 <sup>c</sup>	2013 <sup>c</sup>	2014 <sup>c</sup>	2015 <sup>c</sup>	2016 <sup>c</sup>	2017 <sup>c</sup>	2018 <sup>c</sup>
ABN1	95.68	95.68	27	27	<b>26</b>	<b>22</b>	<b>23</b>	<b>21.29</b>	<b>21</b>
ABN2	96.3	96.3	19	19	20	18	18	18	17

Notes: Exceedance of the PM<sub>10</sub> annual mean AQO of 40 µg m<sup>-3</sup> are shown in **bold**.

<sup>a</sup> data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

<sup>b</sup> data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

The annual mean concentration of PM10 at both monitoring sites remains well below the objective. **We are considering whether due to these results and new objectives for PM2.5 whether further monitoring is necessary.**

**Table G. PM<sub>10</sub> Automatic Monitor Results: Comparison with 24-Hour Mean Objective**

Site ID	Valid data capture for monitoring period % <sup>a</sup>	Valid data capture 2018 % <sup>b</sup>	Number of Daily Means > 50 µg m <sup>-3</sup>						
			2012	2013	2014	2015	2016	2017	2018
ABN1	95.68	95.68	7 (41)	5	6	6	4 (35)	6 (32)	<b>1</b>
ABN2	96.3	96.3	0	0	0	3	3	4 (29)	1

Notes: Exceedance of the PM<sub>10</sub> short term Air Quality Objective of 50 µg m<sup>-3</sup> over the permitted 35 days per year or where the 90.4th percentile exceeds 50 µg m<sup>-3</sup> are shown in **bold**. Where the period of valid data is less than 85% of a full year, the 90.4th percentile is shown in brackets after the number of exceedances.

<sup>a</sup> data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

<sup>b</sup> data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

There was only one day in 2018 (5<sup>th</sup> November ) when the 24-hour mean objective was exceeded. This was recorded at both monitoring sites and so indicates a regional issue, probably relating to Bonfire Night fireworks.

## Discussion of data trends

Last year's report stated that most sites were showing a large reduction in nitrogen dioxide (NO<sub>2</sub>) levels in 2017 compared with 2016 which was a peak year for air pollution. In 2018, the general trend to decreasing NO<sub>2</sub> levels, and therefore an improvement in air quality, has continued. There were significant decreases in NO<sub>2</sub> levels at Hendon Way (A41), High Street Barnet, High Road Whetstone, and Golders Green Bus Station. Most other sites have shown a levelling off in the reduction of NO<sub>2</sub>; 71 Ballards Lane, Sanders Lane Allotments, 52 Golders Green Road, Courtland Avenue (A1), Station Road Edgware, and Tilling Road (A406 near Brent Cross). Of most concern is that despite reductions in

nitrogen dioxide levels, several sites continue to exceed the annual mean objective by a significant margin. These include the High Street locations of Golders Green(43.5µg/m<sup>3</sup>), Station Road Edgware(50.4µg/m<sup>3</sup>), and High Street Barnet (44µg/m<sup>3</sup>), all of which have residential flats above the High Street shops. Other worst affected locations are Dyson Court (off Tilling Road) (47.2µg/m<sup>3</sup>) and Cricklewood Lane (43.1µg/m<sup>3</sup>).

### **Discussion of data trends – detail**

#### Golders Green Bus Station

Golders Green Bus Station was designated as an Air Quality Management Area in 2010 due to the one-hour mean nitrogen dioxide air quality objective being exceeded. It is one of the busiest bus stations in London, with 25 bus routes passing through it as well as being a key stop for National Express Coaches. It is owned by Transport for London. The London Borough of Barnet has no jurisdiction of the bus station or the buses and coaches using it. Monitoring shows a huge decrease of 10µg/m<sup>3</sup> towards the rear of the bus station. This monitoring site is close to a bus stop for TfL buses and the result is probably a reflection of the newer, cleaner buses in the fleet. Monitoring at the National Express bus stop, which is also closest to the road network, has shown a 4µg/m<sup>3</sup> decrease to 46.8 µg/m<sup>3</sup>. Coaches using this station are likely to continue into London Victoria and will be required to have the cleanest engines. The hourly mean for nitrogen dioxide is being comfortably met.

#### High Street Locations

In 2010, it was clear from monitoring data that several High Street locations were in exceedence of the one-hour mean nitrogen dioxide air quality objective and the Air Quality Management Area Order was subsequently amended to include these streets and Golders Green Bus Station. Over the years, the nitrogen dioxide concentrations have decreased and the 2018 results confirm that the hourly mean is being comfortably achieved at all High Street locations.

Although there has been continued improvement in air quality, the annual mean continues to be exceeded in four out of five of the High Street locations monitored. These locations all suffer from high vehicle numbers and congestion at rush hour. The improvements in air quality can probably be explained

by cleaner engines. There still needs to be action to address poor air quality where residents are living in these busy high streets above shops. The Council uses the planning system where it can to ensure that new residential developments in High Streets employ mitigation for instance in the form of mechanical ventilation with air drawn in at height or to the rear of the building. However, when a development does not need to go through the full planning process, for instance conversion of offices to residential through a “prior notification process”, air quality is not a material consideration, and the Council has no powers to act to reduce the impact on new residents.

Ballards Lane, Finchley, is now meeting the Air Quality Objectives. In North Finchley, there has been a large reduction in nitrogen dioxide to but does not yet meet the objective. In Golders Green the downward trend in NO<sub>2</sub> levels continues but has slowed down, but is still above the target of 40 at 43.5µg/m<sup>3</sup>. In High St Barnet (PBN8), there has been a large reduction in NO<sub>2</sub> to 44.0µg/m<sup>3</sup>. In Whetstone there has been a 6µg/m<sup>3</sup> decrease down to 39.0µg/m<sup>3</sup> which is just inside the target. The most polluted High St measured in 2018 was Edgware with a concentration of 50.4 µg/m<sup>3</sup>, only slightly better than last year. Edgware has a taxi rank in the middle of the road and a high proportion of buses.

#### Residential properties on major roads

Barnet has several major roads with residential properties along it. Barnet has limited options for improvements on these major routes as they are administered by TfL / Highways England. The traffic is of very high volumes, is often congested, and has a high proportion of HGVs. This traffic is more likely to be characterised by through traffic than originating in the Borough. These routes are also roads administered by TfL (A41, A406, A1) or Highways England (M1). However, Tube 6 Hendon Way (A41) has shown a very large reduction in nitrogen dioxide levels, coming down from 49.5µg/m<sup>3</sup> in 2017 to 41.4µg/m<sup>3</sup> in 2018. This possibly reflects improvements in engine technology. However, Tube 1 Pointalls Close and Tube 19 Dyson Court (off Tilling Road) that are both on the A406 continue to be problematic. Pointalls Close is one of only two sites to have shown an increase in 2018, and Dyson Court is the worst location for residential exposure in Barnet, at 47.2µg/m<sup>3</sup>. Courtland Avenue (A1) has shown a further decrease in NO<sub>2</sub> levels, to 29.3µg/m<sup>3</sup>.



## **2. Action to Improve Air Quality**

### ***2.1 Air Quality Action Plan Progress***

Highlights of successful projects delivered in 2018/2019 include:

- 110 new e-vehicle charging points - 40 lamp column charging points for electric vehicles have been installed, and another 40 will be installed this autumn. A further 30 stand-alone electric vehicle charging points will be added to car parks in the borough throughout 2019.
- 225 trees were planted in areas with poor air quality. This is part of a five-year scheme believed to be the largest of its kind in London to plant 4,500 trees to boost air quality, reduce the risk of flooding, provide protection from the sun, replace ageing trees and improve parks.
- The completion of a project to audit construction sites to ensure heavy site machinery complies with emissions limits to reduce pollution. 12% of air pollution in London comes from construction sites.
- Clean Air Day 2018 was marked by delivering 2 lessons at a new school in Millbrook Park. A professor from Middlesex University gave a fun presentation to Year 1 children. The children also made pollution catchers using paper plates with Vaseline to capture particulates in their school playground.

Key outcomes were:

- The average percentage of children travelling to school by car has continued to reduce and is now 23%.

- Barnet achieved the highest number of schools in London awarded STARS recognition (Sustainable Travel to and from their school that is Active, Responsible and Safe). 71 schools were awarded the top Gold rating
- Winning the 2019 London Borough Tree Award – coming top out of 32 London Boroughs.

In 2019 the GLA's London Local Air Quality Matrix is being re-written to re-prioritise certain measures and provide consistency across London. A revised action plan will be produced once the GLA's consultation has finished, to both incorporate these measures and ensure Barnet continues to address its local issues.

Table J provides a brief summary of the London Borough of Barnet's progress against the current London Borough of Barnet Air Quality Action Plan 2017-2022, showing the significant progress made in 2018/19.

**Table J. Delivery of Air Quality Action Plan Measures**

Action category	Ref	Action description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Signposts to other Council strategies and plans
Emissions from developments and buildings	1	Minimise dust emissions from construction sites	Environmental Health and Planning	No additional cost to Council	Medium. 12% of air pollution in Barnet arises from construction sites. Action will reduce PM10 and	2016-2021	Number of dust complaints received in 2018/19: 40  This figure includes dust from demolition & construction, as well as dust from industrial and commercial activities	Supplementary Planning Guidance for Sustainable Design and Construction

					PM2.5.			
Emissions from developments and buildings	2	Enforce Non Road Mobile Machinery (NRMM) air quality policies	Environmental Health and Planning Enforcement	No additional cost to Council. Grant funded by GLA	Medium.  12% of air pollution in Barnet arises from construction sites. Action will reduce NO2, PM10 and PM2.5.	A four-Borough project including Waltham Forest, Barnet, Enfield and Haringey. Funded by the GLA Sep 2016-March 2019  Project to continue in 2019/2020 led by London Borough of Merton	203 sites were visited across the four Boroughs, with 57 in Barnet. By the end of the project a compliance rate of over 95% was achieved. Project delivered successfully by 31.03.2019. End project report submitted to the GLA. Project successfully raised awareness of construction machinery exhaust emissions; and reduced air pollution impact on residents.	Supplementary Planning Guidance for Sustainable Design and Construction
Emissions from developments and buildings	3	Enforce CHP and biomass air quality policies	Environmental Health and Planning	No additional cost to Council	Medium.  (Benefits potentially	2016-2021	Number of planning applications for CHP:  Total No applications	Supplementary Planning Guidance for Sustainable Design and

					significant but unquantifiable)  Action will reduce NO2, PM10 and PM2.5.	Action to be continued in 2019/2020	received in 2018/19: 885  Biomass boilers: no applications received  4 applications assessed for submission of details for CHP  20 applications had planning conditions applied to require dispersion modelling of new CHP plant.  All new CHP plan must comply with the Mayor's emissions requirement and the team will ensure this through the planning process.	Construction
Emissions from developments and buildings	4	Enforce Air Quality Neutral policies and Monitor Sustainable Travel Plans for developments	Environmental Health and Planning and Highways	No additional cost to Council	Medium.  (Benefits potentially significant but unquantifiable)  Action will reduce NO2, PM10 and	2016-2021  Performance indicator P1TD03 Monitoring Travel Plans for	Out of the 885 planning applications assessed by Barnet Scientific Services in 2018, approximately 200 will have required either an air quality report or air quality mitigation measures to be put in place.	Supplementary Planning Guidance for Sustainable Design and Construction



					PM2.5.	Developments  Action will continue in 2019/2020	Approx. 10 applications were recommended for refusal by Scientific Services on the grounds of insufficient evidence of how poor air quality would be mitigated.	
Emissions from developments and buildings	5	Enforce Smoke Control Areas	Environmental Health	No additional cost	Medium.  Action will reduce PM10 and PM2.5.	2016-2021	<p>Number of complaints of smoke from chimneys in 2018/2019: 5</p> <p>Number of enforcement actions: None – all were settled through informal action to secure compliance.</p> <p>NB: This included restaurants, charcoal grills and woodfire pizzas; allegations of wrong fuel being burnt on home stoves.</p> <p>The Clean Air Act legislation is being updated in 2019.</p>	DRS Enforcement Policy
Public health and awareness	6	Regularly brief Director of	Environmental Health and	No additional cost	Low.  (But	On-going	The Director of Public Health (DPH) for Barnet has	2015-2020 Joint Strategic Needs

raising		Public Health (DPH) on air quality issues in Barnet; what is being done, and what is needed.	Public Health		unquantifiable)		been updated and joint actions agreed to ensure improved synergy across air quality and public health. Actions include Public Health mapping air quality hotspots, paediatric asthma. Mapping GP practices with high levels of childhood asthma is currently underway. Further opportunities are:  <ul style="list-style-type: none"> <li>- Map hospital admissions for asthma and COPD against Air Quality</li> <li>- Promotion of active travel</li> </ul>	Assessment (JSNA).  Health and Wellbeing Strategy 2016-2020
Public health and awareness raising	7	Director of Public Health to sign off statutory Annual Status Reports and all new Air Quality Action Plans	Environmental Health and Public Health	No additional cost	Low.  (But unquantifiable)	2016-2021	DPH signed off the air quality environment committee report in January 2019.	2015-2020 Joint Strategic Needs Assessment (JSNA). Health and Wellbeing Strategy 2016-2020
Public health and awareness	8	Encourage schools to join the TfL STARS	Highways (School Travel	No additional cost/LIP	Medium.  Action will reduce	2016-2021	<b>PI TD 01 -Sustainable Travel Plan (STP)</b>	2015-2020 Joint Strategic Needs Assessment

raising		accredited travel planning programme by providing information on the benefits to schools and supporting the implementation of such a programme	team)	funding	NO2, PM10 and PM2.5.		<p><b>Accreditation</b></p> <p>In 2017/18 (most recent year of data), the target was for 115 schools to get bronze or better. The actual results were that 98 Schools got bronze or better with 13 bronze, 14 silver and 71 gold.</p> <p><b>PI TD02 – Children Travelling to School – mode of transport usually used</b></p> <p>Target for 2017/18 was 28% or below travelling by car – actual was 27.73%.</p> <p>In 2017/2018, Barnet achieved the highest number of schools in London awarded the STARS, with a total of 98 schools. The number of gold stars in Barnet (71) exceeded the total number of Bronze, Silver and Gold Stars in all but 1 other</p>	(JSNA).  Health and Wellbeing Strategy 2016-2020
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							<p>borough.</p> <p>By participating in the School Travel Plan Programme, the average percentage of pupils travelling to school by car in Barnet has significantly reduced – An average of 38% of pupils travelled all the way by car prior to the implementation of any school travel plan. This compares to 23% on average in 2018. We know this from pupil “hands up” surveys.</p>	
Public health and awareness raising	9	Air quality projects with schools	Environmental Health and Highways (School Travel team)	No additional cost (completing projects from Mayor’s Air Quality Fund round 1)	Medium.  Action will reduce NO2, PM10 and PM2.5.	2016-2017	<p>Environmental Health and Highways (School travel Team)</p> <p><b>Clean Air Day 2018</b> was marked by delivering an air quality lesson at a new school in Millbrook Park. A professor from Middlesex University gave a fun</p>	<p>2015-2020 Joint Strategic Needs Assessment (JSNA).</p> <p>Health and Wellbeing Strategy 2016-2020</p>

							<p>presentation to Year 1 children. The children also made pollution catchers using paper plates with Vaseline to capture particulates in their school playground.</p> <p><b>Bespoke air-quality lesson</b> was delivered to a group of science students at Christchurch College</p>	
				<p>Funded by the Mayors Air Quality Fund, with Match Funding from London Borough of Barnet Council.</p>		<p>2018/2019</p>	<p><b>Air quality audits</b> conducted at Wessex Gardens and Tudor Primary School. Grant of £10k per school awarded by the GLA's Mayor's Air Quality Fund.</p> <p>Wessex School successfully applied for a Greener Cities Grant to install living green ivy screen on the boundary between A41 and their playground.</p> <p>Barnet Council gave £10,000 contribution to</p>	



							each school	
		Schools audits for other schools in poor air quality areas		Barnet council agreed £12k to support schools audits over the next 3 years and £10k to support a school improve AQ		2019/2020 2020/2021 2021/2022	Barnet has agreed LIP allocation funding of £5k in 2019/2020, £4k 2020/21 and £4k in 2021/22. An extra £10k has also been made available to implement measures in an additional school in 2019/2020.	
		Anti-idling projects	Environmental Health and Highways		Aim to deliver up to two weeks a year for anti-idling campaigns		In May/June 2018 two weeks of anti-idling events covering 12 schools to mark Walk to School Week and Clean Air Day.	
		Use Barnet website, Barnet First magazine, and other media to better disseminate air quality information.	Barnet Council, Public Health, Re				Air quality article to raise awareness and support Clear Air Day published in the Barnet Magazine – delivered to every household in Barnet.	

Delivery servicing and freight	10	Investigate joining North London Freight Consolidation Scheme	Environmental Health and Procurement	<p>This was funded through the MAQF round two (2016-2019)</p> <p>Not continuing in 2018/2019, however new procurement will be developed.</p>	Low.  Action will reduce NO2, PM10 and PM2.5.	2016-2019	<b>Barnet is to join London Lorry Control scheme LLCS.</b>	
		<p>Green procurement policies:</p> <p>Barnet have regard to air quality / green procurement when preparing procurement requirements (as appropriate) with services, this is good</p>	Environmental Health and Procurement			Action to be further developed in 2019/2020	<ul style="list-style-type: none"> <li>- Barnet is reviewing the Social Value policy which will be a main driver for air quality aspects.</li> <li>- Services already commissioned will have in place environmental considerations, there will be less scope to influence them under this new policy.</li> <li>- Barnet have already made it a requirement that contractors with a fleet are members of FORS</li> <li>- Barnet Legal have</li> </ul>	

		practice procurement. (good practice)					<p>reviewed contracts for construction requirements to include FORS and CLOC</p> <ul style="list-style-type: none"> <li>- Barnet Transport Service are aware of the requirement to operate the most efficient vehicles the budget permits and to maintain these appropriately.</li> </ul> <p>To be developed for 2019/20</p>	
Borough fleet actions	11	Maintain Bronze accreditation of the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet	Street Scene  Travel plan for Barnet Depot	No additional cost	Medium.  Action will reduce NO2, PM10 and PM2.5.	2016-2019  2019/2019 – Bronze  2019/2020 further audit to be conducted	Barnet currently hold the Bronze accreditation with the next FORS audit due in October 2019.	Travel Plan for Depot
Borough fleet actions	12	Investigate the possibility of increasing the number of hydrogen, electric, hybrid,	Street Scene and Procurement	Low	Low.  Action will reduce NO2, PM10 and PM2.5.	2016-2021	An options appraisal has been developed to replace current fleet vehicles approaching end of their useful economic life and due to changes in the Low	

		bio-methane and other cleaner vehicles in the borough's fleet					Emission Zone and Ultra Low Emission Zone. Electric vehicles will be considered where operationally viable. For example, the Council has purchased a hybrid vehicle for Mayoral services. A paper is going to Corporate Management Team to consider various options to replace current vehicles.	
Borough fleet actions	13	Accelerate uptake of new Euro VI vehicles in borough fleet	Street Scene and Procurement		Low.  Action will reduce NO2, PM10 and PM2.5.	2016-2021 from 2018/2019 All new vehicles purchased by L.B. Barnet will be Euro VI, going forward.	Council has purchased 4 Refuse Collection Vehicles and 14 Vans meeting with this standard by end of 2018. The tender is currently out for additional Refuse Collection Vehicles with Euro VI standards.	
Borough fleet actions – promoting a safer environment for cyclists and pedestrians.	14	Safer Urban Driver Training for drivers of vehicles in Borough's fleet. Aim is to increase aware	Street Scene	£4,318.25 for four courses of Safer Urban Driving The funding came from Transport for	Low.  Action will contribute to road safety	2016-2021  Aim to arrange two courses per year.  Total of 67 places of Safer	Funding for Safer Urban Driving training was secured and two courses offered to the drivers of Council Vehicles. Request for additional funding for 2019/20 has been	

		<p>of cyclists and pedestrians when driving heavy vehicles and allows drivers to get on a bike and get first-hand experience of what it's like to ride a bike on the road.</p> <p>The specific objectives of the Safe Urban Driving course are:</p> <p>To increase driver understanding of the issues faced by vulnerable road users</p> <p>To improve driver attitudes to vulnerable road users</p> <p>To change driver behaviour and to</p>		<p>London LIP Support for Cycling funding.</p>		<p>Urban driving over 4 training sessions have been offered to borough fleet drivers. Plans are in place to offer further 40 places in this financial year with aim to have all drivers of heavy goods vehicles trained by 2021.</p>	<p>submitted.</p> <p>67 places have been offered to date.</p>	
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		<p>give more consideration to the issues faced by vulnerable road users</p> <p>To ultimately reduce the number of collisions and incidents between Large Goods Vehicles and cyclists</p>						
Localised solutions	15	Increase the planting of green barriers and vegetation	Highways and Green Spaces		<p>Low.</p> <p>Action may lead to absorption of NO2, PM10 and PM2.5.</p>	<p>2019/2021</p> <p>Will continue in 2019/2020 with a target to plant 900 trees in Barnet.</p>	<p>Barnet's Tree Policy 2017 year has been recognised as ground-breaking. Over 5 years 900 trees will be planted in Barnet each year. Areas where the trees will be planted will take into account poor air quality and around worst effected schools. This includes Cricklewood, Golders Green Road, High Road North Finchley, Woodhouse Road.</p> <p>225 trees were planted in</p>	Local Plan

							areas prioritised for poor air quality and urban heat islands in 2018/2019.	
Localised solutions	16	Control air pollution from industrial / commercial and residential sources	Environmental Health	No additional cost to Council	Low.  Action will reduce NO2, PM10 and PM2.5.	2016-2021  To continue in 2019/2020	Regional Enterprise Regulatory Services KPI EH02(LAPPC) for annual 100% inspection of medium and high risk rated premises – achieved in 2018/2019	DRS Enforcement Policy
Localised solutions	17	Monitor air quality	Environmental Health	No additional cost to Council	Low.  Action to review and assess Air Quality levels and effectiveness of Action plan	2016-2021  To continue 2019/2020	Continue to monitor air quality at two monitoring stations. Tally Ho requires fortnightly calibrations by Environmental Health and Chalgrove monthly.  In addition, 15 diffusion tubes are exchanged and sent for analysis each month. <b>Will consider monitoring more schools within LIP funding and PM2.5.</b>	
Cleaner transport	18	Explore the option of extending the	TfL, Highways and Environmental	No cost to Council (TBC)	High.  Action will	2019-20	The final outcome from TfL's consultations is that the ULEZ will officially stop	

		Ultra-Low Emission Zone (currently proposed to stop at the A406) to cover whole of London Borough of Barnet	Health		significantly reduce NO2, PM10 and PM2.5.	To continue 2019/2020 –	at the A406. This has implications for Barnet as approximately one third of the Borough will be within the ULEZ and two thirds outside of it. Discussions are continuing within the Council to consider these implications and what action can be taken.	
		Brief members, publicise ULEZ to residents, consider plan and consequence			ULEZ extension to North Circular is planned for 25.10.2021.	2018/2019  To continue 2019/2020	Members were briefed as part of the Environment Committee Report in January 2018. A further report will be coming to committee in 2019.  Further work will be needed to publicise the ULEZ to residents.	
Cleaner transport	19	Lower the legal speed limit to 20mph in areas close to certain schools. It is a Borough	Highways	LIP funding	Medium.  Action will reduce NO2, PM10 and PM2.5.	2016-2021	As at September 2018 there is approx. 33.6km of 20mph in areas in Barnet. This is an increase of 10.4km compared to the previous year therefore ahead of the	Transport Strategy, Local Implementation Plan

		Transport Objective within the Local Implementation Plan to deliver 20mph areas around schools and other areas where pedestrian activity is high.					<p>target of 2km extra per year.</p> <p>End Dec 2015 23.2km</p> <p>End Dec 2016 23.9km (extra 0.7km during 2016)</p> <p>End Dec 2017 29.7km (extra 5.8km during 2017)</p> <p>End Dec 2018 39.3km (extra 9.6km during 2018 – of which 3.9km installed from Jan-Sept and 5.7km installed from Sept-Dec).</p>	
Cleaner transport	20	Differential charges for residential parking permits based on pollutant emissions	Highways (Parking)	No additional cost	Low.  Action will reduce NO2, PM10 and PM2.5.	Already implemented in 2015-16	<p>A Parking Tariffs Operational Review report was presented to Environment Committee in March 2019 which ensured that future tariffs support an improvement to air quality.</p> <p><a href="https://barnet.moderngov.co.uk/documents/s51573/Parking%20Tariffs%20and%20">https://barnet.moderngov.co.uk/documents/s51573/Parking%20Tariffs%20and%20</a></p>	

							0Operational%20Review.pdf	
Cleaner transport	21	Surcharge on diesel vehicles below Euro VI standards for Resident and Controlled Parking Zone permits	Highways (Parking)	No additional cost	Low.  Action will reduce NO2, PM10 and PM2.5.	2017/2018	There is a £10 surcharge per vehicle on diesel vehicles.	
Cleaner transport	22	Improvement of electric vehicle charging point infrastructure	Highways, planning	Funded by LIP, and developer contributions through planning obligations	Medium.  Action will reduce NO2, PM10 and PM2.5.	100 new points in next 3 years (2016-2019)  To be continued in 2019/2020.	40 lamppost chargers have been installed with a further 40 to be installed in August 2019. Another £290K for 7.5KVA charging points has been allocated.  15 free standing chargers are planned to be installed at Copthall Leisure Centre and 7 at New Barnet	Transport Strategy; Car Club Strategy



							Leisure Centre. 15 free standing chargers will be installed in our car parks and on street locations in the early autumn (2019).	
Cleaner transport	23	Increase provision of cycle parking	Highways	Funded by LIP  Funding for schools came from TfL but this funding will not continue into 2019/2020.	Low.  Action will increase cycle journeys and reduce NO2, PM10 and PM2.5.	2016-2021	<p>Number of cycle spaces installed. Target of between 50-100 extra cycle spaces per annum.</p> <p>524 off-street spaces were provided in 2018/19 incorporating 8 bike-hangers at 4 Barnet Homes locations (48 spaces), 10 cycle stands (20 spaces) in Basing Hill Park, Childs Hill 23 schools were allocated grants for School cycle parking (456 spaces)</p> <p>7 on-street spaces were provided in 2018/19 incorporating 1 bike-hangar and 1 stand in Cricklewood.</p>	Cycle Strategy, LIP

Cleaner transport	24	Encourage modal shift to bicycle through improved bicycle routes and encourage a shift to walking by providing safer, more accessible and attractive pedestrian routes.	Highways	Funded by LIP	Medium.  Action will increase active and sustainable travel and reduce NO2, PM10 and PM2.5.	2016-2021 Current evidence of 1% modal shift based on 3 years data from TfL.	<p>Total length of cycle routes provided.</p> <p>There is a new metric: borough residents' mode share based on average daily trips. Period 2015/16 - 2017/18. (most recent data to report 18/19) is for cycling 1%, walking 28%,</p> <p>New 880m cycle/walk route called Brookside Walk, parallel to the A406 delivered in 2018/19.</p> <p>Further planned route through Montrose and Silk Stream Park. The Quietway Route is being developed.</p> <p>679 people were trained in 2018 by The Hope of Childs Hill <a href="http://thoch.org.uk/">http://thoch.org.uk/</a></p> <p>In 2018/19 the target was</p>	Cycle Strategy, LIP

							2522 children and 647 adults to have cycle training. We trained 3581 children and 1431 adults.	
Cleaner transport	25	Liaise with Transport for London to explore traffic control actions on TfL-controlled roads to achieve a reduction in congestion and pollution concentrations	TfL, Highways, Environmental Health	No cost to Council	Medium.  Action will reduce NO2, PM10 and PM2.5.	2016-2021  2019/2020 continued liaison with TFL	<ul style="list-style-type: none"> <li>- Barnet has liaised with TfL in relation to measures on the A41 following the schools air quality audit of Wessex Gardens School.</li> <li>- Ongoing meetings with TfL re the A5 corridor</li> <li>- Cleaner buses have been introduced on some routes covering Barnet</li> </ul>	Mayor's Air Quality Plan
Cleaner transport	26	Liaise with the Highways Agency to explore options for improving air quality on the M1 to reduce pollution concentration and noise	Highways Agency, Highways, Environmental Health	No cost to Council	Medium.  Action will reduce NO2, PM10 and PM2.5 and Noise	2016-2021  Ongoing action for 2019/2020	Meeting held on 06.03.2019 with Highways England. Discussed various options to improve air quality (barriers, a park-and-ride); current air quality grant funding. Meeting on 09.07.2019 further discussed barriers, air quality grant funding and possibility of an electric van pilot scheme for	

							businesses.	
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### **3. Planning Update and Other New Sources of Emissions**

This section provides an update and evidence for the GLA so that it can produce a London-wide report.

**Table K. Planning requirements met by planning applications in the London Borough of Barnet in 2018**

<b>Action</b>	<b>Number</b>	<b>Notes</b>
a) Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	All major developments	An air quality assessment is a requirement for all major developments over ten units. This incorporates operational air quality, air quality neutral, and construction impacts. The planning vetting team ensures that all air quality assessments submitted are checked by the scientific team. Smaller developments in areas of poor quality have a requirement for air pollution mitigation measures to be installed, but no assessment.
b) Number of planning applications required to monitor for construction dust	3	Barnet does this for the largest developments only
c) Number of CHPs/Biomass boilers refused on air quality grounds	0	No biomass boiler applications were made in 2018. All CHP applications were able to demonstrate compliance with the relevant GLA standards.
d) Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions	24	Over the year, 20 applications had a condition applied to require an air quality assessment for CHP; 4 applications were received for submission of details to discharge a condition for CHP. The GLA emissions limits are written into the condition.
e) Number of developments required to install Ultra-Low NO <sub>x</sub> boilers	All developments	This is a standard Barnet requirement for all new homes, and so the number will be the number of new homes approved in the Borough. The Scientific Team were consulted on 885 planning applications.
f) Number of developments where an AQ Neutral building	70	For very large developments, applicants include an air quality neutral assessment with the initial application.



and/or transport assessments undertaken		<p>(They are aware they need to submit one). For smaller (yet still applicable developments), the team either ask the applicant to re-submit with an assessment, or apply a planning condition, and this is because the assessments are not being done. Another point to note is that about 50% of air quality neutral assessments are not of good quality. It would be good if the requirement were for major residential-only as well as major mixed use.</p>
g) Number of developments where the AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	10	<p>Most assessments conclude that the development is air quality neutral. It is usually the transport assessment that does not meet the benchmark rather than the buildings one. It can be a challenging process to negotiate further measures to offset emissions. Defining measures is often not done in a scientific or robust way.</p>
h) Number of planning applications with S106 agreements including other requirements to improve air quality	2	<p>This has not been done in Barnet. The agreement can only be used to fund monitoring. However, partnership working between environmental health and strategic planning has started with the aim of getting PM2.5 monitoring funded using this mechanism. Consideration is also being given to using the Air Quality Neutral process to fund measures in the Action Plan. The Defra Damage Costs system is also being considered.</p>
Number of planning applications with CIL payments that include a contribution to improve air quality	0	
<p><b>NRMM: Greater London (excluding Central Activity Zone and Canary Wharf)</b>  Number of conditions related to NRMM included.  Number of developments registered and compliant.  Please include confirmation that you have checked that the development has been registered at</p>	All major developments	<p>LB Barnet has a standard condition for nrmm to be compliant and registered on the nrmm website.</p> <p>No enforcement was carried out. An educational approach was successful.</p> <p>LB Barnet led the North London NRMM project to audit construction sites for NRMM and as part of this the majority of major construction sites in the</p>

<a href="http://www.nrmm.london">www.nrmm.london</a> and that all NRMM used on-site is compliant with Stage IIIA of the Directive and/or exemptions to the policy.		Borough are registered and compliant.
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At Barnet Council, the scientific team periodically define the parameters for which planning applications should be consulted by them. Submissions to discharge planning conditions are also reviewed by the scientific team. Enforcement of conditions would come about should there be a complaint. As an example, when there have been complaints of dust from construction sites, we have been able to use the threat of taking action for non-compliance with the Construction Method Statement condition. Likewise, we have persuaded companies to comply with the NRMM requirements by pointing out it is a planning requirement and that we could potentially take enforcement action.

No enforcement action using planning legislation has taken place as other approaches are found to be as effective. Currently the Council's approach to this is proactive rather than reactive.

### 3.1 New or significantly changed industrial or other sources

In October 2013, planning permission was granted for the comprehensive mixed-use redevelopment of the Brent Cross Cricklewood Regeneration Area. This comprises residential use, town centre uses, offices, industrial and other business uses, a new rail freight facility, new waste transfer station, new rail station, replacement bus station, and new community, health and education facilities.

Pre-commencement conditions attached to the planning permission F/04687/13 dated 11th October 2013 require air pollution and dust assessment and monitoring for the different phases throughout the demolition and construction phases of the Brent Cross redevelopment project.

#### Construction of new Thameslink station, compound and new south sidings

The Planning Permission for Brent Cross Cricklewood includes a new Thameslink train station. The Council has secured Government Grant funding to deliver the new station and associated infrastructure. The Council is currently selecting a contractor for the construction of the new train station. A Reserved Matters Application for the design of the station, overbridge and platforms is due to be submitted by September. The new station is planned to be completed in 2022.

Planning permission was granted in December 2018 for the Train Stabling Facility (LPA Ref: 18/5247/EIA) which will provide replacement train stabling provisions required to facilitate the delivery of the new Thameslink Train Station. A separate planning permission has also been granted for a Compound for use by the Train Operating Companies and the relevant train staff and drivers associated with the operation of the rail sidings. Work started in early 2019 and is progressing well.

The Council has appointed contractors to deliver the sidings, rail systems work and TOC Compound. The construction of the Compound, which includes the erection of an office and welfare block with associated yards, site levelling, external lighting, fencing, gates, fuel tank firewall, and landscaping; new service and access road with bollards and footways; vehicular parking; storage facilities; installation of underground attenuation tanks; the relocation of railway related plant and equipment including fuel tanks, sand silos, retention of plant associated with a carriage washing facility, waste bins, and compactor) commenced in January 2019. This is still under construction but is due for completion in the Autumn. Work to construct the replacement rail sidings commenced in January 2019. This is still under construction. First trains are expected to use the sidings in early 2020.

Air quality effects arising from the construction of the project on the surrounding sensitive receptors have been assessed through the planning application and discharge of conditions. The risk assessment for potential dust impacts during construction of the project concluded the site has a negligible to medium risk of dust soiling and a negligible to low risk of human health effects. A comprehensive dust management programme is in place following best practice techniques for the management of dust on site.

Planning conditions requiring the use of Euro VI HGV vehicles as a minimum, the implementation of a non-idling scheme, and compliance with Non-Road Mobile Machinery (NRMM) Regulation are in place. Proactive visits have been made by the officers during the construction to ensure compliance.

The number of trains being refuelled is not anticipated to change from current levels and no shunting is anticipated, so emissions from diesel trains have not been considered further.

Completion of rail works (sidings and compound) are anticipated by the end of 2020; however, works are due to continue in relation to removal of the existing Hendon Waste Transfer Station (and associated rail connection) and then construction of the railway station, subject to the Reserved Matters approval.

#### Cricklewood Rail Freight Facility

Planning permission was granted in July 2019 for the replacement Rail Freight Facility which will import aggregates by rail and export construction waste by rail. The RFF is being delivered by DB Cargo who will operate the new freight facility and is expected to be operational by the end of the year.

The Rail Freight Facility has commenced construction, the land remediation has been completed, the traverser road completed and acoustic barriers along railway have been put up. DB Cargo have been in contact with local residents in relation to the design of the scheme including a proposed green 'Eco Barrier' acoustic screen that will mitigate noise generated from the site. They have also provided newsletter updates on construction progress. The scheme includes structures to cover the northern and southern most plots on the site.

There are currently discussions with the DB Cargo to agree the location and specification of air quality monitoring stations as required by conditions on the planning permission which require PM10 and NO2 to be monitored throughout the duration of the operation of the facility and for dust from the site must be monitored on site.

Planning conditions requiring the use of Euro VI HGV vehicles as a minimum, the implementation of a non-idling scheme, and compliance with Non-Road Mobile Machinery (NRMM) Regulation are in place. Proactive visits have been made by the officers.

#### New waste transfer station

Planning permission was granted by the LPA on 30th October 2018 (LPA reference: 17/6714/EIA) for the Waste Transfer Station ('WTS') on the site of the former Selco Builders Merchants at 2 Geron Way.

Demolition of the former Selco building is now complete and the site is now being prepared for construction.

A Demolition and Construction Environmental Management Plan was secured via Condition 9 of the planning permission for the WTS. This sets out details and management arrangements for access into/out of the site; hours of construction including deliveries, and loading and unloading of plant and materials; storage of plant and materials used in the construction of the development; erection of any means of temporary enclosure or security hoarding; measures to prevent mud and debris being carried onto the public highway; and measures to minimise dust, noise and vibration pollution including a Dust Management Plan.

The risk assessment for potential dust impacts during construction of the project concluded the site has a medium risk of dust soiling and a low risk of human health effects. A comprehensive dust management programme is in place following best practice techniques for the management of dust on site.

Other conditions attached to the consent for the WTS include: requiring the use of Euro VI HGV vehicles as a minimum; the implementation of a non-idling scheme on site; and compliance with Non-Road Mobile Machinery (NRMM) Regulations. Planning conditions in relation to the operation of the waste facility will restrict the number of HGV movements to and from the site to 414 per day (207 in, 207 out) on Mondays to Fridays and 138 per day (69 in, 69 out) on Saturdays, as well as restricting the number of HGV movements per hour between the hours 17:00-19:00 Mondays to Fridays. This is to restrict traffic congestion along the A5 during the PM peak and consequently reduce traffic pollution. A planning condition requiring appropriate odour mitigation measures is also in place. The project is due to be complete in 2020.

### Brent Cross South

Planning permission was granted in July 2019 for the demolition of the Claremont Way Industrial Estate. This land is needed to enable the first phase of Brent Cross South to be constructed. A detailed Demolition Environmental Management Plan was approved as part of the application including the location of air quality and dust monitoring stations in relation to the nearest sensitive receptors.



## **Appendix A Details of Monitoring Site QA/QC**

### ***A.1 Automatic Monitoring Sites***

ABN1 (Tally Ho) and ABN2 (Chalgrove School) are routinely calibrated, serviced and audited to ensure data is as accurate as possible. In 2018, the site audits and data management was carried out by Ricardo AEA to national standards and operational procedures defined by Defra's Automatic and Urban Rural Network (AURN). Site audits were carried out every six months and post audit the site data was then ratified.

