

MEETING**ENVIRONMENT COMMITTEE****DATE AND TIME****TUESDAY 7TH NOVEMBER, 2017****AT 7.00 PM****VENUE****HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ****TO: MEMBERS OF ENVIRONMENT COMMITTEE (Quorum 3)**

Chairman: Dean Cohen

Vice Chairman: Peter Zinkin

Councillors

John Hart

Graham Old

Alon Or-bach

Gabriel Rozenberg

Alan Schneiderman

Devra Kay

Alison Cornelius

Phil Cohen

Agnes Slocombe

Substitute Members

Lisa Rutter

Claire Farrier

Stephen Sowerby

Tim Roberts

Sury Khatri

Nagus Narenthira

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is at 10AM on 2 November 2017. Requests must be submitted to Paul Frost, Governance Service, Team Leader.

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: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the previous meeting	5 - 10
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.	Any Other Items that the Chairman Decides are Urgent	

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Decisions of the Environment Committee

11 September 2017

Members Present:-

AGENDA ITEM 1

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

Councillor John Hart	Councillor Alan Schneiderman
Councillor Gabriel Rozenberg	Councillor Philip Cohen
Councillor Alison Cornelius	Councillor Agnes Slocombe
Councillor Dr Devra Kay	Councillor Alon Or-Bach
Councillor Graham Old	

1. MINUTES OF THE PREVIOUS MEETING

RESOLVED that the minutes of the Environment Committee held on 13 July 2017 be approved.

2. ABSENCE OF MEMBERS

None.

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

None.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

The Environment Committee noted the details of public questions that had been submitted by residents. They were given the opportunity to ask a supplementary question.

The Committee heard public comments from Mr Dennis Pepper on agenda item 12 - Local Implementation Plan. The Chairman noted that Mr Robin Bishop, Chair of the Barnet Society, had intended to make oral comments but was unable to attend the meeting. His written comments were read out during the consideration of item 8 - Draft Barnet Tree Policy.

6. MEMBERS' ITEMS

None.

7. BARNET PUBLIC REALM MANAGEMENT FORUM

The Strategic Director for Environment introduced the item and the intentions of the report. The Committee noted that recommendation 2 of the report should read 'two elected members of the Council' and not '2 elected members of the Committee'.

Following consideration of the report the Committee requested that an annual update on the Forum's work be provided to the Committee and that this be incorporated in the terms of reference of the Forum as contained in Appendix A. This was duly agreed by the Strategic Director for Environment.

Councillor Gabriel Rozenberg moved that the Administration's nominations to the Forum be Councillor Stephen Sowerby as Member, and Councillor Rohit Grover as substitute Member.

Councillor Alan Schneiderman moved that the Opposition's nominations to the Forum be Councillor Devra Kay as member and Councillor Phil Cohen as substitute Member.

The nominations were duly seconded and unanimously agreed by the Committee.

RESOLVED –

- 1. That the Environment Committee note the draft terms of reference for the Barnet Public Realm Management Forum set out at Appendix A and recommend to the Forum that the terms of reference be adopted.**
- 2. That the Environment Committee nominated elected Members of the Barnet Public Realm Management Forum be Councillor Stephen Sowerby and Councillor Devra Kay, with Councillor Rohit Grover and Councillor Phil Cohen as substitute Members.**

8. DRAFT BARNET TREE POLICY

The Strategic Director for Environment introduced the item and the intentions of the report.

Following consideration of the report the Committee requested that the following amendments be made to the draft Tree Policy:

- Add "and in consultation with ward Members" at the end of paragraph 2.6 of the policy.
- Include 14 days' (10 working days) notice for public consultation on a proposal to remove a tree not posing an immediate risk to public safety.

The Committee also provided general comments to inform the development of future iterations of the policy, including consideration of more detailed KPIs, benchmarking with other councils and incorporating seeking the views of stakeholder groups in the wider community. It was also requested that the policy more clearly set out that the council is open to new planting schemes, and note a preference to use bound rubber crumb where possible for repair work on street trees. This was duly agreed by the Strategic Director for Environment.

Subject to the above the Committee:

RESOLVED –

1. **That the Environment Committee notes the progress to date, approves the draft Tree Policy for Barnet and authorises the Strategic Director Environment to finalise the Tree Policy.**
2. **That the Environment Committee notes and approves the 5 year Tree Investment Programme and the making of bids for CIL and Mayor of London funding to finance the programme and refers the funding of the programme to the Policy and Resources Committee for consideration as part of the Council's capital investment programme within the Council's Medium Term Financial Strategy.**
3. **Subject to the approval of recommendation 1 and 2, that Environment Committee notes that the Strategic Director of Environment will finalise the Tree Policy which will then be designed and published online. The progression of the Tree Policy action plan will be reported back to Environment Committee as part of the Annual Report on the Parks and Open Spaces Strategy.**

9. DRAFT MAYOR'S TRANSPORT STRATEGY

The Chairman introduced the item, and drew Committee Members' attention to the letter he had previously sent to the Mayor on behalf of the committee, as tabled.

The Strategic Director for Environment provided an overview and invited comment from the Committee.

Committee Members requested that the last sentence on page 3 of the council's draft response, referencing the importance of private car for orbital travel routes be re-phrased, to instead emphasise the importance of having a robust orbital bus service with effective routes, frequency of service and capacity to encourage usage by more people. It was also noted that the section on walking and cycling should note the importance of joined up thinking with Health sectors.

Following consideration the Committee:

RESOLVED –

1. That the Environment Committee's input on additional areas for consideration that they would like to be included in the final response as representing London Borough of Barnet's position be noted.
2. That the London Borough of Barnet's draft response to the Mayor's Transport Strategy is presented to Policy and Resources Committee on 10th October 2017 for agreement ahead of submission to the Mayor's Office.

10. COMMERCIAL VEHICLES PARKING ON RESIDENTIAL ROADS

The Chairman introduced the item noting the report followed a Member's Item from Councillor Devra Kay and invited her to speak to the item. The Committee discussed the item and the options outlined in the report.

Councillor Devra Kay highlighted issues concerning the definition of commercial vehicles under the Highways Code and noted it would have been helpful to receive comparative analysis of the issue with other boroughs. The Committee noted that it was not clear whether current residents in Mayfield Gardens NW4 and Rushgrove Avenue NW9 wanted a CPZ as some time had passed since previous engagement. The Strategic Director for Environment updated that there was currently an ongoing consultation for a CPZ in Colindale, and a consultation planned to seek views on a possible CPZ in Brent Cross.

Following discussion Councillor Peter Zinkin moved that an amendment be made to recommendation 2 in the report to add "The Committee recognises that option 3 will not solve the problem. Officers are asked to progress discussions regarding a CPZ and consult with other boroughs regarding any possible solutions". The motion was seconded by Councillor Dean Cohen and unanimously agreed by the Committee.

