

<u>MEETING</u>
COUNCIL
<u>DATE AND TIME</u>
TUESDAY 21 JANUARY, 2014
AT 7.00 PM
<u>VENUE</u>
HENDON TOWN HALL, THE BURROUGHS, NW4 4BG

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
3.1	Helping residents with the cost of living - Amendments in the name of: • Councillor Jack Cohen • Councillor Ross Houston	1 - 6
3.2	Rail services in Barnet - Amendments in the name of: • Councillor Brian Coleman • Councillor Dean Cohen • Councillor Kath McGuirk	7 - 12
3.3	20mph speed restrictions - Amendment in the name of Councillor Dean Cohen	13 - 14
3.4	Consultation on Academies - Amendment in the name of Councillor Reuben Thompstone	15 - 16
4.3	Report from Constitution, Ethics and Probity Committee - 14 January 2014 - Amendment in the name of Councillor Jack Cohen	17 - 18
4.5	Report of the Head of Governance - Amendment in the name of Councillor Brian Coleman	19 - 20

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Council: Tuesday, 21 January 2014

Administration Business Item: Councillor Daniel Thomas

Amendment in the name of Councillor Jack Cohen

AGENDA ITEM 3.1

Helping residents with the cost of living

Delete third paragraph (starting Council welcomes) and substitute;

Council notes it will decide its 2014-15 Council Tax and Budget at its meeting on March 4th. Council further notes that the policy to cut council tax by 1% saving 21p a week for a Band D Council Tax payer will in total lead to reduced Council services and increased service charges .. This will end up costing individual council tax payers more in the long term. Council welcomes the Coalition decision to raise the personal allowances (the amount you can earn before paying income tax) to £10,000.00 by this spring (and if the Liberal Democrats get their way increasing the personal allowances by a further £250.00). This will reduce the income tax bill for 25 million people across the country. Council also welcomes the Coalition Government's decision to provide free school meals for all pupils in reception, year 1 and year 2, which will benefit 12,000 children in Barnet"

Substantive Business Item to read:

Council notes and welcomes the significant uplift in the economy, with growth of 1.5% achieved between March and September of 2013 and the Treasury forecasting growth in GDP of 2.5% for 2014. Council further notes that business confidence is at a twenty year high according to a recent survey by Lloyds Banking Group. Council believes this is evidence of the success of the government's economic approach, which is delivering a sustainable platform for stability and prosperity.

Council does though realise that many residents of the Borough and beyond may still be concerned about the cost of living. Council therefore welcomes a range of local and national measures which are helping people by allowing them to keep more money in their pockets.

Council notes it will decide its 2014-15 Council Tax and Budget at its meeting on March 4th. Council further notes that the policy to cut council tax by 1% saving 21p a week for a Band D Council Tax payer will in total lead to reduced Council services and increased service charges .. This will end up costing individual council tax payers more in the long term. Council welcomes the Coalition decision to raise the personal allowances (the amount you can earn before paying income tax) to £10,000.00 by this spring (and if the Liberal Democrats get their way increasing the personal allowances by a further £250.00). This will reduce the income tax bill for 25 million people across the country. Council also welcomes the Coalition Government's decision to provide free school meals for all pupils in reception, year 1 and year 2, which will benefit 12,000 children in Barnet.

Council notes the Borough's involvement with the Big London Energy Switch, which is already helping people to reduce their fuel bills by an average of £200. Council welcomes the decision to extend this scheme and calls on the Cabinet to continue to promote ways to help people achieve the best market rates. Council also welcomes the

government's decision to reduce the Green levies which account for a large proportion of residents' fuel bills, helping prices to fall by some £50 a year on average.

The Chancellor's continued fuel duty freeze has also helped hard working people with the price of filling their vehicles and prevented greater food price increases linked to transportation costs.