Routine calibrations take place bi-monthly for ABN1 and monthly for ABN2 by Barnet Scientific Officers. Servicing and maintenance is carried out bi-annually by an external contractor. Throughout 2018 the contractor for both sites was Matts Monitors and bi-annual servicing followed the Ricardo Energy and Environment audits.

#### **Particulate Matter, PM<sub>10</sub> Monitoring Adjustment**

A TEOM monitor is used to monitor for particulate matter, PM<sub>10</sub>. This method heats the sample to 50°C to eliminate water, but as a result also loses volatile PM from the sample. Therefore, a correction method known as Volatile Correction Method (VCM) has been developed and applied to the results by Ricardo AEA who manage the data. This ensures equivalence to the reference method and compliance with EU protocols.

### ***A.2 Diffusion Tube Quality Assurance / Quality Control***

Diffusive samplers are widely used for indicative monitoring of ambient nitrogen dioxide (NO<sub>2</sub>) in the context of Local Air Quality Management. It is a simple technique useful to give an indication of longer-term average nitrogen dioxide concentrations. The samplers are also useful for giving an indicative comparison with the Air Quality Objectives based on the annual mean, and for highlighting areas of high nitrogen dioxide concentration. Further information is available on the Defra website: <https://laqm.defra.gov.uk/diffusion-tubes/diffusion-tubes.html>

The diffusion tubes used in all London Borough of Barnet sampling are supplied and analysed by Gradko (UKAS 2187) and conform to BS EN 13528 Parts 1-3: 2002/3.

All of the tubes used are prepared using 50% TEA/Acetone and analysed using the UKAS accredited in house method (GLM 9), by continuous flow colorimetric analyser. Gradko participates in the WASP scheme (Workplace Analysis Scheme for Proficiency).

Using the most recent national bias adjustment data (Version 03/19), a bias adjustment factor of 0.92 has been applied to all of the diffusion tubes in the 2018 calendar year. For comparison

in 2017, a bias adjustment factor of 0.97 was used. The relevant examples were selected using the spreadsheet workflow by using the same manufacturer, preparation method and similar site location type. A local bias adjustment was not used as there is only one tube co-located and not triplicate.

### **A.3 Adjustments to the Ratified Monitoring Data**

#### Short-term to Long-term Data Adjustment

Results for Sanders Lane Allotments (diffusion tube PBN3) needed to be annualised because the tubes went missing in May and also between August and October 2018 giving a data capture of only 67%. The following method supplied by Defra was used:

**Table L. Short-Term to Long-Term Monitoring Data Adjustment**

Start Date	End Date	B1 (Chalgrove School)	B2 (Haringey Priory Park)	D1	B1 when D1 is available	B2 when D1 is available
03/01/2018	30/01/2018	31.22	25.68	29.66	31.22	25.68
30/01/2018	27/02/2018	31.33	28.46	23.93	31.33	28.46
27/02/2018	31/03/2018	33.66	29.14	27.63	33.66	29.14
31/03/2018	04/05/2018	28.4	22.3	16.49	28.4	22.3
04/05/2018	06/06/2018	22.44	19.03			
06/06/2018	05/07/2018	16.1	13.91	12.62	16.1	13.91
05/07/2018	30/07/2018	23.96	17.54	18.39	23.96	17.54
30/07/2018	05/09/2018	23.16	15.75			
05/09/2018	15/10/2018	26.66	19.94			
15/10/2018	09/11/2018	27.02	25.52			
09/11/2018	14/12/2018	33.14	28.7	27.59	33.14	28.7
14/12/2018	27/12/2018	37.11	30.04	27.47	37.11	30.04
Average		27.85	23.00083	22.9725	29.365	24.47125
Ratio Am/Pm		0.94840797	0.939912			
Average of ratios =		0.94416023				
Annualised data =		21.6897208				
Bias adjusted annualised data =			19.95454			

### Distance Adjustment

The following monitoring sites recorded an exceedance, but were not representative of public exposure and so a distance correction was made, using the NO<sub>2</sub> “Fall-Off-With-Distance-Calculator” available at <https://laqm.defra.gov.uk/tools-monitoring-data/no2-falloff.html>

1. Tally Ho automatic, (ABN1) (5m from relevant exposure; measurement made 1m from kerb; Chalgrove School data used for the local annual mean background NO<sub>2</sub> concentration, 27µgm<sup>-3</sup>) distance adjusted from 42.0µgm<sup>-3</sup> to 35.9µgm<sup>-3</sup>
2. Tally Ho Tube (PBN8) (5m from relevant exposure; measurement made 1m from kerb; 27µgm<sup>-3</sup> local background annual mean) distance adjusted from 45.1µgm<sup>-3</sup> to 37.7µgm<sup>-3</sup>
3. 347 Hendon Way (PBN6) (10m from relevant exposure; measurement made 1m from kerb; 27µgm<sup>-3</sup> local background annual mean) distance adjusted from 53.8µgm<sup>-3</sup> to 41.4µgm<sup>-3</sup>

## Appendix B Full Monthly Diffusion Tube Results for 2018

Table M shows the diffusion tube results prior to annualization. It shows the annual mean before and after a bias adjustment factor of 0.92 has been applied to the results. The adjustment factor was chosen using the Defra Spreadsheet version 03/19 <https://laqm.defra.gov.uk/bias-adjustment-factors/national-bias.html>

**Table M. NO<sub>2</sub> Diffusion Tube Results**

Exceedance of the NO<sub>2</sub> annual mean AQO of 40 µg m<sup>-3</sup> are shown in **bold**.

<sup>a</sup> Data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

<sup>b</sup> Means should be "annualised" in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%

Site ID	Valid data capture 2018 % <sup>a</sup>	Annual Mean NO <sub>2</sub>													
		Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	Annual mean – raw data	Annual mean – bias adjusted <sup>b</sup>
PBN1 Pointalls Close	83	44.73	41.09	48.71	36.8	34.1	33.61	x	25.84	x	40.27	45.17	49.16	39.95	36.8
PBN2 71 Ballards Lane	100	42.91	45.01	52.33	x	42.81	35.88	43.79	36.34	30.39	55.08	42.07	49.3	43.26	39.8
PBN3 Sanders Lane	67	29.66	23.93	27.63	16.49	x	12.62	18.39	x	x	x	27.59	27.47	22.97	21.1
PBN5 St James School	83	38.3	x	x	29.61	26.24	24.36	26.17	23.82	26.93	36.2	42.52	38.5	31.27	28.8

Site ID	Valid data capture 2018 % <sup>a</sup>	Annual Mean NO <sub>2</sub>													
		Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	Annual mean – raw data	Annual mean – bias adjusted <sup>b</sup>
PBN6 349 Hendon Way	83	73.37	69.93	61.4	x	58.91	63.33	x	x	53.21	3	64.41	74.97	64.73	59.5
PBN8 Tally Ho Monitoring Station	100	53.73	52	57.37	46.86	44.29	40.18	51.27	49.46	36.58	58.43	30.56	68.15	49.07	45.1
PBN9 52 Golders Green Road	100	51.64	56.74	50.67	49.00	53.73	50.46	28.85	39.05	39	52.31	47.13	49.17	47.13	43.5
PBN10 Greggs, High St Barnet	92	55.11	49.29	48.87	44.74	46.12	40.86	x	47.93	41.62	48.17	46.27	57.26	47.84	44
PBN12 1295 High St, Whetstone	100	41.77	45.24	44	43.3	38.27	36.18	35.62	32.75	37.95	52.13	47.2	54.83	42.44	39.0
PBN13 Courtland Avenue	100	36.81	34.76	32.17	26.14	25.67	20.30	30.38	26.9	23.3	44.73	37.24	43.57	31.83	29.3
PBN14 William Hill, Station Road, Edgware	100	51.17	54.43	57.07	56.11	60.33	57.95	64.46	45.58	41.85	57.87	49.47	61.27	54.8	50.4



Site ID	Valid data capture 2018 % <sup>a</sup>	Annual Mean NO <sub>2</sub>													
		Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	Annual mean – raw data	Annual mean – bias adjusted <sup>b</sup>
PBN17 National Express Stop, Golders Green Bus Station	92	50.72	53.52	57.52	55.74	47.37	45.43	50.46	40.16	x	57.12	48.9	52.35	50.84	<b>46.8</b>
PBN18 Rear of Golders Green Bus Station	92	49.44	47.91	45.22	43.74	38.84	34.76	48.68	41.64	x	48.59	37.7	44.87	43.76	<b>40.3</b>
PBN19 Rear of Dyson Court, Tilling Road	100	58.13	49.87	53.68	57.37	47.42	49.31	54.75	44.13	40.26	66.29	46.19	48.77	51.35	<b>47.2</b>
PBN20 16 Cricklewood Lane	100	56.01	46.42	50.75	49.39	42.08	40.43	54.38	40.02	40.06	43.26	47.59	51.54	46.83	<b>43.1</b>

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## Appendix 2: 2019 Revised LLAQM Borough Air Quality Action Matrix & Barnet Position

### Introduction

This Matrix is still in draft but boroughs have been advised to use it when updating their action plans. It outlines 25 actions for boroughs to deliver locally as part of their London Local Air Quality Management action planning obligations. In a change from the previous matrix, all actions are important and should be delivered as far as possible. Of the 25 actions, 9 have been selected that Boroughs should give the highest priority to. The aim is to ensure concerted action across London and secure an impact as soon as possible. This is not an exhaustive list, and Boroughs may also include their own local priorities. Where possible each action includes: examples/case studies, an assessment of the possible benefits, and a provisional assessment of high-level risks. The Matrix is currently undergoing final approvals before the GLA publishes it.

The actions have been assessed against the perceived ease of delivery and the possible magnitude of air quality benefits, and these scores are then multiplied to give a priority rating (the highest being 1 and the lowest 15). In reality, the ease of delivery and possible benefits will clearly vary very significantly from borough to borough and will depend on the characteristics of the individual projects; these ratings should therefore be viewed as an indicative guide only, and boroughs will obviously need to consider local conditions when assessing the potential ease and benefits of actions.

The Matrix actions are divided into 7 categories: Monitoring and Other Core Statutory Duties, Emissions from developments and buildings; Public health and awareness raising; Delivery servicing and freight; Borough fleet actions; Localised solutions; and Cleaner transport.

The Matrix will be a living document; it will be refreshed every two years, at which time actions may be added, removed or modified.

### Key

Ease of Delivery	Magnitude of Air Quality Benefits	Priority level
Straightforward = <b>1-2</b> Medium = <b>3-4</b> Most Difficult = <b>5</b>	High = <b>1</b> Medium = <b>2</b> Low = <b>3</b>	<i>Ease of delivery x Magnitude of AQ Benefits= Priority Level of Score</i>  High = <b>1-5</b> Medium = <b>6-10</b> Low = <b>11-15</b>

**Table 1: LLAQM Borough Air Quality Matrix and Summary of Barnet Position against each action**

Already in place	Scope to develop and include in plan	Resource implications and not in place
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Theme	Action #	Measure (click on the internal links below to find more detail on each measure)	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level	Barnet Actions/Comments
Monitoring and other core statutory duties	1	Maintaining and where possible expanding monitoring networks, and fulfilling other statutory duties	1	1	1 HIGH	<b>New Action</b> However, this work is already carried out by Environmental Health
Emissions from developments and buildings	2	Ensuring emissions from construction are minimised	2	2	4 HIGH	<b>Existing action</b> Focus has changed from solely dust to include emissions from transport of materials, waste, staff to and from site (logistics)
Emissions from developments and buildings	3	Ensuring enforcement of Non-Road Mobile Machinery (NRMM) air quality policies	2	1	2 HIGH and selected	<b>Existing action:</b> LBB is part of the Pan-London Project delivered by LB Merton to audit and enforce NRMM on major construction sites from September 2020.
Emissions from developments and buildings	4	Reducing emissions from CHP (Combined Heat and Power plant)	4	1	4 HIGH	<b>Existing action:</b> within LBB Planning system – further scope to work with energy officers to improve carbon emission reductions e.g. when existing schemes require new or upgraded heat sources
Emissions from developments and buildings	5	Enforcing Air Quality Neutral policies	2	2	4 HIGH	<b>Existing action:</b> Air quality neutral ensures new buildings do not emit more pollution than existing buildings of the same type. Currently within LBB planning system.

Theme	Action #	Measure (click on the internal links below to find more detail on each measure)	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level	Barnet Actions/Comments
Emissions from developments and buildings	6	Ensuring adequate, appropriate, and well located green space and infrastructure is included in new developments and buildings	2	1	2 HIGH	<b>New Action</b> . Supplementary Planning Document for Green Infrastructure was adopted in 2017. See also action 18
Emissions from developments and buildings	7	Declaring Smoke Control Zones and ensuring they are fully promoted and enforced	2	1	2 HIGH and selected	<b>Existing Action</b> Environmental health will continue to enforce. New emphasis is to tackle PM2.5 from the burning of wood in domestic stoves.
Emissions from developments and buildings	8	Promoting and delivering energy efficiency and energy supply retrofitting projects in workplaces and homes through EFL retrofit programmes such as RE:FIT, RE:NEW and through Borough carbon-offset funds.	3	1	3 HIGH and selected	<b>New Action</b> Leads to be identified and meeting to discuss how to progress to be arranged
Emissions from developments and buildings	9	Master Planning and redevelopment areas aligned with Air Quality Positive and Healthy Streets Approaches	3	2	6 MEDIUM	<b>New Action</b> Mayor's Healthy Streets Approach embedded within London Plan and Barnet's new Local Plan – adoption expected 2021. Air Quality Positive is also in the London Plan and will be in Barnet's new Local Plan.
Public health and awareness raising	10	Public Health taking shared responsibility for Borough air quality issues and implementation of Air Quality Action Plans.	1	2	2 HIGH	<b>Existing Action</b> DPH signs of the ASR, Supporting Action Plan, agrees AQ project with Re and PH strategist is part of the AQ Steering Group
Public health and awareness raising	11	Engagement with businesses	3	2	6 MEDIUM	<b>New Action</b> LBB unsuccessful in securing Mayor's Air Quality Fund for business



						engagement project. Still scope to engage businesses in town centres via the Business Enterprise Team. Furthermore, there is LIP funding of £35K/year for business engagement projects.
Public health and awareness raising	12	Supporting a direct alerts service such as Airtext, and promotion and dissemination of high pollution alert services	1	2	2 HIGH and selected	<b>New Action</b> Funding for airtext cost approx. £5k per year – currently no allocated funding. Environmental health receives Mayors alerts but there is no mechanism for dissemination to the wider community – other systems eg the OWL system to be considered.
Public health and awareness raising	13	Encourage schools to join the TfL STARS accredited travel planning programme	2	2	4 HIGH	<b>Existing Action</b> Barnet Council is currently the most successful in London in engaging schools via the STARS programme.
Public health and awareness raising	14	Air quality in and around schools	2	2	4 HIGH	<b>Existing Action</b> To be continued in 2019/2020 Audits and other interventions to continue.

Theme	Action #	Measure (click on the internal links below to find more detail on each measure)	Ease of Delivery	Magnitude of Air Quality	Priority Level	Barnet Actions/Comments
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				Benefits		
Delivery, Servicing and Freight	15	Update of procurement policies to reduce pollution from logistics and servicing	2	3	6 MEDIUM	<b>Existing Action</b> There are existing initiatives including the requirement for contractors with a fleet to be a member of FORS. There will be new initiatives including to ensure all new contracts have ULEZ compliant vehicles
Delivery, Servicing and Freight	16	Reducing emissions from deliveries to local businesses and residents	3	2	6 MEDIUM	<b>New Action</b> This tackles trend for online ordering and the consequent increase in delivery vehicles on the roads. Barnet has a new policy for zero personal deliveries at work. Scope to raise awareness of impacts and also to work with businesses to group together (consolidate) deliveries.
Borough Fleet	17	Reducing emissions from council fleets	2	2	4 HIGH and selected	<b>Existing Action</b> Vehicles with alternative energy will be assessed for operational and financial sustainability. Procurement of new vehicles started with four refuse collection vehicles delivered in November 2018, with a tender currently out for a further twelve vehicles.
Localised Solutions	18	Expanding and improving Green Infrastructure (GI)	2	3	6 MEDIUM	<b>Existing Action</b> Exists within the LBB planning system through the application of the London Plan Urban Greening Factor and the Supplementary Planning Document on Green Infrastructure. The SPD outlines the capacity of GI to deliver a wide range of benefits and how these might be promoted

						<p>and delivered through existing policies and processes. Benefits include preparing Barnet for the impacts of climate change by controlling flooding, reducing pollution and moderating temperatures.</p> <p>Further supported through Barnet's Tree Policy which is supporting the planting of 4500 trees over five years, including prioritisation of trees in areas of poor air quality.</p>
Localised Solutions	19	Low Emissions Neighbourhoods (LENS)	4	1	4 HIGH	<p><b>New Action</b> Low Emissions Neighbourhoods require substantial funding and those underway in London have benefitted from large grants through the Mayor's Air Quality Fund.</p>
Cleaner Transport	20	Ensuring that Transport and Air Quality Policies are Integrated	1	1	1 HIGH	<p><b>New Action</b> However this is something that the Council already does through officers attending Steering groups, input into LIP 3,</p>
Cleaner Transport	21	Discouraging unnecessary idling by taxis and other vehicles	1	3	3 HIGH	<p><b>New Action</b> The borough currently run anti-idling awareness raising and have conducted action days in the areas, specifically outside schools, where this has taken place – propose action would be to introduce anti-idling policy. LBB is one of 2 boroughs not taking part in the pan-London anti-idling project</p>
Cleaner Transport	22	Regular temporary car-free days	3	1	3 HIGH and selected	<p><b>New Action</b> LBB is taking part in the Pan- London Car Free project as part of the MAQF. This could include temporary</p>

						closures, school streets, timed closure during peak travel
Cleaner Transport	23	Using parking policy to reduce pollution emissions	3	1	3 HIGH	<b>Existing action</b> Barnet introduced differential charged for residential parking permits based on pollutant emissions £10 surcharge on diesel cars
Cleaner Transport	24	Installation of Ultra-Low Emission Vehicle (ULEV) infrastructure (electric vehicle charging points, rapid vehicle electric charging points and hydrogen refuelling stations)	2	1	2 HIGH and selected	<b>Existing Action</b> 40 lamp-post column charging points installed in 2018/19. A further 40 to be installed in August 2019. 30 freestanding chargers to be installed in car-parks and on-street locations in Autumn 2019. Rapid charging points are being installed in partnership with TfL
Cleaner Transport	25	Provision of infrastructure to support walking and cycling	4	1	4 HIGH and selected	<b>Existing Action</b> Implemented through the Green Infrastructure SPD, LIP targets for walking and cycling, new cycle parking, cycle training.

### Summary of Barnet activity against the new Air Quality Action Matrix

**Table 2: Number of High, medium actions against each Air Quality Matrix theme**

Theme	Number of actions	High	Medium
Monitoring and other core statutory duties	1	1	0
Emissions from developments and buildings	8	7	1
Public Health and Awareness Raising	5	4	1
Delivery, Servicing and Freight	2	0	2
Borough Fleet	1	1	0
Localised Solutions	2	1	1
Cleaner Transport	6	6	0
<b>Total</b>	<b>25</b>	<b>20</b>	<b>5</b>
	<b>%</b>	<b>100%</b>	<b>80%</b>
			<b>20%</b>

**Table 3: Barnet position for the 9 priority “high and selected” actions**

Theme	Number of actions	High and selected	Barnet Position for High priority actions	
			Existing	New
Monitoring and other core statutory duties	1	0	0	0
Emissions from developments and buildings	8	3	2	1
Public Health and Awareness Raising	5	2	1	1
Delivery, Servicing and Freight	2	0	0	0
Borough Fleet	1	1	1	0
Localised Solutions	2	0	0	0
Cleaner Transport	6	3	2	1
<b>Total</b>	<b>25</b>	<b>9</b>	<b>6</b>	<b>3</b>
	<b>%</b>	<b>100</b>	<b>36</b>	<b>33</b>

**Table 4: Barnet position for the High rated actions**



Theme	Number of actions	High	Barnet Position	
			Existing	New
Monitoring and other core statutory duties	1	1	0	1
Emissions from developments and buildings	8	7	5	2
Public Health and Awareness Raising	5	4	3	1
Delivery, Servicing and Freight	2	0	0	0
Borough Fleet	1	1	1	0
Localised Solutions	2	1	0	1
Cleaner Transport	6	6	3	3
<b>Total</b>	<b>25</b>	<b>20</b>	<b>12</b>	<b>8</b>
%	<b>100</b>	<b>80%</b>	<b>60%</b>	<b>40%</b>

**Table 5: Barnet Position for medium rate actions**

Theme	Number of actions	Medium	Barnet Position	
			Existing	New
Monitoring and other core statutory duties	1	0	0	0
Emissions from developments and buildings	8	1	0	1
Public Health and Awareness Raising	5	1	0	1
Delivery, Servicing and Freight	2	2	1	1
Borough Fleet	1	0	0	0
Localised Solutions	2	1	1	0
Cleaner Transport	6	0	0	0
<b>Total</b>	<b>25</b>	<b>5</b>	<b>2</b>	<b>3</b>
%	<b>100%</b>	<b>20%</b>	<b>40%</b>	<b>60%</b>

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### Appendix 3: Cleaner Air Borough Status Criteria, Barnet current position and proposed actions for 2019/2020

The Mayor London Air Quality Management (LLAQM) framework is the statutory process used by local authorities to review and improve air quality within their areas. The key parts include a Cleaner Air Borough accreditation for boroughs that effectively monitor and reduce air pollution.

A key part of the new LLAQM system is to recognise local authorities that are working hard to improve the air quality within their borough. Boroughs who have submitted their annual reports on time and have evidenced that they are working towards the Cleaner Air Borough (CAB) criteria are recognised with CAB status. They are provided with a logo to use on their air quality materials for a year. CAB status is reassessed annually.

The CAB criteria is grouped under 6 themes:

- political leadership
- taking action
- leading by example
- informing the public
- using the Planning system
- integrating air quality into the public health system

The CAB accreditation does *not* relate to pollution levels in the borough, as levels of pollution are largely a result of the location and make-up of the borough (central London boroughs are more polluted than outer London boroughs, due to the volume of traffic and buildings). The accreditation relates solely to the performance of the borough in terms of working to address local pollution.

The revised criteria mirror the actions in the Air Quality Matrix set out in appendix 4. In some cases, similar Matrix actions have been amalgamated into one criterion, as there were 25 actions in the Matrix, which would be too many for the succinct and public-facing CAB status criteria.

Table one below is an assessment officers have conducted of the July 2019 position against the criteria set out for the accreditation of cleaner air borough status. The column labelled proposed actions post July 2019 are actions the council can potentially take to increase the chances of a higher rating. The assessment of evidence we have against the criteria has been rated as follows:

Green – we are delivering already	Amber – work in progress or can be added to plan	Red – not delivering on, no plans in place to deliver
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In summary, Barnet's evidence rated as green could potentially<sup>1</sup> achieve a rating of 72.5%, amber 22.5% and red 5%. Green and amber ragged evidence could achieve an overall rating of 95% against the criteria set.

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<sup>1</sup> The Mayor's Office will decide on final scoring for Barnet, this is based on our own local assessment after considering the evidence we have on each criteria.

**Table 1: Cleaner Air Borough accreditation criteria, Barnet's position as at July 2019 and further actions proposed to achieve accreditation**

Theme	Measure	CAB %	Evidence required	Barnet Position as at July 2019	Proposed Actions post July 2019
Maintaining London's world-class monitoring network, and ensuring all core statutory duties are fulfilled	Maintaining and where possible expanding monitoring networks, and fulfilling other statutory duties.	5%	Please detail the number of sites. This should include both automatic monitoring stations and diffusion tubes. At minimum, the existing sites should be retained, and properly maintained. Please confirm this is the case. Reducing emissions from developments and buildings .	2 automatic monitoring sites both measuring nitrogen dioxide and PM10  15 diffusion tube sites measuring nitrogen dioxide  Statutory duties include annual reporting to the GLA on progress with Action Plan and trends in air quality data.	Ensure funding continues for monitoring and reporting (currently covered by Re Ltd Contract)
Reducing emissions from developments and buildings	Ensuring emissions from construction and new developments are minimised (to include construction dust reduction, Non Road Mobile Machinery (NRMM) enforcement, reducing emissions from Combined Heat and Power (CHP), enforcing AQ neutral policy, aligning master planning and redevelopment areas with air quality positive and healthy streets, and ensuring appropriate and well located green space is included in new developments	15%	Briefly summarise headline action and policy here, but please note that there is no need for lots of detail - your entries in the Planning table of the ASR will also be taken into account	Construction dust reduction: Environmental Health department respond to complaints and serve abatement notices; planning conditions require dust risk management assessments  NRMM enforcement: Barnet is part of a pan-London project delivered by LB Merton to audit and enforce NRMM on major construction sites (all sites from September 2020);  Air quality positive: This is a new initiative that will come through the new London Plan not yet finalised. Part of pan-London "Healthy Streets Everyday" project - £30K funding over 3 years.  Green infrastructure in new developments: Green Infrastructure SPD adopted Oct 2017 sets out capacity of	This is mainly business as usual but the following improvements could be made:  Reducing emissions from CHP: there is scope to work with energy officers to balance air quality improvements with carbon emissions reductions, for instance when existing schemes that do not require planning permission require new or upgraded heat sources.  Healthy Streets. Mayor's Healthy Streets Approach embedded within London

				<p>Green Infrastructure to deliver a wide range of benefits and how these might be promoted and delivered through existing policies and processes.</p> <p>Sustainable Design and Construction SPD adopted Oct 2016 sets out and signposts guidance on energy efficiency, air quality and construction management</p>	<p>Plan and Barnet's new Local Plan – adoption expected 2021</p> <p>“Healthy Streets Everyday” project – potential to include Car Free Days, and trial School Streets, Play Streets and other timed road closures.</p> <p>Barnet SPDs will be revised following adoption of Local Plan in 2021.</p> <p>Application of Urban Greening Factor through the new London Plan – adoption expected Spring 2020</p>
Reducing emissions from developments and buildings	Declaring Smoke Control Zones and ensuring they are fully promoted and enforced	5%	Please briefly outline your approach to enforcing Smoke Control Zones and raising awareness of these. Please detail any enforcement action taken.	Most of the London Borough of Barnet (bar a handful of properties near the outer Northern boundary) is within a designated Smoke Control Area. This is enforced by Environmental Health through responding to complaints from residents about smoky chimneys and taking enforcement action using the Clean Air Act 1993.	<p>Proactive educational campaigns to advise residents and businesses of what fuels they can burn, and what stoves they can use to minimise smoke emissions.</p> <p>Promotion of alternatives to wood-burning stoves.</p> <p>Proactive campaign to educate suppliers of stoves and fuels.</p>
Reducing	Promoting and delivering	5%	Please provide brief information on your	Unknown. Energy efficiency and air quality work in	Establish baseline through



emissions from developments and buildings	energy efficiency and energy supply retrofitting projects in workplaces and homes through EFL retrofit programmes such as RE:FIT, RE:NEW, Cleaner Heat Cashback Scheme, and through borough carbon offset funds.		RE: FIT, RE:NEW and fleet programmes, including the percentage of eligible buildings that have been retrofitted and the overall target.	Barnet does not currently overlap.	meeting with Energy Resource Manager. Set targets.
Improving public health, reducing exposure, and raising awareness of air pollution	Public Health department taking shared responsibility for borough air quality issues and implementation of Air Quality Action Plans.	5%	Please detail how public health is involved in air quality, and key projects and initiatives to reduce exposure. This should include evidence that Public Health are fully integrated into the decision-making process for major air quality initiatives as well as supporting this agenda through their day to day role.	<p>Currently have public health strategist on air quality steering group. Strategist has a work plan that includes air quality.</p> <p>Current projects include raising awareness of asthma at schools; promotion of active travel; linking in to Car-Free Day Council initiative</p> <p>Proposed projects include:</p> <ol style="list-style-type: none"> <li>1. creating a robust communications plan around air quality for general information and also targeted alerts to the most vulnerable.</li> <li>2. Long-term projects to map GP practises with high levels of childhood asthma and COPD. This would enable targeted action.</li> <li>3. Working with colleagues at Middlesex University using Wearable Technology to explore hospital admissions and air pollution by geographical area.</li> </ol>	Building on initial foundations to develop integration of public health and air quality.
Improving public health, reducing exposure, and raising awareness of air pollution	Engagement with businesses	2.5%	Please detail any business engagement projects and initiatives	<p>LIP allocation of £35K per year for sustainable business grants</p> <p>Streetscape improvements in Finchley Central.</p> <p>LIP allocation of £5K/year for Car-Free Day events throughout Borough</p>	<p>Car-Free Day events</p> <p>Cargo Bike rental scheme</p> <p>Consolidation of deliveries in town centres</p> <p>Business travel plans</p> <p>Work with businesses to improve their energy efficiency</p>
Improving public	Supporting a direct alerts	5%	Please briefly summarise work underway	Barnet not a member of AirText (air pollution	Support AirText /

health, reducing exposure, and raising awareness of air pollution	service such as Airtex, and promotion and dissemination of high pollution services		to raise awareness of air pollution and any processes in place to support airTEXT and disseminate alerts	notification service). Barnet gets pollution alerts, but these are not disseminated. Barnet Magazine covered editorial on Air Quality – delivered to all residents in Barnet. Barnet Website includes AQ information, links to plans and information on projects.	Improve Council website and links to information and advice on air quality. Communications campaign to disseminate alerts.  Work with GP practises to target advice to vulnerable patients.
Improving public health, reducing exposure, and raising awareness of air pollution	Air quality in and around schools	5%	Please provide details of all work done on audits and any other schools interventions. If you have had GLA audits at any schools in your borough, you must show how you have worked to support some of the recommendations in order to score anything in this section – this is a key deliverable. (note: in addition to the Mayor's starter grants, boroughs could use LIP funding for this).	Two GLA audits have been done at Wessex Gardens Primary and Tudor Primary. £10K per school was given in match funding from LIP to support recommendations.  LIP allocation of £5K per year for audits and £10K per year for implementation.  Council pledge from January Environment Committee to fund an audit and intervention at Beis Medrash Elyon NW9 7DH. (£16K)  Regular anti-idling events at schools  School Streets paper produced – currently on hold while Transport Strategy being written. 20mph zones near schools	Play Streets School Streets Timed closures of roads near schools Work with parking enforcement to stop parking on double yellow lines and other illegal places near to schools, improving safety
Improving public health, reducing exposure, and raising awareness of air pollution	Encourage schools to join the TfL STARS accredited travel planning programme	5%	Please detail what percentage of schools are signed up to STARS and how your Borough supports this.	In 2017/2018, Barnet achieved the highest number of schools in London awarded the STARS, with a total of 98 schools. The number of gold stars in Barnet (71) exceeded the total number of Bronze, Silver and Gold Stars in all but 1 other borough.	
Reducing emissions from deliveries	Update of procurement policies to reduce pollution from the council's logistics and servicing, and reducing emissions from deliveries to local businesses and residents	5%	Please detail Council procurement policies/procedures and any projects to work to reduce emissions from freight and deliveries in your borough.	Zero personal deliveries policy at new Colindale Offices.  Review of Social Value policy being carried out  Contractors with a fleet have to be members of FORS.	Develop policy for procurement that includes air quality, eg requirements for all contracts involving vehicles to specify a certain Euro Standard or alternative fuel.

					Consider how Barnet 2024 might shape procurement policies and incorporate air quality.
Reducing emissions from your own fleet	Reducing emissions from council fleets	5%	Please outline your key policies (e.g. not to purchase new diesel vehicles) and detail the percentage of the fleet that is hybrid/electric/hydrogen/biomethane. In central London ULEZ compliance is obviously a pre-requisite, and a move to zero will score more highly.	Upgrading of Council Fleet – all new vehicles Euro VI where possible  Electric vehicles considered where operationally viable eg hybrid vehicle for Mayoral services  Paper went to Corporate Management Team to consider various options to replace current vehicles.	Develop policies on Council fleet vehicles.
Tackling local pollution hotspots	Expanding and improving green Infrastructure (GI), Low Emission Neighbourhoods (LENs), and other activities in pollution hotspots	7.5%	Please detail any relevant greening policies and highlight any specific greening on hotspots. Please detail any work on LENs.	Barnet Tree Policy 2017 Draft Green Infrastructure SPD  Planting 900 trees in Barnet each year for 5 years;  Air quality maps shared with Arboriculture Officers to guide planting – 225 trees planted in 2018 in pollution hotspots. No LENs in Barnet – LENs require lots of funding – all other LENs in London have won grants from the Mayor's Air Quality Fund to implement, with Council Match Funding.	Finalise Green Infrastructure SPD
Cleaner Transport	Ensuring that Transport and Air Quality policies and projects are integrated	5%	Please detail the policies and procedures you have in place to ensure transport and air quality initiatives are integrated and complementary	Policy framework in the Local Plan 2012 reflects the spatial aspects of corporate strategies including Transport and Air Quality  LIP3  Highways part of Air Quality Steering Group.  Air quality officers attending steering group to form new Long-Term Transport Strategy	Local Plan is being revised and updated. Adoption is expected by Summer 2021. New Local Plan will reflect corporate approach on air quality and transport  Long Term Transport Strategy (LIP3)
Cleaner transport	Discouraging unnecessary idling by taxis and other vehicles	5%	Please briefly summarise your enforcement policy and any engagement work, and if you have participated in the MAQF pan-London idling project.	Not participating in pan-London anti-idling project. (alongside one other Borough) as requires enforcement Not carrying out enforcement of idling vehicles as requires investment	Develop policy for enforcement of idling vehicles

				Work with schools at anti-idling events outside schools – engage with parents and take educational approach.	
Cleaner transport	Regular temporary car free days	5%	Please detail any pedestrianisation/car free schemes you have in place/underway.	<p>No regular car-free days/pedestrianisation at present</p> <p>Signed up to Pan-London Healthy Streets Everyday project - £30K over three years to support car-free days / pedestrianisation.</p> <p>LIP funding allocation of £5K to support car-free events.</p> <p>Event for Council Staff to promote National Car Free Day and sustainable travel to work is being planned for 17<sup>th</sup> September 2019.</p>	<p>Develop policy for residents and council car free days</p> <p>Develop policies for School Streets and Play Streets and low emissions streets – timed closures</p> <p>Trial car-free days in town centres including North Finchley and High Barnet.</p> <p>Feasibility study into School Streets</p>
Cleaner transport	Using parking policy to reduce pollution emissions	5%	Please detail your current emissions-based parking policy (with costs) and any firm proposals/plans to amend this in future. Please detail any other work undertaken to use parking policy to reduce emissions (including restricting parking).	<p>Parking standards for new residential development applied through the Local Plan 2012. Standards for all other development applied through the London Plan 2016</p> <p>Diesel surcharge for residents permits.</p> <p>Emissions-based parking emissions based charges for residents permits with an initially limited number of categories. The charges have been reviewed and proposal taken to Env Cttee to increase the number of categories, increase prices so as to encourage take up of lower emitting and ultralow vehicles and include business vehicles in scope.</p>	<p>Local Plan is being revised and updated. Adoption is expected by Summer 2021. New Local Plan will be more supportive of car free development in areas of good public transport accessibility. Standards for all other development applied through the new London Plan</p> <p>The changes to permit prices for resident and business permits will take place from September 2019. The Borough is still investigating a long term intention to bring in emissions based charging for casual (pay and</p>

					display/pay by phone) parking stays and are working with technology suppliers on this..
Cleaner transport	Installation of Ultra-low Emission Vehicle (ULEV) infrastructure (electric vehicle charging points, rapid electric vehicle charging point and hydrogen refuelling stations)	5%	Please provide: <ul style="list-style-type: none"> <li>• Number of rapid chargers installed in the borough</li> <li>• Number of other chargers installed in the borough</li> <li>• Brief details of council policies or plans with regards to provision of chargers</li> </ul>	<p>40 lamppost charging points installed; 40 further points to be installed August 2019</p> <p>30 free standing chargers to be installed in car-parks and on street locations in Autumn 2019.</p> <p>Rapid chargers – TfL have installed some on their routes including the A41 near Hendon Central</p>	
Cleaner transport	Provision of infrastructure to support walking and cycling	5%	Please provide statistics on any increases in walking and cycling in the borough and key policies and initiatives to increase this, as well as brief details of any major infrastructure installed (e.g. 10 miles of Quietways, etc.).	<p>Green Infrastructure SPD promotes walking and cycling access to Barnet's network of open spaces and highlights the Mayor's Healthy Streets Approach.</p> <p>Currently seeing a 1% modal shift based on 3 years data from TfL</p> <p>There are LIP targets for achieving an increase in trips by walking, cycling and public transport from 55% (recorded in 2014/15-2016/17) to 59% by 2021 and 72% by 2041.</p> <p>LIP target to increase proportion of residents living within 400m of the London-wide strategic cycle network to 4% by 2021. This is understood to be equivalent to delivery of the North Finchley to Hornsey Quietway of which 4.2km will be in Barnet.</p> <p>New cycle parking each year – eg in 2018/19 a total of 524 off-street spaces were provided and 456 spaces were provided in schools.</p> <p>Cycle training provided each year. Eg in 2018/19 3581 children and 1431 adults received training.</p> <p>No major infrastructure in Barnet.</p>	Mayor's Healthy Streets Approach embedded within London Plan and Barnet's new Local Plan – adoption expected 2021



			<p>There is a new 880m cycle/walk route called Brookside Walk parallel to the A406.</p> <p>A route is planned through Montrose and Silk Stream Park.</p> <p>A Quietway Route is being developed (North Finchley to Hornsey).</p>	
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## **London Borough of Barnet Air Quality Action Plan 2017-2022**

### **September 2019 Annual Update**

#### **SUMMARY**

Barnet Council's Air Quality Action Plan (AQAP) was produced in 2017 as part of the Council's duty to contribute to London Local Air Quality Management<sup>1</sup>. It outlines the action the Council will take to improve air quality in the London Borough of Barnet between 2017 and 2022. The Air Quality Action Plan is a living document. This report provides an update on the Council's air quality work in 2018/19, and incorporates new London and local priorities to be addressed in the lifetime of the plan.