RESOLVED -

1. That the Environment Committee notes the options identified within this report.
2. That the Environment Committee agrees to progress with "Option 3 - Refer potential non-compliance of operator's licence to Traffic Commissioners" and "Option 4 – Improve awareness of the issue through a publicity campaign". The Committee recognises that option 3 will not solve the problem. Officers are asked to progress discussions regarding a CPZ and consult with other boroughs regarding any possible solutions.

11. CHANGES TO WINTER GRITTING OPERATIONS

The Strategic Director for Environment introduced the report. Following consideration the Committee:

RESOLVED - That Environment Committee notes the reasons for the changes in the winter gritting operation and how these changes will improve the Council's

ability to meet the Winter Service in line with the Code of Practice for Highway Maintenance.

12. LOCAL IMPLEMENTATION PLAN – ANNUAL SPENDING SUBMISSION 2018/19

The Strategic Director for Environment introduced the item and the intentions of the report.

Following consideration and feedback from the Committee the Strategic Director for Environment agreed to make amendments to:

- Amend the Cycle Infrastructure provision on page 98 of the report to reference support for the extension of the Cycle Hire Scheme to the wider borough, focussing on the area around Golders Green station in the immediate future.
- Correct the reference to 'Golders Green Transport and Public Realm Study (£50k) on page 99.
- Amend the text on Cycle routes on page 98 to reference that proposed delivery of routes involving bridge design etc be brought back to the relevant Area Committee for consideration.
- Consider the views of the London Cycle Campaign previously submitted.
- Consider setting aside budget for a feasibility plan for higher demand cycle routes to help ensure greater safety for cyclists.

Subject to the above the Committee:

RESOLVED – That the Committee approve the 2018/19 Local Implementation Plan (LIP) Annual Spending Submission proposals detailed at Appendix A for submission to Transport for London.

13. PARKING NEAR SUMMERSIDE SCHOOL AND WOODHOUSE OPEN SPACE ENHANCEMENT

The Chairman introduced the report and invited comment from the Committee.

Following consideration of the report the Committee unanimously:

RESOLVED –

- 1. That the Environment Committee note that the Finchley and Golders Area Committee have agreed funding for the kerb re-alignment and double yellow lines and that consultation will be undertaken with the School and residents.**
- 2. That the Environment Committee agree that detail design is completed and consultation be undertaken with the school and local residents on 'Option 1' (Grid parking along west side of green).**

3. That the Environment Committee delegate authority to the Strategic Director for Environment to consider the consultation results and, in consultation with ward members, decide which option to take forward, with or without amendments.
4. That the Environment Committee approve the additional funding of £57,200 to implement the 'Option 1' Grid Parking from the 2017/18 or 2018/19 Network Recovery Plan.


14. WORK PROGRAMME

The Committee noted the work programme.

15. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

None.

The meeting finished at 9.18 pm

	<p>AGENDA ITEM 6</p> <p style="text-align: center;">Environment Committee</p> <p style="text-align: center;">7 November 2017</p>
Title	Petition – Disruptions Caused by the New Religious Centre at the Hippodrome Golders Green
Report of	Head of Governance
Wards	All
Status	Public
Enclosures	None
Officer Contact Details	Paul Frost, Governance Team Leader, paul.frost@barnet.gov.uk , 020 8359 2205

<h3>Summary</h3>
<p>The Council received an online petition via it’s e-petition facility. The Constitution provides that petitions which have received between 2,000 – 6,999 signatures are reported to the relevant committee. As issues raised the petition relate to parking, noise and environmental issues, the Environment Committee is the relevant committee.</p>

<h3>Recommendations</h3>
<p>That the Environment Committee consider the issues raised in the petition and resolve to take one of the actions detailed in section 1.4 of the report.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 The Public Participation and Engagement Rules, Section 7 (Petitions) details the procedures to be followed when a petition is received. Petitions which have received between 2,000 – 6,999 signatures are reported to the relevant committee which in this case the Environment Committee.
- 1.2 Whilst the petition is linked to a planning application (reference number 17/5846/S73), the issues raised are environmental in nature and relate to the current and proposed use of the venue in question. It is therefore appropriate to report these to the relevant committee rather than for the petition to be treated as a letter of representation as part of the planning process.
- 1.3 Details of the petition are set out below:

Petition Details	Signatories
<p>We the undersigned petition the council to:</p> <p>We want the relevant authorities at Barnet Council to investigate whether the establishment and operation of this Centre complies with planning regulations. We would like Barnet Council to consider extending parking restrictions in the surrounding residential streets. In the short term, Barnet Council should approach the management of the Centre and oblige them to make the necessary arrangements and changes in order to stop the deleterious impact on the lives of the local residents and their visitors.</p> <p>Please help us restore the charm, harmony and safety of our family neighbourhood by signing this petition. The recent establishment of a religious centre at the Hippodrome, North End Road, Golders Green has caused numerous and critical problems and inconvenience for our fellow residents and their visitors:</p> <ul style="list-style-type: none">- an exponential increase in the amount of traffic well beyond the capacity of our streets;- a rise in air pollution;- significant levels of increase in noise pollution: shouting, car stereo music, and car horns used by frustrated and angry drivers at all hours of day and night;- major congestion as a result of severe restriction to bilateral movement of vehicles along streets due to maximum number of cars being parked on both sides of roads;- hindrance to the normal function of public transport;	5,675

- considerably reduced safety, and increased risk to the lives and health of local residents due to the inability of emergency services to reach the homes of residents;

- major inconvenience for the elderly and visitors to our homes.

The situation has become utterly unbearable for the residents who can no longer reach or depart their homes and vicinity in a reasonable manner.

Please sign the petition asking Barnet Council and all relevant authorities to act on this matter as soon as possible so as to oblige the management of the new religious centre to remedy the situation as soon as possible. The Council should also look into more stringent parking and planning restrictions to prevent any further deterioration of the quality of our lives and our safety.

- 1.4 The Public Participation and Engagement Rules detail the procedure to be followed when a committee receives a petition which is as follows:

The Lead Petitioner will be given five minutes to present the petition to the committee. Following the presentation, the Chairman and Committee Members have an opportunity to ask the Lead Petitioner questions. After the debate, the Committee will decide to:

- Take no action
- Refer the matter to a chief officer to provide a written respond to Lead Petitioner within 20 working days; or
- Instruct an officer to prepare a report for a future meeting of the Committee on the issue(s) raised with a recommended course of action

2. REASONS FOR RECOMMENDATIONS

- 2.1 As set out above.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 N/A.

4. POST DECISION IMPLEMENTATION

- 4.1 Post-decision implementation will depend on the action the Committee decides to take in relation to the petition.

5. IMPLICATIONS OF DECISION

- 5.1 **Resources (Finance & Value for Money, Procurement, Staffing, IT,**

Property, Sustainability)

5.2 None in the context of this report.

5.3 Legal and Constitutional References

5.3.1 Council Constitution, Public Participation and Engagement Rules (Section 7) detail procedures relating to petitions.