Council also welcomes the administration's decision to keep rent rises for existing social housing tenants below inflation, delivering a real-terms reduction, when neighbouring Labour councils were increasing them well above this mark. Council notes the building of the Borough's first council houses in twenty years and the fact that there is increasing affordable home provision through the council's many developments and regeneration projects.

Council calls on the Cabinet to continue to support the hard working residents of the Borough with the cost of living by extending these schemes and policies.

Council: Tuesday, 21 January 2014

Administration Business Item: Councillor Daniel Thomas

Amendment in the name of Councillor Ross Houston

Helping residents with the cost of living

First Paragraph:

- Delete “and welcomes the significant uplift in the economy, with...”
- Add “in the economy” after “1.5%”
- Add “but that since 2010 growth is much slower than expected and the Government’s pledge to balance the books by 2015 is set to be broken” after “2014”.
- Delete last two sentences of paragraph.

Add:

“Council notes that prices are still rising almost twice as fast as wages, average earnings for working people in London are £3804 a year lower in real terms than in May 2010, fares in London are now the most expensive in the world, since the election of Mayor Boris Johnson the cost of a single bus journey has increased by 61% and the cost of a 1-4 zone travelcard has gone up by £416, child care costs are up 30% under David Cameron, energy bills have risen by almost £300 for families and businesses say it’s the second biggest cost they face, and private rents in Barnet are now the most expensive in outer-London.

Second Paragraph:

- Delete second paragraph

Add:

“Council believes that for most people this is no recovery at all, and that action must be taken to help those struggling with the cost of living crisis.”

Third Paragraph:

- Delete “welcomes” in first sentence and replace with “accepts”.
-

Add at end of first sentence;

“but notes that this cut represents less than 27p per week for the average household, and will not help people cope with rising housing, child care, energy and transport costs.”

- Delete second and third sentences.

Add:

“Council notes that the value of the free parking permit the Conservative councillors give themselves is worth significantly more than the council tax discount they are offering residents. Labour would scrap this parking permit perk, if residents have to pay for their parking so should Conservative councillors.”

Fourth paragraph:

Add at the end of the 1st sentence:

“but regrets that, despite Labour calling for it, the Conservative administration did not show leadership on the issue and joined the scheme late which meant that Barnet residents lost out.”

- Delete 3rd sentence and 5th Paragraph.

Add

“Council notes, however, that the Conservative government has failed to sign-up to Labour’s pledge to freeze energy bills for two years to help struggling families.”

Sixth Paragraph:

- Delete first sentence.

- Add

“Council notes that social rent rises have been kept below inflation, but is concerned that Mayor Boris Johnson is seeking to increase social rents to a so-called “affordable rent” of 80% of market rates which will make social rents in Barnet as unaffordable as private rents. Council calls on the Barnet Conservatives to oppose this policy change.

- In second sentence delete “the Borough’s first” and “in twenty years” and add “only 3... in Barnet”.
- In second sentence delete “the fact that there is increasing affordable home provision through the council’s many developments and regeneration projects” and add “that not enough affordable housing has been built to meet the needs of local residents.”

Final Paragraph:

- Delete “continue to” and “extending these schemes and policies” and add “building more affordable homes, opposing any move to increase social rents to 80% of market rates, lobbying the Mayor of London to drop his fares increases, and lobbying Government to implement Labour’s policies of freezing energy bills for two years and extending childcare for working parents of 3 and 4 year olds from 15 to 25 hours per week (funded by an increase in the bank levy rate).”

Substantive Business Item to read:

Council notes growth of 1.5% in the economy achieved between March and September of 2013 and the Treasury forecasting growth in GDP of 2.5% for 2014, but that since 2010 growth is much slower than expected and the Government's pledge to balance the books by 2015 is set to be broken.

Council notes that prices are still rising almost twice as fast as wages, average earnings for working people in London are £3804 a year lower in real terms than in May 2010, fares in London are now the most expensive in the world, since the election of Mayor Boris Johnson the cost of a single bus journey has increased by 61% and the cost of a 1-4 zone travelcard has gone up by £416, child care costs are up 30% under David Cameron, energy bills have risen by almost £300 for families and businesses say it's the second biggest cost they face, and private rents in Barnet are now the most expensive in outer-London.