Highlights of successful projects delivered in 2018/2019 include:

- 110 new e-vehicle charging points - 40 lamp column charging points for electric vehicles have been installed, and another 40 will be installed this autumn. A further 30 stand-alone electric vehicle charging points will be added to car parks in the borough throughout 2019.
- 225 trees were planted in areas with poor air quality. This is part of a five-year scheme believed to be the largest of its kind in London to plant 4,500 trees to boost air quality, reduce the risk of flooding, provide protection from the sun, replace ageing trees and improve parks.
- The completion of a project to audit construction sites to ensure heavy site machinery complies with emissions limits to reduce pollution. 12% of air pollution in London comes from construction sites.
- Clean Air Day 2018 was marked by delivering 2 lessons at a new school in Millbrook Park. A professor from Middlesex University gave a fun presentation to Year 1 children. The children also made pollution catchers using paper plates with Vaseline to capture particulates in their school playground.

Key outcomes were:

- The average percentage of children travelling to school by car has continued to reduce and is now 23%.
- Barnet achieved the highest number of schools in London awarded STARS recognition (Sustainable Travel to and from their school that is Active, Responsible and Safe). 71 schools were awarded the top Gold rating.

Air pollution is associated with a number of adverse health impacts; it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas<sup>1,2</sup>.

Between 2017 and 2025, the total cost to the NHS and social care of air pollution for where there is more robust evidence for an association, is estimated to be £1.60 billion for particulate matters and nitrogen dioxide, NO<sub>2</sub>, combined<sup>3</sup>. The London Borough of Barnet is committed to reducing the exposure of people to poor air quality in its Borough in order to improve health.

### **Actions for 2017-2022 (September 2019 Update)**

Actions have been identified under seven broad topics, with monitoring introduced as a new topic:

- **Monitoring and other core statutory duties**  
Monitoring is a fundamental to delivering the Council's air quality duties and is critical to understanding and addressing air quality issues.
- **Reduce emissions from developments and buildings:** emissions from buildings account for about 15% of the NO<sub>x</sub> emissions across London and so have a significant impact upon overall NO<sub>2</sub> concentrations;
- **Localised solutions** to improve the environment of local neighbourhoods through a combination of measures;
- **Improve public health and raise awareness of the causes of air pollution:** increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution;
- **Delivery servicing and freight:** vehicles delivering goods and services are usually light and heavy-duty diesel-fuelled vehicles with high primary NO<sub>2</sub> emissions;
- **Reducing emissions from Council fleet vehicles** The Council fleet includes light and heavy-duty diesel-fuelled vehicles such as mini buses and refuse collection vehicles with high primary NO<sub>2</sub> emissions. Tackling the Council's own fleet means leading by example; and
- **Incentivise walking, cycling and cleaner transport:** road transport is the main source of air pollution in London. A change to walking, cycling and ultra-low emission vehicles (such as electric) needs to be incentivised as far as possible.

This plan demonstrates that the Council have worked hard to engage with stakeholders and communities who can help make a difference to air quality in the borough. The Council would like to thank all those who have worked with them in the

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<sup>1</sup> Environmental equity, air quality, socioeconomic status and respiratory health, 2010.

<sup>2</sup> Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006.

<sup>3</sup> Estimation of costs to the NHS and social care due to the health impacts of air pollution, Public Health England, May 2018

past. It is intended to continue these partnerships and the Council also welcome new partners to help this new action plan to be delivered over the coming years.

This AQAP outlines how the Council plan to effectively use local levers to tackle air quality issues within their control.

However, it is recognised that there are a large number of air quality policy areas that are outside of the Council's influence (such as Euro standards, national vehicle taxation policy, taxis and buses, TFL and Highways England controlled trunk roads), and so will continue to work with and scope to lobby regional and central government on policies and issues beyond The London Borough of Barnet's influence.

This Air Quality Action Plan will be subject to an annual review, appraisal of progress and reporting to the relevant Council Committee. Progress each year will be reported in the Annual Status Reports produced by The London Borough of Barnet, as part of the statutory London Local Air Quality Management duties.

If you have any comments on this Air Quality Action Plan please send them to

Scientific Services at:

Environmental Health  
Development and Regulatory Services  
London Borough of Barnet  
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London  
NW9 4EW

Telephone 020 8359 7995  
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## **Abbreviations**

CHP	Combined Heat and Power
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NRMM	Non-Road Mobile Machinery
PM <sub>10</sub>	Particulate matter less than 10 micron in diameter
PM <sub>2.5</sub>	Particulate matter less than 2.5 micron in diameter
TEB	Transport Emissions Benchmark
TfL	Transport for London

## **Foreword**

Improving air quality in Barnet is vitally important. It has a direct impact on the health and wellbeing of all the Council's residents, workers and visitors. Air pollution does not respect borough boundaries, and joint action is needed, not just at a local level, but at regional and national levels of government. It is however crucial that the London Borough of Barnet plays its part in improving air quality and provides strong leadership on this important issue.

The monitoring results since 1992 have shown excellent progress in improving Barnet's air quality. There is more detail in the 2018 Annual Status report.

In common with all central London boroughs and areas near to the busy roads of outer London, Barnet continues to exceed national targets for air pollution. Barnet's 2017-2022 Air Quality Action Plan, updated September 2019, outlines the steps the Council will take to improve air quality across the borough.

Policies have been improved across the Council to reduce emissions from new developments and Council vehicles and buildings. The uptake of low emission vehicles has been promoted. The Council has worked with its schools and businesses on projects to improve the built environment and raise awareness of air quality issues.

This updated Action Plan outlines:

- How the Council will continue to meet its statutory obligations for managing air quality;
- How it will work across many Council teams and beyond to minimise emissions from transport, from existing buildings and new developments, including Brent Cross and many other regeneration projects;
- How the Council will continue to raise awareness of air quality issues to the public and help them to both do their bit to reduce levels of pollution and help them reduce their exposure to poor air quality; and
- How the Council will work in partnership with others to press for more action to be taken at all levels of government.
- How the Council will respond to the revised priorities in the GLA's Local London Air Quality Management Action Plan Matrix (updated 2019).
- How improving air quality is a shared aim between Environment, Public Health and Transport and we will work together to deliver this action plan.

It is also a living document, and during its lifetime the Council will always be seeking out new opportunities to make a greater difference, such as a GLA funded project to reduce dust and emissions from construction sites in the borough. The proposal to extend the Ultra Low Emission Zone (ULEZ) to the A406 North Circular Road in October 2021 is predicted to reduce nitrogen dioxide emissions by up to 30% with improvements across the whole Borough. Work to continue understanding the public

health impacts of air pollution, through partnership working with GP practises and schools will help our most vulnerable residents.

I write this in a time of increased awareness and understanding of the health implications of air pollution in London. It is estimated that across the capital nearly 9,500 people die prematurely each year as a result of being exposed to London's air. In Barnet, 7.6% of premature deaths can be attributed to air pollution. We must work together to take advantage of the opportunities this increased profile is bringing and continue to build momentum through this updated Action Plan to improve the air we all breathe.

Councillor Dean Cohen  
Chairman  
Environment Committee  
London Borough of Barnet

## Introduction

This plan outlines the actions that The London Borough of Barnet will deliver between 2017 and 2022 to reduce concentrations of pollution and exposure to pollution, thereby positively impacting on the health and quality of life of residents and visitors to the borough.

It has been developed in recognition of the legal requirement placed upon the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the London Local Air Quality Management statutory process<sup>4</sup>.

### 1 Summary of current air quality in the London Borough of Barnet

The government's latest Clean Air Quality Strategy (AQS) was published in January 2019. It provides the overarching strategic framework for air quality management in the UK and contains national air quality standards and objectives established by the Government to protect human health. The current UK Air Quality Objectives take into account EU Directives that set limit values which member states are legally required to achieve by their target dates. The new AQS intends to set legislation in the form of an Environment Bill to create tougher limits on air quality including for PM<sub>2.5</sub> (based on World Health Organisation guidelines).

The London Borough of Barnet is meeting all of the current national Air Quality objectives other than for the gas nitrogen dioxide (NO<sub>2</sub>). It is meeting the current objectives for particulate matter (PM<sub>10</sub>) and particulate matter (PM<sub>2.5</sub>) but as PM<sub>2.5</sub> is damaging to health at any level, it remains a pollutant of concern.

#### Nitrogen dioxide concentrations, NO<sub>2</sub>

The EU Limit Value is 40µg/m<sup>3</sup> measured as an annual mean. Where the map below is coloured yellow, orange and red, this value is exceeded. The worst affected areas are alongside the busiest roads and junctions in the borough, including the M1, A1, A406, and A1000. There is also a marked difference between the north and south of the Borough, with NO<sub>2</sub> concentrations increasing further towards central London. Nitrogen dioxide pollution in Barnet is largely caused by road transport. Other significant sources are construction, and heat and power from both industrial/commercial and domestic sources. The map shows there has been an improvement since the previous 2013 dataset.

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<sup>4</sup> LLAQM Policy and Technical Guidance. <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-boroughs>



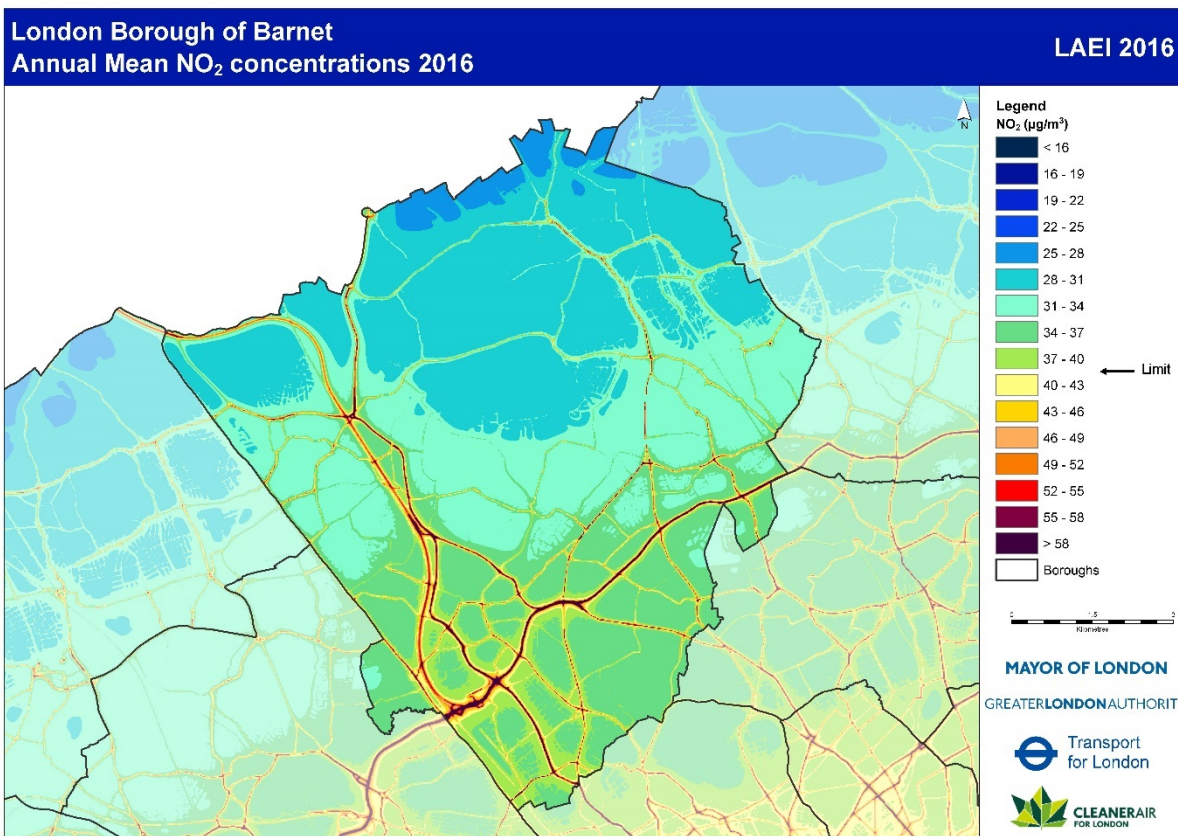


Figure 1 Modelled map of annual mean Nitrogen Dioxide, NO<sub>2</sub> concentrations (taken from the 2016 LAEI)

The maps in this report are modelled using data from the London Atmospheric Emissions Inventory (LAEI), a regional database of London's atmospheric emissions undertaken by the Greater London Authority (GLA) as part of the implementation of the Mayor's Air Quality Strategy. This incorporates all source emissions in London combined with information on non-London contributions, weather data and street layout. This model is then validated against real world monitoring data. The 2016 dataset is the most recent at the time of writing this updated Action Plan. Further information is available on the London Datastore.

<https://data.london.gov.uk/dataset/laei-2016---borough-air-quality-data-for-llaqm>

## Particulate Concentrations, PM<sub>10</sub>

The limit value is 40µg/m<sup>3</sup> expressed as an annual mean. The map below shows that the limit value is exceeded along the A406, A41 and the A1. The biggest source of PM<sub>10</sub> pollution is construction, followed by road transport. However, the area of exceedence does not include residents, and is concentrated on the carriageways. This shows an improvement to the previous 2013 dataset.

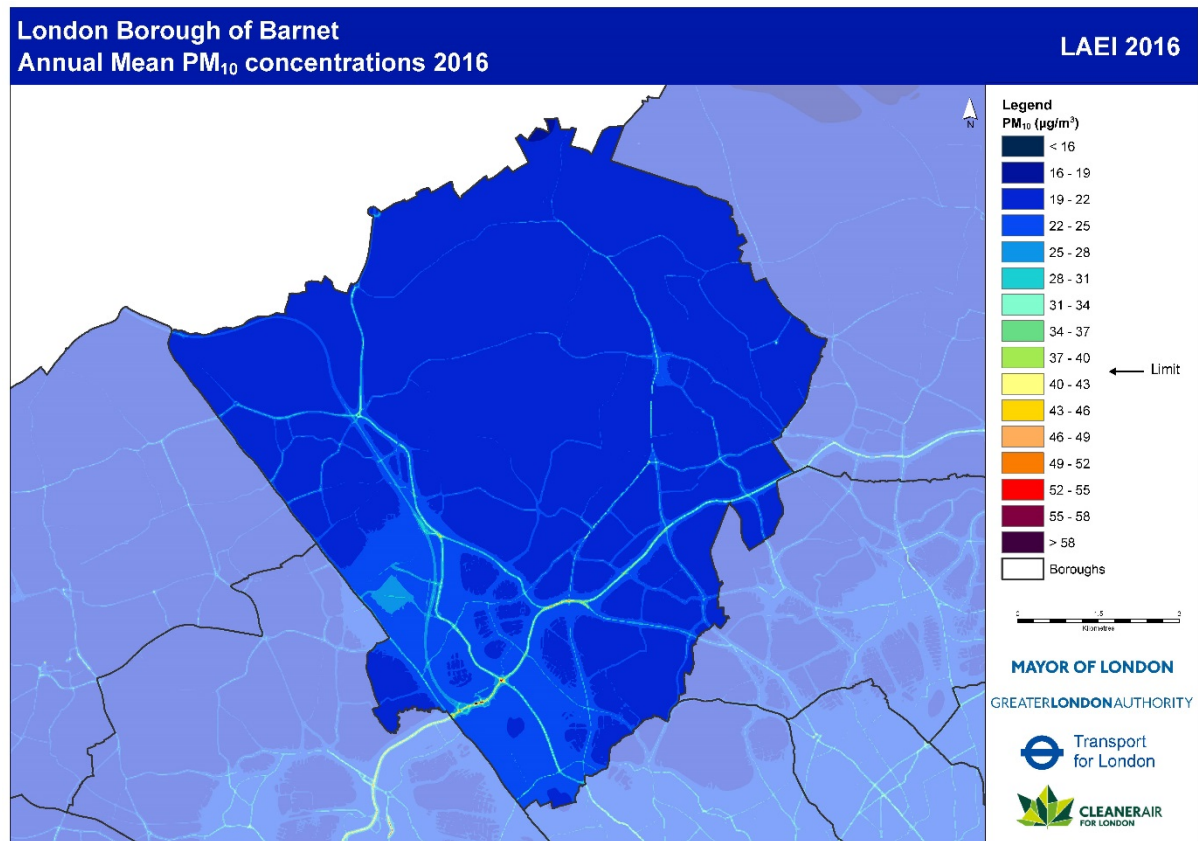


Figure 2 Modelled map of annual mean PM<sub>10</sub> (taken from the 2016 LAEI)

## Particulate concentrations, PM<sub>2.5</sub>

There is a new borough role that requires Councils to address PM<sub>2.5</sub> issues in their areas. There is no regulatory standard to meet a limit value applicable to local authorities at present; however, actions to address NO<sub>2</sub> and PM<sub>10</sub> will work towards reductions in PM<sub>2.5</sub>. It should also be noted that the government's new Clean Air Strategy aspires to meeting the World Health Organisation Guideline for PM<sub>2.5</sub> of 10µg/m<sup>3</sup> expressed as an annual mean. The modelled map below highlights that PM<sub>2.5</sub> concentrations are highest on parts of the A406 and A1 at major junctions. The sources of PM<sub>2.5</sub> pollution in Barnet are road transport followed by construction and wood burning in domestic stoves. The whole of the Borough is in exceedence of the WHO guideline.

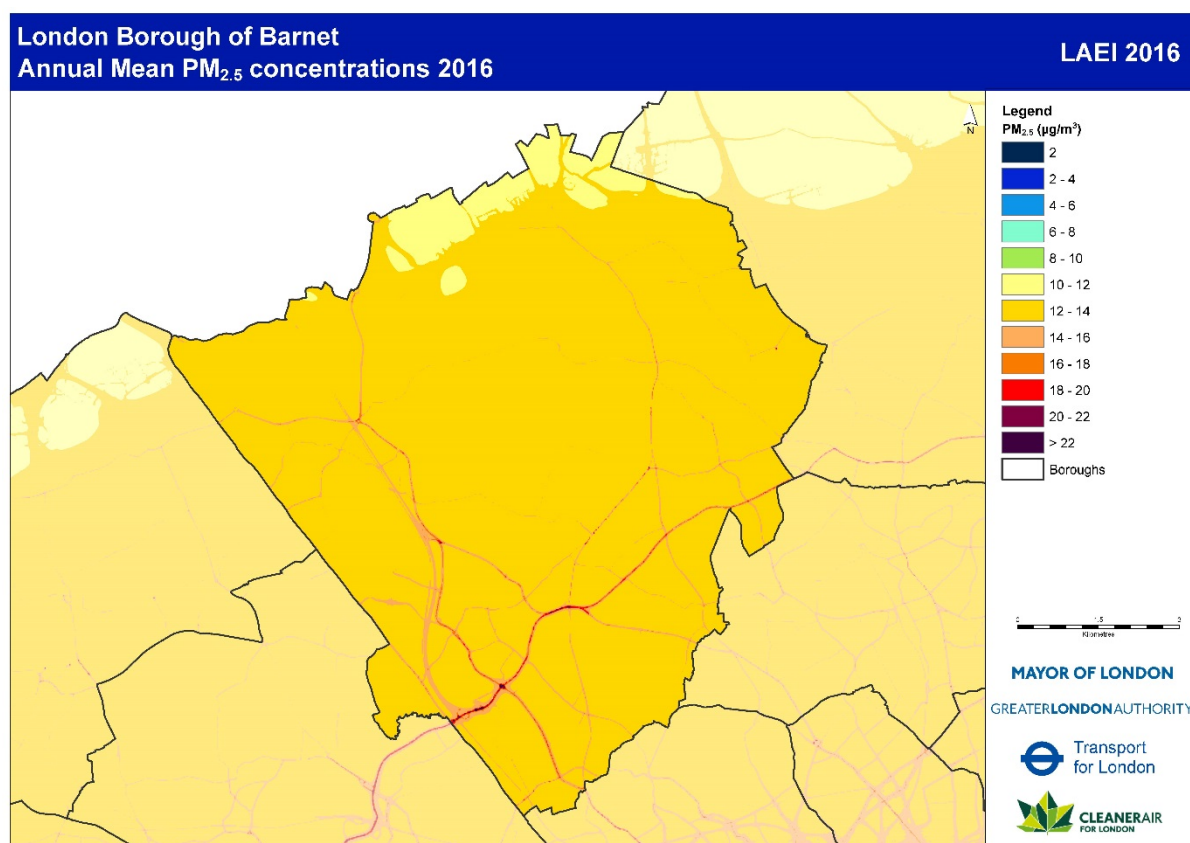


Figure 3 Modelled map of annual mean PM<sub>2.5</sub> (taken from the 2016 LAEI)

## **1.1 Air Quality Management Areas and Focus Areas**

The London Local Air Quality Management process derives from Part IV of the Environment Act 1995. It places a legal obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where they are not, the local authority must then declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.

In the London Borough of Barnet an Air Quality Management Area (AQMA) was declared in 2001 for the whole of the Borough for the following pollutants:

### **1. Nitrogen dioxide.**

The EU annual mean objective is being exceeded in locations alongside the busiest roads in the Borough. The area that exceeds has decreased. The EU hourly mean objective is also being exceeded at some busy High Street locations and also Golders Green Bus Station.

### **2. Particulates, PM<sub>10</sub>**

The EU daily mean objective is now being met; however the AQMA remains in place as the World Health Organisation air quality guideline is being exceeded. Furthermore, from 2016 the Council has a new statutory responsibility to work towards reductions of PM<sub>2.5</sub>, a smaller sized particulate due to increased awareness of the health impacts of these smaller particles.

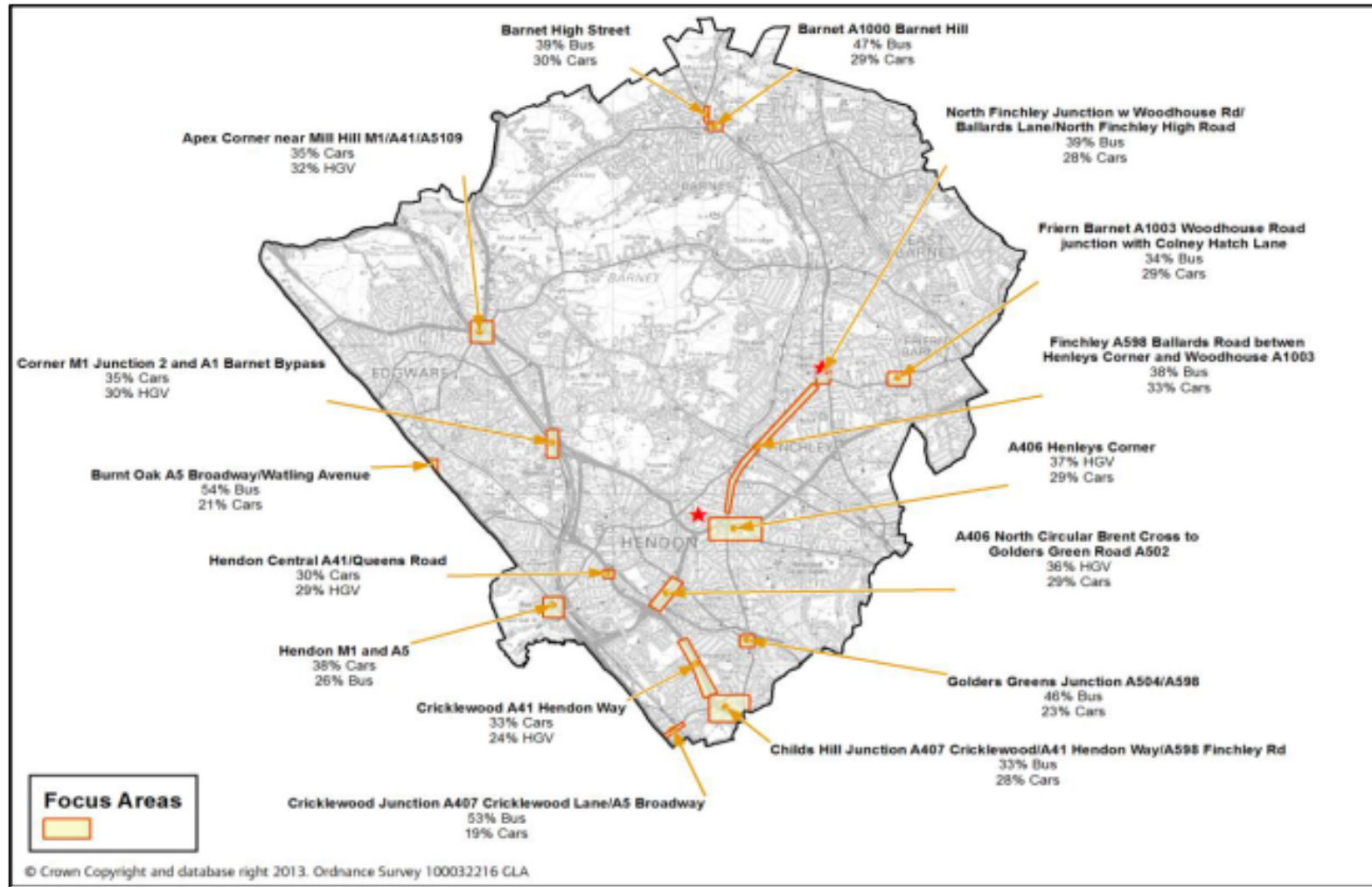
An air quality Focus Area is a location that has been identified by the GLA as having high levels of pollution (not meeting the EU objectives) and high human exposure. There are currently 14 focus areas in the borough (Barnet A1000 is no longer a focus area). The purpose of defining these areas is to target action in the most problematic areas. The majority of Focus Areas in Barnet are not on Barnet-controlled roads and this is highlighted in the table below:

## List of Focus Areas in Barnet

	<b>Focus Area</b>	<b>Whose Control?</b>
1	Apex Corner near Mill Hill M1/A41/A5109	TfL (Transport for London)
2	Fiveways Corner M1 Junction 2 and A1 Barnet Bypass	TfL
3	Hendon Central A41/Queens Road	TfL
4	A406 North Circular Brent Cross to Golders Green Road A502	TfL
5	A406 Henleys Corner	TfL
6	Finchley A598 Ballards Road between Henleys Corner and Woodhouse A1003	Barnet
7	North Finchley Junction with Woodhouse Rd/Ballards Lane/North Finchley High Road	Barnet
8	Barnet High Street	Barnet
9	Cricklewood Junction A407 Cricklewood Lane/A5 Broadway	Barnet
10	Childs Hill Junction A407 Cricklewood/A41 Hendon Way/A598 Finchley Rd	Barnet
11	Golders Greens Junction A504/A598	Barnet
12	Friern Barnet A1003 Woodhouse Road junction with Colney Hatch Lane	Barnet
13	Cricklewood A41 Hendon Way	TfL
14	Hendon M1 and A5	Highways England and TfL



## Map of GLA Focus Areas in Barnet showing vehicle split



## **1.2 Sources of Pollution**

Air pollution in the London Borough of Barnet comes from a variety of sources. This includes pollution from sources outside of the borough, and, in the case of particulate matter, a significant proportion of this comes from outside of London and even the UK.

Of the pollution that originates in the borough the main sources of nitrous oxides, NO<sub>x</sub>, including nitrogen dioxide, NO<sub>2</sub>, are diesel cars (22%); vans and mini-buses (12%); NRMM (Non-Road Mobile Machinery) on construction sites (12%) and heat and power generation from industrial/commercial sources (10%). These results are from the recently released 2016 London Atmospheric Emissions Inventory (LAEI). The contribution from vans and mini-buses has more than doubled since the 2013 LAEI. The contribution from domestic gas has decreased, while that from industrial/commercial heat and power has increased.

The increase in the contribution of NO<sub>x</sub> from vans and mini-buses can probably be explained by the increase in on-line shopping and deliveries by courier van. There has been a trend for localised energy generation in the form of CHP plant (Combined Heat and Power) in new major developments.

The main sources of particulate matter, PM<sub>10</sub>, are construction (dust and Non-Road Mobile Machinery), 45%; re-suspension (matter not directly emitted in tailpipe exhaust), 13%; and petrol and diesel cars, 16%. NRMM is a term referring to emissions coming from the engines of mobile machinery used on construction sites; the main ones being excavators, dumpers and telehandlers. There has been a significant change from the 2013 LAEI with the relative contribution of transport decreasing by half, and the contribution from construction sites increasing five-fold.

The distribution of PM<sub>2.5</sub> is 36% from road transport, of which the biggest contributors are diesel and petrol cars, and vans and minibuses. The second largest source is construction, 23%, followed by biomass (domestic wood burning), 15%.

It is important to know the relative contribution from different sources so that resources can be targeted. It is clear that the main sources of air pollution in Barnet are road transport, construction sites, heat and power generation from industrial/commercial sources, and domestic wood burning.

The pie-charts below illustrate the different sources of pollution within the Borough.

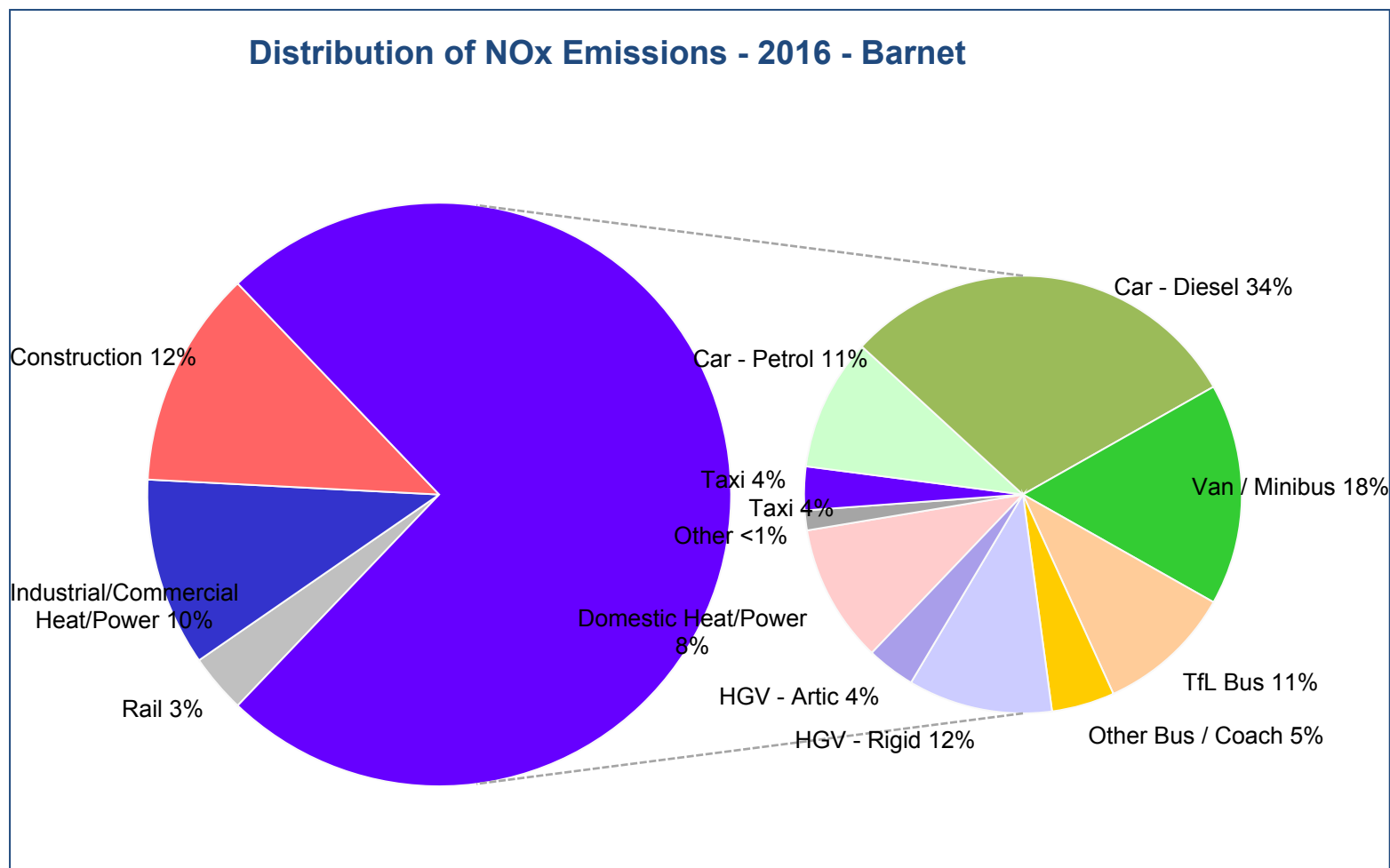


Figure 4 NOx Emissions by source and vehicle type (downloaded from the most recent LAEI dataset in August 2019)

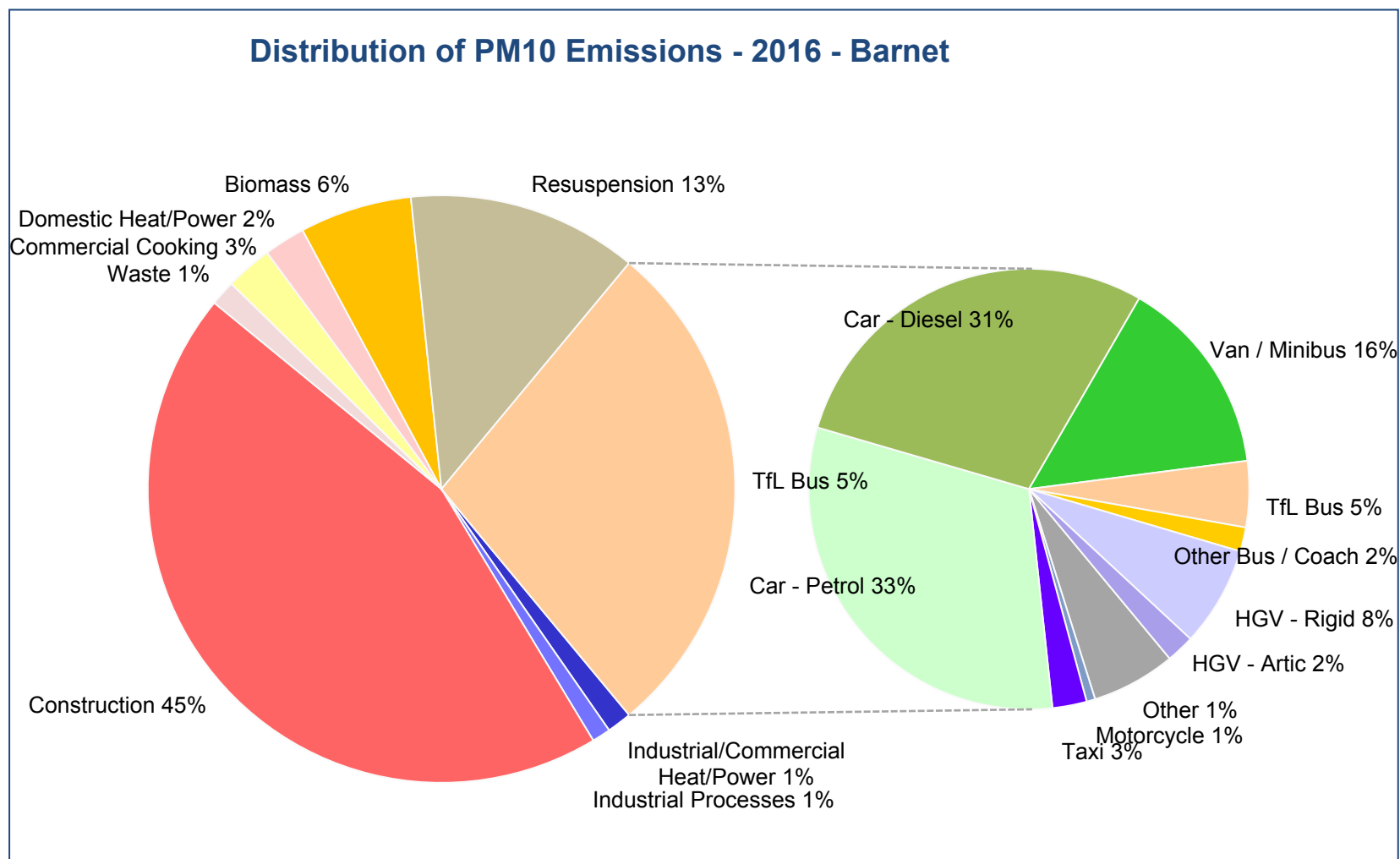


Figure 5 PM<sub>10</sub> Emissions by source and vehicle type (downloaded from the most recent 2016 LAEI in August 2019).

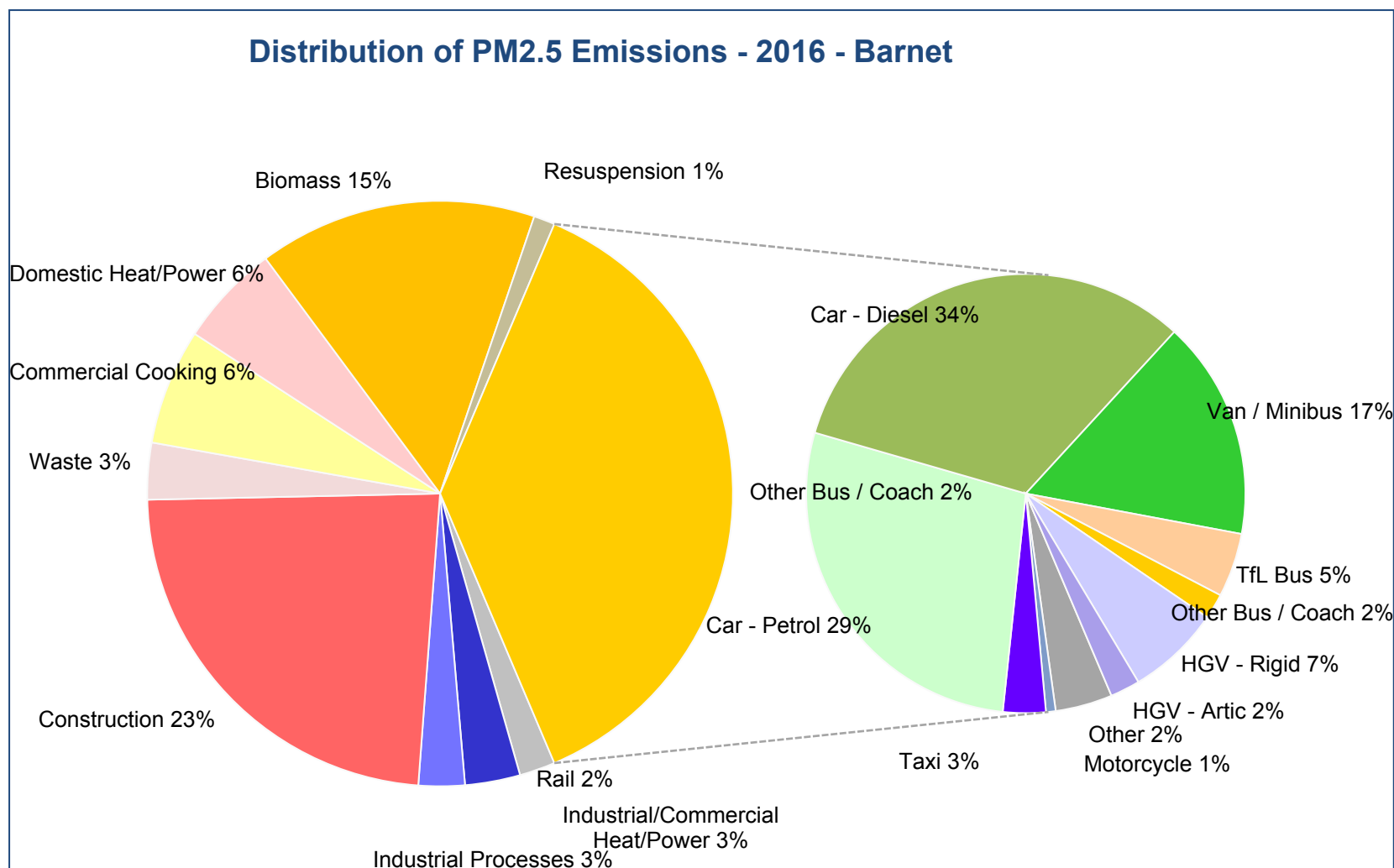


Figure 6 PM<sub>2.5</sub> emissions by source and vehicle type (downloaded from the most recent 2016 LAEI in August 2019).