5.3.2 Council Constitution, Responsibility for Functions, Annex A (Membership and Terms of Reference of Committees, Sub-Committees and Partnership Boards) – the terms of reference of the Environment Committee includes: parking, provision and enforcement; road safety; and traffic management.

5.4 Risk Management

5.5 None in the context of this report.

5.6 Equalities and Diversity

5.5.1 None in the context of this report.

5.6 Consultation and Engagement

5.6.1 None in the context of this report.

6. BACKGROUND PAPERS

6.1 Golders Green Hippodrome E-Petition:
<http://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=500000039&RPID=582332189&HPID=582332189>

6.2 Public Participation and Engagement Rules:
<http://barnet.moderngov.co.uk/documents/s39117/18PublicParticipationandEngagementRules.doc.pdf>

	<h2>Environment Committee</h2> <h3>07 November 2017</h3>
<p>Title</p>	<p>Member's Item</p> <p>Cllr Alan Schneiderman: PB Donoghue waste management site</p> <p>Cllr Phil Cohen: Bowling clubs</p> <p>Cllr Alon Or-bach: Consultations on crossover applications</p>
<p>Report of</p>	<p>Head of Governance</p>
<p>Wards</p>	<p>All</p>
<p>Status</p>	<p>Public</p>
<p>Enclosures</p>	<p>None</p>
<p>Officer Contact Details</p>	<p>Paul Frost, Governance Service Team Leader Email: Paul.Frost@Barnet.gov.uk Tel: 020 8359 2205</p>

<p>Summary</p> <p>The report informs the Environment Committee of Member's Item and requests instructions from the Committee.</p>
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Recommendations

1. That the Environment Committee's instructions in relation to this Member's item 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.

Name of Councillor	Member's Item
<p>Alan Schneiderman</p>	<p>PB Donoghue waste management site</p> <p>I request that the Environment Committee receives a report on the P B Donoghue waste management/transfer site in Cricklewood NW2.</p> <p>The report should include:</p> <ul style="list-style-type: none"> • Available results from the independent audit commissioned by the Environment Agency and carried out on 28 September 2017. • An update on discussions with a housing developer on the relocation of Donoghues and the use of the site for housing. • What process is being followed for dealing with the application for a permit to operate a concrete crusher on the site, and in particular what criteria can be taken into account when determining the application and what consultation will there be? • What fines can be levied for operating a concrete crusher without a permit? • A list of which matters are the responsibility of the Environment Agency and which are the responsibility of the Council or any other organisation. • What the Council can do to ensure that incidents reported by members of the public are directed to the appropriate organisation and properly recorded? • What agreement is in place for the use of the former Dixons site in Tilling Road for storage in connection with activities at the Claremont Road site? • What control does the Council have over street cleaning activities carried out by site operator?

<p>Phil Cohen</p>	<p>Bowling Clubs</p> <p>I request that the Environment Committee receives an update on the current state of negotiations on lease arrangements with the borough's bowling clubs.</p>
<p>Alon Or-bach</p>	<p>Consultations on crossover applications</p> <p>Residents have raised concerns over an inconsistent approach to consulting residents regarding crossover applications. I request that the Environment Committee is given a report setting out the Council's position on how and when and which residents are consulted.</p>
<p>Dean Cohen</p>	<p>Waste – Bin Capacity Policy</p> <p>Request for Officers to bring back a paper to consider a policy that when residents have had a specific size bin/capacity of waste and that provision is not in compliance with current policy that while they are at that address their existing provision is grandfathered. This means that if for any reason the bins need replacing other than due to the fault of the resident the Council will replace the bins at its cost. When these residents move the policy reverts to normal</p>

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 Not applicable.

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 The Council's Constitution (Meeting Procedure Rules, Section 6) states that a Member, including appointed substitute Members of a Committee may have one item only on an agenda that he/she serves. Members' items must be within the term of reference of the decision making body which will consider the item.

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.

	<h2>Environment Committee</h2> <h3>07 November 2017</h3>
<p style="text-align: right;">Title</p>	<p>Business Planning: 2018/19 – 2019/20</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>Yes</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A: Environment Committee Savings Proposals</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake, Strategic Director for Environment Jamie.Blake@Barnet.gov.uk</p>

Summary

On 18 November 2014, Environment Committee approved a five-year Commissioning Plan and indicative proposals, reviewed on 10 March 2015, for achieving £5.9m of savings by 2019/20. The Commissioning Plan and Savings Programme set out the strategic priorities, commissioning intentions and indicative budget proposals of Environment Committee up to 2019/20. A Business Planning report was considered by Policy and Resources Committee on the 27 June 2017, outlining the council’s updated Medium Term Financial Strategy (MTFS) to 2020. The paper sets out the previously agreed savings requirements across Theme Committees for the period 2018-20. Policy and Resources Committee asked Theme Committees to confirm delivery of savings against plans agreed at the March 2017 Council meeting. The overall targets for Theme Committees remains the same but Policy and Resources Committee have asked that if any proposals are now either unachievable or will not deliver on their original estimate, they must be supplemented by bringing forward new proposals to meet the gap. The budget projections through to 2020 are indicative figures. The budget will be formally agreed each year, after appropriate consultation and equality impact assessments, as part of council budget setting, and therefore could be subject to change. The savings target for Environment Committee for 2018/19 – 2019/20 is £4.695m.

Recommendation

- 1. That Environment Committee approve, for referral to Policy and Resources Committee, the refreshed revenue savings programme in Appendix A.**

1. WHY THIS REPORT IS NEEDED

- 1.1 The past six years have been challenging for all local authorities; the combination of reduced public spending and increasing demand meant that Barnet needed to save £75 million between 2011 and 2015, just over a quarter of its budget. As far as possible, the council sought to meet this challenge through savings to the 'back office' to protect our front-line services. During this time of significant challenge, the council has seen levels of resident satisfaction remain high both in terms of satisfaction with the council as well as with a range of local services. The latest Residents' Perception Survey (Spring 2017) indicates that 82 per cent of residents are satisfied with Barnet as a place to live and 73 per cent feel that the council is doing a good job.
- 1.2 In March 2017, the council set a Medium Term Financial Strategy (MTFS) covering the period 2017 – 2020. The MTFS for this period identified a total budget gap of £53.9 million with savings identified from theme committees to meet this gap. To put this in context, the net annual expenditure requirement, before government grant and council tax, is £291 million. The business planning process works on an annual cycle to confirm the council's budget each year. The council typically re-assesses the assumptions underpinning the MTFS once a year through a report to Policy and Resources Committee (P&R) during the summer, ahead of the draft budget for the year ahead being presented in the autumn. The final budget is presented to P&R and Full Council for agreement in the spring. Theme Committees are asked to confirm delivery of savings against plans agreed at the March 2017 Council meeting. The overall targets for Theme Committees remains the same and any proposals that are not either unachievable or will not deliver on their original estimate will need to be supplemented by bringing forward new proposals to meet the gap.
- 1.3 This report recognises that the current MTFS runs until 2020 and beyond that there is still a great deal of uncertainty around the local government funding and any Local Government finance system will no doubt place increasing emphasis on the council being more self-sufficient. This will be compounded by the increasing complexity of cases in demand led services, changes in demographics and increases in the cost of services. The current MTFS also relies on one-off funding from reserves to balance the budget until 2020; which will need to be met from more sustainable funding – for example, through increases to the Council Tax base due to the regeneration in the west of the borough.