Council believes that for most people this is no recovery at all, and that action must be taken to help those struggling with the cost of living crisis.

Council accepts the announced 1% council tax cut for Barnet's households this year and the fact that it succeeds a four year freeze, but notes that this cut represents less than 27p per week for the average household, and will not help people cope with rising housing, child care, energy and transport costs. Council notes that the value of the free parking permit the Conservative councillors give themselves is worth significantly more than the council tax discount they are offering residents. Labour would scrap this parking permit perk, if residents have to pay for their parking so should Conservative councillors.

Council notes the Borough's involvement with the Big London Energy Switch, which is already helping people to reduce their fuel bills by an average of £200, but regrets that, despite Labour calling for it, the Conservative administration did not show leadership on the issue and joined the scheme late which meant that Barnet residents lost out. Council welcomes the decision to extend this scheme and calls on the Cabinet to continue to promote ways to help people achieve the best market rates. Council notes, however, that the Conservative government has failed to sign-up to Labour's pledge to freeze energy bills for two years to help struggling families.

Council notes that social rent rises have been kept below inflation, but is concerned that Mayor Boris Johnson is seeking to increase social rents to a so-called "affordable rent" of 80% of market rates which will make social rents in Barnet as unaffordable as private rents. Council calls on the Barnet Conservatives to oppose this policy change.

Council notes the building of only 3 council houses in Barnet and that not enough affordable housing has been built to meet the needs of local residents.

Council calls on the Cabinet to support the hard working residents of the Borough with the cost of living by building more affordable homes, opposing any move to increase social rents to 80% of market rates, lobbying the Mayor of London to drop his fares increases, and lobbying Government to implement Labour's policies of freezing energy bills for two years and extending childcare for working parents of 3 and 4 year olds from 15 to 25 hours per week (funded by an increase in the bank levy rate).

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Council: Tuesday, 21 January 2014

Opposition Business Item: Councillor Geof Cooke

Amendment in the name of Councillor Brian Coleman

AGENDA ITEM 3.2

Rail Services in Barnet

Add the words "and Boris Johnson "after control of TfL

Replace bullet point starting Cricklewood and Hendon with welcomes the new Thameslink station proposed as part of the Brent Cross development

Add to second bullet point "which could be funded by the abandonment of the extravagant and pointless HS2 project"

Delete the rest of the item

Substantive Business Item to read:

Council is strongly in favour of improved rail services in the borough.

Council believes that the successful applicant in the Government Department for Transport's Thameslink, Southern and Great Northern tender, due to be awarded in May 2014, should be required to provide:

- a long overdue improvement in the train frequency on the Great Northern service from New Barnet, Oakleigh Park and New Southgate stations to a minimum of 4 trains per hour in each direction all day, every day and at least that frequency on the Thameslink line serving Mill Hill Broadway, Hendon and Cricklewood stations to implement the Mayor of London's aspiration for Metro frequency services on all lines in Greater London;
- a service linking the Great Northern line stations in Barnet with the Thameslink line at St Pancras as soon as the new tunnels are available;
- for journeys within London full alignment of ticketing with Transport for London Tube services including all zone-to-zone fares, all-day Freedom Pass usage and free travel for primary school aged children.

Council notes and welcomes the huge improvement in service standards and passenger numbers when national rail services in other boroughs have been put under the control of TfL and Boris Johnson as London Overground and the planned expansion of London Overground into West Anglia lines in north east London.

Council believes similar improvements should be made in Barnet services, and in particular:

- welcomes the new Thameslink station proposed as part of the Brent Cross development
- All stations in Barnet should be made step-free as soon as practicable with improvements in signage and customer information, which could be funded by the abandonment of the extravagant and pointless HS2 project.