## **2 London Borough of Barnet Air Quality Priorities**

The biggest sources of air pollution in Barnet are road transport, construction, and heat/power generation. A significant source of PM2.5 is wood-burning. The action plan has several points which seek to reduce the impact from these sources. The Borough has several key trunk routes passing through it with significant vehicle numbers. 27,000 new homes are being built in the London Borough of Barnet over the next 10 to 15 years, and 30,000 new jobs are being created. Existing Council estates are being regenerated. Within Barnet there are some of the most significant new planned developments in London. Hence a major potential source of air pollution is dust and vehicle emissions from construction sites. As well as addressing the key sources of pollution as a priority, it is also a priority to better communicate the health risks of poor air quality and reduce exposure to air pollution. This will be key to the work undertaken alongside Public Health.

## **3 Development and Implementation of the Air Quality Action Plan (September 2019 update)**

### **3.1 Steering Group**

The Air Quality Action Plan is a working document and progress is reported annually to the GLA, Defra and Barnet Environment Committee. Barnet Council established cross departmental and agency steering group in 2016 to develop and monitor the implementation of the Air Quality Action Plan. Meetings are held quarterly. The core group consists of the Assistant Director for Community Safety & Regulatory Services, Assistant Director for Transport and Highways, Public Health Analyst, Environmental Health, Highways Engineer leading on the LIP (Local Implementation Plan), Transport and Regeneration Manager, and Sustainable School Travel officer. The steering group has worked together to update this air quality action plan.

### **3.2 July 2019 Update**

This update has been produced to respond to the changes to the London Local Air Quality Management Action Plan Matrix. This has resulted in a change in priority of some actions with a view to consistent working across London to achieve the biggest improvements in air quality.

## **4 Air Quality Action Plan Progress**

Table 4.1 sets out the London Borough of Barnet's Air Quality Action Plan. It contains:

- a list of the actions that form part of the plan;
- the responsible individual and departments/organisations who will deliver this action;
- estimated cost to the council. Several measures reflect existing work being undertaken by the Council and therefore result in no additional cost. This is noted in the table where relevant;
- expected benefit in terms of emissions and concentration reduction;
- the timescale for implementation. Several measures are an existing statutory requirement and are currently being implemented, so have a timescale of 2017-2022 to reflect that they are on-going; and
- how progress will be monitored.

For more detail on each action, see section 5.

Table 4.1 Barnet Air Quality Action Plan (revised August 2019)

The actions have been grouped into seven categories: Monitoring and other core statutory duties; Emissions from developments and buildings; Public health and awareness raising; Borough fleet actions; Localised solutions; and Cleaner transport.

Theme		Measure	Magnitude of Air Quality Benefits (1=High)	Performance Measure / target and completion date	Responsibility	Links to other Strategies/ Plans/ Policies	Comments
Monitoring and other core statutory duties	1	Maintaining and where possible expanding monitoring networks, and fulfilling other statutory duties	1	Achieve 90% data capture in line with Defra requirements; maintain existing networks at a minimum; annual reporting to the GLA and Defra	Environmental Health		<b>New Action</b> However, this work is already carried out by Environmental Health
Emissions from developments and buildings	2	Ensuring emissions from construction are minimised	2	Count number of complaints received.  Number of Construction Method Statement planning conditions applied to developments.	Environmental Health and Planning	Supplementary Planning Document (SPD) for Sustainable Design and Construction	<b>Existing action</b> Focus has changed from solely dust to include emissions from transport of materials, waste, staff to and from site (logistics)
Emissions from developments and buildings	3	Ensuring enforcement of Non-Road Mobile Machinery (NRMM) air quality policies	1	Number of site audits and enforcement actions	Delivered by London Borough of Merton	SPD for Sustainable Design and Construction	<b>Existing action:</b> LBB is part of the Pan-London Project delivered by LB Merton to audit and enforce NRMM on major construction sites from September 2020.
Emissions from developments and buildings	4	Reducing emissions from CHP (Combined Heat and	1	Number of planning applications for CHP	Environmental Health and	SPD for Sustainable	<b>Existing action:</b> within LBB Planning

buildings		Power plant)		and biomass boilers; number of planning applications approved and refused.	Planning	Design and Construction	system – further scope to work with energy officers to improve carbon emission reductions e.g. when existing schemes require new or upgraded heat sources
Emissions from developments and buildings	5	Enforcing Air Quality Neutral policies	2	Number of planning applications requiring an air quality assessment; number of applications refused on grounds of poor air quality	Environmental Health, Planning and Highways	2016-2021 Performance indicator PITD03 Monitoring Travel Plans for Developments  London Plan  Barnet's new Local Plan – adoption expected 2021	<b>Existing action:</b> Air quality neutral ensures new buildings do not emit more pollution than existing buildings of the same type. Currently within LBB planning system.
Emissions from developments and buildings	6	Ensuring adequate, appropriate, and well located green space and infrastructure is included in new developments and buildings	1		Planning	Green Infrastructure SPD (adopted Oct 2017)  Barnet's new Local Plan  SPD for Sustainable Design and Construction Application of Urban	<b>New Action</b> This work already happens in Barnet. See also action 18.  Barnet council SPDs will be revised following the adoption of the new Local Plan in 2021.



						Greening Factor through the new London Plan – adoption expected Spring 2020	
Emissions from developments and buildings	7	Declaring Smoke Control Zones and ensuring they are fully promoted and enforced	1	Number of complaints about smoky chimneys.  Number of enforcement actions.	Environmental Health		<b>Existing Action</b> Environmental health will continue to enforce. New emphasis is to tackle PM2.5 from the burning of wood in domestic stoves.
Emissions from developments and buildings	8	Promoting and delivering energy efficiency and energy supply retrofitting projects in workplaces and homes through EFL retrofit programmes such as RE:FIT, RE:NEW and through Borough carbon-offset funds.	1	Number of projects; percentage of eligible buildings that have been retrofitted	Environmental Health, Energy Resource Manager		<b>New Action</b> There are designated officers working on this in other council teams but linking energy efficiency measures to air quality needs improvement.
Emissions from developments and buildings	9	Master Planning and redevelopment areas aligned with Air Quality Positive and Healthy Streets Approaches	2		Highways, Planning		<b>New Action</b> Mayor's Healthy Streets Approach embedded within London Plan and Barnet's new Local Plan – adoption expected 2021. Air Quality Positive is also in the London Plan and will be proposed for Barnet's new Local Plan.

Public health and awareness raising	10	Public Health taking shared responsibility for Borough air quality issues and implementation of Air Quality Action Plans.	2	Evidence of joint projects. Evidence of how public health are involved in decision making processes	Public Health and Environmental Health	JSNA	<p><b>Existing Action</b> DPH signs of the ASR, Supporting Action Plan, agrees AQ project with Re and PH strategist is part of the AQ Steering Group.</p> <p>Planning for new joint projects has commenced.</p>
Public health and awareness raising	11	Engagement with businesses	2	Evidence of projects with businesses	Environmental health and Town Centre Investment Managers	Town Centre strategies	<p><b>New Action</b> LBB unsuccessful in securing Mayor's Air Quality Fund for business engagement project. Still scope to engage businesses in town centres via the Business Enterprise Team. Furthermore, there is LIP funding of £35K/year for business engagement projects.</p>
Public health and awareness raising	12	Supporting a direct alerts service such as Airtex, and promotion and dissemination of high pollution alert services	2	Evidence that pollution alerts are being disseminated.	Environmental Health; Communications Team		<p><b>New Action</b> Environmental health receives Mayor's alerts. Consideration will be given to how best use the Council's new website to disseminate this information. Other systems eg the OWL system to be considered.</p>

Public health and awareness raising	13	Encourage schools to join the TfL STARS accredited travel planning programme	2	Target to be set by Highways. % of schools signed up to STARS	Highways (Sustainable Travel team)		<b>Existing Action</b> Barnet Council is currently the most successful in London in engaging schools via the STARS programme.
Public health and awareness raising	14	Air quality in and around schools	2	Number of audits done at schools. Evidence of interventions carried out.	Environmental Health and Highways		<b>Existing Action</b> To be continued in 2019/2020 Audits and other interventions to continue.
Public health and awareness raising	15	Update of procurement policies to reduce pollution from logistics and servicing	3		Environmental Health and Procurement	Social Value Policy	<b>Existing Action</b> There are existing initiatives including the requirement for contractors with a fleet to be a member of FORS. There will be new initiatives including to ensure all new contracts have ULEZ compliant vehicles
Public health and awareness raising	16	Reducing emissions from deliveries to local businesses and residents	2	Evidence of educational media campaign	Environmental Health and Communications Team		<b>New Action</b> This tackles trend for online ordering and the consequent increase in delivery vehicles on the roads. Scope to raise awareness of impacts and also to work with businesses to group together (consolidate) deliveries.

Borough Fleet	17	Reducing emissions from council fleets	2	<p>Number of alternative-fuelled vehicles.</p> <p>Percentage of Euro VI vehicles in diesel and petrol fleet.</p>	Street Scene		<p><b>Existing Action</b> Vehicles with alternative energy will be assessed for operational and financial sustainability.</p> <p>(Procurement of new Euro VI vehicles with started with four refuse collection vehicles delivered in November 2018, with a tender currently out for a further twelve vehicles.)</p>
Localised Solutions	18	Expanding and improving Green Infrastructure (GI)	3	<p>Number of trees planted each year in pollution hotspots. Target of 200 per year.</p>	Arboriculture Officers, Highways, Green Spaces	<p>Barnet Tree Policy 2017.</p> <p>Green Infrastructure SPD</p>	<p><b>Existing Action</b> Exists within the LBB planning system through the application of the London Plan Urban Greening Factor and the Supplementary Planning Document on Green Infrastructure. The SPD outlines the capacity of GI to deliver a wide range of benefits and how these might be promoted and delivered through existing policies and processes. Benefits include preparing Barnet for the impacts of climate change by controlling flooding, reducing pollution and moderating temperatures.</p>

							Further supported through Barnet's Tree Policy which is supporting the planting of 4500 trees over five years, including prioritisation of trees in areas of poor air quality.
Localised Solutions	19	Low Emissions Neighbourhoods (LENs)	1	Make bid for grant funding when available.	Environmental Health, Highways, Planning		<b>New Action</b> Low Emissions Neighbourhoods require substantial funding and those underway in London have benefitted from large grants through the Mayor's Air Quality Fund.
Cleaner Transport	20	Ensuring that Transport and Air Quality Policies are Integrated	1	Air quality in Transport Strategy	Environmental Health, Highways		<b>New Action</b> This is something that the Council already does through officers attending Steering groups, input into LIP 3,
Cleaner Transport	21	Discouraging unnecessary idling by taxis and other vehicles	3	Carry out at least two anti-idling events per year including close to schools.	Environmental Health, Sustainable Travel team		<b>New Action</b> Enforcement requires investment, however the borough currently run anti-idling awareness raising and have conducted action days in the areas, specifically outside schools, where this has taken place – propose action would be to introduce anti-idling policy. LBB is one of 2



							boroughs not taking part in the pan-London anti-idling project
Cleaner Transport	22	Regular temporary car-free days	1	At least one car free initiative per year.	Environmental Health, Highways, Town Centre Managers.		<b>New Action</b> LBB is taking part in the Pan- London Car Free project as part of the MAQF. This could include temporary closures, school streets, timed closure during peak travel
Cleaner Transport	23	Using parking policy to reduce pollution emissions	1		Parking, Highways	Parking Tariffs Operational Review.	<b>Existing action</b> Barnet introduced differential charged for residential parking permits based on pollutant emissions £10 surcharge on diesel cars
Cleaner Transport	24	Installation of Ultra-Low Emission Vehicle (ULEV) infrastructure (electric vehicle charging points, rapid vehicle electric charging points and hydrogen refuelling stations)	1	Number of EV points installed each year.	Highways, Planning	Transport Strategy	<b>Existing Action</b> 40 lamp-post column charging points installed in 2018/19. A further 40 to be installed in August 2019. 30 freestanding chargers to be installed in car-parks and on-street locations in Autumn 2019. Rapid charging points are being installed in partnership with TfL
Cleaner Transport	25	Provision of infrastructure to support walking and	1	Number of cycle parking spaces	Highways, Planning	Local Implementatio	<b>Existing Action</b> Implemented through

		cycling		installed per year; number of children and adults receiving cycle training per year; length of cycle routes installed per year.		n Plan	the Green Infrastructure SPD, LIP targets for walking and cycling, new cycle parking, cycle training.
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## **5 Further information and implementation plan for each action**

**Action 1** Maintaining and where possible expanding monitoring networks, and fulfilling other statutory duties.

Monitoring is critical to understanding and addressing the problem of air quality. Monitoring is also used to validate modelling of air quality. The GLA considers monitoring to be the bedrock of London Local Air Quality Management. There are two automatic air quality stations at Tally Ho and Chalgrove School (measuring particulates, PM10 and nitrogen dioxide, NO<sub>2</sub>). These results are published on the web at [www.airqualityengland.co.uk](http://www.airqualityengland.co.uk). Nitrogen dioxide is also monitored using 15 diffusion tubes across the borough.

**Action 2** Ensuring emissions from construction are minimised

This is part of the day to day work of scientific officers in Environmental Health. It is achieved through application and enforcement of planning conditions.

Environmental Health also respond to resident complaints of dust and noise nuisance from construction sites as part of its duties under the Environmental Protection Act 1990.

**Action 3** Ensuring enforcement of Non-Road Mobile Machinery (NRMM) air quality policies

NRMM contributes to a large proportion of emissions. Barnet is part of a pan-London project to audit construction sites for NRMM compliance.

**Action 4** Reducing emissions from CHP (Combined Heat and Power plant)

Environmental Health require detailed air quality dispersion modelling assessments of proposed CHP and biomass plant from applicants, to ensure they meet the criteria required by the GLA. Where the criteria cannot be met then developments will be refused on air quality grounds. This is written into the Council's Supplementary Planning Guidance on Sustainable Design and Construction. Environmental Health comment on applications for Environmental Permits under the Small Combustion Plants Directive led by the Environment Agency.

**Action 5** Enforcing Air Quality Neutral Policies.

The Council's Supplementary Planning Guidance for sustainable design and construction requires air quality assessments to be carried out for certain developments. These developments may be in an area of existing poor air quality, or could result in a decrease in air quality due to their size. Environmental Health review the assessments and ensure that exposure to poor air quality is minimised through mitigation measures. Where this is not possible, or there is an unacceptable increase in pollution levels, Environmental Health will recommend refusal of a

planning application on air quality grounds. Highways also monitor Sustainable Travel Plans for new Developments in accordance with Regional Enterprise Performance indicator PITD03.

**Action 6** Ensuring adequate, appropriate, and well located green space and infrastructure is included in new developments and buildings

The Council's Green Infrastructure SPD was adopted in October 2017. The new London Plan will bring in the concept of a Urban Greening Factor.

**Action 7 Declaring Smoke Control Zones and ensuring they are fully promoted and enforced**

The Council has a statutory duty under the Clean Air Act 1993 to prevent dark smoke from chimneys. This involves responding to complaints about residential chimneys, providing advice on approved appliances and fuels, and taking action where necessary. The majority of the London Borough of Barnet is a designated Smoke Control Area.

There is a new awareness that the burning of solid fuel is contributing to between 23 and 31% of PM2.5 in London. Addressing this source is crucial to achieving the London Environment Strategy target of meeting the WHO guideline levels for PM2.5 by 2030. Enforcement powers are limited; however education campaigns with residents and retailers will be done.

**Action 8** Promoting and delivering energy efficiency and energy supply retrofitting projects in workplaces and homes through EFL retrofit programmes such as RE:FIT, RE:NEW and through Borough carbon-offset funds

As tailpipe emissions from road vehicles decreases, the relative contribution of power generation has increased. Using less energy means less combustion of fuels and fewer emissions. There is also a co-benefit for carbon dioxide emissions.

**Action 9** Master Planning and redevelopment areas aligned with Air Quality Positive and Healthy Streets Approaches

This action is concerned with major redevelopment areas. The most important in Barnet is the Brent Cross / Cricklewood Regeneration.

**Action 10** Public Health taking shared responsibility for Borough air quality issues and implementation of Air Quality Action Plans

This will include joint projects between public health and environmental health. Work will include mapping air quality hotspots against childhood asthma; working with GP

surgeries to provide targeted information and advice to patients vulnerable to COPD; Promotion of active travel.

**Action 11** Engagement with businesses can be effective in helping them reduce transport emissions from their fleet as well as emissions from energy use. This can also include working with businesses in a certain area to consolidate deliveries, cargo bikes, work place travel plans.

**Action 12** Supporting a direct alerts service such as Airtext, and promotion and dissemination of high pollution alert services

It is important to be able to provide direct alerts to vulnerable people such as those with asthma. The alerts give advice on what action to take during pollution episodes, for instance reducing physical activity. Social media can be used to disseminate the GLA alerts and to raise awareness.

**Action 13** Encourage schools to join the TfL STARS accredited travel planning programme

This travel planning programme is a successful way to reduce the numbers of children travelling to school by car. Alternatives to the car such as walking and cycling are better for exercise and health. Too many cars near to schools causes issues with local residents when the cars block drive ways and leave engines running, as well as safety concerns when cars are parked carelessly or on double yellow lines.

**Action 14** Air quality in and around schools

Schools projects can help to reduce exposure and emissions and help target one of the most vulnerable groups. Schools audits assess the sources of pollution at the worst polluted schools and recommend interventions to reduce exposure and pollution levels. Interventions include installation of green / living walls, filtration of air, provision of cycle parking and are dependent on the location of the school. Other projects include delivering lessons on air quality at schools and colleges.

**Action 15** Update of procurement policies to reduce pollution from logistics and servicing

Councils can use their procurement policy and purchasing power to influence and incentivise suppliers to use cleaner vehicles wherever possible. Barnet has existing initiatives to require contractors with a fleet to be a member of FORS (Freight Operators Recognition Scheme). New contracts will need to ensure all contractors have ULEZ-compliant vehicles.

**Action 16** Reducing emissions from deliveries to local businesses and residents

Implementation of schemes to reduce deliveries is important but requires significant time and financial investment, which can only be realistically achieved through



winning grant funding. However it is possible to raise awareness with businesses and residents about this issue. The number of deliveries have increased significantly with the trend for on-line shopping.

#### **Action 17** Reducing emissions from council fleets

It is important for Boroughs to lead by example and fleets are directly within the control of the Council. Barnet council is working to increase the proportion of the cleanest Euro VI engine conventional vehicles in its fleet. This will also help to meet the upcoming ULEZ (Ultra Low Emission Zone) requirements. Other vehicles with alternative energy are also being assessed for operational and financial sustainability. The Council fleet currently has Bronze accreditation of the Fleet Operator Recognition (FORS) scheme.

#### **Action 18** Expanding and improving Green Infrastructure (GI)

Barnet Council has a Tree Policy. It aims to plant 900 trees per year over five years. Environmental Health work with the Arboriculture officers to plan the locations of the tree planting. Planting trees in the worst polluted areas can reduce the amount of pollution that people are exposed to. Vegetation has the ability to clean the air by filtering out pollutants.

The Council's Supplementary Planning Document for Green Infrastructure was adopted in November 2017.

#### **Action 19** Low Emissions Neighbourhoods (LENs)

A LEN is an area-based scheme. It is a package of measures in a pollution hotspot designed to reduce emission and visibly improve the pedestrian and cyclist environment.

#### **Action 20** Ensuring that Transport and Air Quality Policies are Integrated

Road traffic emissions are one of the main sources of air pollution in London. To ensure effective communication between transport and air quality colleagues, senior highways officers attend the air quality steering group meetings. Likewise, air quality officers are helping to shape the Council's new Transport Strategy by attending steering meetings.

#### **Action 21** Discouraging unnecessary idling by taxis and other vehicles

Idling vehicles are an avoidable source of air pollution. Environmental Health and the Sustainable Travel team carry out regular anti-idling weeks at schools. Officers talk to parents and children about why it is important to turn engines off while waiting nearby the school at drop off and collection times.

#### **Action 22** Regular Temporary Car-Free Days

Car-Free Days can help to change behaviour and prompt modal shift away from the private car. They allow people to experience their neighbourhood from a different perspective.

**Action 23** Using parking policy to reduce pollution emissions

Parking policies can have a significant impact on driver behaviour, incentivising cleaner vehicles. Barnet was one of the first Councils in London to introduce differential parking permits based on pollutant emissions.

**Action 24** Installation of Ultra-Low Emission Vehicle (ULEV) infrastructure (electric vehicle charging points, rapid vehicle electric charging points and hydrogen refuelling stations)

Electric vehicles have zero emissions from the tailpipe. Infrastructure is needed to support the transition from conventional vehicles for both businesses and residents.

**Action 25** Provision of infrastructure to support walking and cycling

Walking and cycling infrastructure is key in terms of improving air quality. This includes installation of cycle racks, cycle training, and improved cycle and walking routes.





## Environment Committee

11 September 2019

<b>Title</b>	<b>Paving Slab Enhancement – Privately Funded Highway Works</b>
<b>Report of</b>	Chairman of the Environment Committee
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 - Privately funded minor highway improvements flowchart Appendix 2 - Privately funded highway improvement application form Appendix 3 - Standard footway details
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### Summary

At the meeting of Full Council on 30<sup>th</sup> October 2018 a motion was passed requesting that Environment Committee introduce a process to enable residents and businesses to pay for the replacement of cracked paving stones that may be visually undesirable but do not meet the current intervention criteria for works funded on an asset and risk management basis by the Council.

This report explores how such privately funded highways works can be enabled, the issues that need to be considered and the criteria, processes and next steps that need to be taken towards implementation.

## **Officer Recommendations**

- 1. That the Environment Committee notes the content of this report and the legal advice from HB Law in paragraphs 6.4 to 6.7.**
- 2. That the Environment Committee notes the potential implications of agreeing privately funded works as stated in this report as detailed in paragraph 2.5.**
- 3. That the Environment Committee approves the inclusion of other footway types e.g blacktop, modular and concrete (or combinations thereof) within this process.**
- 4. That the Environment Committee approves the “Like for Like” replacement of the footway and agrees that no new materials be introduced to change the visual appearance of the footway on the road / street in question.**
- 5. That the Environment Committee approves that any work resulting from this proposal is only undertaken by the Council’s Term contractor for Highway Works and work will only commence once funds have been received.**
- 6. That the Environment Committee agrees that the Paving Slab Enhancement – Privately Funded Highways Works scheme is approved and managed through existing highway processes subject to the provisions of paragraph 6.0 of this report.**
- 7. That the Environment Committee agrees to charge a non-refundable fee, of £182.45 (the same as the vehicle crossover fee) for processing the initial application and the recovery of management costs as part of the quotation for highway works.**
- 8. That the Environment Committee approves the review and development of existing Highway processes and documentation approved for the current Residential Crossover Scheme to manage this initiative and delegate their approval to the Executive Director for Environment.**
- 9. That the process is reviewed in a year to consider programme volumes and the adequacy of the operational, administrative and governance arrangements and provide a report to the Executive Director for Environment for approval.**



## Introduction

- 1.1 The Environment Committee has responsibility for all policy and budgetary matters related to Highway Services in Barnet, with significant resources allocated annually to both footway and carriageway works on a prioritised basis in accordance with Asset Management principles as detailed below:

### Programme Allocation

Type of works	Allocation £	Allocation percentage split
Carriageway resurfacing	£2.111 million	36%
Footway relay	£3.035 million	52%
Carriageway patching	£0.700 million	12%
Total	£5.846 million	100%

- 1.2 At Full Council on 30<sup>th</sup> October 2018 it was, however, resolved to permit residents and businesses (or a number of adjoining neighbours) to promote and fund maintenance and/or improvement works on the public highway outside of existing programmes for carriageway and footway maintenance and the associated policies, systems and procedures.
- 1.3 A motion was introduced by Councillor David Longstaff entitled “Right to buy”. The motion stated:- *“Council notes that some cracked paving stones don’t reach the criteria that warrant replacement from the Highways Department, but are unsightly. Council supports residents and businesses who wish to pay for our term contractor to replace cracked paving stones on a like for like basis.”*
- 1.4 Investigations involving other London Highway Authorities indicate that this type of proposal has not been introduced elsewhere and is, therefore, an unprecedented initiative which requires careful consideration. However, after a wider investigation, Cambridgeshire County Council does have such a process which has been considered in the development of these recommendations.

## 2 REASONS FOR RECOMMENDATIONS

- 2.1 The Council’s capital footway and carriageway programmes are prepared annually and reported to the Environment Committee for consideration and approval. They are developed using an independent condition assessment with nationally consistent standards applied to all assets in the borough. This condition data is used, with other defect information, input from the highway safety inspectors, who have local knowledge gained through their regular site inspections, and the application of whole life cost principles together generate the footway and carriageway programmes which identify deteriorating assets for appropriate treatment and funding and deliver best value outcomes for all residents.
- 2.2 All ward councillors are annually invited to review the proposed footway and carriageway programmes and, as a result of this consultation and engagement, the programmes may be revised to generate what are the final versions. These will only then be subject to review and possible change if future development or statutory undertaker works within the borough conflict and may result in abortive works, or where engineering practicalities mean that the proposed treatment type is no longer suitable. Any schemes that cannot be progressed or are delayed due to the above are replaced in priority order.

2.3 There are, however, circumstances where footway and carriageway assets do not meet intervention levels to trigger reactive works or planned maintenance schemes funded by the Council. In these circumstances, a footway or carriageway asset may still be considered unacceptable in visual or environmental terms perhaps and it is recognised there may be a desire to fund these works locally from within the community. This initiative empowers community groups or local residents to bring forward and fund improvements and gives local people real influence in their local community.

#### 2.4 Recommended Option

The Authority supports the establishment of a mechanism to facilitate residents and businesses who wish to pay for the Council's Highways Term Maintenance Contractor to replace cracked paving stones on a like-for-like basis following the process flow chart and application form as detailed in the Appendices to this report.

#### 2.5 Issues for consideration and resolution

Where individual residents, or a number of neighbours, are permitted to pay for additional maintenance and/or improvement works outside of the Council's capital programmes described above, this could be perceived as unfairly delivering works outside of stated policies. In addition there are a number of practical issues that will require additional administrative, management, financial and operational input by Council Highway Officers:-

- The Council's current treatments and specifications will be applied on a like for like basis and there will not be scope for the use of different designs including construction depths, materials and finishes etc for privately funded works.
- The total cost of the works process - design, construction, supervision etc. - would be based on current contractual arrangements and requirements while individuals might suggest the use of alternative provision with resultant management and operational impacts.
- Arrangements for future maintenance and liability for any works completed would be subject to the provisions agreed under paragraph 6.0 of this report.
- The environmental impacts of isolated maintenance of improvement works which are resident funded could result in further demands on the Council's resources to investigate and respond to enquiries requesting similar work at public expense locally that would not be in accordance with any established condition assessments, prioritisation processes and governance arrangements.
- Isolated works funded by individuals are more likely to have an aesthetic value for the resident concerned rather than support the asset management principles and risk based approach to highway maintenance reflected in the current code of practice and applied by the Council.
- There may be a significant impact on existing Council and Re resources required to successfully manage and implement individual applications of this type outside the existing footway and carriageway programmes.

### 3. **POST DECISION IMPLEMENTATION**

3.1 Once approved by Committee the recommended option will be progressed by Officers, under delegated responsibility of the Executive Director of Environment.

#### **4. CORPORATE PROIRITIES**

- 4.1 Barnet 2024, the Council's Corporate Plan 2019 – 2024 states that one of the Council's corporate outcomes is to provide a pleasant, well maintained borough that we protect and invest in with the objective of keeping the borough moving, including improvements to roads and pavements.
- 4.2 The Council's current Network Recovery Programme will continue to maintain and improve the highway network, footpaths and carriageways, for use by residents, local users and those people travelling in and through Barnet. It will improve the highway network, which in turn will contribute to improving the local environment and the quality of life for the residents and help create conditions for a vibrant economy.
- 4.3 The proposed planned maintenance programme will also contribute to the Council's Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent.
- 4.4 The Highway network is the Council's most valuable asset and is vital to the economic, social and environmental wellbeing of the borough, together with its general image.

#### **5.0 SOCIAL VALUE**

- 5.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This report does not relate to procurement of services contracts. Our current contracts have considered social values.

#### **6.0 LEGAL AND CONSTITUTIONAL REFERENCES**

- 6.1 The Council's Constitution Article 7 – Committees, Forums, Working Groups and Partnerships (Responsibility for Functions, 7.5) gives the Environment Committee responsibility for all borough-wide or cross-constituency matters related to the street scene.
- 6.2 Highway Maintenance is a Statutory Duty under the Highways and Traffic Management Acts. The adoption of this scheme can not negate or replace the Council's statutory duties as Highway Authority. The scheme may only permit discretionary services/works that go beyond the Council's statutory maintenance duties.
- 6.3 The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 6.4 A Legal review was requested from our HB Public Law and their initial response is as follows:- *"The Council can use the section 184 process set out above to secure funding for crossovers. For works which are outside its statutory duty to provide, the Council can rely on section 1 of the Localism Act 2011. For all other work on the highway, which are considered to be of benefit to the general public, it can secure finances under a short section 278 Agreement."*
- 6.5 In practice there is currently no evidence of Councils using the General Power of Competence (GPC) under Section 1 (1) of the Localism Act 2011 to carry out highway works. However, under the GPC a council can do anything that an individual can do

provided that it is not illegal and is not a statutory duty of that Council. As an individual can work on the highway with the highway authority's consent, and be paid for such work this element of section 1 would be satisfied.

- 6.6 With regard to the restriction on using this power where there is a statutory duty to provide the service, the Council would have to be satisfied that the service goes beyond the Council's statutory duty to maintain and safeguard the existing adopted (public) highway and that the works being paid for privately are for a discretionary service offered by the Council not a mandatory service.
- 6.7 In addition, section 30 of the Greater London Authority Act 1999 gives the Council a more general power to, amongst other things, promote the improvement of the environment.

## **7.0 RISK MANAGEMENT**

- 7.1 The council, as Highway Authority, has various responsibilities and duties, as broadly summarised in this report. In order to address these responsibilities and duties the council has established policies, systems and processes that are regularly audited, reviewed and amended where necessary to reflect current policy and guidance and provide the council with a robust defence against insurance claims on the public highway.
- 7.2 The preparation of annual programmes of work for both footways and carriageways in the borough demonstrates the necessary use of asset planning and risk management principles for the distribution of available funding and resources on an agreed, clear and auditable basis utilising a prioritisation process and governance arrangements overseen by members and approved by the Environment Committee.
- 7.3 Any engagement with residents proposing to fund their own additional works on the public highway will be outside of these established programmes and governance arrangements and, therefore, subject to additional and unknown levels of public and member concern, query and scrutiny.
- 7.4 Where privately funded works are involved there will inevitably be a demand for completion without delay and this is a particular concern and risk when considered in the context of highway defects and programmes and their completion within specific timescales using available resources.
- 7.5 The service will liaise with finance to ensure appropriate collection and full cost recovery of a final process and mitigation of any further risks. It is considered that the proposed recommendations will lead to an improvement in the appearance and condition of the footway asset locally, therefore improving the environment, and potentially enable already scarce maintenance funding to be used in areas where the intervention levels are such that reactive or planned works meet the relevant criteria.

## **8.0 EQUALITIES AND DIVERSITY**

- 8.1 The Equality Act 2010 requires organisations exercising public functions to demonstrate that due regard has been paid to equalities in:
- Elimination of unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
  - Advancement of equality of opportunity between people from different groups.
  - Fostering of good relations between people from different groups.

- 8.2 The Equality Act 2010 identifies the following protected characteristics: age; disability; gender reassignment; marriage and civil partnership, pregnancy and maternity; race; religion or belief; sex and sexual orientation.
- 8.3 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.
- 8.4 The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and delivery of services.
- 8.4 Good roads and pavements benefit all sectors of the community by removing impediments and assisting quick, efficient and safe movement to access school, work and leisure facilities. This is particularly important for the elderly, people caring for children and those with mobility difficulties and sight impairments. The condition of roads and pavements is regularly at the top of concerns expressed by residents and the Council is listening and responding to those concerns by committing funding and resources to its planned highway maintenance programmes across the borough on a prioritised basis.
- 8.5 The physical appearance and the condition of the roads and pavements also have a significant impact on the quality of life of residents and visitors to the borough. A poor quality street environment will give a negative impression of an area, impact on people's perceptions and attitudes as well as increasing feelings of insecurity.
- 8.6 The Council's policy is focused on improving the overall street scene across the borough to a higher level that is required under the Council's existing statutory duties to maintain the adopted highway, and is consistent with creating an outcome where all communities are thriving and harmonious places where people are happy to live. This will not be achieved by individual residents seeking to undertake limited works in the own locality and thus highlighting this and the absence of similar works on the adjacent public highway.
- 8.7 Condition surveys are regularly carried out on all roads and pavements in the borough, and reference is also made to service requests by letter, email and phone from residents, members and users, together with issues raised at meetings and forums etc. The improvements and repairs aim to ensure that all users have equal and safe access across the borough regardless of the method of travel.

## **9.0 CORPORATE PARENTING**

- 9.1 In line with the 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.

## **10.0 CONSULATATION AND ENGAGEMENT**

- 10.1 A number of other Highway Authorities in London have been contacted regarding the proposal to permit residents or businesses to fund their own maintenance and/or improvement schemes on the public highway and none have confirmed such a policy exists



in their area. However, Cambridgeshire County Council does operate such a process and we have reviewed their processes and governance arrangements to help inform our recommendations.

- 10.2 Consultations on the council's established and prioritised carriageway and footway programmes took place with local ward councillors in January 2019 and the finalised programmes were subsequently approved by the Environment Committee.

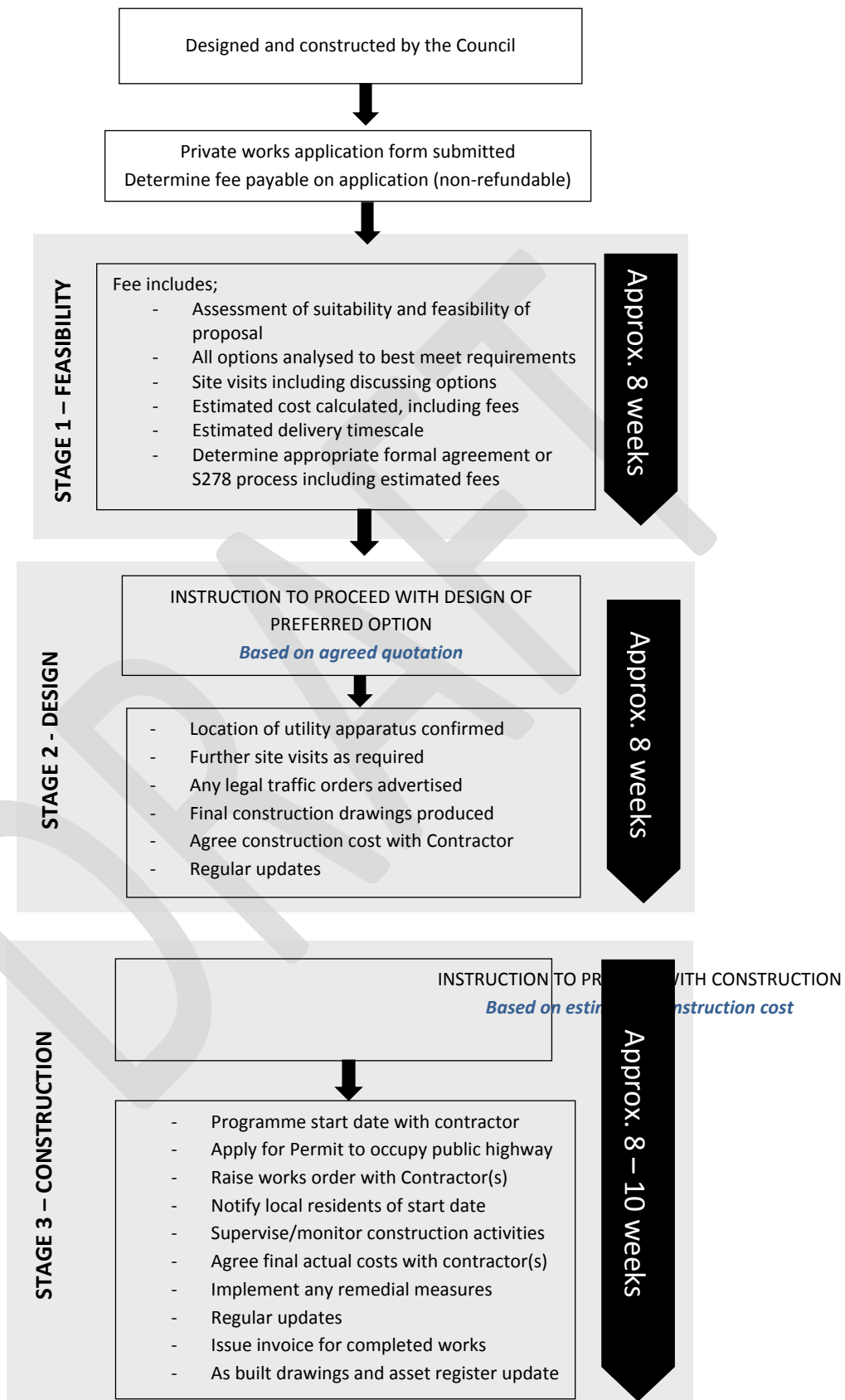
## **11.0 INSIGHT**

- 11.1 This section does not apply to this report.