- 1.4 However, in spite of these challenges, there are significant opportunities for Barnet. Barnet has adopted a long-term view of finance and over the past six years has been able to rise to the significant challenge of reduced funding from central government coupled with an increase in demographic pressures, saving over £112 million between 2011 and 2016 without negatively impacting frontline services. With demand on local services continuing to increase and many local authorities having to generate more income locally, the next few years will present further financial challenges, alongside the savings of £53.9m to be achieved by 2020. However, this is also an opportunity for Barnet to do things differently, and better.
- 1.5 Barnet's five strategic priorities that are set out in the council's Corporate Plan are: delivering quality services; responsible growth, regeneration and investment; building resilience in residents and managing demand; transforming local services; and promoting community engagement, facilitating independence and building community capacity. The priority of delivering quality services is new and was introduced last year. The council has ambitious plans for the next financial year and this priority is around ensuring that despite the challenges faced, the quality of the local services is not compromised. This means getting the basics right and focussing on the services that matter most to our residents, such as keeping our neighbourhoods clean and safe and ensuring our roads and pavements are well looked after. We will also provide additional support to our most vulnerable residents to ensure that all of our residents are able to stay happy, healthy and independent, and enjoy a good quality of life.
- 1.6 The council actively mainstreams equalities into its business planning process and all savings proposals are in line with our Strategic Equalities Objective.

2. REASONS FOR RECOMMENDATION

- 2.1 It is recommended that Environment Committee approves the refreshed revenue savings programme in Appendix A. This sets out the indicative proposals for how the revenue savings will be achieved and how they are aligned with the Environment Committee priorities.

Environment Committee Revenue Savings Programme

- 2.2 In November 2014, Environment Committee approved a five-year commissioning plan and, again in March 2015, indicative proposals for achieving savings by 2019/20. The commissioning plan and savings programme set out the strategic priorities, commissioning intentions, and indicative savings proposals up to 2019/20.
- 2.3 Appendix A sets out the revised savings proposals for Environment Committee up to 2019/20.
- 2.4 The table below illustrates the adjustments to the savings proposals, highlighting the movements between the original and revised recommended savings programme:

MTFS ID	Description / Explanation	Savings (£,000)		Total
		2018/19	2019/20	
E2	Parking: Enforcement Contract: Additional savings in 18/19 following procurement exercise.	(50)	-	(50)
E4	Street Scene: New Cleansing Service Offer: Original £600k saving target now split over 3 years.	(150)	(150)	(300)
G1	Green Spaces: 3G Pitches: Income target moved back to 19/20.	100	(100)	-
G2	Street Scene: Commercial Recycling and Waste: Additional £700k target removed from 19/20.	-	700	700
G7	Green Spaces: Asset Review: Re-profile of savings target across two years.	100	(100)	-
G8	Commissioning Group: Advertising: New income target.	-	(200)	(200)
S3	Parking: Controlled Parking Zones: New income and efficiency target.	-	(150)	(150)
Net Movement		0	0	0

2.5 Over the period 2018-2020 it is envisaged that the savings proposed will be fully delivered.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The alternative option is not to approve the savings programme. This, however, is not considered to be good practice and may expose the council to the risk of not achieving the savings targets.

4. POST DECISION IMPLEMENTATION

4.1 If Environment Committee approves the recommendation made by this report, then these revenue savings proposals will be delivered as part of the council's medium-term financial strategy.

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 enhance their quality of life
- Where people are helped to help themselves, recognising that prevention is better than cure
- Where responsibility is shared, fairly
- Where services are delivered efficiently to get value for money for the taxpayer.

5.1.2 The council's priorities include:

- Maintaining the green and pleasant nature of the borough by reducing the amount of litter and detritus to the lowest level in London
- Using encouragement, behaviour change, and – where necessary – enforcement to prevent littering in the borough; including chewing gum and dog fouling
- Delivering high quality services whilst reducing unit costs to the lowest amongst Barnet's statistical neighbours.

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

Finance and Value for Money

5.2.1 The review of the revenue savings programme ensures both value for money and that the medium-term financial strategy targets are met.

Procurement

5.2.2 Individual projects will be procured as needed, in line with the council's standing orders.

Staffing

5.2.3 Any impact of individual projects on staff will be assessed as those projects are initiated.

Property

5.2.4 There are no property implications at this time.

IT

5.2.5 There are no IT implications at this time.

Sustainability

5.2.6 There are no sustainability implications at this time.

5.3 Social Value

5.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. Before commencing a procurement process, commissioners should think about whether the services they are going to buy, or the way they are going to buy them, could secure these benefits for their area or stakeholders.

5.4 Legal and Constitutional References

5.4.1 All proposals emerging from the business planning process will need to be considered in terms of the council's legal powers and obligations (including, specifically, the public sector equality duty under the Equality Act 2010). All proposals are already, or will be, subject to separate detailed project plans and reports to committee. The detailed legal implications of these proposals are included in those reports, which will have to be considered by the committee when making the individual decisions.

5.4.2 Environment Committee is approving these proposals. These proposals will then be referred to Full Council so that Council can approve the budget envelope and set the Council Tax. There will be contingencies within the budget envelope so that decision makers have some flexibility should any decisions have detrimental equalities impacts that cannot be mitigated.

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

- To approve fees and charges for those areas under the remit of the committee
- To submit to the Policy and Resources Committee proposals relating to the Environment Committee's budget for the following year, in accordance with the budget timetable
- 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 Environment Committee unless, and until, the amendment has been agreed by Policy and Resources Committee.

5.5 Risk Management

5.5.1 The council has taken steps to improve its risk management processes by

integrating the management of financial and other risks facing the organisation. Risk management information is reported quarterly to the council's internal officer Strategic Commissioning Board and to Performance and Contract Management Committee and is reflected, as appropriate, throughout the annual business planning process.

5.5.2 Risks associated with each individual saving proposal will be outlined within the individual committee report as each proposal is brought forward for the committee to consider.

5.6 Equalities and Diversity

5.6.1 Equality and diversity issues are a mandatory consideration in the decision-making of the council. This requires elected Members to satisfy themselves that equality considerations are integrated into day to day business and that all proposals emerging from the finance and business planning process have properly taken into consideration what impact, if any, there is on any protected group and what mitigating factors can be put in place.

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

(a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010

(b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it

(c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

(a) Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic

(b) Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it

(c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

(a) Tackle prejudice

(b) Promote understanding.