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Council: Tuesday, 21 January 2014

Opposition Business Item: Councillor Geof Cooke

Amendment in the name of Councillor Dean Cohen

Rail Services in Barnet

Delete “full” from sixth bullet point and after “planning permissions” insert “without damaging our existing commitments” inside the brackets.

Delete “a. light rail proposals”.

In third last paragraph, delete all after “Underground line”

In penultimate paragraph, delete all after “local economy”.

Substantive Business Item to read:

Council is strongly in favour of improved rail services in the borough.

Council believes that the successful applicant in the Government Department for Transport’s Thameslink, Southern and Great Northern tender, due to be awarded in May 2014, should be required to provide:

- a long overdue improvement in the train frequency on the Great Northern service from New Barnet, Oakleigh Park and New Southgate stations to a minimum of 4 trains per hour in each direction all day, every day and at least that frequency on the Thameslink line serving Mill Hill Broadway, Hendon and Cricklewood stations to implement the Mayor of London’s aspiration for Metro frequency services on all lines in Greater London;
- a service linking the Great Northern line stations in Barnet with the Thameslink line at St Pancras as soon as the new tunnels are available;
- for journeys within London full alignment of ticketing with Transport for London Tube services including all zone-to-zone fares, all-day Freedom Pass usage and free travel for primary school aged children.

Council notes and welcomes the huge improvement in service standards and passenger numbers when national rail services in other boroughs have been put under the control of TfL as London Overground and the planned expansion of London Overground into West Anglia lines in north east London.

Council believes similar improvements should be made in Barnet services, and in particular:

- Cricklewood and Hendon stations should remain open and not be closed when the proposed new station is opened on the Thameslink line as part of the Brent Cross/Cicklewood development.
- All stations in Barnet should be made step-free as soon as practicable with improvements in signage and customer information.

- Much-needed orbital rail links should be investigated, routes safeguarded and included in financial planning (making use of s106 contributions from planning permissions, without damaging our existing commitments) with particular reference to;
 - a. linkage to the proposed Old Oak Common HS2/Crossrail hub station using existing lines
 - b. possible westward extension of Crossrail 2 from Alexandra Palace and
 - c. reopening the Highgate-Finsbury Park line

Council also believes that National Rail services in London should run 24 hours on weekends as the London Underground is proposed to do.

Council welcomes the planned improvement in speed and frequency on the Northern Underground line.

Council believes that fair, affordable rail fares, good connectivity and fast comfortable services are essential to reduce road congestion, minimise air pollution and stimulate the local economy.

Council asks the Chief Executive to write to the Secretary of State for Transport to communicate these views as soon as possible with copies to Mayor Boris Johnson (as leader of TfL), Theresa Villiers MP, Matthew Offord MP, Mike Freer MP and Assembly Member Andrew Dismore and to take every opportunity to lobby DfT, the Mayor and TfL to make these and other improvements to National Rail and Underground services in Barnet.

Council: Tuesday, 21 January 2014

Opposition Business Item: Councillor Geof Cooke

Amendment in the name of Councillor Kath McGuirk

Rail Services in Barnet

Add before final paragraph:

Council also believes that without orbital rail solutions Barnet's residents are even more reliant on bus services.

Council believes therefore that local bus services should be frequent, reliable, accessible, affordable and provide adequate coverage across Barnet.

Council therefore calls on Cabinet to oppose any reductions in bus services, to ensure removed bus stops are replaced where people want them back, for example in Cricklewood Lane in Childs Hill, to continue lobbying the Mayor of London for additional bus services to serve Barnet Hospital, Royal Free Hospital and Finchley Memorial Hospital, and to oppose Boris' bus fare hikes that now mean a single bus journey is 61% more than when he came to power.

Substantive Business Item to read:

Council is strongly in favour of improved rail services in the borough.

