

MEMBERS CIL FUNDING REQUEST FORM

AREA COMMITTEE – MEMBERS CIL FUNDING REQUEST	
MEMBER	Claire Farrier and Arjun Mitra
DATE	6 September 2022
WARD	East Finchley and Golders Green
cross-ward applications	N/A

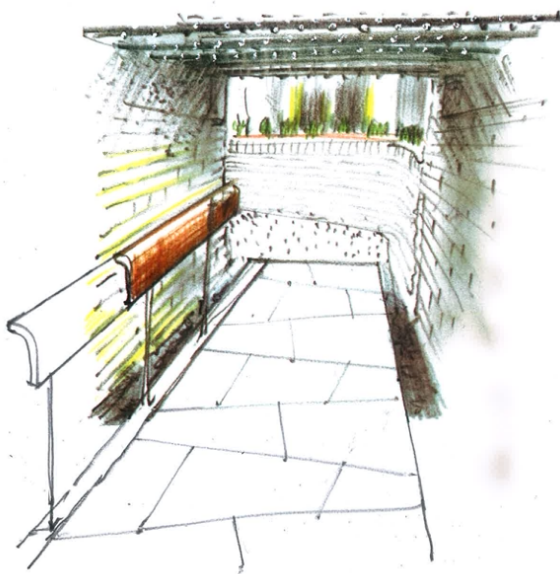
SCHEME SUMMARY

{Please provide an overview of the scheme – any photos, design or supporting information to provide a visualisation of the scheme may be useful}

Grange Big Local

Grange Big Local is a resident led community project funded by Local Trust to make a positive difference in our local area. Refurbishment of the Underpass was the key project in our funding application to Local Trust in 2016. In December 2019 WSA Community Consultants led GBL's Community Profile consultation for our second Big Local plan. Residents reaffirmed their priority to see improvements to Trinity Road Underpass as a key project in meeting community aspirations for our area, enabling our environment to blossom.

Our area is made up of different neighbourhoods; the Grange Estate, from which GBL took its name, Font Hills, Brownswell and Thomas More Estates. Trinity Road Underpass is in the middle of the GBL residential community. It is the key walking route between East End Road, and Long Lane and the High Road. The area is bisected by the northern line and the underpass is the only pedestrian route to link the two sides other than the narrow Church Lane Road bridge to the southeast. The condition of the Underpass is poor. It is dirty, dark, damp and overgrown. It is in a sorry state of repair and requires a major upgrade. The path has steep gradients and turns four corners, with very poor sightlines along the route. It feels unsafe to many residents who avoid using it, preferring to walk the long way round via the narrow footpaths of the Church Lane Road bridge.



Underpass

GBL residents would like to see repairs to improve drainage, lighting and safety as well as new art works, planting and play path to transform the damp, dark and dirty underpass into a welcoming and enjoyable route. The aspiration is that with better lighting, drainage and reflective surfaces at the corners the sense of safety will be improved, and that it will also become a delightful and stimulating walking route with moments of art, planting and play along the way.

The project will not only make physical improvements to the public realm but also bring benefits in terms of the community collaborating to make a change to their local environment through organised clean ups, participation in design of the underpass improvements and design and implementation of the public art and planting projects.

Meeting Barnet's and the Mayor's policies

The project addresses Barnet's and the Mayor's policies on taking opportunities to enhance the public realm to benefit the urban environment, greenspace and the community, the outcomes include positive impacts for walking, health, community, green spaces and public space in a location which includes areas identified by MHCLG as being in the top 20-30% most deprived. Improvement of this walking route will encourage local people to leave their cars at home, with beneficial mental and physical health outcomes. Greening the path will improve air quality and link to improvements being made along The Walks and to Manor Park Playground, extending the green thread and Pollinator Trail through the Grange Big Local area encouraging more birds, butterflies, insects and bees. High quality public space developed with local community members, harnessing enthusiasm, imagination and skills will improve social cohesion and confidence.

Overview of Proposal illustrated with sketches

GBL's vision for the project is to transform the path from an underused, unsafe feeling path to an exciting journey that takes you on an adventure connecting communities.