Compliance with the duties in this section may involve treating some persons more favourably than others but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act. The relevant protected characteristics are:

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

5.6.3 As individual proposals are brought forward for consideration by the Environment Committee, each will be accompanied by an assessment of the equalities considerations, setting out any potential impact of the proposal and mitigating action. The equalities impact of all other proposals will be reviewed as proposals develop and will inform the final consideration of the savings proposals.

5.6.4 Where there are changes, it is inevitable that there is likely to be an impact on individuals in different ways. However, at each stage of the process, the council will conduct a full EIA to ensure that where some current and future clients are impacted, proper measures are considered to minimise the effect as far as possible.

5.6.5 The revenue savings sheet shown as Appendix A currently indicates current assessments which have been completed. As the full impact of these changes is understood, each initiative will undertake to work with those affected and consider options available to them to help mitigate any adverse impact. Where necessary proposals will not be implemented or agreed until members have fully considered the equality impacts and responses to any consultation.

5.6.6 All human resources implications will be managed in accordance with the council's Managing Organisational Change policy that supports the council's Human Resources Strategy and meets statutory equalities duties and current employment legislation.

5.7 Consultation and Engagement

5.7.1 As a matter of public law, the duty to consult with regards to proposals to vary,

reduce or withdraw services will arise in four circumstances:

- Where there is a statutory requirement in the relevant legislative framework
- Where the practice has been to consult, or, where a policy document states the council will consult, then the council must comply with its own practice or policy
- Exceptionally, where the matter is so important that there is a legitimate expectation of consultation
- Where consultation is required to complete an equalities impact assessment.

5.7.2 Regardless of whether the council has a duty to consult, if it chooses to consult, such consultation must be carried out fairly. In general, a consultation can only be considered as proper consultation if:

- Comments are genuinely invited at the formative stage
- The consultation documents include sufficient reasons for the proposal to allow those being consulted to be properly informed and to give an informed response
- There is adequate time given to the consultees to consider the proposals
- There is a mechanism for feeding back the comments and those comments are considered by the decision-maker / decision-making body when making a final decision
- The degree of specificity with which, in fairness, the public authority should conduct its consultation exercise may be influenced by the identity of those whom it is consulting
- Where relevant and appropriate, the consultation is clear on the reasons why and extent to which alternatives and discarded options have been discarded. The more intrusive the decision, the more likely it is to attract a higher level of procedural fairness.

5.7.3 Public consultation on the overall budget for 2018/19 will commence on 6th December 2017 following the Policy and Resources Committee on 5th December 2017 before the final savings are recommended to Full Council on the 6th March 2018.

5.7.4 The public consultation will give residents an opportunity to comment on the 2018/19 overall budget and the Environment Committee's individual proposals to deliver the 2018/19 savings identified in this report, before final decisions are formalised in the Council's annual budget.

5.7.5 In terms of service specific consultations, the Council has a duty to consult with residents and service users in a number of different situations including

where proposals to significantly vary, reduce or withdraw services. Consultation is also needed in other circumstances, for example to identify the impact of proposals or to assist with complying with the council's equality duties.

5.7.6 Where appropriate, separate service specific consultations have already taken place, or are currently taking place, for the 2018/19 savings.

5.8 **Insight**

5.8.1 There are no insight implications at this time.

6. **BACKGROUND PAPERS**

6.1 Appendix A: Environment Committee Savings Proposals

Appendix A - Environment Savings Proposals

Line ref	Opportunity Area	Corporate Plan Priority: Fairness, Responsibility or Opportunity	Description of saving	Consultation (How are we consulting on this proposal)	Impact Assessment			Budget		2018/19		2019/20		Total savings (All years)	Variance Analysis
					Impact on Service Delivery	Impact on Customer Satisfaction	Equalities Impact	2017/18	2018/19		2019/20				
								£000	£000	FTE	£000	FTE			
Efficiency															
E2	Commissioning Group - Parking Services	Fairness	Re-procure the Parking Contract: The current contract for parking and enforcement services is due to expire in 2017. The decision to re-procure the service allows further cost savings to be identified through making contract management savings using varied specifications, or through investing in modern IT systems.	Service specific and staff consultation will be undertaken if required, once it has been identified if there are impacts on staff or residents	This saving is not anticipated to impact on service delivery.	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	Equalities Impact Assessment has been completed and indicated that the proposal does not impact on service delivery or council staff. This will be kept under review as the proposals develop further and any updated as necessary	4,157	(200)					(200)	4.81%
E3	Street Scene - Savings Line	Opportunity	Formerly the restructure of the Street Scene business model. Through the ADM process, officers are looking to streamline potential processes, invest in mobile IT, improve service productivity, and restructure the service to deliver the required savings.	ADM consultation took place in November and December 2016. Additional staff consultation to take place as required once the saving has been profiled.	This saving is not anticipated to impact negatively on service delivery.	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	An initial ADM Equalities Impact Assessment for staff and residents has been completed and is available at https://barnet.moderngov.co.uk/mgChooseDocPack.aspx?ID=8590 . Any further potential equalities impact will be reviewed as proposals develop, ahead of implementation of the savings. An equalities impact assessment will be carried out if required.	13,395	(450)					(450)	3.36%
E4	Street Scene - Street Cleansing	Opportunity	New Service Offer: Anticipated to be achieved via staffing efficiencies and an asset management review of the fleet. [Note: The previous 2017/18 saving of £600k has been re-profiled as £300k in 2017/18 and £300k in 2018/19].	Service specific and staff consultation will be undertaken if required	This saving is not anticipated to impact on service delivery.	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	The need for an EIA will be kept under review and carried out if required	2,955	(150)		(150)			(300)	10.15%
Total									(800)	0	(150)	0	(950)	0	
Growth and Income															