Council believes that the successful applicant in the Government Department for Transport's Thameslink, Southern and Great Northern tender, due to be awarded in May 2014, should be required to provide:

- a long overdue improvement in the train frequency on the Great Northern service from New Barnet, Oakleigh Park and New Southgate stations to a minimum of 4 trains per hour in each direction all day, every day and at least that frequency on the Thameslink line serving Mill Hill Broadway, Hendon and Cricklewood stations to implement the Mayor of London's aspiration for Metro frequency services on all lines in Greater London;
- a service linking the Great Northern line stations in Barnet with the Thameslink line at St Pancras as soon as the new tunnels are available;
- for journeys within London full alignment of ticketing with Transport for London Tube services including all zone-to-zone fares, all-day Freedom Pass usage and free travel for primary school aged children.

Council notes and welcomes the huge improvement in service standards and passenger numbers when national rail services in other boroughs have been put under the control of TfL as London Overground and the planned expansion of London Overground into West Anglia lines in north east London.

Council believes similar improvements should be made in Barnet services, and in particular:

- Cricklewood and Hendon stations should remain open and not be closed when the proposed new station is opened on the Thameslink line as part of the Brent Cross/Cicklewood development.
- All stations in Barnet should be made step-free as soon as practicable with improvements in signage and customer information.
- Much-needed orbital rail links should be investigated, routes safeguarded and included in financial planning (making full use of s106 contributions from planning permissions) with particular reference to;
 - a. light rail proposals,
 - b. linkage to the proposed Old Oak Common HS2/Crossrail hub station using existing lines
 - c. possible westward extension of Crossrail 2 from Alexandra Palace and
 - d. reopening the Highgate-Finsbury Park line

Council also believes that National Rail services in London should run 24 hours on weekends as the London Underground is proposed to do.

Council welcomes the planned improvement in speed and frequency on the Northern Underground line, but opposes the closure of Underground ticket offices in Barnet.

Council believes that fair, affordable rail fares, good connectivity and fast comfortable services are essential to reduce road congestion, minimise air pollution and stimulate the local economy so Britain's high fares and subsidies from Barnet taxpayers to private rail operators and to foreign publicly-owned rail operators are undermining Barnet's local economy and worsening the cost-of-living crisis.

Council asks the Chief Executive to write to the Secretary of State for Transport to communicate these views as soon as possible with copies to Mayor Boris Johnson (as leader of TfL), Theresa Villiers MP, Matthew Offord MP, Mike Freer MP and Assembly Member Andrew Dismore and to take every opportunity to lobby DfT, the Mayor and TfL to make these and other improvements to National Rail and Underground services in Barnet.

Council also believes that without orbital rail solutions Barnet's residents are even more reliant on bus services.

Council believes therefore that local bus services should be frequent, reliable, accessible, affordable and provide adequate coverage across Barnet.

Council therefore calls on Cabinet to oppose any reductions in bus services, to ensure removed bus stops are replaced where people want them back, for example in Cricklewood Lane in Childs Hill, to continue lobbying the Mayor of London for additional bus services to serve Barnet Hospital, Royal Free Hospital and Finchley Memorial Hospital, and to oppose Boris' bus fare hikes that now mean a single bus journey is 61% more than when he came to power.

Council: Tuesday, 21 January 2014

Non-Executive Business Item: Councillor Jack Cohen

Amendment in the name of Councillor Dean Cohen

AGENDA ITEM 3.3

20mph speed restrictions

Paragraph 2 delete all after “a safer environment”.

Insert as a third paragraph: “Council notes the establishment of a cross-party Task & Finish Group on 20 Mph Zones and expects that it will consider the various points raised here in the course of its work.”

Final paragraph, delete all after “traffic management” and replace with “carefully reviews any proposals, strategies, and recommendations which arise from the Task & Finish Group that will affect the number of roads subject to 20mph speed restrictions across the Borough.”

Substantive Business Item to read:

This Council notes a large number of evaluation studies have demonstrated a link between the introduction of 20mph zones/ 20mph limits and a subsequent reduction in casualties. The size of the reductions and the consistency of results over a wide number of areas are further evidence for this link.