Lighting and reflective panels

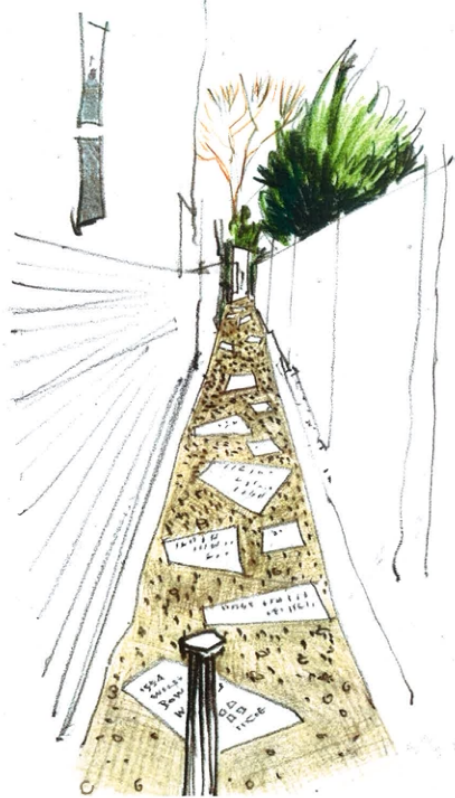
We propose to install a single line of LED lighting set into a new handrail through the tunnel to light the dark area at the centre of the tunnel and guide people through. We would also like Barnet to adjust the timing of the light columns to come on sooner to light the paths more effectively. Reflective surfaces installed at the four corners will give pedestrians awareness of others using the underpass. They will also be the site for written word public art and form a backdrop to new planting where possible.

The Underpass is currently poorly lit, the existing light columns are too high to light the tunnel. This creates strongly contrasting areas of light and dark, which local residents find scary. Even in broad daylight the tunnel is dark at the midpoint. At dusk the light columns switch on after the approaches to the tunnel are already dark.

Paths and drainage

The focus for refurbishment is on the ground surfaces of the path. A new lighter coloured special paved surface will be installed through the tunnel and lighting from a backlit handrail. This will reduce the darkness and transform walking through the tunnel into a more uplifting experience. The dropped kerb from Manor Park Road should be removed to discourage motorcyclists from accessing the path and we would like to engage local residents about the possibility of changing or removing the barriers and bollards to improve access to those with reduced mobility, in wheelchairs or scooters, and those pushing shopping trolleys and pushchairs. We propose reconstruction of the drainage including pumping out the silt and relaying the surface of the whole path with a porous tarmac to reduce surface water run off. The path from Trinity Road will be intermittently set with flat stones inscribed with community memories or objects as part of the public art project to recall local history.

The Environment Agency's flood risk map shows the Underpass is at high risk from flooding from surface water, especially during increasingly frequent climate change induced downpours. Thames Water's Asset Location Search shows no surface water drainage from the underpass. Surface water appears to be collected from the gullies in the tunnel via a drop pit and either runs into a soakaway or unrecorded into Thames Water's nearby sewer. One of the gullies is visibly blocked. Frequent standing water at the lowest level of the path discourages residents from using the underpass.



Residents in rebuilding their fences along the path have land grabbed a 20cm wide strip down each side of the Trinity Road path in places, and along one side smashed the Council's edging kerb to install new concrete posts, the edging is now discontinuous and requires repair.

Brickwork embankments and steel track bed

To make a long term transformation, we propose to clean off the paint and salts, repair the brickwork and embankments, treat the steel to arrest rusting and polish the rivet heads so they gleam. The tunnel will retain its tough 19thC industrial aesthetic of dark brick and rusted steel. Any future graffiti should be also cleaned off by Barnet rather than painted over, perhaps temporary CCTV could be installed to identify graffiti artists and encourage them to move to other more appropriate sites.

Both brickwork embankments and steel track bed leak ground water, salts have accumulated on the surfaces, movement has occurred along mortar joints and the riveted steel track bed is highly rusted in places. Surfaces regularly get sprayed with graffiti and painted over with grey paint. The multiple layers of paint are cracked and blown by the leaching water and salts. Any new paint finish

would soon blow off the wet brickwork and steel and be as unsightly as currently. We have considered attaching panels, but TfL will need to be able to visually inspect the brickwork from time to time.

Ownership of the brickwork structural embankments sits with TfL. Barnet has the responsibility to maintain them and the path. TfL states in emails that after inspection, they are not concerned that there is a structural issue.