Appendix A - Environment Savings Proposals

Line ref	Opportunity Area	Corporate Plan Priority: Fairness, Responsibility or Opportunity	Description of saving	Consultation (How are we consulting on this proposal)	Impact Assessment			Budget				Total savings (All years)	Variance Analysis	
					Impact on Service Delivery	Impact on Customer Satisfaction	Equalities Impact	2017/18	2018/19		2019/20			
								£000	£000	FTE	£000			FTE
G1	Commissioning Group - Green Spaces Development	Opportunity	Invest in 3G Pitches (x3): This proposal will see the Council secure additional investment (in partnership with funding bodies such as The Football Foundation) in modern 3G sports pitches across the borough. These could be either new 3G artificial grass pitches (AGPs) on sites that are currently not laid out as grass pitches, or the conversion of existing grass pitches to AGP's. Current feasibility work on the creation of sports hubs as required by the adopted Parks and Open Spaces and Playing Pitch Strategies will determine the locations for the new AGP's, which will be compliant with the Playing Pitch Strategy and agreed with the Playing Pitch Strategy Steering Group which comprises, in addition to LBB, representatives of Sport England, England Hockey, England and Wales Cricket Board, Football Association, Lawn Tennis Association and Rugby Football Union. The council will benefit from a mechanism for sharing the additional income generated from new pitches with any delivery partner. The grass pitches that the Council provides for the playing of team sports are currently subject to charges for their use. Charging will continue for the new facilities.	Service specific consultation will be undertaken if required	This saving is not anticipated to impact on service delivery.	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	An Equality Impact Assessment will be completed. This will be kept under review as the specific proposals develop.	4,136			(100)		(100)	2.42%
G2	Street Scene - Commercial Waste and Waste Collection and Street Cleansing Income.	Opportunity	Income generation from Non-Statutory Waste Services and Green Waste: Income generation target across a range of chargeable services for commercial waste, including - but not limited to - additional collections and the identification of new services where charging the user more (in order to offset the impact of wider budget reductions) is appropriate. To be delivered through a fundamental review of all transactional services e.g. development of the trade and commercial waste services including recycling and a review of commercial activity to identify new or improved income opportunities. Further work to be done with commercial waste to both obtain contracts and offer recycling services.	Service specific consultation will be undertaken if required.	This saving is a change to service delivery.	This saving will not have an adverse impact on customer satisfaction	An Equality Impact Assessment will be completed for those services which affect residents prior to implementation of savings proposal.	(1,958)	(300)		(300)		(600)	30.64%
G3	Street Scene and Commissioning Group - demand management via enforcement and education	Fairness	Reduce Demand for Services through targeted enforcement and Education - increase the investment in enforcement and public communication activities to reduce the amount of fly tipping, littering and ASB - provides a reduction in overall operating costs and a small revenue stream above investment costs. A procurement process is being carried out to identify a future provider.	Trial for Streetscene enforcement took place from July 2016 to January 2017. This included gathering feedback from residents and businesses.	Improved use of resources	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	An Equality Impact Assessment will be completed following the gathering of data from the trial. This will be kept under review as the specific proposals develop and any changes reported back at the next Committee decision within the business planning process.	2,955	(25)				(25)	0.85%

Appendix A - Environment Savings Proposals

Line ref	Opportunity Area	Corporate Plan Priority: Fairness, Responsibility or Opportunity	Description of saving	Consultation (How are we consulting on this proposal)	Impact Assessment			Budget				Total savings (All years)	Variance Analysis	
					Impact on Service Delivery	Impact on Customer Satisfaction	Equalities Impact	2017/18	2018/19		2019/20			
								£000	£000	FTE	£000			FTE
G4	Commissioning Group	Fairness	Cost recovery from a full review of fees and charges across all Environmental Committee business areas; including Parking products and Highways services. This will include making sure that all fees are collected.	New fees and charges included into the fees and charges and the report for budget consultation and results feed into the budget approvals process	None	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	A full Equality Impact Assessment will accompany the fees and charges report for Environment committee report for approval. This will kept under review.	(1,620)	(240)		(130)		(370)	22.84%
G6	Commissioning Group - Safer Communities	Opportunity	Rationalisation of CCTV contracts across ANPR / MTC / ASB. Increase income generation. Further rationalisation of control room function.	No service specific consultation is required	Improved efficiency of the service	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	Initial analysis indicates that no staff and or service user EIA is required because the proposal does not impact on service delivery or staff.	817			(200)		(200)	24.48%
G7	Commissioning Group - Green Spaces Development	Opportunity	Asset Management: Anticipated to be achieved via the review of Green Space asset across the borough; including fees and charges applicable to leaseholds.	Service specific consultation will be undertaken if required. One to one engagement with Leaseholders as and when required.	None	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that	Initial analysis indicates that no staff and or service user EIA is required because the proposal does not impact on service delivery or staff.	4,136	(100)		(100)		(200)	4.84%
G8	Commissioning Group	Opportunity	Advertising on and near to Highways: A number of opportunities have been identified for additional advertising across the public realm, including; highways, bus shelters, parks and open spaces, and town centres.	The parks and open spaces strategy consultation brought forward the principle of making our greenspaces more financially sustainable through alternative income and investment routes. Service specific consultation will be undertaken if required.	Increased income	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	Initial analysis indicates that no staff and or service user EIA is required because the proposal does not impact on service delivery or staff This will be kept under review. The parks and open spaces strategy consultation brought forward the principle of making our greenspaces more financially sustainable through alternative income and investment routes		(100)		(200)		(300)	
Total									(765)	0	(1,030)	0	(1,795)	
Service Redesign														

Appendix A - Environment Savings Proposals

Line ref	Opportunity Area	Corporate Plan Priority: Fairness, Responsibility or Opportunity	Description of saving	Consultation (How are we consulting on this proposal)	Impact Assessment			Budget				Total savings (All years)	Variance Analysis	
					Impact on Service Delivery	Impact on Customer Satisfaction	Equalities Impact	2017/18	2018/19		2019/20			
								£000	£000	FTE	£000			FTE
S2	Commissioning Group - Green Spaces Development	Opportunity	Following the specific site surveys for all green spaces in the Parks and Open spaces strategy 2016, we will review and look at changes to how we maintain all our green space and who maintains our green spaces. This could be as whole green spaces or parts there within, and could included offering the spaces to local groups, planting as urban forests (mayor's air quality strategy), change to allotments (positive health benefits) etc.	Service specific consultation will be undertaken when required, on a site by site or by area basis.	Potential change of use of greenspaces	This saving could have an adverse impact on customer satisfaction	An Equality Impact Assessment will be completed, and be kept under review as the specific proposals develop, which may be by site, area, or usage.	4,136	(50)	2	(150)	2	(200)	4.84%
S3	Commissioning Group - Action to reduce the overall cost of controlled parking zone (CPZ) implementation	Opportunity	Currently a proportion of the Borough is covered by a CPZ - additional roads are added on an ad hoc basis and the process is costly as it can result in abortive work and inefficient consultation. Options would be to take a coordinated approach to the process to save on cost (e.g. add 10 roads at a time instead of 1) and, except in exceptional circumstances, only carry out those that are funded through area committees or developers and carry out a strategic review to prioritise future changes.	Service specific consultation will be undertaken when required - CPZ introductions or changes have specific consultation routes which must be followed set down in the relevant legislation	Change to service delivery	This saving could have an adverse impact on customer satisfaction	An Equality Impact Assessment will be completed. This will kept under review as the specific proposals develop.		(100)		(150)		(250)	
Total									(150)	0	(300)	2	(450)	
Reducing demand, promoting independence														
R1	Commissioning Group - NLWA	Fairness	Levy payments to the North London Waste Authority: The Council pays a price per tonne specifically for the type and volume of waste that it estimates that it will deliver in the year to North London Waste Authority for treatment or disposal. If less waste is delivered than projected a saving is made on the following year's levy. Future waste savings are reliant on: demand management projects, changes to collection services and the success of communication campaigns, to enable realistic lower waste tonnage projections to be made for the future, and the quantity of waste that is actually collected to be lower.	Service specific consultation will be undertaken if required.	This saving is not anticipated to impact on service delivery.	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	The need for an Equality Impact Assessment will kept under review as the specific proposals develop and carried out if required.		(100)		(300)		(400)	