## **12.0 BACKGROUND PAPERS**

- 12.1 Motion carried at Full Council on 30 October 2018:  
<http://barnet.moderngov.co.uk/documents/g9453/Printed%20minutes%2030th-Oct-2018%2019.00%20Council.pdf?T=1> )

# DELIVERY OF PRIVATELY FUNDED MINOR HIGHWAY IMPROVEMENTS



## Referenced notes:

1. London Borough of Barnet as the Highway Authority carry out the improvement works using their highway services contractor and therefore take full responsibility
2. The estimated cost of delivering the solution will include a breakdown of all fees associated with the estimated time spent by officers designing, managing and supervising construction, including any costs associated with independent road safety audits and legal traffic regulation orders that may be required.

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**PRIVATELY FUNDED HIGHWAY IMPROVEMENT  
APPLICATION FORM**

*Please return your completed application to [crossovers@barnet.gov.uk](mailto:crossovers@barnet.gov.uk)*

<b>APPLICANT NAME</b>	
<b>CONTACT NAME</b>	
<b>ADDRESS</b>	
<b>EMAIL ADDRESS</b>	
<b>PHONE NUMBER</b>	

<b><u>LOCATION OF YOUR PROPOSAL</u></b> Please send a plan showing the location of the proposal

<b><u>OBJECTIVES OF YOUR PROPOSAL</u></b> What highway issue or improvement would you like to address?

## PRIVATELY FUNDED HIGHWAY IMPROVEMENT APPLICATION FORM

Objectives (continued)
------------------------

Please send any additional information in support of your application e.g. plans, photos or correspondence.

Interim private works application fee (non-refundable):	£182.45
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Fee includes for:

- Assessment of suitability and feasibility of proposal
- All options analysed to best meet objectives and requirements
- Estimated cost calculated, including officer fees
- Estimated delivery timescale
- A site visit to discuss the options
- Full documented summary provided

A further fee of £147.60 may be requested if a specialist inspection is required for a tree or street furniture assessment affected by the proposed works.

As a guide for your consideration the average cost for repairs of this nature are £68.00m<sup>2</sup> for Artificial Stone Paving (concrete slabs or blocks) and £63.00m<sup>2</sup> for asphalt reconstruction. The standard details are attached.

Office Use Only:

Total Project Budget:	
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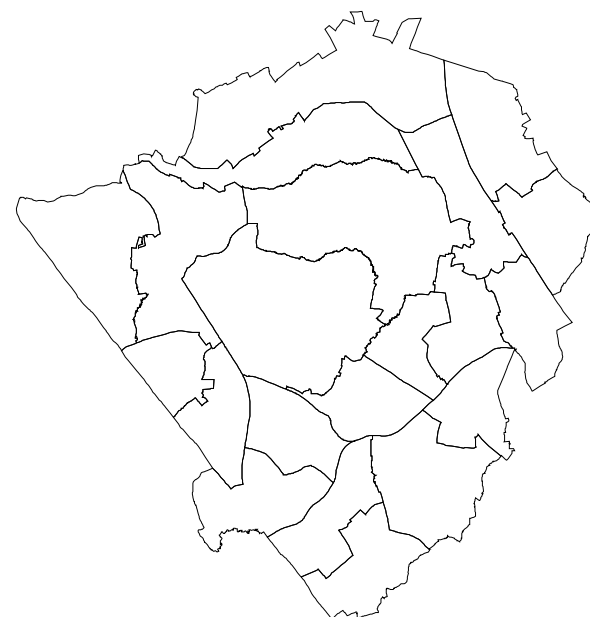
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# Standard Footway Details

## Network Recovery Programme

May 2016





## Unit Costs and Suitability of Footway Types

TYPE	DESCRIPTION	UNIT COST	CONDITIONS				CASE STUDY
			ONH (LOCATION)	FOOTWAY WIDTH	VEHICLE CROSSOVERS	VEHICLES ON FOOTWAY*	
<b>FW T1</b>	All ASP	£68.25/ sq.m.	300 – 600	> 1.2m	No	No	Netherfield Road, N12/ High Street Edgware, HA8
<b>FW T2</b>	All Asphalt	£62.86/ sq.m.	100 – 300	Any	Yes	Yes	Brunswick Park Road, N11
<b>FW T3</b>	Asphalt with block margin and crossovers	£70.62/ sq.m.	200 – 500	> 1.2m	Yes	Yes	TBA
<b>FW T4</b>	Asphalt with block crossovers	£68.93/ sq.m.	100 – 400	Any	Yes	Yes	Goodyers Gardens, NW4

\*Overrun on corners or narrow roads and footway parking.

## Highway Trees Treatment Types

DESCRIPTION	UNIT COST **	CONDITIONS
Breedon Gravel (Gold)	£38.76/ sq.m.	Conservation areas. Not suitable in town centres or near schools, tba. on a site by site basis.
Porous Paving Surround (Black)	£117.54/ sq.m.	To be considered in all areas, tba on a site by site basis.
Composting Mulch	£27.87/ sq.m.	To be considered in all areas, tba on a site by site basis.

\*\*Costs include material supply and lay.

Footway Type 1: All ASP



BEFORE



BEFORE

02/09/2015

Case Study: High Street Edgware, HA8



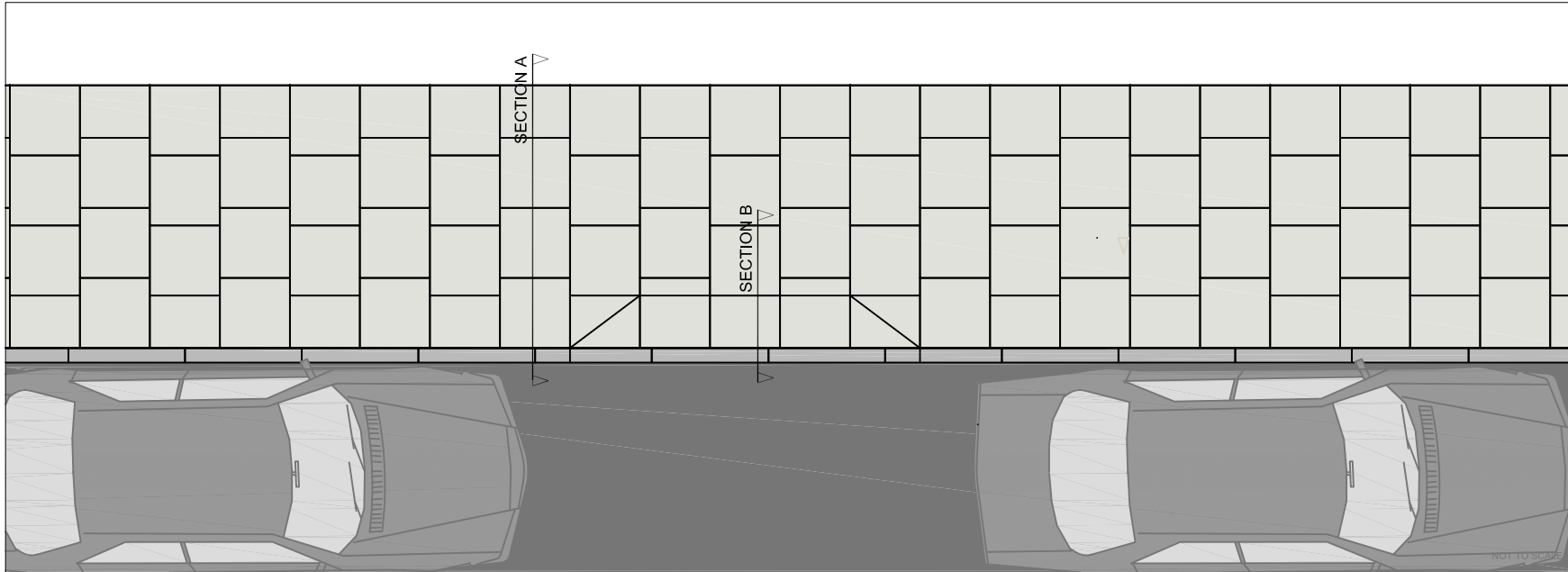
AFTER



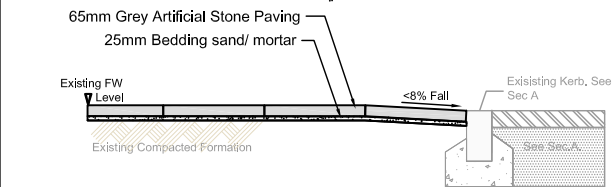
AFTER

# Footway Type 1: All ASP

Unit Cost: £68.25/sq.m.



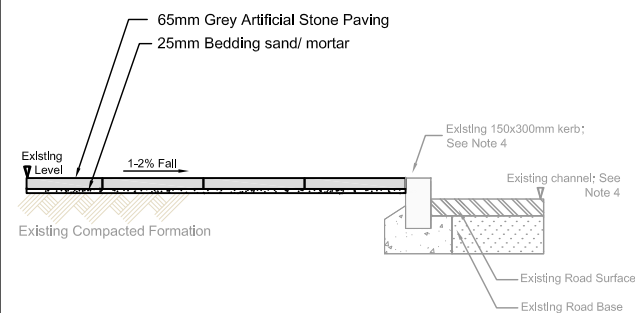
## SECTION B: DROP KERB FOR PEDESTRIAN USE TRANSVERSAL DETAIL



NOT TO SCALE

SEE SEPARATE DETAIL FOR ACCESSIBLE PEDESTRIAN CROSSINGS

## SECTION A: TYPICAL TRANSVERSAL DETAIL FOR FOOTWAY TYPE 1



NOT TO SCALE



CASE STUDY: NETHERFIELD ROAD, N12

## CONDITIONS

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

## SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

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

2. Planned maintenance footway relay depths will vary depending on existing footway and environmental conditions, and will be agreed prior to construction starting. Sections A and B (1:82) show typical relay depths, with existing formation (not excavated) shown in lighter grey. New footways will be constructed to full depth in accordance with appropriate design standards (see separate drawing).

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

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

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

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

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

8. Footway Gradients - In order to ensure footways remain accessible to all users, the following gradients will not be exceeded:

- Footway length of 1m and below: preferable 8% gradient; max. gradient of 10% (1 in 10)  
- Footway lengths over 1m: preferable 1 to 2% gradient; max. gradient of 2.5% (1 in 40)

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

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

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

REVISION				
Revision Details	Design/Check	Date	Rev	
Initial Issue	MDM/CC	11.11.15	0	
Draft 1	MDM/CC	07.12.15	1	
Draft 2 - Tree Detail Added	MDM/CC	18.02.16	2	
Draft 3 - Tactile Details Added	MDM/CC	13.05.16	3	
Draft 4 - Unit Cost Amended	MDM/CC	02.06.16	4	

Purpose of Issue

CONSULTATION

Client: **BARNET**  
LONDON BOROUGH

PLANNED MAINTENANCE  
STANDARD FOOTWAY DETAILS

Drawing title: FOOTWAY TYPE 1: ALL ASP

Scale @ A3 1:1000			
Design	Drawn	Checked	Approved
MDM	MDM	CC	RC
Date: 11/11/15	Date: 11/11/15	Date: 11/11/15	Date: 11/11/15

**ReCAPITA** **BARNET**  
2016/17\_FW DETAILS- T1

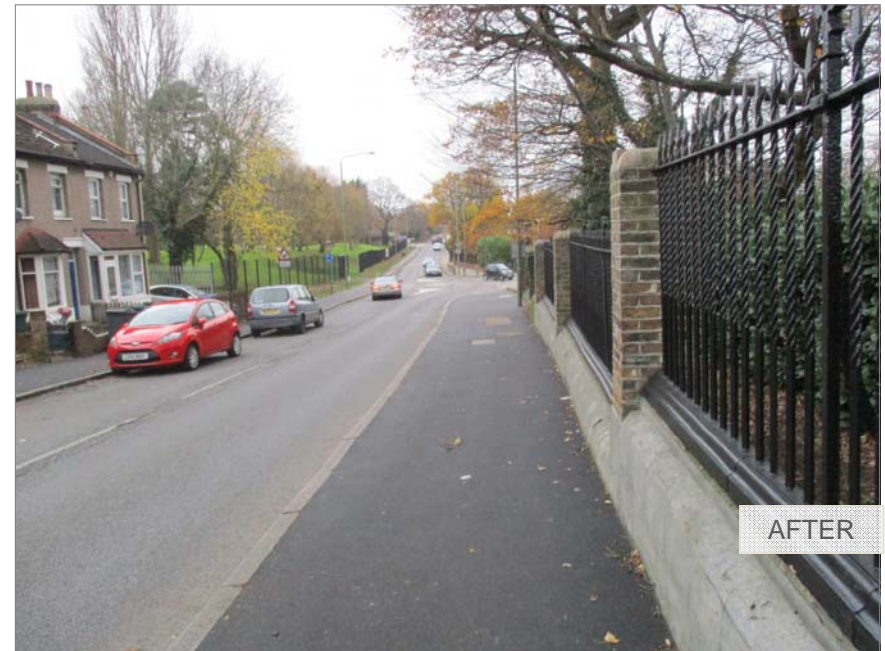
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## Footway Type 2: All asphalt



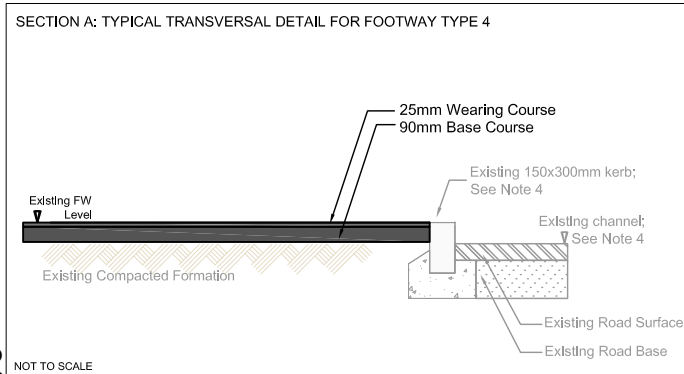
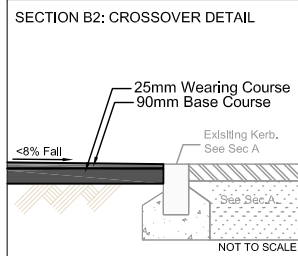
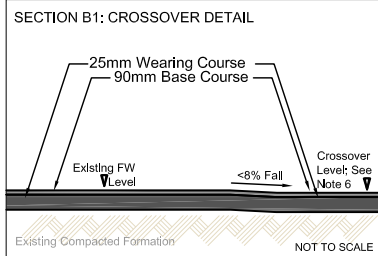
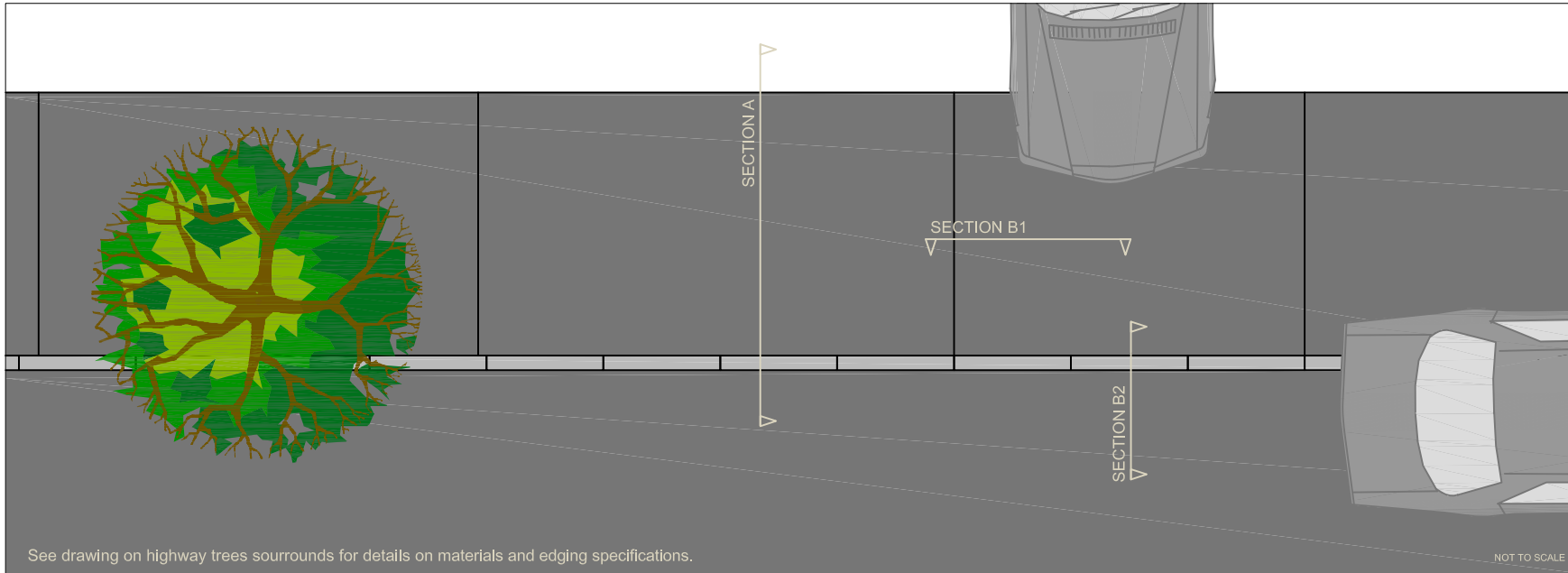
## Case Study: Brunswick Park Road, N11





# Footway Type 2: All Asphalt

Unit Cost: £62.86/sq.m.



CASE STUDY: BRUNSWICK PARK ROAD, N11

## CONDITIONS

- Location: ONH 100 to 300 – Residential and/ or Rural Areas

- Footways of any width

- Footway Parking

- Highway Trees

- Vehicle Crossovers

- Vehicle Overrun

## SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

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

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

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

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

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

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

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

8. Footway Gradients - In order to ensure footways remain accessible to all users, the following gradients will not be exceeded:

- Footway length of 1m and below: preferable 8% gradient; max. gradient of 10% (1 in 10)
- Footway lengths over 1m: preferable 1 to 2% gradient; max. gradient of 2.5% (1 in 40)

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

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

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

REVISION				
Revision Details	Design/Check	Date	Rev	
Initial Issue	MDM/CC	11.11.15	0	
Draft 1	MDM/CC	07.12.15	1	
Draft 2 - Tree Detail Added	MDM/CC	10.02.16	2	
Draft 3 - Tactile Details Added	MDM/CC	13.05.16	3	
Draft 4 - Unit Cost Amended	MDM/CC	02.06.16	4	
Purpose of Issue				

## CONSULTATION

Client: **BARNET**  
LONDON BOROUGH

## PLANNED MAINTENANCE STANDARD FOOTWAY DETAILS

Drawing Title: FOOTWAY TYPE 2: ASPHALT

Scale @ A3 1:1000			
Design	Drawn	Checked	Approved
MDM	MDM	CC	RC
Date: 11/11/15	Date: 11/11/15	Date: 11/11/15	Date: 11/11/15



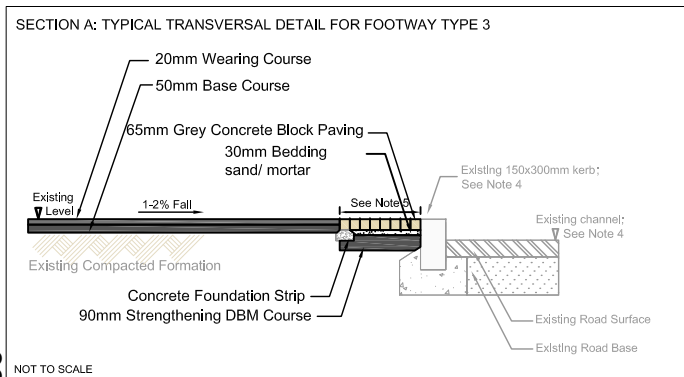
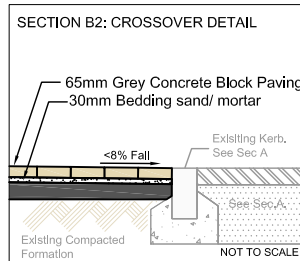
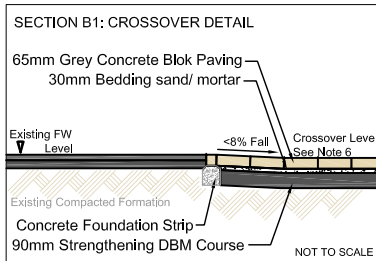
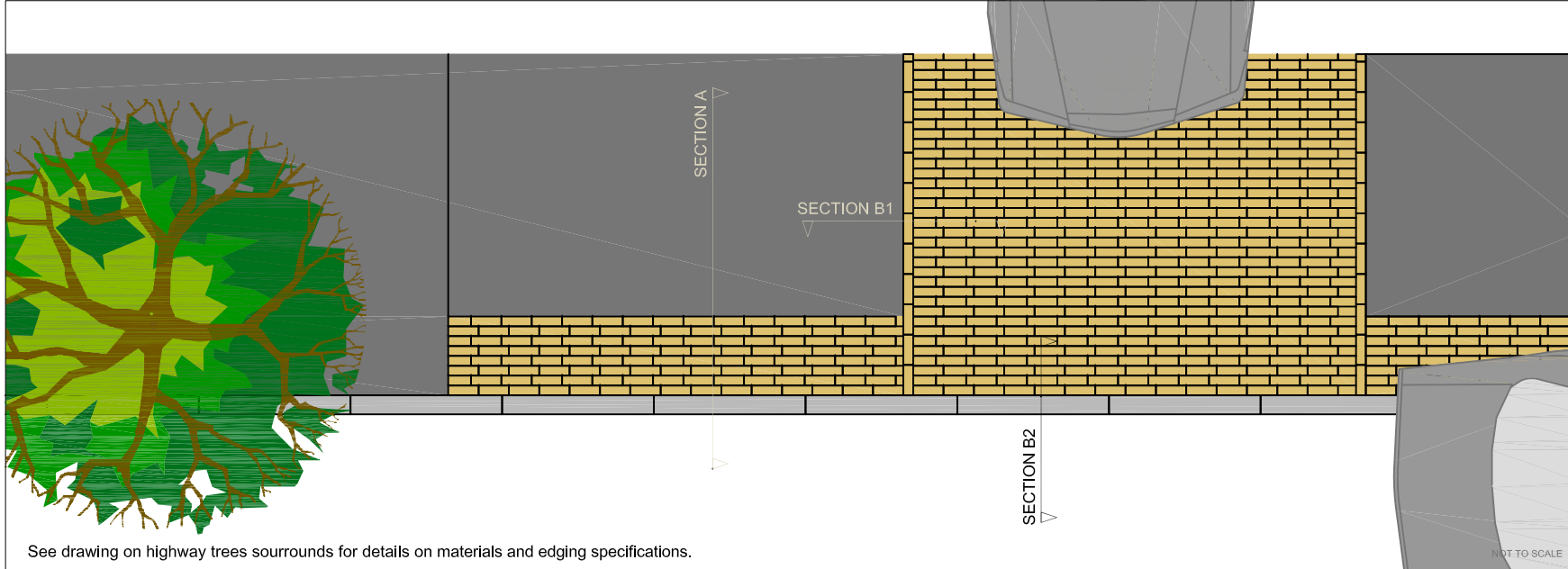
2016/17\_FW DETAILS- T2

4

To Be Agreed

# Footway Type 3: Asphalt Footway with Block Crossovers and Margins

Unit Cost: £70.62/sq.m.



TO BE AGREED

CASE STUDY: SITE TO BE AGREED

## CONDITIONS

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

## SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

## NOTES:

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

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

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

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

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

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

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

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

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

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

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

## REVISION

Revision Details	Design/Check	Date	Rev.
Initial Issue	MDM/CC	11.11.15	0
Draft 1	MDM/CC	07.12.15	1
Draft 2 - Tree Detail Added	MDM/CC	18.02.16	2
Draft 3 - Tactile Details Added	MDM/CC	13.05.16	3
Draft 4 - Unit Cost Amended	MDM/CC	02.06.16	4
Draft 5 - Trial site TBA	MDM/CC	24.06.16	5

## CONSULTATION

Client:



## PLANNED MAINTENANCE STANDARD FOOTWAY DETAILS

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

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



2016/17\_FW DETAILS- T3

Rev.  
5



**Footway Type 4:** Asphalt footway with concrete block paving  
crossovers



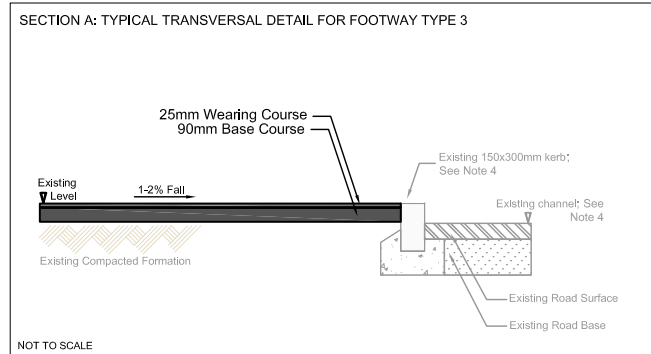
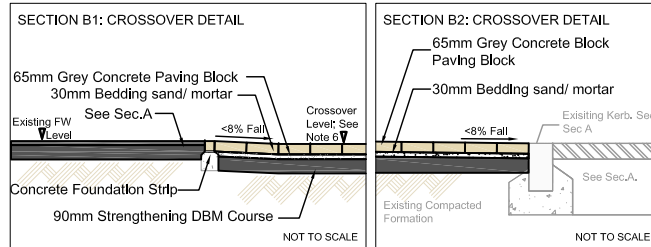
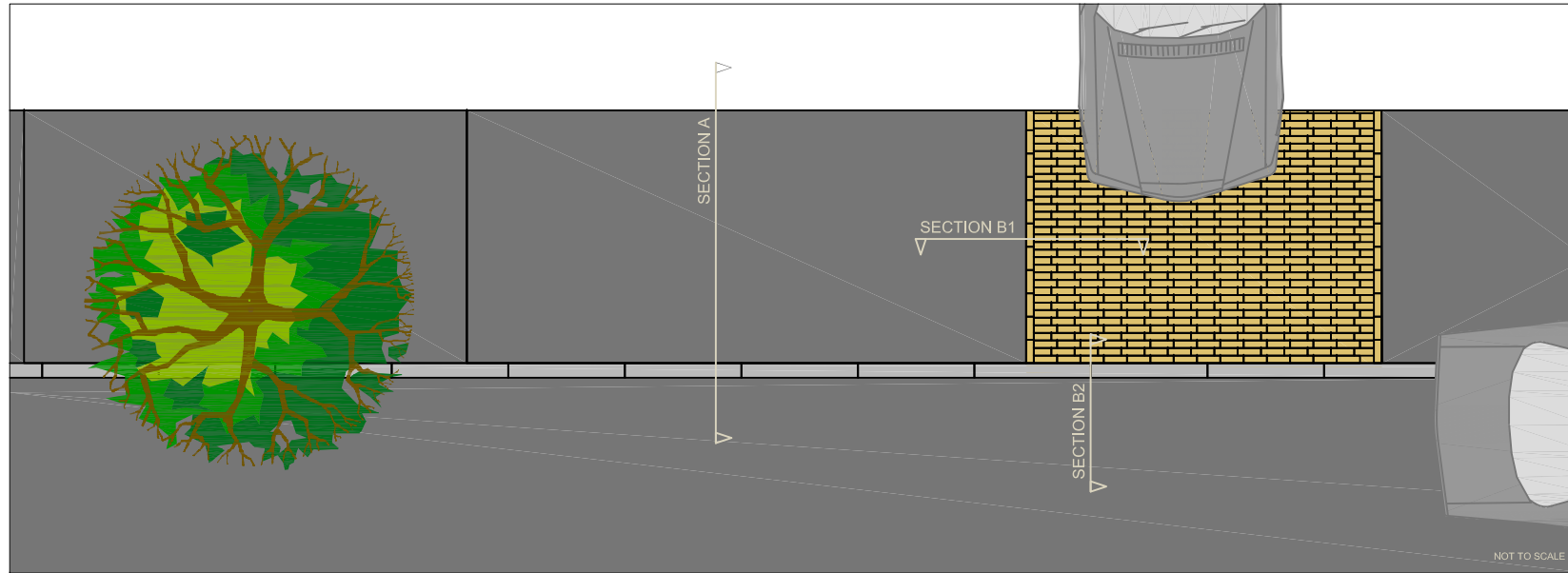
**Case Study:** Goodyers Gardens, NW4





# Footway Type 4: Asphalt Footway with Block Crossovers

Unit Cost: £67.89/sq.m.



CASE STUDY: GOODYERS GARDENS

### CONDITIONS

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

### REVISION

Revision	Details	Design/Check	Date	Rev.
Initial Issue		MDM/CC	11.12.13	0
Draft 1		MDM/CC	07.12.13	1
Draft 2 - Tree Detail Added		MDM/CC	19.02.14	2
Draft 3 - Details Added		MDM/CC	13.05.14	3
Draft 4 - Unit Cost Amended		MDM/CC	02.06.14	4

### CONSULTATION

Client:

**BARNET**  
LONDON BOROUGH

### PLANNED MAINTENANCE STANDARD FOOTWAY DETAILS

Drawing Title

FOOTWAY TYPE 2: ASPHALT

Scale as A3 1:1000

Design	Drawn	Checked	Approved
MDM	CC	MDM	RC
Date: 11/11/13	Date: 11/11/13	Date: 11/11/13	Date: 11/11/13

**ReCAPITA**

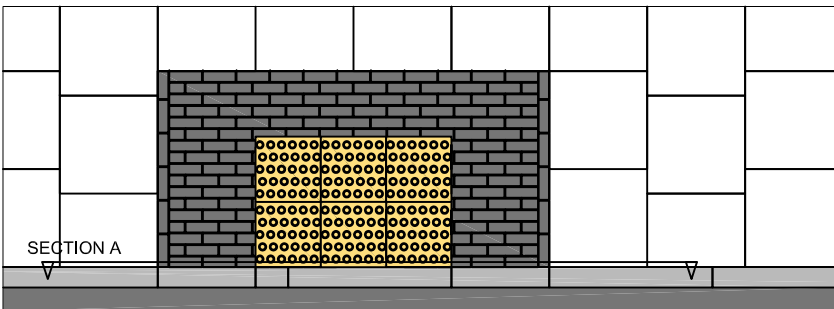
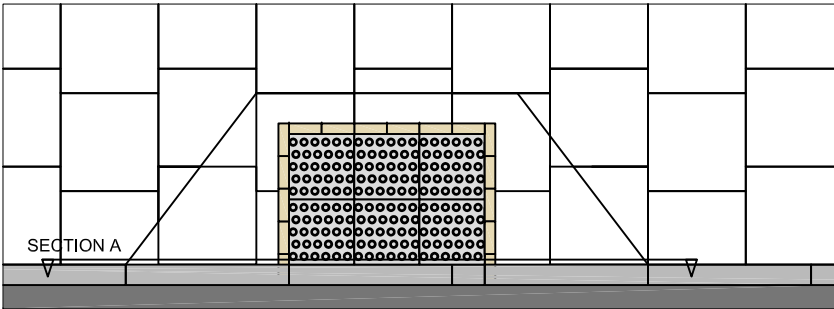
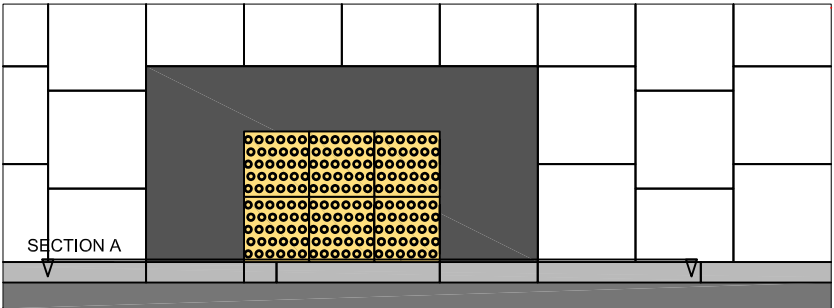
2016/17\_FW DETAILS- T2

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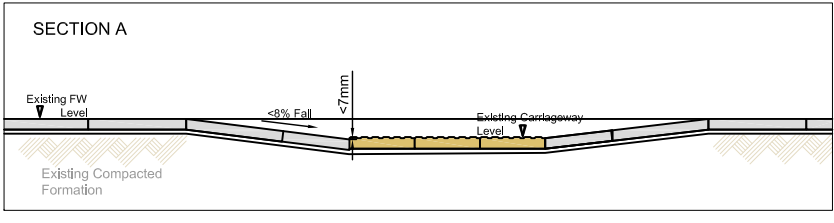
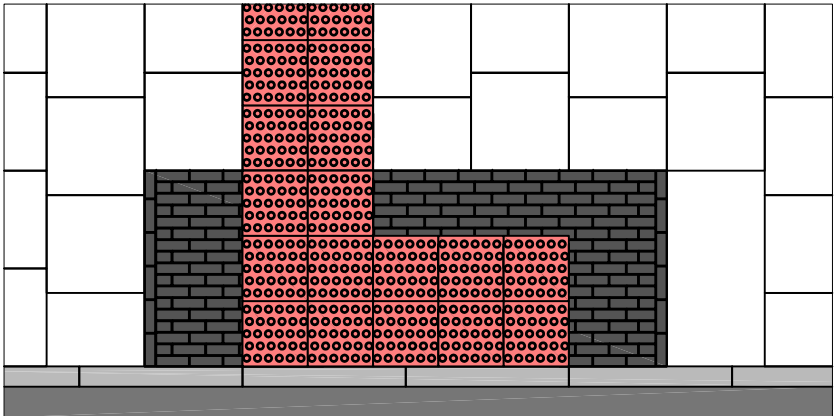
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION				
<p>All footway relay works will be carried out to comply with H&amp;S regulations, Traffic Management Act 2004, New Roads and Street Works Act 1991, Street Works (Regulation, Notices, Directions and Designations) (England) Regulations 2007, Street Works (Charges for Unreasonably Prolonged Occupation of the Highway) (England) Regulations 2009, The Transport for London Lane Rental Scheme.</p> <p>Failure to comply with the Acts or Regulations referred above will lead to charges being imposed on the Contractor in line with the fines associated with the relevant legislation.</p>				
<p><b>NOTES:</b></p> <p>1. These details illustrate standard footway construction and are for guidance only. They should be read in conjunction with each scheme's Location and Extents Plan, the relevant Bills of Quantities and the Operational Network Hierarchy (ONH) Review and Management Plan.</p> <p>2. Planned Maintenance Footway Relay depths will vary depending on existing footway and environmental conditions, and will be agreed prior to construction starting. Sections A and B (1&amp;2) show typical relay depths, with existing formation (not excavated) shown in lighter grey. New footways will be constructed to full depth in accordance with appropriate design standards (see separate drawing).</p> <p>3. Pavement designed to comply to the Design Manual for Road and Bridges, and the DTf's Guidance on the use of Tactile Paving Surfaces and Manual for Inclusive Mobility.</p> <p>4. Existing kerbs and blocks to be reused in situ whenever possible and when instructed. New materials will only replace existing ones when there is a change to material specifications, or existing material is no longer in a safe, usable condition. This document shows typical kerb arrangement. Kerb details (materials and kerb face) may vary.</p> <p>5. <b>Footway Verges</b> - Footway widths across the borough are varied. Width of all verges will be optimised to minimise the number of flags or pavers that must be cut down from their original size, allowing for a minimum ASP area width of 1.2m and a maximum verge width of 1m.</p> <p>6. <b>Vehicle Crossovers</b> - When new crossovers are instructed to be constructed as part of footway relay works, approved widths and confirmation of payment will be provided by the Crossover Team. All existing crossovers will be reinstated to their original width, unless otherwise specified. New and existing crossovers will comply with the guidelines set in this document, and no gradients greater than 10% (1 in 10) will be constructed.</p> <p>7. <b>Tree pits</b> - Size of tree pit will vary depending on location and site constraints. Tree pits to be reconstructed to original widths, to comply with guidelines set in this document (See Tree Pit Details drawing). Care should be taken to avoid any damage to trees by the contractor as part of the footway relay works and LB Barnet's Green Spaces Team to be contacted prior to any work commencing around any highway tree.</p> <p>8. <b>Footway Gradients</b> - In order to ensure footways remain accessible to all users, the following gradients will not be exceeded:          - Footway length of 1m and below: preferable 8% gradient; max. gradient of 10% (1 in 10)          - Footway lengths over 1m: preferable 1 to 2% gradient; max. gradient of 2.5% (1 in 40)</p> <p>9. <b>Edge Restraints</b> - Where the back of the footway does not meet a wall or building, concrete edging will be installed.</p> <p>10. <b>Unit Costs</b> - Rates shown are relevant to the LoHAC tender documents. No allowance has been made for restrictive working. Rates may vary in future years of NRP.</p> <p>11. <b>New Developments</b> - Footways constructed as part of new developments shall be built to full depth adoptable standards to meet relevant design criteria. Highways Development Control Team shall be contacted prior to implementation of any works in and around new developments.</p>				

# Accessibility Details

## Uncontrolled Crossings



## Controlled Crossings



### GEOMETRY AND POSITIONING

- Back of tactiles to be at right angles to the crossing path. This may not be parallel to the kerb line.
- At controlled crossings the base of the L shape to be positioned against the kerb line, and to be no narrower than 2 tactile tiles (800mm)
- When possible tactiles to reach back of footway and/or building line. If this is not possible, a minimum depth to allow for a gradient >8% will be installed.
- Grey tactiles installed in an ASP footway must be surrounded by blocks in a contrasting colour to alert partially sighted users
- To minimise the risk of trip hazards, no paving slabs should be cut to a size smaller than 1/3 of its original size.

### SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

### NOTES:

- These details illustrate standard footway construction and are for guidance only. They should be read in conjunction with each scheme's Location and Extents Plan, as well as the relevant Bill of Materials and the Operational Network Hierarchy (ONH) Review and Management Plan.
- Relay depths will vary depending on existing footway and environmental conditions, and will be agreed prior to construction starting.
- Pavement designed to comply to the Design Manual for Road and Bridges, and the DfT's Guidance on the use of Tactile Paving Surfaces and Manual for Inclusive Mobility.
- Footway Gradients** - In order to ensure footways remain accessible to all users, the following gradients will not be exceeded:
  - Footway length of 1m and below: preferable 8% gradient: max. gradient of 10% (1 in 10)
  - Footway lengths over 1m: preferable 1 to 2% gradient: max. gradient of 2.5% (1 in 4)
- Unit Costs** - Rates shown are relevant to the contractor and materials used for the 2015/16 programme. Fees and a 2% allowance for a 2016/17 price fluctuation have been included, but no allowance has been made for restrictive working. Rates may vary in future years of NRP.

### BLISTER PAVING COLORS

#### PALETTE

Red with contrasting surround	Controlled crossings only
Grey with contrasting surround	Uncontrolled Crossings in conservation areas
Buff with contrasting surround	Uncontrolled Crossings

### REVISION

Revision	Details	Design/Check	Date	Rev.
Initial Issue		MDM/CC	03.06.16	0
Draft 1		MDM/CC	02.06.16	1
Draft 2		MDM/CC	13.06.16	2

### Purpose of issue

#### CONSULTATION

### Client:



#### PLANNED MAINTENANCE STANDARD FOOTWAY DETAILS

### Drawing title

#### ADDITIONAL DETAILS: CONTROLLED AND UNCONTROLLED CROSSINGS

### Scale @ A3 1:1000

Design	Drawn	Checked	Approved
MDM	MDM	CC	RC
Issue: 03/06/16	Issue: 03/06/16	Issue: 03/06/16	Issue: 03/06/16



### 2016/17\_FW DETAIL\_TACTILES

### Rev.

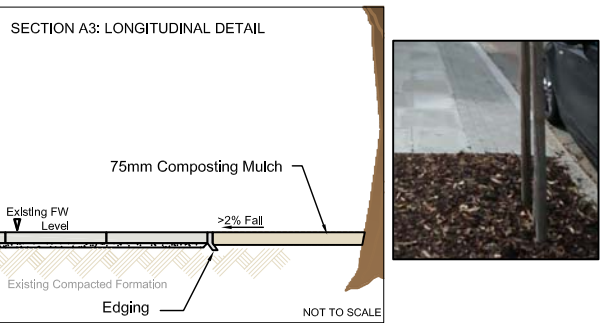
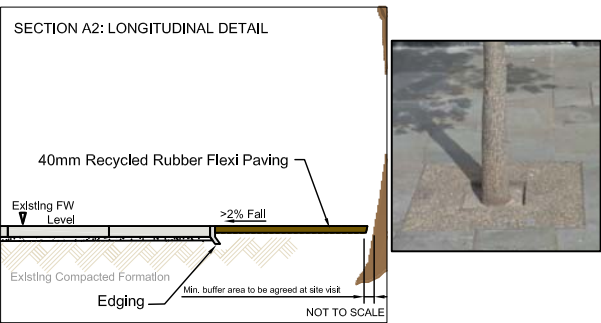
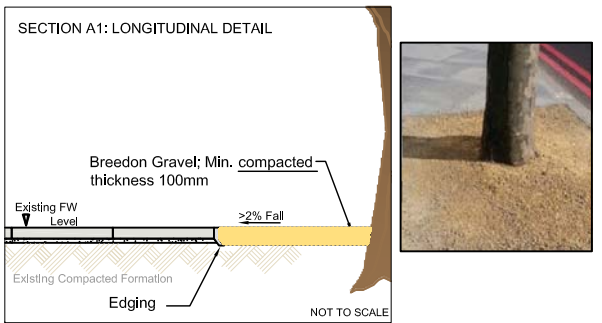
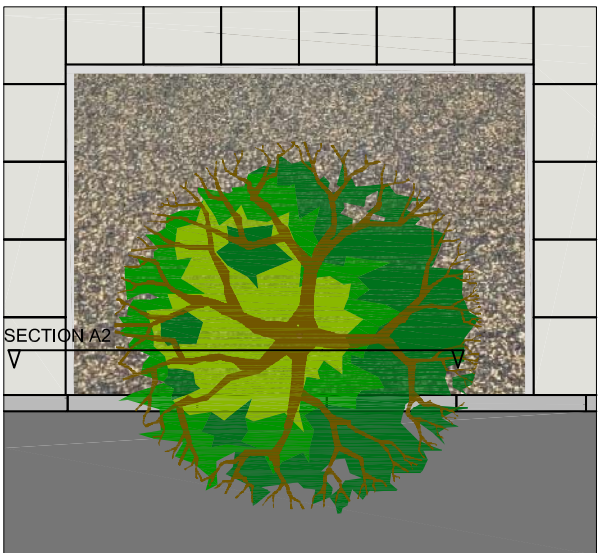
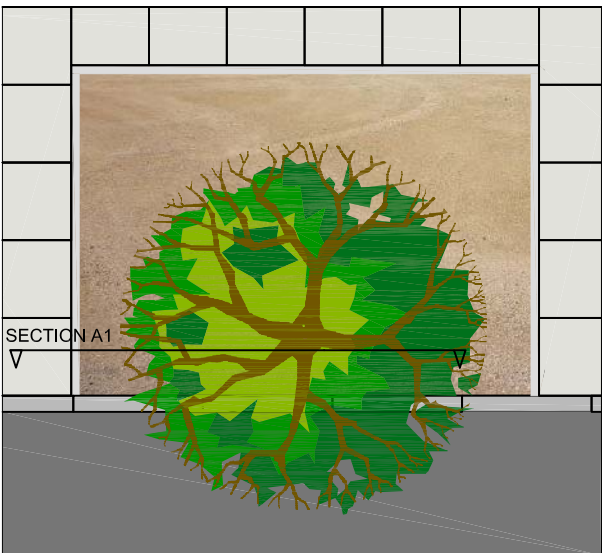
2

# Tree Surround Detail

Breedon Gravel - £38.76/sq.m.

Porous Paving - £117.54/sq.m.

Mulching Compost - £27.86/sq.m.



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

All footway relay works will be carried out to comply with H&S regulations, Traffic Management Act 2004, New Roads and Street Works Act 1991, Street Works (Regulations, Notices, Directions and Designations) (England) Regulations 2007, Street Works (Charges for Unreasonably Prolonged Occupation of the Highway) (England) Regulations 2009, The Transport for London Lane Rental Scheme.

Failure to comply with the Acts or Regulations outlined above will lead to charges being imposed on the Contractor in line with the fines associated with the relevant legislation.

**NOTES:**

1. These details illustrate standard footway construction and are for guidance only. They should be read in conjunction with each scheme's Location and Extents Plan, as well as the relevant Bill of Materials.

2. Relay depths will vary depending on existing footway and environmental conditions, and will be agreed prior to construction starting. Sections A, B (1&2) and C (1&2) show typical relay depths, with existing formation (not excavated) shown in lighter grey.

3. Pavement designed to comply to the Design Manual for Road and bridges, and the DfT's Manual for Inclusive Mobility.

4. Existing flags, pavers and kerbs to be reused in situ whenever possible and when instructed. New materials will only replace existing ones when there is a change to material specifications, or existing material is no longer in a safe, usable condition.

5. **Tree pits** - Tree pits to be reconstructed to original widths, to comply with guidelines set in this document. Care should be taken to avoid any damage to trees by the contractor as part of the footway relay works and LB Barnet's Green Spaces Team to be contacted prior to any work commencing around any highway tree. (Tree details have still to be agreed with Green Spaces)

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

7. **Unit Costs** - Rates shown are relevant to the contractor and materials used for the 2015/16 programme. Rates may vary in future years of NRP. Costs for tree surround materials relate to material supply and lay, and an adequate base must be in place in advance.

REVISION				
Revision Details	Design/Check	Date	Rev	
Initial Issue	MDM/CC	22.04.16	0	
Draft 1 - Unit costs added	MDM/CC	23.05.16	1	
Draft 2	MDM/CC	13.06.16	2	
Draft 3	MDM/CC	13.06.16	3	
Draft 4	MDM/CC	17.06.16	4	

Purpose of Issue

**CONSULTATION**

Client:

**BARNET**  
LONDON BOROUGH

**PLANNED MAINTENANCE  
STANDARD FOOTWAY DETAILS**

Drawing Title

**ADDITIONAL DETAILS:  
HIGHWAY TREES**

Scale @ A3 1:1000			
Design	Drawn	Checked	Approved
MDM	MDM	CC	RC
Date: 22/04/16	Date: 22/04/16	Date: 22/04/16	Date: 22/04/16

**ReCAPITA** **BARNET**

2016/17\_FW DETAILS\_TREES

Rev: 4

## TREE PITS SIZE

Existing tree pits to be reconstructed to original size, unless otherwise specified by LB Barnet Tree Section. Footway either side to be constructed to agreed Footway Type Specification

**EDGING** To be agreed with LB Barnet Tree Section on a site by site basis:

Wood: to be considered in conservation areas

Metal: to be considered in all sites

Note height difference between edging and existing footway to be <20mm.

## MATERIALS

To be agreed with LB Barnet Tree Section on a site by site basis:

Breedon Gravel: to be considered in conservation areas. Not suitable for town centres or near schools

Porous Paving: to be considered in all areas

Composting Mulch: to be considered in all areas

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AGENDA ITEM 15

## Environment Committee

11 September 2019

<b>Title</b>	<b>Procurement of Highways Term Maintenance Contractor</b>
<b>Report of</b>	Chairman of the Environment Committee
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	<p>Jamie Cooke, Assistant Director Transport and Highways  <a href="mailto:Jamie.Cooke@Barnet.gov.uk">Jamie.Cooke@Barnet.gov.uk</a>  0208 359 2275</p> <p>Mario Lecordier, Interim Strategic Client Lead for Highways  <a href="mailto:Mario.Lecordier@Barnet.gov.uk">Mario.Lecordier@Barnet.gov.uk</a>  020 8359 5258</p>

### Summary

The current arrangement with ConwayAecom is through the London Highways Alliance Contract (LoHAC) which expires on the 31<sup>st</sup> March 2021 with no extensions available. Therefore, Barnet will need to procure a replacement Highways Maintenance Contract (HMC). The procurement will be managed through Re and include arrangements to service the obligations of Re Highways and the broader Barnet responsibilities such as emergency works on the network.

Consideration of best practice in the sector suggests that a procurement of this type should be conducted over a 2-3-year period to allow all relevant Barnet issues to be properly considered before starting the procurement. In addition, there are a number of specific external issues which also need to be considered in advance of progressing the procurement.

### Officer Recommendations



## **Officer Recommendations**

- 1. That the Environment Committee notes the risks identified in the report and the conclusion that it will be very difficult to complete a successful procurement before the existing contract ends.**
- 2. That the Environment Committee requests Officers to investigate and report on options to mitigate and/or remove these risks.**
- 3. That the Environment Committee requests Officers to investigate and report back to Committee on options to engage a Highways Maintenance Contractor on a short-term basis to deliver service requirements post LoHAC expiry pending completion of a longer-term arrangement.**

### **1. PURPOSE OF REPORT**

- 1.1 The Environment Committee has responsibility for all policy and budgetary matters related to Highway Services in Barnet, with significant resources allocated annually to both footway and carriageway works.
- 1.2 Officers must inform and recommend decisions to be taken by the Environment Committee to ensure the safety, condition and value of the Highways estate.
- 1.3 To propose a best value solution to the conflicting timescales and considerations in the procurement of a Highways Maintenance contractor and other contractors (as required) to deliver all Highways services delivered under the current LoHAC contract.

### **2. REASONS FOR RECOMMENDATION**

- 2.1 The current provider (ConwayAecom) was procured via the LoHAC framework arrangement that provides a significant volume of work to the major players in the Highways Term Maintenance Contact sector (averaging c.£35 - £40m of revenue for TfL works in each of the LoHAC areas). This provides a “footprint” for these suppliers in the London area for a relatively long period of time which allows them to invest in depot, fleet and personnel to service the LoHAC requirements.
- 2.2 Since the LoHAC arrangement is currently being re-procured, the major market players and their suppliers, are actively engaged in this procurement and would be waiting on the outcome of this procurement to inform their decisions on approaching London Boroughs for their work. The principal reason for this is that success in LoHAC provides a base of operations including vehicle and plant, fleet, personnel, depots and the systems required to deliver other Highways Maintenance Contract (HMC) arrangements within the London area. Until the contractors know the result of the LoHAC procurement they are unlikely to bid competitively to any London Borough.
- 2.3 This is particularly the case in Barnet as Barnet does not have any depots to pass over to a new contractor. If there is a change of contractor(s) when the new LoHAC framework agreement is awarded the costs associated with the investment in new base of operations would be borne by the new LoHAC contractor(s). When Barnet awards its contract, it should be able to leverage this investment to encourage both more competitive interest and better value tender returns if it has waited until after the award of the LoHAC arrangement to approach the market.

- 2.4 Any change in procurement regulations following Brexit will also have to be considered.
- 2.5 Officers believe that a short-term procurement followed by a longer-term procurement following the award of the LoHAC framework contract and the end of the current Re contract could provide the opportunity for a better procurement with a different allocation of responsibilities between the various parties. Officers are looking to develop a bespoke Barnet contract and may recommend not to use the new LoHAC contract.

### 3. Recommended Option

Officers believe the best way forward is the investigation and reporting on the options that Barnet has in the procurement of an interim highways delivery route that would allow for the LoHAC arrangement to be awarded prior to approaching the market for a longer-term HMC. Thus, providing several critical factors in a tendering exercise, these being:

- **Interest and improved competition**, no other large Highways Maintenance tendering happening within London and an opportunity to access additional revenue through maintenance, highway projects and large capital regeneration and development packages. This would lead to improved competition and better value tenders
- **Removal of risk**, Employees and Depots would be part of the LoHAC tendering, thereby, successful Contractors would have calculated these costs in the LoHAC bid
- **Improved arrangement** and performance alignment with Re Highways and Barnet outcomes and objectives for the longer term
- **Completion of a full data validation** and reconciliation exercise to ensure we go the market with clear and accurate data, including the replacement of the current asset management system. This will provide a state of the art system to successfully take Barnet into the new arrangement and the future.

- 3.1 The alternative option is to progress to a re-procurement in the current environment with a view to having a new HMC in place for the termination date of the existing Barnet LoHAC contract. For the reasons described above, this option is not recommended.

#### 3.2 Issues for consideration

- Identification of procurement options available to us outside of an OJEU process.
- Frameworks that Barnet is currently engaged in and a cost/benefit analysis of these versus the LoHAC Contract.
- Options assessment to be provided and brought back to Committee to inform the Committee of the most economically advantageous tender option.

### 4. POST DECISION IMPLEMENTATION

- 4.1 Once approved by Committee the recommended short-term option will be progressed by Officers, under delegated responsibility of the Executive Director of Environment and will bring options back to Committee.
- 4.2 The procurement of a new long term bespoke HMC focussed on the outcomes of the corporate plan and flexing to Barnet's changing requirements will also be brought back to the committee for approval.

### 5. CORPORATE PRIORITIES

- 5.1 Barnet 2024, the Council's Corporate Plan 2019 – 2024 states that one of the Council's

corporate outcomes is to provide a pleasant, well maintained borough that we protect and invest in with the objective of keeping the borough moving, including improvements to roads and pavements.

- 5.2 The Council's current Network Recovery Programme will continue to maintain and improve the highway network, footpaths and carriageways, for use by residents, local users and those people travelling in and through Barnet. It will improve the highway network, which in turn will contribute to improving the local environment and the quality of life for the residents and help create conditions for a vibrant economy.
- 5.3 The proposed planned maintenance programme will also contribute to the Council's Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent.
- 5.4 The Highway network is the Council's most important asset and is vital to the economic, social and environmental wellbeing of the borough, together with its general image.

## **6. SOCIAL VALUE**

- 6.1 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. Social value will be considered when looking at the options. Our current contracts have considered social value.

## **7. LEGAL AND CONSTITUTIONAL REFERENCES**

- 7.1 As a highway authority Barnet has a duty under section 41(1) of the Highways Act 1980 to maintain the public highway.
- 7.2 The Traffic Management Act 2004 places obligations on highways 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.
- 7.3 In addition, Section 30 of the Greater London Authority Act 1999 confirms that the highways authority has the general power to, amongst other things, promote the improvement of the environment.
- 7.4 The Environment Committee has responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, and can receive reports on relevant performance information and risk on the services under the remit of the Committee.
- 7.5 The procurement of highways services, including related supplies and works, must be done in compliance with public procurement rules, including the Public Contracts Regulations 2015

## **8.0 RISK MANAGEMENT**

- 8.1 The council, as Highway Authority, has various responsibilities and duties. To address these responsibilities and duties the council has established policies, systems and processes that are regularly audited, reviewed and amended where necessary to reflect

current policy and guidance and provide the council with a robust defence against insurance claims on the public highway.

- 8.2 The preparation of annual programmes of work for both footways and carriageways in the borough demonstrates the necessary use of asset planning and risk management principles for the distribution of available funding and resources on an agreed, clear and auditable basis utilising a prioritisation process and governance arrangements overseen by members and approved by the Environment Committee.
- 8.5 There are no risks identified as a result of this report. It is considered that the proposed recommendations will lead to an improved HMC arrangement focused on improving the environment, improving the condition of the asset and increase the value received by residents through our maintenance funding.

## **9.0 EQUALITIES AND DIVERSITY**

- 9.1 The Equality Act 2010 requires organisations exercising public functions to demonstrate that due regard has been paid to equalities in:
- Elimination of unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
  - Advancement of equality of opportunity between people from different groups.
  - Fostering of good relations between people from different groups.
- 9.2 The Equality Act 2010 identifies the following protected characteristics: age; disability; gender reassignment; marriage and civil partnership, pregnancy and maternity; race; religion or belief; sex and sexual orientation.
- 9.3 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.
- 9.4 The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and delivery of services.
- 9.4 Good roads and pavements benefit all sectors of the community by removing impediments and assisting quick, efficient and safe movement to access school, work and leisure facilities. This is particularly important for the elderly, people caring for children and those with mobility difficulties and sight impairments. The condition of roads and pavements is regularly at the top of concerns expressed by residents and the Council is listening and responding to those concerns by committing funding and resources to its planned highway maintenance programmes across the borough on a prioritised basis.
- 9.5 The physical appearance and the condition of the roads and pavements also have a significant impact on the quality of life of residents and visitors to the borough. A poor-quality street environment will give a negative impression of an area, impact on people's perceptions and attitudes as well as increasing feelings of insecurity.

## **10. CORPORATE PARENTING**

- 10.1 In line with the 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.

## **11. CONSULATATION AND ENGAGEMENT**

- 11.1 This section does not apply to this report.

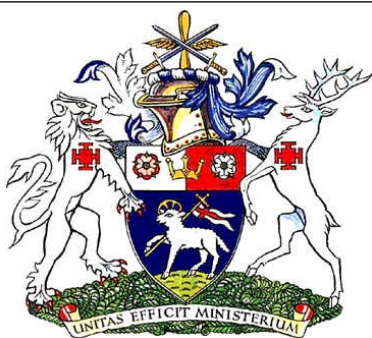
## **12.0 INSIGHT12.1**

- 11.1 This section does not apply to this report.

## **13.0 BACKGROUND PAPERS**

- 13.1 This section does not apply to this report.





## Environment Committee

AGENDA ITEM 16

**11 September 2019**

**Title**

**Local Implementation Plan Annual Spending Submission 2020/21**

**Report of**

Chair of Environment Committee

**Wards**

All

**Status**

Public

**Urgent**

No

**Key**

Yes

**Enclosures**

Appendix 1 – 2019/20 Annual Spending Submission summary and in-year adjustments

Appendix 2 – Proposed 2020/21 Annual Spending Submission

Appendix 3 – Local Implementation Plan (LIP) 2020/21 Annual Spending Submission Guidance

**Officer Contact Details**

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Jane Shipman [highwayscorrespondence@barnet.gov.uk](mailto:highwayscorrespondence@barnet.gov.uk) 020 8359 3555

## Summary

This report presents the proposed 2020/21 Local Implementation Plan Annual Spending Submission for submission to TfL together with information on in-year changes to date to the proposals contained in the 2019/20 submission.

## Officers Recommendations

- 1. To note the adjustments to the 2019/20 schemes compared with the Annual Spending Submission made in November 2018 as identified in Appendix 1.**
- 2. To agree the proposals in Appendix 2 for submission to TfL as the LIP Annual Spending Submission for 2020/21.**

### 1. WHY THIS REPORT IS NEEDED

- 1.1 In March 2019 the Mayor of London approved Barnet's Local Implementation Plan (LIP) produced in response to the third Mayor's Transport Strategy (MTS). This included a series of proposals to implement the MTS locally.
- 1.2 Core funding for the implementation of the LIP is provided by TfL through a "Corridors, Neighbourhoods and Supporting Measures" programme available to address a range of transport issues. Boroughs are expected to submit details of the proposals for funding annually for approval by TfL. Total available funding is allocated to boroughs via a formula. A Local Transport Fund (LTF) also allocates an additional £100k per borough.
- 1.3 There are discussions in progress regarding potential changes to the formula for Corridors Neighbourhoods and Supporting Measures schemes. This is aimed at reflecting the current mayoral priorities, making use of more recent data and providing a simpler formula. This may result in changes to the 2020/21 allocation, but in the meantime boroughs have been advised of their anticipated allocation via the current formula to inform the Annual Spending Submission (ASS).
- 1.4 Alongside the consultation draft LIP approved by the Policy & Resources Committee last October the Committee also approved the 2019/20 LIP ASS. The schemes included in the ASS were also subsequently agreed by TfL and formed the basis for the work programme for 2019/20.
- 1.5 Schemes in the work programme may progress faster or slower than expected, or require more or less funding than originally anticipated. Adjustments to the programme to accommodate this and to reallocate funds to maximise use of the available funding can be agreed with TfL in-year. A number of such changes have been made to the 2019/20 programme to accommodate work still in progress at the end of 2018/19, proposals that have proceeded ahead or behind schedule and proposals that have cost variations. Details of these changes are provided at Appendix 1.
- 1.6 Appendix 2 contains proposals for the 2020/21 Annual Spending Submission together with information on where these are derived from.
- 1.7 Generic proposals are included for "Minor Traffic Management Schemes" to be prioritised using "Healthy Streets" indicators; "STP Engineering schemes" to address issues raised by schools via their school travel plan, to be prioritised based on School Travel Plan STARS awards and other relevant measures; "Casualty Reduction Engineering

Schemes”, targeting locations with vulnerable road user casualties and prioritised based on anticipated benefit in terms of casualty reduction and “Parking Controls”.

- 1.8 Work is in progress to review and refresh the prioritisation tool used to assess requests for schemes that was approved by the Environment Committee in 2015. This review is needed to reflect the new LIP and Corporate Plan priorities, to improve ease of use and address areas where anomalies have been identified. The generic work areas referred to above will seek to address schemes already in progress (where necessary), and then proposals identified from prioritisation of relevant requests.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The proposed 2020/21 Annual Spending Submission is based on the proposals included in the approved LIP, taking account of the proposals submitted for 2019/20 and in-year changes to date. It also includes additional or adjusted proposals to reflect particular circumstances and pressures.
- 2.2 Most proposals and funding requirement for the 2020/21 submission are as identified in the 2019/20 submission. Exceptions and the reasons for this are identified in Appendix 2.
- 2.3 Additional proposals in the proposed 2020/21 submission include a School Streets and Play Street Pilot (see para 2.4) and for the introduction of Controlled Parking Zones and Parking Controls (see para 2.5).
- 2.4 Piloting School Streets (where a road near a school is closed to motor traffic except for residents at the start and end of the school day) is a proposal identified in the LIP borough transport objectives, but without an explicit timeframe for delivery identified. Introducing a pilot at this time would help to address public health objectives as well as the LIP transport objectives. Identification of a suitable pilot site is being pursued in 2019/20 by Public Health, Transport and Air Quality officers for discussions and approval with the relevant Ward Members and the Chair of the Environment Committee.
- 2.5 When the LIP was drafted the expectation was that parking proposals might be funded from the Special Parking Account. However pressures on this budget mean that some funding from the LIP allocation would be desirable. Measures to control indiscriminate parking in town centres and around transport hubs, and at locations where it has access and safety implications or negative impacts on other road users, would be in keeping with the MTS and LIP objectives.

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

- 3.1 Other proposals might be included in the Annual Spending Submission or alternative spend profiles adopted, but proposals that differ significantly from the agreed LIP are unlikely to deliver the agreed LIP objectives or be approved or funded by TfL.

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

- 4.1 Following agreement of the proposals in Appendix 2 these will be submitted to TfL by 1 November 2019 as Barnet's 2020/21 Annual Spending Submission.

#### **5. IMPLICATIONS OF DECISION**

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

- 5.2 The LIP Annual Spending Submission helps address the Corporate Plan outcomes:
- a pleasant, well maintained borough that we protect and invest in; by providing the resources to improve infrastructure;
  - our residents live happy, healthy, independent lives with the most vulnerable protected; by making active travel for daily activities and leisure a more attractive option making improvements around schools;
  - safe and strong communities where people get along well; by improving road safety.

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

- 5.3.1 Anticipated 2020/21 funding for the Corridors, Neighbourhoods and Supporting Measures programme is £2.967M, however changes to the formula used to allocate funding are possible, which may result in a reduction in funding (increased funding is not expected). In the event that all proposals are approved by TfL but funding is reduced, reprofiling of proposals to accommodate the reduced funding would be required.

- 5.3.2 £100k Local Transport Fund funding will also be available for 2020/21.

##### **5.4 Social Value**

- 5.4.1 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 Act is not applicable in the context of this report as it does not concern a procurement process.

##### **5.5 Legal and Constitutional References**

- 5.5.1 The Greater London Authority Act 1999 (GLA Act) Part IV Chapter I governs the preparation of a Transport Strategy by the Mayor of London and preparation of a Local Implementation Plan by each borough containing proposals for the implementation of the Strategy in its area.
- 5.5.2 Section 159 of the GLA Act allows TfL to provide financial assistance to support provision of transport facilities or services within Greater London.
- 5.5.3 The Council Constitution, Article 7 provides at 7.5 Responsibility for Functions that:

- the Environment Committee is responsible 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.

## **5.6 Risk Management**

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

## **5.7 Equalities and Diversity**

- 5.7.1 An equalities impact assessment was undertaken in developing the LIP and no adverse impacts for any of the groups with protected characteristics was identified by the assessment.
- 5.7.2 It identified several beneficial disproportionate impacts that may occur on groups with protected characteristics because of the implementation of the proposed strategy.
- Improved health resulting from less pollution and greater participation in physical exercise, particularly for children, older people and people with disabilities.
  - Fewer people killed or seriously injured on Barnet's roads, particularly benefiting children and younger people.
  - Improved access to facilities, jobs and homes, which may particularly benefit people on lower incomes, women and BAME groups.
- 5.7.3 No disproportionate impacts have been identified from the adjustments and rescheduling proposed in the 2020/21 ASS except that the increased funding for Accessibility schemes provides greater benefits for persons with a disability.

## **5.8 Corporate Parenting**

- 5.8.1 The decision has no direct impact on looked after children or care leavers. Any indirect or general effects are not expected to have a greater impact on looked after children or care leavers than on other children or young people.

## **5.9 Consultation and Engagement**

- 5.9.1 Specific consultation in relation to the 2020/21 ASS has not been undertaken.
- 5.9.2 Public consultation was undertaken in relation to development of the full LIP and future statutory and non-statutory consultation will apply to implementation of various schemes contained within the ASS.

## **6 Insight**

- 6.1 The full LIP drew on a wide range of data sources including insight work undertaken by TfL in developing the Mayor's Transport Strategy, from the London Travel Demand Survey, data regarding public health from Public Health England and the borough, Road



Traffic injury data provided by the Police through the Stats 19 recording system, Air Quality Modelling undertaken by the GLA. Specific insight data has not been used in relation to the 2020/21 ASS but will inform the prioritisation of proposals referred to in paragraphs 1.7 and 1.8.

## 7. BACKGROUND PAPERS

- 7.1 Policy and Resources Committee on 23 October 2018 (item 17) resolved that the committee:
1. Approve the draft Local Implementation Plan for public consultation including with Transport for London.
  2. To approve the schemes identified in the Local Implementation Plan Annual Spending Submissions for 2019/20.
  3. That the Policy and Resources Committee agree that, following consultation and receipt of TFL recommendations, the Environment Committee make the decision to agree the final draft version of the LIP for submission to the Mayor of London for approval.
- <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=9459&Ver=4>
- 7.2 Environment Committee on 21 January 2019 (item 9) resolved:  
That the Committee approved the final draft Local Implementation Plan for submission to the London Mayor for approval.
- <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9733&Ver=4>
- 7.3 LIP guidance document <http://content.tfl.gov.uk/third-lips-guidance-2018.pdf>

**London Borough of Barnet**  
**Local Implementation Plan (LIP) 2019/20 Annual Spending Submission and Programme of Investment Form**

**Financial Summary Information**

Year		Corridors Neighbourhoods and Supporting Measures	Major Schemes / Liveable Neighbourhoods	Total
2019/20	Confirmed Allocation £k	2967.3	0	2967.3
	Submission £k	2,967	0	2,967
2020/21	Indicative Allocation £k	2967.3	0	2967.3
	Submission £k	2,507	0	2,507
2021/22	Indicative Allocation £k	2967.3	0	2967.3
	Submission £k	2,397	0	2,397

In-year adjustments	Corridors Neighbourhoods and Supporting Measures
Revised 2019/20 total	3187

Note revised 2019/20 total includes £220k agreed by TfL to carry-over from 2018/19 allocation into 2019/20

Programme	Scheme Title	Scheme Description	Funding Source (list multiple)	Funding £000's					Grand Total
				FY 19/20	FY 20/21	FY 21/22	Sub-Total		
Corridors Neighbourhoods and Supporting Measures	Strategic Walking & Cycling network	Define borough-wide strategic walking & cycling network and improvements needed	LIP Allocation	18			18		18
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Dollis Valley cycle route bridge widening	Dollis Valley cycle route bridge widening (x2). Replacement of pedestrian bridges at Lovers Walk and Oakdene Park on cycle route to better provide for both pedestrians and cyclists.	LIP Allocation	85	85		170		170
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Colindale Parks cycle routes inc Montrose Avenue crossing	Colindale Parks cycle routes inc Montrose Avenue crossing. Project delivers cycle routes and landscaping of parks with a linking crossing/table at Montrose Avenue. LIP funding principally intended to deliver the raised table crossing - council spend includes previous spend and profile will vary.	LIP Allocation	260	100	40	400		8,400
			Council Capital/CIL	8,000			8,000		
							0		
Corridors Neighbourhoods and Supporting Measures	Cycle/pedestrian route lighting improvements (Pursley Road-Copthall)	Cycle/pedestrian route lighting improvements (Pursley Road-Copthall).	LIP Allocation	62			62		62
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Cycle/pedestrian route lighting improvements (Sunny Hill Park).	Cycle/pedestrian route lighting improvements (Sunny Hill Park).	LIP Allocation	40			40		40
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Active travel Digital Behaviour Change Intervention	Digital Behaviour Change Intervention: Supporting and extending a project being delivered by Barnet's Leisure provider and Middlesex University to develop a digital solution to help increase physical activity, ensuring Active Travel forms a key component of this and including part funding of a post to roll out the digital solution(s).	LIP Allocation	80	90	100	270		270
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Chipping Barnet High Street	Completion of Chipping Barnet High Street pavement widening scheme	LIP Allocation	100			100		100
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	A5 j/w Watling Avenue – junction improvement scheme and healthy streets improvements	A5 j/w Watling Avenue – junction improvement scheme and healthy streets improvements	LIP Allocation	47	54	295	396		396
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Finchley Central – “quick win” public realm and healthy streets improvements	Finchley Central – “quick win” public realm and healthy streets improvements complementing the Station development and Town Centre Strategy	LIP Allocation	40			40		40
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	West Hendon public realm works	West Hendon public realm works in advance of and complementing major development changes (potential for minor impacts on traffic signals or bus infrastructure)	LIP Allocation	30			30		30
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Minor traffic management schemes	Minor traffic management schemes prioritised using healthy streets indicators	LIP Allocation	100	164	164	428		728
			Local Transport Fund	100	100	100	300		
							0		
Corridors Neighbourhoods and Supporting Measures	Colney Hatch Lane pedestrian imp/traffic calming	Colney Hatch Lane pedestrian crossing facility/traffic calming	LIP Allocation	45			45		45
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Oakleigh Road South pedestrian crossing facility/improvements	Oakleigh Road South pedestrian crossing facility/improvements (potential for impacts bus infrastructure)	LIP Allocation	45			45		45
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Church Hill Road/Cedar Avenue pedestrian crossing facility/improvements	Church Hill Road/Cedar Avenue pedestrian crossing facility/improvements	LIP Allocation	45			45		45
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Alexandra Grove pedestrian crossing facility/improvement	Alexandra Grove pedestrian crossing facility/improvement	LIP Allocation	51			51		51
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Road Safety Education, Training and Publicity	Staff and resources to support and deliver road safety education, training and publicity initiatives including school pedestrian training and theatre in education initiatives, BikeSafe and Scooter Safe course referrals with targetted funded places	LIP Allocation	200	200	200	600		600
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Cycle training	Cycle Training – deliver cycle training to approx. 5000 people pa (children & adults)	LIP Allocation	240	240	240	720		720
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Pedestrian facilities at traffic signals: A5 i/w Station Road	Pedestrian facilities at traffic signals: A5 j/w Station Road, Edgware	LIP Allocation	30	75	341	446		446
							0		

2019/20 in-year adjustments (LIP funding only)	
Revised Funding 19/20	Comments and other changes
18	No change
85	No change
260	No change
62	No change
0	Intended to defer to 2020/21, to accommodate other work
80	No change
315	Includes carry-over amounts from 2018/19 agreed with TfL to accommodate later delivery due to extended consultation and additional funding to meet higher costs
0	Deferred to accommodate other work
40	No change
30	No change
167	Extended to meet costs to complete schemes (or stage of scheme) in progress at end of 2018/19. [Brunswick Pk Rd, Colindeep La, A1000 nr cemetery, Bell La/Green La zebra, Greyhound Hill (crossing), v. minor items, parking schemes, Woodhouse Rd/Freirn Barnet La/Colney Hatch signals, A1000/East End Rd signals, Finchley Cent bus stops]
2	Scheme almost complete 2018/19. (Pedestrian refuges upgraded)
0	Proposal not progressing
11	Revised estimate for costs falling in 2019/20
36	Revised estimate for costs falling in 2019/20
200	No change
240	No change
10	Complete current design phase.

Programme	Scheme Title	Scheme Description	Funding Source (list multiple)	Funding £000's					2019/20 in-year adjustments (LIP funding only)	
				FY 19/20	FY 20/21	FY 21/22	Sub-Total	Grand Total	Revised Funding 19/20	Comments and other changes
Supporting measures	A5 j/w Station Road, Edwara						0			
Corridors Neighbourhoods and Supporting Measures	traffic signals: Brent Street / Church Road / Parson Street	Pedestrian facilities at traffic signals: Brent Street / Church Road / Parson Street	LIP Allocation	308	160	27	495	495	100	Partial deferral to accommodate other work
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	Pedestrian facilities at traffic signals: A5 j/w Kingsbury Road	Pedestrian facilities at traffic signals: A5 j/w Kingsbury Road	LIP Allocation	35	70	341	446	466	35	No change
			s106		20		20			
							0			
Corridors Neighbourhoods and Supporting Measures	Accident Reduction scheme Great North Road/The Bishops Avenue	Great North Road/The Bishops Avenue Accident Reduction scheme (implementation)	LIP Allocation	50	340		390	390	50	No change
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	Chesterfield Road traffic calming scheme	Chesterfield Road traffic calming scheme (potential for impacts on bus infrastructure)	LIP Allocation	75			75	75	0	Deferred to accommodate other work
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	High Road j/w Totteridge Lane (minor changes)	High Road j/w Totteridge Lane (minor changes - potential minor traffic signal impact)	LIP Allocation	10			10	10	4	Revised estimate for costs falling in 2019/20
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	Junction Improvement scheme A5 junction with Spur Road	Junction Improvement scheme A5 junction with Spur Road	LIP Allocation	111	280		391	391	7	Minor 2019/20 costs to complete current phase, then shelve. (High utility costs affect viability)
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	School Travel Plan support	School Travel Plan support (staff and resources to support schools developing School Travel Plans and obtaining STARS accreditation)	LIP Allocation	275	275	275	825	825	275	No change
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	Danegrove Primary School – STP engineering scheme	Danegrove Primary School – STP engineering scheme	LIP Allocation	40			40	40	40	No change
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	Grasvenor Avenue Infants School – STP engineering scheme	Grasvenor Avenue Infants School – STP engineering scheme	LIP Allocation	40			40	40	40	No change
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	St Theresa's Catholic School – STP engineering scheme	St Theresa's Catholic School – STP engineering scheme	LIP Allocation	40			40	40	40	No change
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	Wessex Gardens Primary School – STP engineering scheme	Wessex Gardens Primary School – STP engineering scheme.	LIP Allocation	40			40	40	40	No change
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	Frith Manor School – STP engineering scheme	Frith Manor School – STP engineering scheme (includes provision of signalised crossing facility)	LIP Allocation	40			40	40	40	No change
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	Bike It officer	Bike It officer	LIP Allocation	60	60	60	180	180	60	No change
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	Cycle Officer	Cycle Officer	LIP Allocation	65	65	65	195	195	65	No change
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	Support for cycling	Support for cycling – resources to promote cycling	LIP Allocation	20	20	20	60	60	20	No change
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	School Air Quality audits	Air quality audits on remaining schools in high pollution areas	LIP Allocation	5	4	4	13	13	5	No change
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	Air Quality audit improvements	Delivery of Air Quality audit improvements. LIP funding would deliver transport elements of audit recommendations only. GLA funding may deliver other elements or transport elements.	LIP Allocation	50	40	40	130	130	10	Deferral until audit recommendations available. (Wessex Gardens School proposals as part of STP scheme).
			GLA AQ funding	50	50	50	150			
							0			
Corridors Neighbourhoods and Supporting Measures	Car-free days & events	Support for car-free days & events	LIP Allocation	5	5	5	15	15	5	No change
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	Tree planting	Tree planting to address air quality and urban heat islands	LIP Allocation	75	75	75	225	225	75	No change
			Borough funding	100	100	100	300			
							0			
Corridors Neighbourhoods and Supporting Measures	Sustainable business grants	Sustainable business grants programme which would include an engagement officer to liaise with and approach businesses along the A1000 corridor and give their business an energy and sustainability appraisal – this would be backed up by small grants /discounts potentially backed by EU funds.	LIP Allocation	35	35	35	105	105	35	No change in LIP amount. MAQF funding not available but proposal for delivery with town centre work in Finchley Central (changed from A1000).
				45	45	45	135		0	
							0			
Corridors Neighbourhoods and Supporting Measures	Accessibility improvements	A programme of improvements to facilitate travel by persons with a disability including delivery of any further bus stop accessibility improvements, local accessibility improvements (eg dropped kerbs, tactile paving, removal of	LIP Allocation	70	70	70	210	210	70	No change
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	EVCP carry over	[Not included in original 19/20 ASS]	LIP Allocation				0	0	5	Completion of work in progress at end of 2018/19
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	Complete 18/19 20mph schemes	[Not included in original 19/20 ASS]	LIP Allocation				0	0	319	Completion of work in progress at end of 2018/19
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	Complete 18/19 School Travel Plan Engineering schemes	[Not included in original 19/20 ASS]	LIP Allocation				0	0	109	Completion of work in progress at end of 2018/19
							0			
							0			
Corridors Neighbourhoods and Supporting Measures	Complete 18/19 Traffic Management & Accident Reduction Schemes	[Not included in original 19/20 ASS]	LIP Allocation				0	0	183	Completion of work in progress at end of 2018/19
							0			
							0			

## London Borough of Barnet

### Local Implementation Plan (LIP) 2020/21 Annual Spending Submission and Programme of Investment (Form A)

Financial Summary Information					
Year	<b>Support:</b> NOT confirmed. Anticipated based on current formula	Corridors Neighbourhoods and Supporting Measures	Major Schemes / Liveable Neighbourhoods	Local Transport Fund (LTF)	Total
2020/21	Confirmed Allocation £k	2,967	0	100	2967
	Submission £k	2,967	0	100	2,967
2021/22	Indicative Allocation £k	0	0	0	0
	Submission £k	2,559	0	100	2,559
2022/23	Indicative Allocation £k	0	0	0	0
	Submission £k	415	0	0	415

Note 2020/21 allocation not confirmed. Anticipated value based on current formula.