Planting and play path

The wider path from Manor Park Road will be enhanced with a play path edging to a new flower bed, planted to add to the Polinator Trail. The play path will provide a balancing challenge for children to walk along its length. We will work with a group of local school children to develop the theme for the play path and with a local artist to realise it. There is the opportunity to paint a mural on the rendered wall along this path.

Public art

We propose to work with community members and one or more artists to realise the public art project including memory stones, reflective surfaces, play path, and mural. The theme for each of the installations will be developed by the artist in consultation with a small group of community members, children or adults, and then realised by the artist as part of the works.





Funding Request (£)

The project budget including construction, consultancy, public art, contingencies and VAT is £301,000.

See Project Budget section below.

GBL is seeking significant funding from Barnet to add to the £9,999 already received in 2016. Funding will fall into two types:

1. Work carried out by Barnet (scope to be agreed following service capability assessment and service area quotes).
2. Grant to GBL to directly procure work and public art (see grant application form attached).

GBL is not permitted by Local Trust to spend their funds on work that would normally fall within a Councils' maintenance or safety responsibilities.

GBL has already committed £25,000 to funding community engagement and design development of the proposal.

The project received support in October 2016 from the East Finchley and Golders Green Area Committee with a grant of £9,999. Barnet agreed to carry out resurfacing works in February 2019, but for reasons unknown the work did not go ahead, disappointing the community.

The scope of the project in 2016 was very much a cosmetic refurbishment. The underpass has further deteriorated since. Grange Big Local has reviewed the project and would now like to implement a more wholesale refurbishment as described, making high quality improvements to the public realm for the long term and for the benefit of local residents.

CIL Eligibility

{Please describe how your scheme fits within the guidance as eligible for CIL funding – please consider if and how the scheme seeks to address demands that development has placed on the area, and outline if and what engagement has taken place with the local community regarding the scheme}

Barnet Local Plan

This is an opportunity for Barnet to collaborate with GBL to create an exemplary high quality public realm that will benefit the urban environment, greenspace and the community in line with Barnet's policy CDH03 Public Realm set out in the Borough Local Plan.

Paragraph 6.17.4 of the June 2021 publication introduces Barnet's policy CDH03, "Opportunities to enhance or complement existing public realm will be encouraged by the Council". Five of the policy points are immediately relevant to refurbishment of the Underpass:

- a) Relate to the local and historic context and incorporate high quality design, landscaping, planting, street furniture and surfaces, including green infrastructure and sustainable drainage provision.
- b) Be designed to meet Healthy Street Indicators, promote active travel and discourage car usage, with avoidance of barriers to movement and consideration given to desire lines.
- c) Provide a safe and secure family and young people friendly environment for a variety of appropriate uses, including meanwhile uses and open street events.
- g) Incorporate high quality public art (where appropriate).
- h) Ensure that way-finding pedestrian signage is sensitively located and consistent with Legible London.

This scheme will act on all these fronts, transforming a neglected, dark, damp and dirty Underpass into well designed public realm using high quality materials, add planting, historic references through the artworks, encourage walking, improve drainage with permeable surfaces, provide a playful path for young children, engaging public art for all ages and improve signage. In GBL's September 2020 survey, lighting was supported by 70% of respondents, new paving by 35%, reflective surfaces at the corners by 60% and public art by 55%.

In Exam 4 of Barnet's Plan, the Table of Council's Proposed Modifications to Barnet's Draft Local Plan June 27th 2022 confirms that, "Good growth is also about good design. To help create well designed, beautiful and safe places the Council intends to introduce a Design Review Panel. This will enable design issues to be discussed at an early stage in the planning process when there is greater opportunity for change." This again underlines Barnet's pivot to recognising the value of high quality design in making places safe, beautiful and valued.

Barnet's Green Infrastructure SPD identifies at page 20, on the public open space deficiency map that the East Finchley and Golders Green Ward is the only one of the six wards in Barnet to have no district park. In the area where GBL is located south of the north circular, just three local parks are identified, Cherry Tree Wood at the extreme south, the small Oak Road Green and another tiny park off Manor Park Road that is also identified for development as site allocation 32 in the 2020 Local Plan Schedule of Site Proposals.

This lack of publicly accessible green space in the area is also underlined by GBL's own analysis in their 2018 Open Space and Environment Strategy, which quotes data from 2017 that the London average for total green space is 14.26% whereas for GBL it is only 2.95%. GBL's Community Profile also highlighted that, "one of the most striking things about GBL is that even though it has a leafy and green feel to it there is relatively little green space". We would add that there is surprisingly little high quality green space in the GBL area.