Appendix A - Environment Savings Proposals

Line ref	Opportunity Area	Corporate Plan Priority: Fairness, Responsibility or Opportunity	Description of saving	Consultation (How are we consulting on this proposal)	Impact Assessment			Budget		2018/19		2019/20		Total savings (All years)	Variance Analysis
					Impact on Service Delivery	Impact on Customer Satisfaction	Equalities Impact	2017/18							
								£000	£000	FTE	£000	FTE			
R2	Street Scene Waste and Recycling collection	Fairness	Revised waste offer to increase recycling: The planned ending of central Government support for weekly refuse collection will necessitate a revised waste collection offer to residents that will need to focus on the delivery of challenging recycling targets. The Council collects residual waste, recyclables, and food waste from all households. The proposal is for a comprehensive and targeted communications and engagement campaign which aims to change resident behaviours and drive up recycling rates in order to reduce collection and disposal costs. This includes making it easier to recycle food waste and compulsory recycling of dry and food waste (enforced by fixed penalty notices); increasing recycling in flats by working with managing agents to identify the most suitable mix of containers and limiting the capacity for residual waste. The proposals will be supported by small scale pilot projects, incentive schemes and targeted communications projects. However it may become necessary to go to alternate weekly collection if recycling rates continue to plateau and/or the savings identified are not realised.	Service specific consultation, alongside Waste Strategy took place in January/February 2016. Further consultation on the Alternative Delivery Model is currently underway. The implementation of any specific proposed scheme will be dependant upon the completion of the service specific consultation and relevant EIA process, as the details of schemes are known	This saving is anticipated to impact on service delivery.	This saving may have a short term adverse impact on customer satisfaction as collection rounds are changed, but longer term benefits will be delivered in terms of more efficient and effective collection services based on local characteristics rather than a one size fits all approach.	An Equality Impact Assessment will be completed. This will be kept under review as the specific proposals develop. An initial Equalities Impact Assessment for staff and residents has been completed and is available at https://barnet.moderngov.co.uk/mgChooseDocPack.aspx?ID=8590	6,891			(900)		(900)	13.06%	
R3	Commissioning Group - Green Spaces Development	Responsibility	Increased Productivity and Reduction of Overheads: Develop a range of alternative management models for parks and open spaces including trusts, management by friends groups and volunteers. Ensure that all costs are recovered from External Agencies such as Barnet Homes and ensure that suitable specifications are in place.	A service specific consultation will be carried out site by site by site basis.	Changed delivery model	Possible loss of management control and deterioration of standards	An Equality Impact Assessment will be completed. This will be kept under review as the specific proposals develop.	4,136	(100)		(100)		(200)	4.84%	
									(200)	0	(1,300)	0	(1,500)		
Overall Total Savings										(1,915)	0	(2,780)	2	(4,695)	

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Environment Committee
7 November 2017

Title	Fees and Charges – 2018/19
Report of	Strategic Director - Environment
Wards	All
Urgent	No
Status	Public
Key	Yes
Enclosures	Appendix A – Proposed Fees and Charges 2018/19
Officer Contact Details	Nicola Cross – Strategic Lead – Clean and Green Nicola.cross@barnet.gov.uk 020 8359 7404

Summary

This report seeks to obtain approval for the proposed new and above inflation fees and charges for 2018/19 to support the Environment Business Plan, and delivery of front line service within the Environment Directorate

Recommendations

- 1. That the Environment Committee consider and approve the proposed fees and charges for 2018/19 as set out in Appendix A.**
- 2. That the Environment Committee agree the Electric Vehicle Charging Point Pilot Scheme and delegate power to the Strategic Director – Environment to set the fees and charges for it.**

1. **WHY THIS REPORT IS NEEDED**

- 1.1 Fees and charges are reviewed on an annual basis to ensure that the costs of chargeable services are covered and the Council is achieving value for money. This report sets out the proposed above inflation fee increases as well as new fees and charges for services within the Environment Directorate. Any fees and charges which are being increased broadly in line with, or by less than the rate of inflation, are not included in this report as their approval is delegated to Chief Officers.

2. **REASONS FOR RECOMMENDATIONS**

- 2.1 **Recommendation 1** – It is recommended that the Environment Committee consider and approve the proposed fees and charges for 2018/19, as it is considered good practice to review fees and charges annually to ensure that the costs of providing the services are recouped.
- 2.2 **Recommendation 2** – It is recommended that the Environment Committee agree the Electric Vehicle Charging Point Pilot Scheme and delegate power to the Strategic Director – Environment to set the fees and charges for it. The Environment Committee approved the development of a Transport Strategy on 14 July 2016, and Electric Vehicle Charging Points is likely to be one of the strategies in that document. Once the pilot has run for at least 6 months a report will be brought back to this Committee to provide detail about it and for the Committee to set the charges if minded to continue beyond the pilot period..
- 2.3 For the Electric Vehicle Charging Point Pilot Scheme the fees and charges need to cover the operating costs of the new facility. These complex costs are being determined and it is proposed that the total charge levied will include the cost of electricity used and other overheads recovered as a “plug in fee”. The plug in fee will consist of bank charges (2% of transaction fee), service provider fee, communication and networking fee, back office charges and maintenance. Charges will apply to both lamp column chargers and destination chargers (free standing chargers).

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

- 3.1 The alternative approach is not to review the fees and charges, or adjust the current fees and charges, or not to add new ones where appropriate. This, however, is not considered good practice and will potentially expose the Council to the risk of not recovering the costs of the provision of the service, or potentially, over recovery, where the charge is set at a cost recovery level.
- 3.2 Given the financial pressures currently faced by the Council the only viable option for continuing to provide services is to levy an appropriate fee or charge.
- 3.3 The alternative approach of seeking approval of a fee from this Committee in respect of the Electric Vehicle Charging Point Pilot Scheme was considered, but as many of the costs are currently unknown there would be a higher risk that the charges would not cover the operating costs of the new facility. This approach is therefore not recommended.