TfL Programme	Scheme Title	Scheme Location and Description	Funding Source (list multiple)	Funding £000's					COMMENTS (identifying changes to 2019/20 ASS)
				FY 20/21	FY 21/22	FY 22/23	Sub-Total	Grand Total	
Corridors Neighbourhoods and Supporting Measures	Dollis Valley cycle route bridge widening	Dollis Valley cycle route bridge widening (x2). Replacement of pedestrian bridges at Lovers Walk and Oakdene Park on cycle route to better provide for both pedestrians and cyclists	LIP Allocation	85			85	85	As 2019/20 ASS
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Colindale Parks cycle routes inc Montrose Avenue crossing	Colindale Parks cycle routes inc Montrose Avenue crossing. Project delivers cycle routes and landscaping of parks with a linking crossing/table at Montrose Avenue. LIP funding principally intended to deliver the raised table crossing - council spend includes previous spend and profile will vary.	LIP Allocation	100	40		140	140	As 2019/20 ASS
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Cycle/pedestrian route lighting improvements (Sunny Hill Park).	Cycle/pedestrian route lighting improvements (Sunny Hill Park).	LIP Allocation	0			0	0	Deferred from 2019/20. Following refurbishment of columns and site review lighting levels deemed acceptable. Removed
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Active travel Digital Behaviour Change Intervention	Supporting and extending a project being delivered by Barnet's Leisure provider and Middlesex University to develop a digital solution to help increase physical activity, ensuring Active Travel forms a key component of this and including part funding of a post to roll out the digital solution(s).	LIP Allocation	90	100		190	190	As 2019/20 ASS
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	A5 j/w Watling Avenue – junction improvement scheme and healthy streets improvements	Proposal to provide pedestrian, road safety and healthy streets improvements. Location suffers high numbers of vulnerable road user casualties and limited facilities on side roads for pedestrian crossing.	LIP Allocation	27			27	27	Deferred from 2019/20. Value reduced to permit review of previously developed proposals. Further work for consideration in future when fully defined/costed.
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Minor traffic management schemes	Minor traffic management schemes prioritised using healthy streets indicators	LIP Allocation	164	164		328	328	As 2019/20 ASS (Note LIP allocations for Corridors, Neighbourhoods and Supporting Measures and separate Local Transport Fund Allocation support this scheme).
							0		
							0		
Local Transport Fund (LTF)	Minor traffic management schemes	Minor traffic management schemes prioritised using healthy streets indicators	LIP Allocation	100	100		200	200	As 2019/20 ASS (Note LIP allocations for Corridors, Neighbourhoods and Supporting Measures and separate Local Transport Fund Allocation support this scheme).
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Road Safety Education, Training and Publicity	Staff and resources to support and deliver road safety education, training and publicity initiatives including school pedestrian training and theatre in education initiatives, BikeSafe and Scooter Safe course referrals with targetted funded places	LIP Allocation	200	200		400	400	As 2019/20 ASS
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Cycle training	Cycle Training – deliver cycle training to approx. 5000 people pa (children & adults)	LIP Allocation	240	240		480	480	As 2019/20 ASS
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Pedestrian facilities at traffic signals: A5 j/w Station Road, Edgware	Pedestrian facilities at traffic signals: A5 j/w Station Road, Edgware	LIP Allocation	75	341	74	490	490	Profile adjusted to reflect anticipated costs timeframes (to be review on completion of design).
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Pedestrian facilities at traffic signals: Brent Street / Church Road / Parson Street	Pedestrian facilities at traffic signals: Brent Street / Church Road / Parson Street	LIP Allocation	268	127		395	395	Reprofiled to reflect 2019/20 adjustments
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Pedestrian facilities at traffic signals: A5 j/w Kingsbury Road	Pedestrian facilities at traffic signals: A5 j/w Kingsbury Road	LIP Allocation	30	89	341	460	480	Reprofiled to reflect current anticipated timescales
			£106	20			20		
							0		
Corridors Neighbourhoods and Supporting Measures	Accident Reduction scheme Great North Road/The Bishops Avenue	Great North Road/The Bishops Avenue Accident Reduction scheme (implementation)	LIP Allocation	340			340	340	As 2019/20 ASS
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	School Travel Plan support	School Travel Plan support (staff and resources to support schools developing School Travel Plans and obtaining STARS accreditation)	LIP Allocation	275	275		550	550	As 2019/20 ASS
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Bike It officer	Bike It officer	LIP Allocation	60	60		120	120	As 2019/20 ASS
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Cycle Officer	Cycle Officer	LIP Allocation	65	65		130	130	As 2019/20 ASS
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Support for cycling	Support for cycling – resources to promote cycling	LIP Allocation	20	20		40	40	As 2019/20 ASS
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	School Air Quality audits	Air quality audits on schools in high pollution areas	LIP Allocation	4	4		8	8	As 2019/20 ASS
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Air Quality audit improvements	Delivery of Air Quality audit improvements. LIP funding would deliver transport elements of audit recommendations only. GLA or other funding may deliver other elements or transport elements.	LIP Allocation	40	40		80	180	As 2019/20 ASS (except other funding was envisaged to be GLA funding associated with audits which is now not available - other grants / funding to be sought).
			Other (TBC)	50	50		100		
							0		
Corridors Neighbourhoods and Supporting Measures	Car-free days & events	Support for car-free days & events	LIP Allocation	5	5		10	10	As 2019/20 ASS
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Tree planting	Tree planting to address air quality and urban heat islands	LIP Allocation	75	75		150	350	As 2019/20 ASS
				100	100		200		
							0		
Corridors Neighbourhoods and Supporting Measures	Sustainable business grants	Sustainable business grants programme which would include an engagement officer to liaise with and approach businesses along the A1000 corridor and give their business an energy and sustainability appraisal – this would be backed up by small grants /discounts potentially be backed by EU funds	LIP Allocation	20	20		40	40	Reduced amount from 2019/20 ASS. Lower value anticipated.
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Accessibility improvements	A programme of improvements to facilitate travel by persons with a disability including delivery of any further bus stop accessibility improvements, local accessibility improvements (eg dropped kerbs	LIP Allocation	159	159		318	318	Value increased from 2019/20 to allow additional implementation of bus stop accessibility improvements, disabled parking bay provision and other local accessibility improvements.
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Walkable neighbourhoods	Develop Walkable Neighbourhoods plans for areas of the borough exploring links between home with work, schools, transport nodes, leisure activities and identifying small practical interventions that will make walking a more attractive option in future.	LIP Allocation	10	10		20	20	Proposal identified in outline in LIP for delivery in first three years.
							0		
							0		

TfL Programme	Scheme Title	Scheme Location and Description	Funding Source (list multiple)	Funding £000's					COMMENTS (identifying changes to 2019/20 ASS)
				FY 20/21	FY 21/22	FY 22/23	Sub-Total	Grand Total	
Corridors Neighbourhoods and Supporting Measures	Walking publicatons	Develop / refresh walking publications and make available via an app, electronically and in paper format: • Historic walking guide // • Circular walks and linking routes from stations to London Loop, Capital Ring, Dollis Valley Walk, Pymmes Trail etc // • Prepare and publish footpath guides based on 20-minute walk times from each of the Boroughs Rail and underground stations.	LIP Allocation	10	5		15	15	Proposal identified in outline in LIP for delivery in first three years.
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	STP Engineering schemes	Engineering measures to address issues raised by schools via their school travel plan. To be prioritised based on School Travel Plan STARS awards and other relevant measures	LIP Allocation	200	200		400	400	Proposal identified in outline in LIP for delivery in first three years.
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Casualty reduction engineering schemes	Engineering schemes targetting locations with vulnerable road user casualties and prioritised based on anticipated benefit in terms of casualty reduction.	LIP Allocation	200	200		400	400	Proposal identified in outline in LIP for delivery in first three years.
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Cricklewood Public Realm	Cricklewood –complementing Good Growth Fund bid to deliver public realm/healthy streets/business improvements	LIP Allocation	40			40	40	Proposal identified in outline in LIP for delivery in first three years.
			Other (TBC)				0		
							0		
Corridors Neighbourhoods and Supporting Measures	School Streets and Play Streets Pilot	Introduce pilot school street at location being determined in 2019/20	LIP Allocation	45			45	45	Proposal identified in LIP Borough Transport Objectives
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Parking Controls	Develop and deliver CPZ's parking restrictions and controls	LIP Allocation	120	120		240	240	Additional proposal to deliver Parking Controls using LIP funding
							0		
							0		





# Local Implementation Plan (LIP) 2020/21 Annual Spending Submission Guidance

July 2019

## Local Implementation Plan (LIP) 2020/21 Annual Spending Submission Guidance

### Purpose of document

The boroughs play a principal role in helping to achieve the outcomes of the Mayor's Transport Strategy. The Annual Spending Submission is a key element in delivering the MTS priorities – Vision Zero, improving air quality, increasing sustainable mode share and traffic reduction. This document gives guidance to the London boroughs on the preparation of their 2020/21 Annual Spending Submissions (ASS). It updates similar guidance drafted for previous years and highlights recent changes and developments that should be reflected in the boroughs' 2020/21 submissions.

This guidance sets out the expected Local Implementation Plan (LIP) funding available in 2020/21 by programme and by allocation to individual boroughs. It should be read in conjunction with 'Local Implementation Plan Finance & Reporting Guidance' (April 2019) which gives guidance to the boroughs on reporting progress of projects and claiming funding.

### Changes since the 2018/19 guidance

The Monitoring Requirements from Ch4 of the *Revised Guidance for Borough Officers developing the third Local Implementation Plan* have been updated, and are listed in Appendix 4 of this document.

Current TfL guidance documents are listed in Appendix 1. Recent policy documents issued by TfL are listed in Appendix 2.

### Timetable of key events during the year

- **1 Nov 2019** – Submit ASS to [boroughprojectsandprogrammes@tfl.gov.uk](mailto:boroughprojectsandprogrammes@tfl.gov.uk) and the relevant TfL Sponsor
- **Dec 2020** – TfL publishes LIP Annual Report (for 18/19 programme)
- **29 Nov 2019** – Deadline for carry forward requests
- **20 Dec 2019** – TfL writes to boroughs' to confirm LIP allocation
- **28 Feb 2020** - Borough MTS data pack published
- **13 Mar 2020** – Deadline for updating VOWD on the portal
- **1 May 2020** – Deadline for submitting scheme applications on the portal
- **26 June 2020** – Submit Form C (outputs template) / TADs (collision monitoring form) plus details of any showcase schemes for inclusion in the Annual Report
- **14 Aug 2020** – Deadline for submitting final claims to TfL on the portal for 19/20

## LIP review of funding

The existing formula for the 'Corridors, neighbourhoods and supporting measures' funding, which calculates each boroughs' share, was agreed in 2010 when the second Mayor's Transport Strategy (MTS) was adopted. This current formula reflects the priorities of that strategy. The publication of a new MTS in March 2018 brings with it a new focus on Healthy Streets, Vision Zero, improving air quality and significantly increasing the level of active, sustainable and efficient travel. This significant change in approach raises the question of whether the existing formula is still fit for purpose.

TfL proposed to undertake a review of the formula, which was agreed with London Council's Transport & Environment Committee (TEC) at a meeting on 11 October 2018. The agreed approach to the review process was to work with the LIP3 Working Group (London Councils, borough officers and TfL) to develop and propose some alternative initial options and an engagement plan for discussion of the initial options with all boroughs.

The engagement process involving TEC and all boroughs will run until August 2019, with the final preferred option(s) to be circulated to borough officers in September 2019 and presented at TEC in October 2019. A final decision will be made by the Deputy Mayor for Transport in October 2019 for implementation in 2020/21. TfL will contact all boroughs if the revised formula is adopted and advise what the next steps will be.

## LIP funding allocations

TfL has allocated LIP funding for boroughs in its business plan and the table below sets out the breakdown for 2020/21 by programme. These allocations are subject to revision as part of TfL's 2019 business planning round and the formal allocation of 2020/21 budget.

Funding type	Programme	2020/21 £m
Formula	Corridors	63.0
	Mayor's additional funding	0
	Local Transport Fund	4.3
Discretionary	Major Schemes / Liveable Neighbourhoods	31.2
	Borough Assets	27.0
Strategic	Bus Priority	10.3
	Borough Cycling	61.4
	Other Healthy Streets	2.6
	<b>Total</b>	<b>199.8</b>

A breakdown of each boroughs expected Formula allocation for 2020/21 is shown in Appendix 3 (subject to the review of the funding formula).

## LIP Annual Spending Submission

The 2020/21 ASS should identify the projects to be delivered in that year that help the authority to achieve its LIP3 objectives. It should address the following core requirements:

- Provide a breakdown of the proposed expenditure for 2020/21 and for future years where appropriate (i.e. for projects that will extend beyond 2020/21);
- Identify the role of non-LIP funding in delivering the interventions identified, for example the council's own capital and revenue funding and third-party contributions;
- Provide details of the initiatives to be taken forward during the 2020/21 financial year, including information on the impact of the interventions on the Mayor's transport priority outcomes, TfL services and infrastructure; and
- Report on the delivery of previously identified high-profile outputs using the revised LIP3 Form C.

Boroughs have flexibility to change or update their annual programmes in response to unforeseen and/or emerging developments, such as delays and/or cost changes, stakeholder feedback, new evidence of the impact of previous similar interventions, or other matters. (Changes should not result in the overall allocation being exceeded and should be managed / delivered within the year in question; they should also be reflected on the Borough Portal.) However, such decisions need to be agreed in advance with TfL and need to take account of the potential impact of moving investment from one policy area to another.

Boroughs are encouraged to exercise prudent cost controls in the development and delivery of their LIP programmes. It is recommended that regular meetings (e.g. quarterly) are held with TfL officers to review costs in the light of programme and project progress and identification and management of risks. Boroughs are required to prepare a Value of Work Done (VOWD) profile for each scheme and to keep this up to date at least once every 2 months; further information on this and other matters relating to the provision of LIP funding is provided in the '*LIP Finance & Reporting Guidance*' (April 2019).

Boroughs are also reminded that under S159 of the GLA Act, the removal or substantial alteration of works carried out with the benefit of TfL funding cannot take place without prior written agreement from TfL. In such circumstances TfL may require the borough to repay any funding provided or withhold future funding.

## LIP Programmes

### Corridors, Neighbourhood and Supporting Measures

Consists of holistic or area-based interventions in line with the healthy streets approach, including measures to enhance conditions for walking, cycling and using public transport, increasing the proportion of Londoners achieving 20 minutes of active travel per day, improving accessibility including to key locations such as education, health and community

facilities, facilitating traffic reduction, working towards achieving Vision Zero, road danger reduction measures, 20 mph zones and limits, filtered permeability, controlled parking zones, reducing the impact of transport on the environment, improving air quality, freight management and regeneration.

This programme may also include expenditure on secure cycle parking, cycle training, car clubs, reduction of street clutter, sustainable urban drainage schemes, installation of electric vehicle charging points, school and workplace travel plans, behavioural change, education, training and publicity. Spending should be prioritised in areas where it is likely to have the greatest impact on improving outcomes in active and sustainable travel.

### **Liveable Neighbourhoods**

The Liveable Neighbourhoods programme gives boroughs the opportunity to bid for funding for long-term healthy streets schemes that encourage walking, cycling and the use of public transport. The programme supports the aims of the Mayor's Transport Strategy by funding local schemes to reduce car trips and improve neighbourhoods for walking, cycling and public transport, including encouraging all Londoners to achieve 20 minutes of active travel each day.

Grants of between £1m and £10m will be provided for a wide range of community-supported projects. These could include creating green spaces and cycling infrastructure and redesigning junctions. The programme can also fund the widening of walking routes to improve access to local education, health and community facilities, shops, businesses and public transport. A separate Guidance document for preparing Liveable Neighbourhood bids has recently been updated and can be found by following this link - <https://tfl.gov.uk/info-for/boroughs/liveable-neighbourhoods>

Applications and the agreed allocations for the Liveable Neighbourhoods programme should be detailed on the ASS using Form A.

### **Maintenance Programmes**

The level of investment in borough maintenance programmes, including principal road resurfacing and bridge strengthening, is uncertain at this time and has immediate pressures to consider, including Hammersmith Bridge. TfL will continue to work with boroughs, through the London Technical Advisors Group (LoTAG), and with London Councils to make the case for a fair highway maintenance settlement in London from central Government. As a clearer picture emerges of future funding agreements, TfL, working with LoTAG, will agree how this allocation will be targeted to the highest priority needs.

### **Mayors Air Quality Fund (MAQF)**

The Mayor's Air Quality Fund (MAQF) is a £20 million fund over 10 years to support projects by London boroughs to improve air quality. The fund is currently closed for applications.



## **Local Transport Fund (LTF)**

This is an annual £100k allocation given to each borough to support the development and delivery of local transport priorities. The borough has the freedom and discretion to spend the £100k on local priorities.

## **Borough Officer Training**

The Borough Training programme will again be available in 2020/21 with an overall allocation of £300k. This will be divided equally between the 33 London boroughs (equating to £9k each) and can be used to develop the skills of officers. A separate guidance document outlining the type of courses and approval process can be obtained by contacting the network sponsor for your borough (see Appendix 5).

## **New pro forma A**

Pro forma A has been renamed Form A and is used to detail each borough's ASS. As part of the changes to the form we are improving the way we assess outcomes and projects using Playbook and the City Planner tools<sup>1</sup>. We are therefore asking for additional geographical data. This will enable the boroughs' contribution to delivering the MTS to be more readily identified and acknowledged.

The boroughs are reminded that they are required to provide a detailed explanation of the schemes and their objectives within Form A. Examples are provided in the spreadsheet. This is to ensure that a clear link between the funding provided by TfL and the contribution of the scheme to achieving the outcomes of the MTS can be evaluated at the approval stage.

The Form A document has been adapted so the information automatically generates pie charts showing the composition of the planned expenditure. This is to provide a more consistent approach to the submission of data that will be used by TfL in the evaluation of the submissions.

There is also a new requirement to enter the 'scheme type', with a number of options available in the drop down menu. This should be used to identify the primary motivation of the scheme and will help TfL to establish how the boroughs are using their allocations. We are happy to receive feedback on the changes to the form to ensure it captures all the requirements.

Studies help inform future decisions; however, they can also result in substantial pieces of work with no tangible outcomes. To address this, TfL is now proposing to fund a more limited number of studies each year, and the total should not normally be greater than 20% of the boroughs allocation. Requests greater than 20% will need to be discussed and agreed with the TfL Sponsor.

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<sup>1</sup> If you require access to City Planner please contact [surfaceplaybook@tfl.gov.uk](mailto:surfaceplaybook@tfl.gov.uk)

All proposals with an Estimated Final Cost > £100k should be listed as separate items on Form A to enable their benefits to be identified and monitored.

### **City Planner Tool**

The City Planner tool is designed to generate insight across the Mayor's Transport Strategy outcomes to help improve decision-making and scheme development and so assist in delivering best-value for the business and the travelling public, inline with the Mayor's Transport Strategy. The tool provides access to a library of spatial data sets and new analytical tools relevant to transport planning and scheme delivery at TfL. It is recommended that boroughs use the tool to inform their spending plans.

### **Carry forward of funds**

Please note that there is no guarantee that the level of carry forward of funding will be permitted in this or future years. Boroughs will be informed by TfL if this facility is available. Boroughs should aim to develop a two-year rolling programme of schemes so that new schemes can be substituted when a project is delayed or abandoned through the year. If carry forwards are permitted, the boroughs should assume that the maximum allowance will be 20% of their annual allocation that can be rolled forward into the next financial year: any sums above this threshold could be lost to the borough and reallocated to other projects. Please contact your TfL borough Sponsor if this is considered problematic.

### **Modified pro forma C**

Pro forma C has been renamed Form C and the amount of information reduced to make it easier to complete. The form details the outputs from individual LIP funded schemes or packages of LIP funded schemes delivered during the course of the financial year should be reported each June using Form C: Annual Report on Interventions and Outputs.

The template has been revised to relate to the MTS Outcomes and to provide valuable feedback on the scale of schemes and initiatives that the boroughs are delivering. The form should also be used to report on non-LIP funded deliverables where appropriate.

The 2019/20 annual report on interventions and outputs should be completed using the online questionnaire and be submitted to TfL by Friday 26<sup>th</sup> June 2020. This information will be used to inform the planned boroughs annual report being developed with London Councils and LoTAG.

### **Annual Report**

It is planned that a LIP3 Annual Report will be prepared by TfL and issued in December of each year. The report will provide information for each borough and their progress in delivering key objectives of the MTS. There will be an opportunity for each borough to showcase the schemes or initiatives that they have delivered during the previous financial year so that examples of best practice can be shared with other boroughs and TfL. Boroughs

will be requested to provide details by the end of August to enable TfL to collate and publish the document in December.

### **Healthy Streets Officers**

A team of Healthy Streets Officers will be available from September 2019 to coordinate and help deliver transformational activities within the London boroughs as well as reacting to public transport needs. These will be non infrastructure initiatives. Activities will include:

- Rolling out STARS (Sustainable Travel: Active Responsible Safe) and accelerating the accreditation of Gold schools. (Please refer to <https://stars.tfl.gov.uk/About/Accreditation> for criteria for each level and <https://stars.tfl.gov.uk/About/About> for more information on STARS generally).
- Local initiatives such as encouraging use of new infrastructure and helping to scale innovation projects across the boroughs.
- National events in London e.g. walk to work week, world car free day and national bike week.
- Raising awareness of cycle training e.g. cycle skills training and Bikeability. Whilst these schemes are already established, we have increased targets for the forthcoming years.

### **Healthy Streets Checks**

It is recommended that the borough undertakes a Healthy Street Check for Designers (HSCD) on improvement schemes which involve significant changes to the road layout. The results from the Healthy Streets Check can be used to show the public how changes to the way streets are laid out and used will result in improvements. The check holds no formal status in guidance and decision making, but advises designers and decision makers on how a project fits with Healthy Streets policy and where improvements might be considered. Once completed the TfL Sponsor will arrange for the HSCD to be moderated to ensure the scoring is consistent with other schemes on the programme. A copy of the form can be found by following this link: <http://content.tfl.gov.uk/healthy-streets-check-for-designers-2018.xlsx>

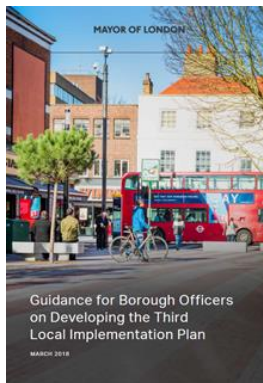
### **Cycle Schemes**

All cycle infrastructure should be developed in accordance with the London Cycle Design Standards (LCDS) and if improvements are made to a TfL branded cycleway, they will need to conform to the recently published 'TfL New Cycle Route Quality Criteria'.

### **Advice and support**

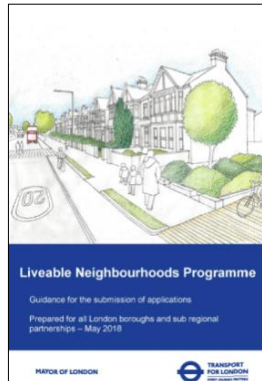
Contact details for the Network Sponsorship Team are provided at Appendix 5.

## Appendix I – Guidance for Borough Officers



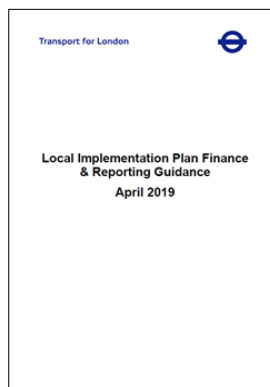
Guidance for  
Borough Officers  
on Developing the  
Third Local  
Implementation  
Plan

<http://content.tfl.gov.uk/third-lips-guidance-2018.pdf>



Liveable  
Neighbourhoods  
Guidance for the  
submission of  
applications (May 2019)

<http://content.tfl.gov.uk/tfl-liveable-neighbourhood-guidance.pdf>



Local  
Implementation  
Plan Finance &  
Reporting  
Guidance April  
2019

<http://content.tfl.gov.uk/lip-finance-guidance-19.pdf>

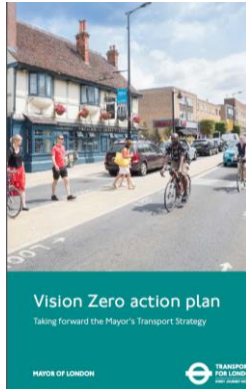
**TfL Streets Toolkit** – Design guidance documents to help planners, engineers, designers and other practitioners create high quality streets and public spaces. This includes guidance on streetscape, cycle infrastructure and accessible bus stops.

<https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-this-page-2>



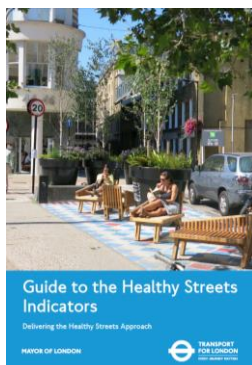


## Appendix 2 – Relevant Policy Documents



TfL Vision Zero Action Plan

<http://content.tfl.gov.uk/vision-zero-action-plan.pdf>



TfL Healthy Streets

<https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>



TfL Walking Action Plan – July 2018

<http://content.tfl.gov.uk/mts-walking-action-plan.pdf>





TfL Cycling Action Plan - December 2018  
<http://content.tfl.gov.uk/cycling-action-plan.pdf>



TfL New Cycle Route Quality Criteria – May 2019  
<https://tfl.gov.uk/corporate/publications-and-reports/cycling>



TfL Freight and Servicing Plan  
<http://content.tfl.gov.uk/freight-servicing-action-plan.pdf>

Appendix 3 – Allocations per borough (using Funding Formula as at May 2019)

<b>2020/21 LIP Allocations - Dec 2018 Business Plan</b>	<b>Corridors Total LIP3 Allocation £'000k</b>	<b>Top Slice Local Transport Fund (LTF) £'000</b>	<b>Total for 20/21 £'000k</b>
Barking & Dagenham	£1,377	£100	£1,477
Barnet	£2,967	£100	£3,067
Bexley	£1,364	£100	£1,464
Brent	£2,147	£100	£2,247
Bromley	£2,076	£100	£2,176
Camden	£2,029	£100	£2,129
City of London	£867	£100	£967
Croydon	£2,362	£100	£2,462
Ealing	£2,637	£100	£2,737
Enfield	£2,584	£100	£2,684
Greenwich	£1,939	£100	£2,039
Hackney	£1,765	£100	£1,865
Hammersmith & Fulham	£1,498	£100	£1,598
Haringey	£1,899	£100	£1,999
Harrow	£1,291	£100	£1,391
Havering	£1,918	£100	£2,018
Hillingdon	£2,373	£100	£2,473
Hounslow	£2,267	£100	£2,367
Islington	£1,657	£100	£1,757
Kensington & Chelsea	£1,456	£100	£1,556
Kingston upon Thames	£1,210	£100	£1,310
Lambeth	£2,277	£100	£2,377
Lewisham	£1,940	£100	£2,040
Merton	£1,315	£100	£1,415
Newham	£2,061	£100	£2,161
Redbridge	£2,076	£100	£2,176
Richmond upon Thames	£1,456	£100	£1,556
Southwark	£2,049	£100	£2,149
Sutton	£1,059	£100	£1,159
Tower Hamlets	£2,178	£100	£2,278
Waltham Forest	£1,825	£100	£1,925
Wandsworth	£2,050	£100	£2,150
Westminster	£3,033	£100	£3,133
<b>sub-total</b>	<b>£63,000</b>	<b>£3,300</b>	<b>£66,300</b>
<b>Partnerships</b>			
West London	£0	£140	£140
Central London	£0	£150	£150
South London	£0	£150	£150
North London	£0	£120	£120
LEPT	£0	£140	£140
Borough Officer Training	£0	£300	£300
<b>sub-total</b>	<b>£0</b>	<b>£1,000</b>	<b>£1,000</b>
<b>Total</b>	<b>£63,000</b>	<b>£4,300</b>	<b>£67,300</b>

## **Appendix 4 – Monitoring Requirements (Ch4 of LIP3 Guidance)**

**MR1** – It is required that each borough has a minimum of one meeting per year with TfL to discuss progress on the development and delivery of LIP programmes and any issues arising. However it is recommended that the boroughs hold regular quarterly meetings in accordance with best practice.

**MR2** – Boroughs are required to complete and submit Form A / Form C and the TADs annual returns to TfL in accordance with the specified deadlines. It is a requirement that the Boroughs provide sufficient and detailed information that enable TfL to assess the quality of any submission.

**MR3** - Information on individual schemes must be uploaded on to the Borough Portal once the programme has been agreed by TfL. The applications are required to be submitted to TfL by 1<sup>st</sup> May each financial year.

**MR4** - Boroughs are required to identify aspects of their programme that may impact on TfL services or infrastructure at an early stage in a project's lifecycle. Examples include impacts on buses, bus routes, stops and terminal points/stands, strategic cycle routes or other matters. Early discussions must take place between the borough and TfL to determine any requirements for staff support, financial support and/or other resources.

**MR5** - Boroughs are required to ensure that effective public consultation and stakeholder engagement take place for any proposal likely to have an impact on TfL services or infrastructure. If there is any impact on TfL services, Boroughs are required to agree jointly with TfL the engagement strategy and communication methods.

**MR6** - Boroughs are required to prepare an estimated Value of Work Done (VOWD) profile for each scheme and to keep this up to date as the scheme progresses to delivery. The VOWD should be reviewed and updated each month.

**MR7** - The boroughs are required to keep their live Programme of Investment up to date on the Borough Portal on a bimonthly basis by the last day in May, July, September, November, January and March. This will also avoid portal accounts being deactivated.

**MR8** - The borough is required to submit a summary of the measures delivered during the previous financial year by the last day of June. The outputs from Form C will form part of the borough Annual Report.

**MR9** – For LIP programmes TfL expects boroughs to use contracts that deliver the best value for money. Where appropriate the borough should consider using the London Highways Alliance Contracts (LOHAC).

**MR10** – It is required that a minimum of three physical road improvements are entered onto the TADs collision monitoring system to demonstrate the borough's achievements in accident reduction and its work in delivering Vision Zero. It is recommended that boroughs submit details of all the schemes they have delivered.

## Appendix 5 – TfL Contacts

Name	Title	Email details	Boroughs / Programme
Penny Rees	Head of Network	<a href="mailto:penny.rees@tfl.gov.uk">penny.rees@tfl.gov.uk</a>	
Sam Monck	Sponsorship	<a href="mailto:sammonck@tfl.gov.uk">sammonck@tfl.gov.uk</a>	
Rob Edwards	Lead Sponsor Central 1	<a href="mailto:Rob.Edwards@TfL.gov.uk">Rob.Edwards@TfL.gov.uk</a>	LB Islington LB Camden City of London City of Westminster RB Kensington
David McKenna	Lead Sponsor Central 2	<a href="mailto:David.McKenna@tfl.gov.uk">David.McKenna@tfl.gov.uk</a>	LB Wandsworth, LB Lambeth, LB Southwark, LB Tower Hamlets, LB Hackney
Zoe Vidion	Lead Sponsor South	<a href="mailto:Zoevidion@tfl.gov.uk">Zoevidion@tfl.gov.uk</a>	LB Richmond RB Kingston LB Sutton LB Merton LB Croydon LB Bromley
Julie Clark	Lead Sponsor East	<a href="mailto:Julieclark@TfL.gov.uk">Julieclark@TfL.gov.uk</a>	LB Waltham Forest LB Redbridge LB Havering LB Barking & Dagenham LB Newham LB Redbridge LB Lewisham LB Bexley RB Greenwich
Harun Khan	Lead Sponsor North-West	<a href="mailto:Harun.Khan@tfl.gov.uk">Harun.Khan@tfl.gov.uk</a>	LB Enfield LB Haringey LB Barnet LB Brent LB Harrow LB H & F LB Ealing LB Hounslow LB Hillingdon
Niall Coward	Portfolio Sponsor	<a href="mailto:niall.coward@tfl.gov.uk">niall.coward@tfl.gov.uk</a>	LIP Corridors / Major Projects
Hassan Mohammad	Portfolio Sponsor	<a href="mailto:hassanmohamad@tfl.gov.uk">hassanmohamad@tfl.gov.uk</a>	Liveable Neighbourhoods
Jonathan Green	Portfolio Sponsor	<a href="mailto:Jonathan.green@tfl.gov.uk">Jonathan.green@tfl.gov.uk</a>	Bus Priority
		<a href="mailto:bspsupport@tfl.gov.uk">bspsupport@tfl.gov.uk</a>	Borough Portal



## **Appendix 5 – Other Useful Data Sources**

[Mayor's Transport Strategy Supporting evidence Challenges and Opportunities for London's Transport Network to 2041](#)

[Mayor's Transport Strategy: Supporting evidence Outcomes Summary Report](#)

[Analysis of Walking Potential 2016](#)

[Analysis of Cycling Potential 2016](#)

[Strategic Cycling Analysis - Identifying future cycling demand in London June 2017](#)

[Everybody active, every day: a framework to embed physical activity into daily life](#)

[Physical activity guidelines for adults](#)

[Travel in London report 11](#)

[Travel in London reports](#) - Travel in London reports summarise trends and developments in travel and transport in Greater London.

[London Atmospheric Emissions Inventory](#) - GLA and TFL Air Quality

[Road danger reduction and safety statistics](#) - Read all our fact sheets, reports, data extracts and other publications concerning road safety.

[London Travel Demand Survey](#) - The London Travel Demand Survey gives us a picture of travel by residents of the Capital.



AGENDA ITEM 17

## Environment Committee

11 September 2019

<b>Title</b>	<b>Quarter 1 (Q1) 2019/20 Delivery Plan Performance Report</b>
<b>Report of</b>	Councillor Dean Cohen - Chairman of Committee
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	John Hickson, Interim Finance Business Partner for Environment <a href="mailto:john.hickson@barnet.gov.uk">john.hickson@barnet.gov.uk</a> Alaine Clarke, Head of Programmes, Performance and Risk <a href="mailto:alaine.clarke@barnet.gov.uk">alaine.clarke@barnet.gov.uk</a>

### Summary

This report provides a thematic overview of performance for Q1 2019/20 focusing on the budget forecasts and activities to deliver both corporate and committee priorities in the Environment Committee Annual Delivery Plan.

### Officer Recommendations

- The Committee is asked to review the budget, performance and risk information for Q1 2019/20 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. INTRODUCTION

- 1.1 The Environment Committee has responsibility for all 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.
- 1.2 This report provides a **thematic overview of performance** for **Q1 2019/20** focusing on the budget forecasts and activities to deliver the **priorities** in the **Environment Committee Annual Delivery Plan**, which can be found online at:  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9669&Ver=4>

## 2. BUDGET FORECASTS

- 2.1 The **Revenue Forecast** (after reserve movements) for Environment, Parking and Infrastructure, Street Scene and Re Managed Budgets is set out in table 1.