The Underpass project presents an opportunity to add to the burgeoning network of green pockets and threads cherished by the community, such as Barnwood and Brownswell Green and projects underway such as greening the Market Place Playground and the East

Finchley Pollinator Project. In GBL's September 2020 survey, wildflower beds and plants was supported by 35% of respondents, trimming back overgrown plants and removing weeds was supported by 50%. Our proposal will include a new flower bed down the Manor Park Road path that will act on multiple fronts; enriching the experience of walking through the tunnel, benefitting mental health with the presence of nature, increasing the green space and adding to the pollinator trail.

Barnet Corporate Plan

The Barnet Plan 2021 to 2025 states, "the look and feel of the local environment within Barnet is a key factor influencing perceptions of the Borough and communities' everyday experiences within it". Barnet's Action Plan for Street Scene services focusses on cleaning and fly tipping, both of which are issues for the Underpass and are being addressed in this project through community clean up days. Implementation of the full project will remove graffiti and transform the look and feel of the Underpass to change the community's perception from dark, dangerous, dirty to delightful, well lit and fun.

Equality

We propose consultation on removing the barriers and bollards that impede the path, in line with Sustrans' recommendations to improve access to walking routes for those with reduced mobility, in wheelchairs or scooters, and those pushing shopping trolleys, pushchairs and double buggies. There is some rogue use of the path by delivery motorcycles, removing the dropped kerb will discourage this to some extent but we would also like to develop a strategy with Barnet such as temporary CCTV installation to further discourage this, while making the definite move to open the path to all users.

Inclusion Barnet will review the project to evaluate whether the scheme can build in further improvements to accessibility. We may not be able to reduce the gradients, but we may identify specific changes that will enable more people with disabilities to walk or wheel through the tunnel.

Engagement with the community

Grange Big Local's priorities arose from community participation at multiple events described in their 2019 Community Profile. Improvements to the Underpass is consistently one of the projects that people would like to see happen. From the executive summary of Grange Big Local's 2019 Community Profile the following summary points are relevant to the Underpass project:

- The Underpass is still a priority – 70% of those who use it want GBL to continue to work to improve it and have given their mandate!
- The biggest concerns are safety and fear of using it and it being unclean and smelling.
- Other community activity areas supported include exercise and physical activities, one off events that bring the community together, arts activities, learning new skills, outdoor activities, local history.
- Generally, in terms of Environmental projects – improving or increasing play areas, air pollution and the 20 mile per hour zone came top priority closely followed by gardening projects and community clean ups.

Local Ward Councillors Arjun Mitra, Alison Moore and Claire Farrier all support the project.

See Area Committee Priorities section below for more details on Community Engagement.

Communication

The project is featured on GBL's website, regularly features in GBL's newsletter and on social media, it has also been covered by the Archer newspaper. People are encouraged to get in touch with comments to GBL via their website and social media.

Community Participation Strategy

GBL is a place based community group, and members have participated in developing the elements of the scheme to this point. The community will participate in design of strategy and themes for the public art, working with artists on the reflective panels, the play path, memory stones and mural. We held a first public art workshop on 22nd June 2022 with students at Bishop Douglass School.

Community members participated in the first Underpass Clean Up on 5th September 2022 when fly tipped rubbish which has been there for years behind the fences was removed, planting pruned, sediment removed from the gullies and leaves swept. 12 community members and local residents helped to remove 22 black bags of rubbish including an old wheelbarrow, broken scooter, wire, old carpet and bags of concrete.



Once funding is secured, GBL will hold a launch event at the tunnel with the theme of 'joining across the tracks. This will be developed around a 'longest bunting' or 'longest paper chain' theme to celebrate anticipated refurbishment along the full length of the path.

The new East Finchley Town Team will start their history walk on 10th September led by Roger Chapman, from the Trinity Road Underpass with the story of the boy William Bowman who was killed on the tracks in the 19thC. This story has recently featured in the Archer newspaper.

Area Committee priorities

{Please outline how the scheme fits within the Area Committee priorities, Council Strategy or The Barnet Plan}

The Area Committee has 4 priorities for funding in 2022/23. GBL's proposal will meet them as follows:

Sustainability

Place shaping

Our proposal will improve the quality of the public realm along the path and Underpass, with "things to see and do along the way". As

described in the Barnet's Green Infrastructure SPD paragraph 5.5.5, the 'Place making function of the Council includes ... commissioning and design of proposed streetscape improvements". It also states that, "The experience of being on the street should also provide pedestrians with things to see and do. Journeys need to be interesting and stimulating with attractive views, buildings, planting and street art".