As well as road safety benefits, Council notes the contribution that 20mph zones /20mph limits can have in encouraging more physical activity, such as walking and cycling, by contributing towards a safer environment.

Council notes the establishment of a cross-party Task & Finish Group on 20 Mph Zones and expects that it will consider the various points raised here in the course of its work.

Council therefore requests that the Cabinet Member with responsibility for traffic management carefully reviews any proposals, strategies, and recommendations which arise from the Task & Finish Group that will affect the number of roads subject to 20mph speed restrictions across the Borough.

Under Council Procedure Rule, Section 1, Standing Order 23.5: if my item is not dealt with by the end of the meeting I ask that it be voted upon at the Council meeting.

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Council: Tuesday, 21 January 2014

Non-Executive Business Item: Councillor Anne Hutton

Amendment in the name of Councillor Reuben Thompstone

AGENDA ITEM 3.4

Consultation on Academies

Delete all after:

“Council notes that school governing bodies now have the authority to convert into Academies via an Academy Order, with meaningful consultation.”

And replace remainder with:

“Council supports schools, governing bodies and parents in choosing to convert to academy status.

The Academies Programme, launched by the previous Labour administration under Tony Blair and produced primarily under the authorship of Lord Adonis was seen as having some areas requiring improvement and Council recognises the work of Michael Gove under the current administration lead by David Cameron in ensuring that the well intentioned programme was improved and expanded to give schools even more autonomy in leading and managing their curriculum provision more effectively for the students on their rolls.

Council welcomes the way that the Academies Programme has provided schools with the opportunity to retain a greater range of options in how to provide effective teaching and learning for the benefit of students across the country as evidenced by the recent successes of students across Barnet Schools.

Council therefore calls on the administration to assist schools wishing to convert to Academy status to follow the current regulations.”

Substantive business item to read:

Council notes that school governing bodies now have the authority to convert into Academies via an Academy Order, with meaningful consultation.

Council supports schools, governing bodies and parents in choosing to convert to academy status.

The Academies Programme, launched by the previous Labour administration under Tony Blair and produced primarily under the authorship of Lord Adonis was seen as having some areas to improve and Council recognises the work of Michael Gove under the current administration led by David Cameron in ensuring that the well intentioned programme was improved and expanded to give schools even more autonomy in leading and managing their curriculum provision more effectively for the students on their rolls.

Council welcomes the way that the Academies Programme has provided schools with the opportunity to retain a greater range of options in how to provide effective teaching and learning for the benefit of students across the country as evidenced by the recent successes of students across Barnet Schools.

Council therefore calls on the administration to assist schools wishing to convert to Academy status to follow the current regulations.

Under Council Procedure Rule, Section 1, Standing Order 23.5: if my item is not dealt with by the end of the meeting I ask that it be voted upon at the Council meeting.

Council: Tuesday, 21 January 2014

Report of the Constitution, Ethics and Probity Committee - 14 January 2013

Amendments in the name of Councillor Jack Cohen

AGENDA ITEM 4.3

Page 145 and 146 and 147 of the report **Section 3 Public Participation and Engagement**

1. **Public Questions** paragraph 2.3 delete the words "and comments in total "
- 2 **Public Comments** paragraph 3.3 delete "3 minutes" replace with " 5 minutes"
3. **Public Comments at Planning and Sub-Committees** paragraph 4.6 delete "of up to 3 minutes" replace with "up to 5minutes"

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Council: Tuesday, 21 January 2014

Report of the Head of Governance

AGENDA ITEM 4.5

Amendments in the name of Councillor Brian Coleman

Vacancies on School Governing Bodies

Council notes the disqualification of Councillor Danny Seal as a Governor of Garden Suburb infant and juniors and requests the Cabinet Member for Education to write to all Councillors who are LEA Governors to remind them of the importance of their role.

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