**Table 1: Revenue Forecast (Q1 2019/20)**

Service	Revised Budget	Q1 19/20 Forecast	Variance from Revised Budget Adv/(fav)	Reserve Move-ments	Q1 19/20 Forecast after Reserve Move-ments	Variance after Reserve Move-ments Adv/(fav)
	£000	£000	£000	£000	£000	£000
Environment Staffing	230	473	243	0	473	243
NLWA Levy	13,014	12,628	(386)	0	12,628	(386)
Community Safety	1,936	1,961	25	0	1,961	25
<b>Environment Mgt</b>	<b>15,180</b>	<b>15,062</b>	<b>(118)</b>	<b>0</b>	<b>15,062</b>	<b>(118)</b>
Highway Inspection/ Maintenance	276	277	1	0	277	1
Parking	(545)	(524)	21	0	(524)	21
Special Parking Account	(13,694)	(13,715)	(21)	0	(13,715)	(21)
Street Lighting	6,272	6,217	(55)	0	6,217	(55)
<b>Parking and Infrastructure</b>	<b>(7,691)</b>	<b>(7,745)</b>	<b>(54)</b>	<b>0</b>	<b>(7,745)</b>	<b>(54)</b>
Commercial Services	(2,011)	(2,007)	4	0	(2,007)	4
Fleet and Transport	560	560	0	0	560	0
Ground maintenance	2,302	2,343	41	0	2,343	41
Management and Service Support	800	1,098	298	0	1,098	298
Street Cleansing	2,601	2,600	(1)	0	2,600	(1)
Waste (frontline)	6,781	7,943	1,162	0	7,943	1,162

Service	Revised Budget	Q1 19/20 Forecast	Variance from Revised Budget Adv/(fav)	Reserve Move-ments	Q1 19/20 Forecast after Reserve Move-ments	Variance after Reserve Move-ments Adv/(fav)
Street Scene Management	1,550	1,625	75	0	1,625	75
Street Scene	12,582	14,160	1,578	0	14,160	1,578
Greenspaces Development	1,015	1,244	229	0	1,244	229
Greenspaces Development	1,015	1,244	229	0	1,244	229
Drainage (Gully Cleansing)	300	300	0	0	300	0
Public Conveniences	50	50	0	0	50	0
NRSWA	57	70	14	0	70	14
Private Works Reinstatement	20	20	0	0	20	0
Rechargeable Works Other	39	20	(19)	0	20	(19)
Road Structural Planned	45	0	(45)	0	0	(45)
Parking Design Works	61	61	0	0	61	0
Road Structural Response	500	500	0	0	500	0
Rechargeable Work Crossover	380	376	(4)	0	376	(4)
Structural and Bridges Maintenance	80	80	0	0	80	0
Damage to Public Highways	36	55	19	0	55	19
Food Safety	16	16	0	0	16	0
<b>Expenditure</b>	<b>1,583</b>	<b>1,547</b>	<b>(36)</b>	<b>0</b>	<b>1,547</b>	<b>(36)</b>
Parking Design Income (LIP)	(1,111)	(1,075)	36	0	(1,075)	36
<b>Income</b>	<b>(1,111)</b>	<b>(1,075)</b>	<b>36</b>	<b>0</b>	<b>(1,075)</b>	<b>36</b>
Re Managed Budgets	472	472	0	0	472	0
Grand Total	21,559	23,194	1,636	0	1,636	0

Service	Revised Budget	Q1 19/20 Forecast	Variance from Revised Budget Adv/(fav)	Reserve Move-ments	Q1 19/20 Forecast after Reserve Move-ments	Variance after Reserve Move-ments Adv/(fav)
	£000	£000	£000	£000	£000	£000

Service	Revised Budget	Q1 19/20 Forecast	Variance from Revised Budget Adv/(fav)	Reserve Move-ments	Q1 19/20 Forecast after Reserve Move-ments	Variance after Reserve Move-ments Adv/(fav)
	£000	£000	£000	£000	£000	£000

Community Safety (as reported to CLL Committee)

Community Safety	1,936	1,961	25	0	1,961	25
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Service	Revised Budget	Q1 19/20 Forecast	Variance from Revised Budget Adv/(fav)	Reserve Move-ments	Q1 19/20 Forecast after Reserve Move-ments	Variance after Reserve Move-ments Adv/(fav)
	£000	£000	£000	£000	£000	£000

Re Regulatory and Highways (Re Guaranteed Income – Extract)

Hendon Cemetery	(1,833)	(1,757)	76	0	(1,757)	76
Hendon Crematorium	(1,124)	(666)	458	0	(666)	458
Pest Control	(144)	(68)	76	0	(68)	76
Scientific Services	(28)	(20)	8	0	(20)	8
Trading Stds & Licng	(326)	(365)	(39)	0	(365)	(39)
Food Safety-Income	(91)	(69)	21	0	(69)	21
Regulatory Services (GI) sub total	(3,544)	(2,944)	600	0	(2,944)	600
Highways – (GI)	(7,271)	(3,656)	3,615	0	(3,656)	3,615
Re Guaranteed Income (extract of Environment) Total	(10,815)	(6,600)	4,215	0	(6,600)	4,215

- 2.2 The outturn variance for **Environment Management** (including Environment staffing, NLWA and Community Safety) is forecasted to be an underspend of £0.118m. The outturn variance for **Parking and Infrastructure** is forecasted to be an underspend of £0.054m.
- 2.3 For **Street Scene**, the outturn variance was an overspend of £1.578m, an improvement of £0.085m when compared to the Period 2 position. The key contributors to this position were Waste (frontline) – this service is forecasting an overspend of £1.162m. The overspend is generated by the cost of running the service from two sites, increases in staffing costs and increases in fleet repair costs attributable to vehicle ageing. There is a profiled reduction in spend through 2019/20 as round balancing continues and green waste cost reduce for the winter months. Management and service support is forecasting an overspend of £0.298m, generated by a reduction in the budget relating to agency staff.



- 2.4 Overspend in **Greenspaces Development**, is due to the MTFs savings of £0.450m which is not possible to deliver. This has been partially mitigated by additional income from S.106 funding.
- 2.5 For **Re Managed Budgets**, the outturn variance was a break even position, with a saving on expenditure being offset by an underachievement of income.
- 2.6 **Community Safety** underspent by £0.025m. The main underspend was on Domestic Violence Commissioning due to reduced costs on demand led services.
- 2.7 **Re Regulatory and Highways (Guaranteed Income)** budgets related to environment, shown above, are part of the overall guaranteed income from Re to the council. The budgets are based on original contract values and this reflects in the variances shown and must also be seen in the context of the overall performance and guarantee. The use of reserves would not generally be relevant, given the income guarantee. However, the guarantee can be subject to other contractual costs or adjustments arising, particularly due to council decisions/actions being claimed by Re that may off set the final position to the council or involve directorate costs, reported separately within the directorate concerned. In recent years from the original contract Re underperforms on highways and overperforms on planning which has made up income in the past to achieve the guarantee, however this year the anticipated position is that the guarantee will apply. The use of the contractor and guaranteed income helps ensure that the council is protected from risks on these activities and maintains at least the contractual level of income.
- 2.8 The following table provides the context of Environment elements to the overall Re guarantee and is provided also for reconciling the detail provided in the tables above back to reporting on Re (and the guarantee) overall.

Re Contract - Income Guarantee	Full Year Budget	Current Forecast	Variance
	£000	£000	£000
Regulatory and Highways	(10,815)	(6,600)	4,215
Other Guaranteed Income elements (non-Environment)	(5,654)	(9,703)	(4,048)
<b>Grand Total - Re Guaranteed Income</b>	<b>(16,469)</b>	<b>(16,303)</b>	<b>167</b>

- 2.9 The **Capital Forecast** for Street Scene, Parking and Infrastructure and Re (Highways) is set out in table 2.

**Table 2: Capital Forecast (Q1 2019/20)**

Service	19/20 Revised Budget	Additions/ (Deletions)	(Slippage)/ Accelerated Spend	Q1 19/20 Forecast	Forecast variance from Approved Budget
	£000	£000	£000	£000	£000
Local Implementation Plan 2016/17 and onwards	3,067	0	0	3,067	0
Highways TFL - Local Implementation Plan	3,067	0	0	3,067	0
Footway	43	0	0	43	0

Service	19/20 Revised Budget	Additions/ (Deletions)	(Slippage)/ Accelerated Spend	Q1 19/20 Forecast	Forecast variance from Approved Budget
	£000	£000	£000	£000	£000
Reconstruction					
Traffic Management	4	0	0	4	0
Highways Improvement	323	0	(143)	180	(143)
Travel Plan Implementation	91	0	(31)	60	(31)
Carriageways	1,368	0	(1,018)	350	(1,018)
Highways Planned Maintenance Works Programme	40	0	0	40	0
Saracens - highways works	40	0	0	40	0
Drainage Schemes	70	0	0	70	0
Road Traffic Act - Controlled Parking Zones	108	0	(33)	75	(33)
Investment in Roads & Pavement (NRP)	7,191	690	0	7,881	690
<b>Highways Non-TFL</b>	<b>9,278</b>	<b>690</b>	<b>(1,225)</b>	<b>8,743</b>	<b>(535)</b>
Old Court House - public toilets	40	0	0	40	0
Parks & Open Spaces and Tree Planting	19	0	0	19	0
Park Infrastructure	325	0	(325)	0	(325)
Victoria Park Infrastructure	611	0	0	611	0
Data Works Management system	380	0	0	380	0
Parks Equipment	107	0	0	107	0
Colindale – Parks, Open Spaces and Sports	5,404	0	(104)	5,300	(104)
Vehicles	2,453	0	0	2,453	0
Street cleansing and greenspaces - vehicles and equipment	1	0	0	1	0
Green spaces development project	621	0	(496)	125	(496)
Refurbish and regenerate Hendon Cemetery and Crematorium	995	440	0	1,435	440
Hendon Cemetery &	472	(440)	0	32	(440)

Service	19/20 Revised Budget	Additions/ (Deletions)	(Slippage)/ Accelerated Spend	Q1 19/20 Forecast	Forecast variance from Approved Budget
	£000	£000	£000	£000	£000
Crematorium Enhancement					
Lines and Signs	307	0	0	307	0
LED Lighting	7,600	0	(2,100)	5,500	(2,100)
Pay and Display parking machine estate upgrade	120	0	0	120	0
Moving traffic cameras	231	0	0	231	0
Controlled parking zones review	150	0	0	150	0
Highways (permanent re-instatement)	1,375	0	(675)	700	(675)
Other Environment	21,211	0	(3,700)	17,511	(3,700)

2.10 The **Re capital programme** included spend for **Highways**. The main areas of slippage are Carriageways, with slippage of £1.018m, and LED Lighting with slippage of £2.100m.

### 3. SAVINGS

3.1 The total amount of **savings** identified for Environment Committee in 2019/20 is **£4.380m**. This is shown in table 3.

3.2 Current projections forecast achievement of £3.570m of savings. The £0.810m gap is caused by initiative delays (£0.450m) and a current lack of detail regarding planned achievement of savings initiatives (£0.330m), augmented by a potential £0.030m underachievement in initiative G8.

**Table 3: Savings forecast delivery (Q1 2019/20)**

Ref	Description of Savings	Savings for 19/20	Q1 19/20 Forecast	Comment
<b>Growth and Income</b>				
G1	Invest in 3G pitches	(100)	0	Delays in the programme has resulted in the saving not being achieved in 19/20. The programme is scheduled to start in August 2020
G2	Income generation from non-statutory commercial waste services	(300)	(300)	Invoices were sent out at the start of the financial year
G4	Fees and charges:	(130)	0	No detail currently available to validate savings
G6	CCTV	(200)	(200)	Service to provide detail on how savings will be achieved
G7	Asset Management	(100)	0	Delays in the programme has resulted in the saving not being achieved in 19/20. Implementation is scheduled

Ref	Description of Savings	Savings for 19/20	Q1 19/20 Forecast	Comment
				for 12/18 months' time
G8	Advertising	(200)	(170)	This saving is linked to P2 below
Total		(1,030)	(670)	
<b>Service Redesign</b>				
S2	Parks and Open Spaces Strategy	(150)	0	Delays in the programme has resulted in the saving not being achieved in 19/20. The programme is scheduled to start in August 2020
S3	Controlled parking zones	(150)	(150)	Additional CPZ's have been added. Service to provide a detailed comparison with 18/19 income targets achieved to date
Total		(300)	(150)	
<b>Reducing Demand, Promoting Independence</b>				
R1	Levy payments to the North London Waste Authority	(300)	(300)	In line with Levy approved by NLWA
R3	Increased productivity and reduction of overheads	(100)	0	Delays in the programme has resulted in the saving not being achieved in 19/20. The programme is scheduled to start in August 2020
R4	Additional savings from 2018/19	(200)	0	No detail currently available to validate savings
Total		(600)	(300)	
P2	Advertising	(150)	(150)	See G8 above also. The contract is not expected to start until after October and new infrastructure will be installed. Plans have been developed and are in place
P3	Street Lighting	(150)	(150)	Savings are due to be delivered from November
P5	Parking	(2,150)	(2,150)	Service to provide a detailed comparison with 18/19 income targets achieved to date
Total		(2,450)	(2,450)	
Grand Total		(4,380)	(3,570)	

## 4. PRIORITIES

4.1 This section provides an update on the Committee's priorities as follows:

- A summary of progress on Actions<sup>1</sup> to deliver the priority
- Performance of Key Performance Indicators (KPIs)<sup>2</sup>
- Risks to delivering the actions and priority
- High (15 to 25) level risks from the Corporate Risk Register<sup>3</sup>

4.2 The Q1 performance for each of the Committee's priorities is shown in table 4. This reflects the *overall performance on Actions, KPIs and Risks*<sup>4</sup> for each priority.

**Table 4: Priorities for Environment Committee**

Section	Priority	Q1 Overall Performance
5.	Getting Barnet clean	Limited
6.	Keeping the borough moving	Limited
7.	Getting the best out of parks and improving air quality	Good
8.	Using regulation and enforcement to reduce non-compliance and maintain our public realm	Good
9.	Creating a healthy environment	Good

5.	Getting Barnet clean	Q1 Overall Performance
		Limited

### 5.1 Summary of Actions **Limited progress**

5.1.1 Progress was made against most actions; however, capacity issues arising from competing priorities hindered this. Further work will need to be scheduled with services such as Planning to move some actions forward.

5.1.2 The website was updated and a communications plan implemented to support residents on waste reduction and recycling, with information linked to regional and national campaigns such as Recycle for London and Love Food Hate Waste. A campaign is being prepared to target 15,000 flats managed by Barnet Homes in August 2019.

<sup>1</sup> A Summary of the Actions is provided for each priority. These are RAG rated as follows: Complete or Good progress = **GREEN** (where no Actions RAG rated RED); Satisfactory progress = **AMBER** (where no more than one Action RAG rated RED) or Limited progress = **RED** (where two or more Actions RAG rated RED).

<sup>2</sup> KPI 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: Q1 19/20 result minus Q1 18/19 result equals difference; then difference divided by Q1 18/19 result multiplied by 100 = percentage variation. Any results not for Q1 19/20 are illustrated by (s) snapshot at end of year or (r) rolling 12 months.

<sup>3</sup> The Corporate Risk Register includes strategic risks (strategic and business critical risks) and high (15 to 25) 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 Q1 19/20 Corporate Risk Register provides a snapshot in time (as at end June 2019). The risk ratings are: Low = 1 to 3 (**GREEN**); Medium/Low = 4 to 6 (**YELLOW**); Medium/High = 8 to 12 (**AMBER**); and High = 15 to 25 (**RED**).

<sup>4</sup> The Overall Performance reflects Actions, KPIs and Risks as follows: Complete or Good progress = **GREEN** (where no Actions or KPIs RAG rated RED and no more than one high level risk); Satisfactory progress = **AMBER** (where no more than one Action or KPIs RAG rated RED and/or no more than two high level risks) or Limited progress = **RED** (where two or more Actions or KPIs RAG rated RED and/or more than two high level risks).



- 5.1.3 A Feasibility Study to identify options for better waste reduction and recycling at privately managed sites was carried out, including an assessment of bin capacity and the level of re-balancing required to support recycling.
- 5.1.4 Additional funding was allocated for street cleansing improvements and options on how to use this funding, focusing on key areas such as residential roads, town centres and trunk roads, were agreed at Environment Committee on 4 June 2019.
- 5.1.5 To tidy up town centres, time banded collections were implemented in Mill Hill (July 2018) and Burnt Oak (May 2019). A schedule for further time banded collections is being developed. Work is being carried out to determine the number, type and location of litter bins across the borough. Bins in poor condition or under-utilised are being removed.

## 5.2 KPIs

- 5.2.1 There are seven KPIs for this priority, which monitor waste, recycling and street cleansing activity. One KPI met the Q1 target. One KPI did not meet the Q1 target. Five KPIs were not reported in Q1.

- Kilogram of residual household waste produced per household (RAG rated AMBER) – 154.1kg/HH against a target of 152.9kg/HH.** The amount of residual waste collected from households remains high. A communications plan has been implemented to support residents on waste reduction and recycling, with information linked to regional and national campaigns such as Recycle for London and Love Food Hate Waste.

Indicator	Polarity	18/19 EOY	19/20 Target	Q1 19/20			Q1 18/19	Benchmarking
				Target	Result	DOT	Result	
Kilogram of residual HH waste produced per household	Smaller is Better	617.2	612 kg/HH	152.9 kg/HH	154.1 kg/HH (A)	↑   -3%	158.8 kg/HH	No benchmark available
Kilogram of total HH waste produced per household	Smaller is Better	Not reported in 18/19	970 kg/HH	232.8 kg/HH	215.8 kg/HH (G)	New for 19/20	New for 19/20	No benchmark available
Residents who are satisfied with refuse and recycling services (Annual <sup>5</sup> )	Bigger is Better	79% (Autumn 17)	80%	80%	Due Q3 19/20	No RPS 18/19	No RPS 18/19	National 79% (LGA, 2019)
Targeted communications with landlords and agents to reduce 'throw away' culture" (Annual)	Bigger is Better	New for 19/20	3	Annual	Due Q4 19/20	New for 19/20	New for 19/20	No benchmark available
Residents satisfied with street cleansing service (Annual <sup>6</sup> )	Bigger is Better	60% (Autumn 17)	60%	60%	Due Q3 19/20	No RPS 18/19	No RPS 18/19	National 64% (LGA, 2019)

<sup>5</sup> Annual KPI from the Residents' Perception Survey (RPS).

<sup>6</sup> Annual KPI from the Residents' Perception Survey (RPS).

Indicator	Polarity	18/19 EOY	19/20 Target	Q1 19/20			Q1 18/19	Benchmarking
				Target	Result	DOT	Result	
Street cleansing <sup>7</sup>	TBC	New for 19/20	TBC	Due Q2 19/20	Due Q2 19/20	New for 19/20	New for 19/20	TBC
Time banded collections rolled out	Bigger is Better	New for 19/20	55	Due Q2 19/20	Due Q2 19/20 <sup>8</sup>	New for 19/20	New for 19/20	No benchmark available

### 5.3 Risks

5.3.1 There are five risks to delivery of the actions for this priority<sup>9</sup>. These have been assessed at a low (1 to 3), medium/low (4 to 6) and medium/high (8 to 12) level and have controls/mitigations in place to manage the risks.

- **SS011 – Reduction in household waste (risk score 12).** Due to the readily available capacity for refuse, the amount of waste will not reduce significantly unless communications and policies to encourage waste reduction are implemented. A communications plan is in place to encourage recycling and waste reduction and household recycling and waste policies are being rolled out to support increased recycling. A review of future recycling and waste service options will be completed in Q2. This will include an analysis of financial, environmental and performance implications of different service options for next steps to be decided.
- **SS012 – Flats recycling (risk score 6).** The risk to improving waste reduction and recycling by residents living in flats is being managed through better engagement with Barnet Homes to refresh and re-distribute recycling communications and a study to identify options for increasing recycling at privately managed flat sites. The ratio of recycling and refuse capacity will be ensured through the planning process for new buildings, and management of bin provision to existing sites.
- **SS017- Project delays (risk score 1).** The risk of delays to the rollout of projects such as time banded collections or the new data and works system is being managed by a Change Management team within Street Scene. For example, for time banded collections this has included de-briefings and learning from the earlier rollouts to assess capacity and resource levels required to meet targets.
- **SS013 – Embedding new recycling and waste collection rounds (risk score 6).** A communications plan is in place to manage communications with residents about the round re-organisation to minimise the risk of complaints.
- **SS019 - Utilise new street cleansing equipment (risk score 6).** A lack of suitably trained staff could affect full utilisation of new street cleansing equipment. Staff who hold the relevant driving licenses are being trained and additional driver operatives are being recruited for the street cleansing service. All will be required to hold a full driving license and will receive training on the new equipment (mechanical brooms, HAKO's and Gluttons).

<sup>7</sup> Street Cleansing KPIs to be agreed for Q2 reporting.

<sup>8</sup> Methodology to be finalised. Therefore, KPI will be reported in Q2.

<sup>9</sup> There were seven risks, but two street cleansing risks on staff training and staff reluctance have been merged into one risk (SS019) and two recycling risks on lack of planning enforcement and lack of engagement have been merged into one risk (SS012).

5.3.2 In addition to the risks in the Annual Delivery Plan, there was a *strategic risk* and two *service risks* linked to this priority that were scored at a high (15 to 25) level in Q1.

- **STR09 - Increase in the NLWA levy (risk score 15).** This was a new risk identified as part of the refresh of the strategic risk register in June 2019 and is about the expected replacement of the NLWA Energy from Waste (EfW) facility, which could lead to an increase in the waste disposal levy of potentially up to £8million per annum and additional financial costs relating to delays in the construction of the EfW. This would result in an increased financial pressure on the council.
- **SS018 - Frontline employment and retention (risk score 16).** The risk relates to the challenge in recruitment and retention into frontline positions. There has been a struggle to recruit appropriate staff and this could have a detrimental impact on service delivery. Filling vacant posts is a priority with a recruitment campaign due to start soon. To support these activities, engagement activities with existing staff will take place this quarter to collate opinions to inform on the recruitment campaign.
- **TS015 - Change in LEZ and expansion of ULEZ (risk score 15).** Council vehicles will need to be replaced or retrofitted with compliant technology to meet the minimum emission standard in Low Emission Zones (LEZ) and Ultra Low Emission Zones (ULEZ) by October 2020. Work is ongoing to develop a capital bid along with market research for retrofitting emission reduction technology in existing vehicle where viable.

6. Keeping the borough moving	Q1 Overall Performance
	Limited

## 6.1 Summary of Actions Good progress

- 6.1.1 In Q1, the working area completed under three Network Recovery Plan (NRP) workstreams - proactive patching, footway relay and carriageway large-scale machine patching - was 15,927 square metres (0.44 of the borough network). The NRP 2019/20 aims to achieve 2.1% overall improvement on the road network. In Q1, road repairs completed 0.31% of the road network; and footway relay completed 0.13% of the footway network. The Year 5 NRP customer perception survey for footway relay and carriageway resurfacing will be conducted after individual schemes have been completed.
- 6.1.2 £12million capital investment to continue the NRP for the next two years (£6million per year for 2020/21 and 2021/22) was approved by P&R Committee on 20 February 2019. The Highways Maintenance Contract is being re-procured and a discussion about additional capital funding for Highway maintenance beyond 2021/22 is required with key Members. A bid for Government funding from the Local Highways Maintenance Challenge Fund is being led by TfL in the autumn.
- 6.1.3 The Local Implementation Plan (LIP) was approved by the Mayor of London, which includes a commitment to improve public transport and work towards TfL's Vision Zero. There is an agreed LIP programme for 2019/20; however, there are concerns around the use of borough wide 20mph zones and vertical measures to slow traffic, which need further discussion prior to implementation. The use of sustainable transport modes will also play an important part in achieving TfL's vision, which will be subject to approval by Members.

## 6.2 KPIs

6.2.1 There are three KPIs for this priority, which monitor highways repairs. One KPI met the Q1 target. Two KPIs were not reported in Q1 due to resource issues in Conway Aecom. An average for April and May 2019 has been reported instead. These KPIs did not meet the Q1 target.

- **Highways Category 1 defects rectification timescales completed on time (RAG rated RED) – 89.6% against a target of 100%.** IT issues have continued to affect performance. An IT Action Plan is in place and progress has been made. However, some IT issues remain and fortnightly workshops are being held to try and resolve these. An IT upgrade by Conway Aecom in July 2019 should improve the information flow and reporting between Exor and Icon going forward.
- **Highways Category 2 defects rectification completed on time (RAG rated RED) – 89.2% against a target of 100%.** See comment above

Indicator	Polarity	18/19 EOY	19/20 Target	Q1 19/20			Q1 18/19	Benchmarking
				Target	Result	DOT	Result	
Emergency defects rectification timescales completed on time	Bigger is Better	100%	100%	100%	100% (G)	→ S	100%	No benchmark available
Highways Category 1 defects rectification timescales completed on time (48 hours)	Bigger is Better	78.8%	100%	100%	89.6% (R) <sup>10</sup>	↑ I +49%	60%	No benchmark available
Highways Category 2 defects rectification completed on time	Bigger is Better	69.2%	100%	100%	89.2% (R) <sup>11</sup>	↑ I +13%	79.3%	No benchmark available

## 6.3 Risks

6.3.1 There are two risks to delivery of the actions for this priority<sup>12</sup>. These have been assessed at a medium/low (4 to 6) level and have controls/mitigations in place to manage the risk.

- **EC015 - Breakdown with development partner (risk score 4).** To manage risks of delays, quality or cost due to a breakdown in partner relationship, a new Service Director has been appointed by Re. Joint meetings are being held regularly to discuss priorities and timescales for delivery of schemes and projects. Reactive maintenance is a priority and issues with defects on the highway are discussed weekly with the Chair and Vice Chair of the Environment Committee. In addition, there are weekly meetings with the third-party contractor to monitor and identify reasons why defects are not repaired on time.
- **EC016 - Non-delivery of LIP spend (risk score 4).** The LIP programme is actively monitored by the council and bi-monthly meetings are held with TfL to review progress of delivery and financial spend. Barnet's LIP funding allocations have been fully committed

<sup>10</sup> The result covers April and May only. Q1 results being finalised.

<sup>11</sup> The result covers April and May only. Q1 results being finalised.

<sup>12</sup> There were three risks, but two highways risks on relationship management have been merged into one risk (EC015).

in the past three years and this is expected to continue in the future. The LIP3 programme has been approved for the next three years.

6.3.2 In addition to the risks in the Annual Delivery Plan, there were two *service* risks linked to this priority that were scored at a high (15 to 25) level in Q1.

- **TS013 - Passenger Transport Services move (risk score 20).** The handback of North London Business Park (NLBP) will necessitate the relocation of Passenger Transport Service (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 depot project team are undertaking space planning exercise for vehicle parking and office space. The lease for the PTS vehicles parked at NLBP is being extended for another year to 2020 reducing the risk to business continuity until a suitable site is found
- **PI011 - Winter Service (risk 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 is no other alternative available during this winter season, this risk will be tolerated with a focus on ensuring that decisions and deployment are carried out in a timely manner. Work on relocation has been continuing with Property Services continuing to work on identifying a suitable site in Barnet though it is acknowledged that this is proving difficult before the next winter season and thus the risk remains at a high level. The Winter Service Plan is yet to be finalised by Re and this is being followed up by the Head of Network and Infrastructure.

7.	Getting the best out of parks and improving air quality	Q1
		Overall Performance
		Good

## 7.1 Summary of Actions Good progress

7.1.1 The sports hub master plans for West Hendon Playing Fields, Barnet/King George V Playing Fields, Copthall Playing Fields have progressed and will be presented to a future Environment Committee for adoption.

7.1.2 The delivery of the Montrose and Silkstream Parks investment has progressed and is on target for completion by end 2019. A series of smaller parks improvement projects are underway across the borough. The Tree Planting programme is progressing well and the planting will resume later this year during the appropriate planting season.

## 7.2 KPIs

7.2.1 There are three KPIs for this priority, which monitor parks and open spaces. One KPI met the Q1 target. Two KPIs are annual and will be reported in Q3.

Indicator	Polarity	18/19 EOY	19/20 Target	Q1 19/20			Q1 18/19	Benchmarking
				Target	Result	DOT	Result	



Indicator	Polarity	18/19 EOY	19/20 Target	Q1 19/20			Q1 18/19	Benchmarking
				Target	Result	DOT	Result	
Residents satisfied with parks and open spaces (Annual <sup>13</sup> )	Bigger is Better	77% (Autumn 17)	74%	74%	Due Q3 19/20	Not reported in 18/19	Not reported in 18/19	No benchmark available
Total value of investment secured (£)	Bigger is Better	New for 19/20	100k	25k	82.6k (G)	New for 19/20	New for 19/20	No benchmark available
Total number of trees planted per annum <sup>14</sup>	Bigger is Better	New for 19/20	900	Due Q3 19/20	Due Q3 19/20	New for 19/20	New for 19/20	No benchmark available

### 7.3 Risks

7.3.1 There are three risks to delivery of the actions for this priority<sup>15</sup>. These have been assessed at a medium/high (8 to 12) level and have controls/mitigations in place to manage the risk.

- **EC007 - Objections to masterplan proposals (risk score 8).** To manage the risk of objections to masterplan proposals, public and stakeholder consultation has taken place for Copthall Playing Fields, Barnet and King George V Playing Fields, and West Hendon Playing Fields. The public consultation has been publicised via posters in the park, leaflet drops to nearby properties, Twitter, Facebook and contact made to stakeholders.
- **EC008 - Delays to construction (risk score 8).** To manage the risk of delays to the construction programme, SLC (The Sport, Leisure and Culture Consultancy) has been appointed to produce a feasibility study to help identify project risks for Barnet and King George V Playing Fields, and West Hendon Playing Fields. A consultant has been appointed to assist in the development of the draft master plan for Copthall. For the Sports Hubs master planning projects work will be carried out to identify risks associated with the development of the sites. This will be undertaken as part of the development of an Outline Business Case in Q2.
- **EC009 - Brexit uncertainty leading to increased costs (risk score 8).** Procurements and contracts for works will take into account, where possible, any known and unknown factors to mitigate this risk.

8.	Using regulation and enforcement to reduce non-compliance and maintain our public realm	Q1 Overall Performance
		Good

### 8.1 Summary of Actions Good progress

8.1.1 The Safer Communities Partnership has taken action against littering and fly-tipping. The interventions included neighbourhood-based engagement work to raise awareness of the enforcement approach and deter littering and fly-tipping; and enforcement action against those identified as being responsible. Section 34 Duty of Care visits to commercial premises are an important proactive action to reduce fly-tipping and inappropriate disposal of commercial waste. The number of Section 34 compliance visits met target in Q1. This

<sup>13</sup> Annual KPI from the Residents' Perception Survey (RPS).

<sup>14</sup> Data to be reported in Q3 and Q4 to coincide with the tree planting season.

<sup>15</sup> There were five risks. Two parks risks relating to relationship with contractor have been merged into one risk (EC008) and the risk on objections to tree planting was closed in Q1, as it was no longer considered to be relevant.

happened alongside multi-agency days of action, which are part of the Safer Communities Partnership's response to persistent ASB and environmental crime.

## 8.2 KPIs

8.2.1 There are two KPIs for this priority, which monitor regulation and enforcement. Both KPIs met the Q1 target.

Indicator	Polarity	18/19 EOY	19/20 Target	Q1 19/20			Q1 18/19	Benchmarking
				Target	Result	DOT	Result	
FPNs issued for fly-tipping, littering and Section 34 Duty of Care offences	Bigger is Better	New for 19/20	5416 (a 5% increase vs. 2017/18 baseline)	1354	1499 (G)	New for 19/20	New for 19/20	No benchmark available
S34 compliance visits carried out	Bigger is Better	New for 19/20	100	25	40 (G)	New for 19/20	New for 19/20	No benchmark available

## 8.3 Risks

8.3.1 There are two risks to delivery of the actions for this priority. These have been assessed at a medium/high (8 to 12) level and have controls/mitigations in place to manage the risk.

- **EC012 - Enforcement Contractor underperformance (risk score 9).** Contractor underperformance or lack of effective contractor management could lead to lower than optimal levels of enforcement or enforcement. To manage this risk, two-weekly tasking meetings and quarterly contract monitoring meetings take place to manage performance. The provider is also co-located within the Community Safety team.
- **EC013 - Unsuitable enforcement action (risk score TBC).** To manage this risk, there is a clear scope of what can be enforced and appropriate delegation for use of statutory powers. Enforcement Officers are trained and briefed on local policy and enforcement tools and powers.

9. Creating a healthy environment	Q1 Overall Performance
	Good

### 9.1 Summary of Actions Good progress

- 9.1.1 40 Lamppost Electric Vehicle Chargers and 20 freestanding Electric Vehicle charging units were installed at New Barnet and Barnet Copthall leisure centres in Q1.
- 9.1.2 Public consultation for the Cycleway from North Finchley to Hornsey was carried out in June/July 2019 and feedback will be considered over the summer 2019.
- 9.1.3 The Trading Standards, Food and Licensing teams took part in a multi-agency two-day project on 11 and 12 April 2019 targeting Burnt Oak and Edgware. The Trading Standards team seized skin whitening products, with 28 of 30 sent for testing failing to comply with legally safe levels for hydroquinone or mercury. Actions are being taken in relation to this.

## 9.2 KPIs

9.2.1 There are four KPIs for this priority, which monitor a healthy environment. One KPI met the target in Q1. One KPI is Monitor only for Q1. Two KPIs reported no activity, as no HMO multi-agency action days were held in Q1.

Indicator	Polarity	18/19 EOY	19/20 Target	Q1 19/20			Q1 18/19	Benchmarking
				Target	Result	DOT	Result	
Street lights working and in light	Bigger is Better	New for 19/20	98%	99%	99.7% (G)	New for 19/20	New for 19/20	No benchmark available
Licensing compliance visits carried out on multi-agency action days	Bigger is Better	New for 19/20	25	Monitor	0	New for 19/20	New for 19/20	No benchmark available
Unlicensed HMOs identified through the multi-agency action days	Bigger is Better	New for 19/20	20	TBC <sup>16</sup>	No activity <sup>17</sup>	New for 19/20	New for 19/20	No benchmark available
Emergency prohibition orders served on accommodation as a result of risks identified through the multi-agency action days	Bigger is Better	New for 19/20	10	TBC <sup>18</sup>	No activity <sup>19</sup>	New for 19/20	New for 19/20	No benchmark available

## 9.3 Risks

9.3.1 There are two risks to delivery of the actions for this priority. These have been assessed at a medium/high (8 to 12) level and have controls/mitigations in place to manage the risk.

- **PI022 - Ongoing Operation of the Central Management System (risk score 10).** There is a risk that replacements parts for street lights may not be available and reporting of energy consumption usage data to the Meter Administrator to inform monthly energy bills may not be possible subsequent to the company going into Administration. The service provider, Barnet Lighting Services, has established agreements with Lucy Zodian to ensure that the energy data is provided as required each month to the Meter Administrator and is in discussions about stock requirements. The LED conversion project will alleviate the risk of replacement stock, as the equipment removed will be placed in stock for ongoing repairs.
- **EC014 - Lack of multi-agency co-ordination (risk score TBC).** Lack of effective multi-agency co-ordination and information sharing could result in missed opportunities to identify and enforce breaches of licensing regulations.

<sup>16</sup> Quarterly target to be set by Q2.

<sup>17</sup> No HMO multi-agency action days were held in Q1.

<sup>18</sup> Quarterly target to be set by Q2.

<sup>19</sup> No HMO multi-agency action days were held in Q1.

9.3.2 In addition to the risks in the Annual Delivery Plan, there was a *strategic risk* linked to this priority that was scored at a high (15 to 25) level in Q1.

- **STR16 - Environmental sustainability (risk score 20).** This was a new risk identified as part of the refresh of the strategic risk register in June 2019 relating to the inability to adequately manage the environmental impact of resident and business activities (such as air quality, resource management and climate change), which could lead to negative long-term consequences to the local environment and result in statutory environmental duties and targets not being met; financial consequences; and not protecting the environment for future generations.

## **10 REASONS FOR RECOMMENDATIONS**

- 10.1 These recommendations are to provide the Committee with relevant budget, performance and risk information in relation to the corporate and committee priorities in the Corporate Plan (Barnet 2024) and Environment Committee Annual Delivery Plan. This paper enables the council to meet the budget agreed by Council in March 2019.

## **11 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 11.1 None.

## **12 POST DECISION IMPLEMENTATION**

- 12.1 None.

## **13 IMPLICATIONS OF DECISION**

### **13.1 Corporate Priorities and Performance**

- 13.1.1 The report provides an overview of performance for Q1 2019/20, including budget forecasts, savings, progress on actions, KPIs and risks to delivering the Annual Delivery Plan.
- 13.1.2 The Q1 2019/20 results for all Corporate Plan and Delivery Plan KPIs are published on the Open Barnet portal at <https://open.barnet.gov.uk/dataset>
- 13.1.3 Robust budget, performance and risk monitoring are essential to ensure that there are adequate and appropriately directed resources to support delivery and achievement of corporate and committee priorities as set out in the Corporate Plan (Barnet 2024) and Annual Delivery Plans.
- 13.1.4 Relevant council strategies and policies include the following:
- Medium Term Financial Strategy
  - Corporate Plan (Barnet 2024)
  - Environment Committee Annual Delivery Plan
  - Performance and Risk Management Frameworks.

### **13.2 Resources (Finance and Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

- 13.2.1 The budget forecasts are included in the report. More detailed information on financial performance is provided to Financial Performance and Contracts Committee.

### **13.3 Social Value**

- 13.3.1 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.

### **13.4 Legal and Constitutional References**

13.4.1 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, relates to the subsidiary powers of local authorities.

13.4.2 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 section 28(4) of the Act.

13.4.3 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.

13.4.4 The council’s Financial Regulations can be found at:

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

### **13.5 Risk Management**

13.5.1 The council has an established approach to risk management, which is set out in the Risk Management Framework. Risks are reviewed quarterly (as a minimum) and any high level (scoring 15+) risks are reported to the relevant Theme Committee and Policy and Resources Committee. In addition, the Annual Delivery Plan risks associated with the priorities for this Committee are outlined in the report.

### **13.6 Equalities and Diversity**

- 13.6.1 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.
- 13.6.2 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; pregnancy and maternity; race; religion or belief; sex and sexual orientation.
- 13.6.3 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.

- 13.6.4 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>

## **13.7 Corporate Parenting**

- 13.7.1 In line with Children and Social Work Act 2017, the council has a duty to consider Corporate Parenting Principles in carrying out any functions that relate to children and young people. There are no implications for Corporate Parenting in relation to this report.

## **13.8 Consultation and Engagement**

- 13.8.1 Consultation on the new Corporate Plan (Barnet 2024) was carried out in the summer 2018. The Corporate Plan was approved by Council in March 2019.

## **13.9 Insight**

- 13.9.1 The report identifies key budget, performance and risk information in relation to the Environment Committee Annual Delivery Plan.

## **14 BACKGROUND PAPERS**

- 14.1 Council, 5 March 2019 – approved Corporate Plan (Barnet 2024)  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=162&MId=9456&Ver=4>
- 14.2 Environment Committee, 14 March 2019 – approved Annual Delivery Plan  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9669&Ver=4>

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

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
<b>27 November 2019</b>			
Draft Transport Strategy	Committee to comment and agree to consult on the Draft Transport Strategy	Chair of the Environment Committee	Non-key
Quarter 2 Performance Report	Committee to comment on the 2019/20 Quarter 2 service performance	Chair of the Environment Committee	Non-key
LED Rollout up-date November – Jamie C to confirm	Committee to note the progress and roll out plan of LED lighting across the Borough	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
CPZ review	Committee to comment on the process to review Control Parking Zones	Chair of the Environment Committee	Non-key
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
<b>20 January 2020 - Items to be confirmed</b>			



Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
<b>12 March 2020</b>			
Quarter 2 Performance Report	Committee to comment on the 2019/20 Quarter 2 service performance	Chair of the Environment Committee	Non-key
Time Banding Annual Report	Committee to consider the Time Banding Annual Report	Chair of the Environment Committee	Non-key

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