GBL's project includes a public art strategy for memory stones, reflective surfaces, play path and mural.

Paragraph 5.4.4 of Barnet's Green Infrastructure SPD recognises the "increased storm frequency" that causes the path to flood in torrential rain. Paragraph 5.6.10 encourages removal of, "inappropriately positioned dropped kerbs".

GBL's project seeks to remove the dropped kerb on Manor Park Road and renew the drainage as well as mitigate run off with porous surfaces.

Improvement of a walking route

The Underpass supports Barnet's 'Walking for Health' policy as an element of a sustainable transport policy that seeks to improve walking. The London Mayor has also recently in 2021 set out his priority for walking to support his 2018 action plan.

The Trinity Road Underpass is identified on Barnet's 'Walking Routes in the Borough' figure 4.5 on page 33 of 4.4 Walking Initiatives chapter of Sustainable Modes of Travel Strategy (for children and young people) - SMOtS. Refurbishment of the Underpass will enhance it as a walking route, making it lighter and safer and, through its public art and engaging play path, encourage school students, from Bishop Douglass School and other local schools, to use it more.

GBL's observational survey in the week commencing 21st September 2021 counted users of the Underpass at two times of day. Between 10 and 88 people walked through the Underpass per hour, suggesting use varies considerably.

	9.30-10.30am			2.30-3.30pm		
	M	F		M	F	
Mon 21/9	6	4	10	17	5	22
Tues 22/9	6	10	16	6	14	20
	8.00-9.00am			3.00 – 4.00pm		
Wed 23/9	43	43	86	31	28	59
	9.30-10.30am			2.30-3.30pm		
Thurs 24/9	5	7	12	20	20	40
Fri 25/9	Not counted			41	47	88
Sat 26/9	8	10	18	7	16	23

Natural Environment

Adding the flower bed will enhance the experience of walking down the path and will improve air pollution as well as link to improvements being made to other GBL and Barnet funded projects along The Walks and Manor Park Playground. These incremental pocket green spaces all add to East Finchley's Pollinator Trail, extending the green thread through the Grange Big Local area encouraging more birds, butterflies, insects and bees.

Community Engagement

The Big Local is about bringing together all the local talent, ambitions, skills and energy from individuals, groups and organisations who want to make their area an even better place to live. Improvement of the Underpass is a longstanding priority for Grange Big Local.

GBL's 2019 Community Profile recorded issues with fly tipping, dog mess and litter in the Underpass. The survey suggested that the GBL area could be a cleaner place and that people would be interested in coming together and participating in community clean up events, which proved to be the case at the Underpass Clean Up on 5th September.

As well as ongoing engagement with GBL community members, in 2022 we have engaged with local schools and community groups, all of whom expressed support for the project and are offering to take part in further consultation with regard to development of the project and working with artists to develop the public art.

5 th September 2022	Community Clean Up at the underpass, Local community groups and organisations invited to attend
9 th August 2022	Petition submitted to Barnet with 377 signatures of Barnet residents, 516 signatures in total
25 th July 2022	Partnership Together Open Day at Tarling Road Community Centre
July 2022	Leaflets on proposals posted around the area: Tarling Road Community Centre, Newstead Childrens' Centre, Local Shops, all entrances to Grange Estate
July 2022	Local community groups and organisations invited to sign the petition and comment including St Mary's Catholic Church, Bishop Douglass School, Christ College, Hope North London, Tarling Road Community Centre, N2 Mum's Speak, Our Barnwood, East Finchley Jungle, Archer's Green Arrows, Friends of Marketplace Playground
16 th July 2022	Archer School Archella School Festival
8 th July 2022	Bishop Douglass School Fair
22 nd June 2022	Public Art workshop with pupils at Bishop Douglass School
14 th June 2022	East Finchley Artists endorse project
12 th May 2022	N2 United endorse project
22 nd February 2022	Grange Estate Consultation Tarling Road Community Centre
6 th November 2021	GBL Open Day at Tarling Road Community Centre

Petition

GBL's petition was submitted by email to Barnet on 9th August 2022.

Our campaign is supported by 377 Barnet and Grange Big Local residents, who have signed our physical and online petition, "We want improvements to the underpass between Trinity and Manor Park Road". It is also supported by a further 139 people, many of whom, while not Barnet residents, also use the underpass, Bishop Douglass School students arriving on the High Road use the

	<p>Underpass to walk to school. In total 516 people have signed the petition.</p> <p>Community Safety Better lighting and path surfaces and a more cared for appearance will reduce antisocial behaviour and fly tipping and increase the sense of safety in the Underpass.</p> <p>Data from GBL’s 2019 community consultation survey shows that most respondents know the underpass and use it.</p> <p>Of those who use the underpass they describe feeling:</p> <ul style="list-style-type: none"> - Scared (31 mentions). - Feel unsafe (30 mentions). <p>Of those who don’t use the underpass the reasons they don’t use it are:</p> <ul style="list-style-type: none"> - Don’t need to use it (11 mentions). - Feel unsafe (9 mentions). - Not a nice looking/smelling (7 mentions). <p>A common theme here is that it is not a nice place to be and that people feel unsafe or scared while using it. This sentiment was echoed in the consultations at Wilmot Close and the Get Together with respondents saying that they don’t feel safe using it, especially at night and this is why others completely avoid it. This may indicate why 70% of respondents agreed that improving the underpass is still a priority for them.</p> <p>Public Health Improving the quality of public realm in the Underpass and associated paths will encourage people to leave their cars at home and walk, beneficial to physical and mental health. High quality streetscapes with things to do and see along the way such as nature, play and art works improves quality of life and cohesion in communities.</p> <p><u>Ward profiles inform priorities for CIL funding</u> The Index of Multiple Deprivation 2019 published by the Ministry of Housing Communities and Local Government identifies areas adjacent to the North Circular in the GBL community as being in the top 20% most deprived in terms of income and employment and in the top 30% most deprived on multiple indices of deprivation.</p>
<p>Who will deliver the scheme</p>	<p><i>{Please state which Council Service, Community Group or other party will be responsible for delivering this scheme}</i></p> <p>GBL and Barnet will share responsibility for delivery of the project subject to Barnet’s assessment of its service capability. Barnet could be responsible for removing the crossover on Manor Park Road and repair and cleaning to the tunnel brickwork. GBL will be responsible for delivering the community engagement strategy and procurement and delivery of the public art, play path and planting. Responsibility for other items such as laying a new path surface would be subject to discussion between GBL and Barnet.</p>
<p>Community Grants (if applicable please confirm this is included with the application)</p>	<p><i>{If the funding is to be provided as third-party Community Grant - please ensure that the Barnet CIL Community Grant Application has been completed and submitted with all required supporting documentation. This ensures appropriate due diligence can be undertaken by Officers and that the Community Group agree to the Terms & Conditions of the grant}</i></p>

	The Barnet CIL Community Grant application has been completed alongside this application.
Feasibility Study only	<p><i>{Please state if the request is for a feasibility study only, with the result determining on whether to bring a future scheme application}</i></p> <p>This is an application for agreement in principle to the whole project and allocation of significant funding. We ask Barnet to work with Grange Big Local to develop allocation of responsibilities for delivery of the project. The scheme has been developed sufficiently to establish its feasibility and build the project budget.</p>
BUDGET & DELIVERY	
<p>Please provide an itemised budget for the scheme (for example – quotes provided, an excel sheet etc). Please ensure the budget reflects the funding requested in the application.</p> <p>The budget should be supported by either the relevant Barnet service area (their quote is sufficient) or at least two quotes from external suppliers, which are itemised and with the VAT element shown separately).</p> <p>This ensures that a competitive tender process has been undertaken and complies with procurement guidance and providing value-for-money.</p>	
Quotes provided with the application	<p><i>{Please provide the supporting documentation of the quotes}</i></p> <p>Our project budget has been prepared on the basis of the construction cost budget estimate by Quantity Surveyors PT Projects. This will be adjusted when we have Barnet's service area quotes and GBL will obtain competitive quotes from external suppliers for items procured directly.</p> <p>See PT Project's high level construction cost budget estimate attached. In the Project Budget below, allowances have also been added for consultancy, contingency and VAT to form a whole project budget.</p>

Project Budget

1	General Clearing	£1,125.00	
2	Lighting	£2,000.00	
3	Drainage	£14,640.00	replacement of drainage system
4	Signage/Bollards	£8,970.00	includes £5,000 for temporary CCTV
5	Reflectors	£14,364.00	4 reflector panels (public art)
6	Trinity Road Path	£21,190.00	inc £9,000 for memory stones (public art)
7	Northern Line Bridge	£50,520.00	inc £14,000 for repair embankment walls
8	Manor Park Road Path	£27,256.50	inc £6,000 for path and mural (public art)
9	Plants	£3,840.00	
10	TfL engineer allowance	£5,000.00	TfL engineer inspect proposals
11	Licences applications	£3,500.00	Skips etc
12	Preliminaires	£40,000.00	8 weeks @ £5,000
	<hr/> Subtotal	<hr/> £192,405.50	PT Projects estimate construction
13	Remove dropped kerb	£4,000.00	
14	Consultancy allowance 10%	£19,000.00	Structural, QS, architect, community, evaluation

15	Community events allow	£9,000.00	
16	Public Art project	£8,000.00	(public art)

Subtotal	£232,405.50
Contingency @ 8%	£18,592.44
Total	£250,997.94
VAT @ 20%	£50,199.59
	£301,197.53

Timescale for delivery	<p><i>{Please provide dates for the scheme to start and complete} Please note a time-limit will be set for the commencement of the scheme</i></p> <p>GBL intends to start work in 2023.</p> <p>The window for Barnet to partner GBL to make this long discussed project happen is closing. GBL is now consulting on its final Big Local plan for 2023 to 2025 and would like to include expenditure on this project. If Barnet is not pro-active in helping to make the project happen, then the funds will be spent elsewhere or returned to Local Trust if unspent.</p>																
Council Service Delivery	<p><i>{Please provide contact details for the officer who has assessed the scheme for the budget and the service capability for delivering the scheme}</i></p> <p>We first contacted Barnet officers including in drainage and highways in October/November 2021. Geoff Mee and Ali Attai confirmed their support in email correspondence. In March 2022 we visited site with Graeme Clayton and presented the scheme to Philip Hoare and followed up with issue of project documents in the expectation that we would work together to submit to the June Area Committee. Our understanding is that the project was reviewed to some extent internally by Barnet, but no service capability assessment has been issued. We acknowledge that the project like any public realm project is complex in that it will involve a number of different Barnet departments, expertises and construction contracts, however, all of the work items are in themselves straight forward typical public realm works.</p> <p>Summary timeline of contact with Barnet.</p> <table border="1"> <tr> <td>20th July 2022</td> <td>Meeting with Will Cooper and Tiffany Jonas</td> </tr> <tr> <td>10th June 2022</td> <td>No progress on assessment of service level capability or service area quotes</td> </tr> <tr> <td>12th April 2022</td> <td>Philip Hoare confirms in email officer time is allocated</td> </tr> <tr> <td>18th March 2022</td> <td>Scheme information issued, timeframe for response estimated at 3 weeks,</td> </tr> <tr> <td>8th March 2022</td> <td>Meeting with Philip Hoare to discuss the scope of the project, aiming for June Area Committee</td> </tr> <tr> <td>8th March 2022</td> <td>Walk around the underpass with Graeme Clayton</td> </tr> <tr> <td>29th November 2021</td> <td>Preliminary phone conversation with Lead Officer Philip Hoare</td> </tr> <tr> <td>November 2021</td> <td>Scope of project established and concept design proposals developed</td> </tr> </table>	20 th July 2022	Meeting with Will Cooper and Tiffany Jonas	10 th June 2022	No progress on assessment of service level capability or service area quotes	12 th April 2022	Philip Hoare confirms in email officer time is allocated	18 th March 2022	Scheme information issued, timeframe for response estimated at 3 weeks,	8 th March 2022	Meeting with Philip Hoare to discuss the scope of the project, aiming for June Area Committee	8 th March 2022	Walk around the underpass with Graeme Clayton	29 th November 2021	Preliminary phone conversation with Lead Officer Philip Hoare	November 2021	Scope of project established and concept design proposals developed
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	20 th October 2021	Asset Location Search received from Thames Water
	19 th October 2021	TfL confirm their engineer will review scope of project
	14 th October 2021	Walk around the underpass Councillor Arjun Mittra with Barnet, Re and TfL
Dependencies/Risks	<p><i>{Please outline dependencies/risks – such as planning consent, public consultation, additional funding required for the scheme, insurance requirements, legal or regulatory requirements, health & safety considerations, environmental health, road safety, licencing etc- please describe the approach to managing these dependencies/risks}</i></p> <p>Our approach to risk is to identify issues on a risk register with the input of the design and project teams working with GBL and Barnet and mitigate the risks in advance of implementation of the proposals.</p> <ul style="list-style-type: none"> - The planning team have provisionally advised that planning consent is not required. - Approval of the proposal is required from Barnet Highways. - Consent will be required from TfL to the extent that the proposals affect the structural support of the track. The budget includes an allocation for TfL's engineer to review the proposals. - Approval may be required from Thames Water. - There is no further requirement for public consultation other than for development of the artworks. - GBL's LTO Inclusion Barnet has public liability insurance. - The contractors who carry out the works will have public liability insurance. 	

VALUE FOR MONEY

How does your scheme offer good value for money?

- Schemes should be self-sufficient/sustaining and unless explicitly agreed otherwise, should not impose additional costs on the council and other relevant partners). Schemes must also demonstrate how any revenue costs associated with each scheme will be funded and maintained over its lifetime

Barnet will remain responsible for maintenance of the Underpass as now.

- if your scheme has secured funding from other sources (e.g., crowdfunding initiatives), this will strengthen your bid. However, match funding or funding from alternative sources (e.g., grants or monies from a larger scheme) is not a requirement of the bidding process. Where funding has already been received towards a scheme or programme, this must be detailed here*

Barnet has previously committed funds of £9,999.

- If you already do, or intend to work with other organisations please outline this

Architect Mills Power Ltd for design and project management of the project.
Structural Engineer tbc for design of drainage and new path falls under the tunnel.
TfL for review of the proposals.

- Please outline what consideration that has been given to **social value** in the procurement of goods or services, specifically in the use of volunteers as an alternative to paying a supplier, using local Barnet suppliers, the sourcing of recycled materials*

GBL is a place based community group run by volunteers.
All consultation and activities are run by GBL's volunteers.
The clean up on 5th September was carried out by volunteers.
Community participation in developing the artworks will be done by volunteers.
Local Barnet artists will be commissioned.
Materials will be specified with high recycled content from Barnet suppliers where possible.

No ongoing revenue costs

{Members must confirm that there are no ongoing additional revenue costs associated with the scheme. If the scheme is to be maintained on an ongoing basis by a Council service, a mandated officer must confirm that the service can be support this from existing revenue budgets}

The ongoing maintenance of the underpass will continue to be the responsibility of Barnet as it is today.

Please confirm who the mandated officer will be.

COMMUNITY BENEFITS

The scheme should be considering the providing the widest community benefits possible

Please describe the outcomes and benefits provided by the scheme and outline how these have been assessed. Please include insight and data you have gathered to support the funding for the scheme, and to measure the success of it after delivery.

Public realm improvement will benefit local GBL and Barnet residents.
 Community co-produced public art will benefit the community.
 Play elements embedded in the path will benefit children in the community.
 Increased sense of safety for people of all ages using the Underpass.
 Increased footfall in the Underpass.
 Reduction in fly tipping and graffiti.

Following GBL’s observational survey above, success will be measured by a quantitative count of use of the underpass and qualitative feedback from those who walk through the Underpass.

Please ensure consideration has been given for any consultation or engagement that may be required – for example with residents, community groups, local businesses, other ward members.

GBL is a place based community group which generated the project through its consultative process when it was founded in 2016, reaffirmed during the process of consultation for GBL’s Community Profile 2019 and the 2020 Survey. See also Petition and Community Engagement sections above.

Please describe the environmental impact of the scheme, the positive impact on the borough’s carbon and ecology impact, or at least ensuring it is neutral.

Flood risk will be reduced with improved drainage and standing water eliminated.
 Surface water run off will be mitigated by porous surfaces.
 New planting to the benefit of pollinating insects.
 Planting will improve air quality.

Equalities and Diversity

Please ensure that the scheme has considered equalities and diversity and relevant protected characteristics as outlined under the Equalities Act 2010.

The path will be made more accessible to people in wheelchairs and those with wide pushchairs, or walking frames who currently struggle to pass the barriers and bollards.

Lead Officer Review - only

Lead Officer	
Date	
Assessment & Recommendations	