4. POST DECISION IMPLEMENTATION

- 4.1 If the Committee is so minded to approve Recommendation 1 then the fees and charges will be noted by the Policy and Resources Committee as part of the Council wide budget setting. Once the budget is approved by full Council the fees and charges will be posted on the Council's website and, where a statutory duty requires it, advertised in the approved publication and appropriate location. This will include appropriate amendments being made to existing Traffic Management Orders to reflect the revisions identified in this report. The new fees and charges will be implemented from 1 April 2018.
- 4.2 If the Committee is so minded to approve Recommendation 2, the Strategic Director – Environment will set the fees for the Electric Vehicle Charging Point Pilot Scheme. The finance of the Electric Vehicle Charging Point Pilot Scheme will be evaluated once the scheme has operated for at least six months, and should there be a desire to continue beyond the pilot, setting of the fees and charges for a longer term scheme will be brought back to this Committee for approval.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The Corporate Plan 2015-2020 is based on the core principles of fairness, responsibility and opportunity to make sure Barnet is a place:

- Of opportunity, where people can further their quality of life
- Where people are helped to help themselves, recognising that prevention is better than cure
- Where responsibility is shared, fairly
- Where services are delivered efficiently to get value for money for the taxpayer

5.1.2 The Council's key areas of focus include:

- Delivering quality services – improving the overall approach to planning and enforcement, including taking action against enviro crime such as littering and fly tipping
- Delivering services that our residents value most to a high standard, including keeping our neighbourhoods and town centres clean, safe and health, maintaining our parks and open spaces, ensuring that our roads and pavements are well looked after.

5.1.3 Fees and charges need to be reviewed to ensure value for money and cost recovery. Thereby complying with the 2015-2020 Corporate Plan priority for Barnet to be in the lowest 25% of all Councils (Boroughs and County Councils) for expenditure per head of population, reviewing fees and charges is a means of keeping our net costs under control.

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

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

5.2.1 **Finance & Value for Money:** With public and Member expectations increasing, the review of fees and charges ensures that sufficient resources are made available to manage and prioritise those expectations.

5.2.2 The fees and charges proposals will contribute to the cost recovery/savings target of £6.56m included in the Business Plan 2017/18 – 2019/20 submitted to the November 2016 Environment Committee, which was approved at Policy and Resources Committee on 1 December 2016.

5.2.3 Adjusting fees and charges will ensure effective cost recovery for delivering the service; prices listed do not include VAT, which will only be charged where indicated.

5.2.4 The Constitution requires that all new charges, and charges that are proposed to be increased by more than inflation plus 2%, are agreed by the relevant Theme Committee, and also reported to Policy and Resources Committee for noting.

5.2.5 **Procurement:** At this time there are no implications.

5.2.6 **Staffing:** At this time there are no implications.

5.2.7 **Property:** At this time there are no implications.

5.2.8 **IT:** At this time there are no implications.

5.2.9 **Sustainability:** At this time there are no implications.

5.3 Social Value

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

5.4 Legal and Constitutional References

5.4.1 Local authorities have a variety of powers to charge for specific statutory services set out in statute. The Local Government Act 2003 also provides a power to trade and a power to charge for discretionary services, the latter on a cost recovery basis. Discretionary services are those that a local authority is permitted to provide under statute but is not obliged to do so. The power to charge for discretionary services is not available to local authorities if there is a statutory duty to provide the service or if there is a specific power to charge for it or if there is a prohibition on charging.

5.4.2 Additionally, the Localism Act 2011 provides local authorities with a general power of competence that confers on them the power to

charge for services but again these are subject to conditions/limitations similar to those noted above.

- 5.4.3 Where a local authority has a duty to provide a statutory service free of charge to a certain standard, no charge can be made for delivery to that standard. Should a request be made, however, for delivery above and beyond that standard, this may constitute a discretionary service for which a charge could be made.
- 5.4.4 There is a variety of legislation permitting charging for different services, some of which set prescribed fees and charges (or the range of charges for a given service), and others which allow discretion based on costs of providing the service.
- 5.4.5 With regard to the designation of parking places and the permit banding and supplemental charges, consideration of the requirements of sections 45-46a of the Road Traffic Regulation Act 1984 need to be borne in mind. In using the powers under the Road Traffic Regulation Act 1984, the authority has a duty, amongst other considerations, to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities both on and off the highway. This is pursuant to section 122 of the Road Traffic Regulation Act 1984 which states:

122 Exercise of functions by local authorities

(1) It shall be the duty of [every] [strategic highways company and] local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off [the highway or, in Scotland, the road].

(2) The matters referred to in subsection (1) above as being specified in this subsection are—

(a) the desirability of securing and maintaining reasonable access to premises;

(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

[(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);]

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

(d) any other matters appearing to . . . the local authority . . . to be relevant.

[(3) The duty imposed by subsection (1) above is subject to the provisions of Part II of the Road Traffic Act 1991.]

The authority is also required to have due regard to the Secretary of State's Operational Guidance on Parking Policy and Enforcement (last updated 2015).

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

- To consider for approval fees and charges for those areas under the remit of the Committee
- 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.
- To make recommendations to Policy and Resources Committee on issues relating to the budget for the Committee, including and 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

5.4.7 The Council's Constitution (Clause 21, Financial Regulations) also states:

4.3.8 For the fees and charges within their remit, theme Committees, Planning Committee and Licensing Committee must approve changes to fees and charges that are above inflation by 2% or more, the introduction of new fees and charges, and changes to fees and charges outside the normal annual cycle.

4.3.9 Changes to fees and charges approved by theme Committees, Planning Committee and Licensing Committee must be reported to Policy and Resources Committee for noting

5.5 Risk Management

5.5.1 The fees and charges proposed within this report are based on recovery of costs incurred by the Council, and in respect of some, bearing in mind the Council's duties under the Road Traffic Regulation Act and associated guidance. Efforts have been made to limit the charge increases and consideration has been given to the charges adversely affecting demand for the services as well as the need to recoup the cost of providing the service. There will nonetheless remain an element of reputational risk and challenge.

5.5.2 If agreed by the Committee the Strategic Director – Environment will set the Fees and Charges for the Electric Vehicle Charging Point Pilot Scheme when costs for the new facility have been determined. This pilot will run for at least six months, the finance will then be evaluated, and a report will be brought to a meeting of the Environment Committee thereafter to set Fees and Charges for the longer term, thereby mitigating the risk that the service will not cover its operational costs.

5.6 Equalities and Diversity

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

5.6.2 The Equality Act 2010 sets out the Public Sector Equality Duty which requires public bodies to have due regard to the need to

- eliminate discrimination, harassment and victimisation and other conduct prohibited by the Act
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not
 - foster good relations between persons who share a relevant protected characteristic and persons who do not.

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

5.6.4 The proposed fees and charges have been reviewed against the protective characteristics. Initial Equality Impact Screening Assessments have not found that there would be any specific adverse impact on any of the protected groups. A full Equalities Impact Assessment will be carried out for the Electric Vehicle Charging Point Pilot Scheme, which will be reported to the meeting of the Environment Committee that will consider whether the scheme should be continued and if there is a desire for it, to set the Fees and Charges for the long term.

5.7 Consultation and Engagement

5.7.1 There was no specific consultation on the fees and charges in this report, a number of which are small increases on previous charges.

6. BACKGROUND PAPERS

6.1 [Environment Committee 8 November 2016 Fees and Charges 2017/18 Papers](#)

- 6.2 [Environment Committee 8 November 2016 Business Plan 2017/18 – 2019/20 Papers](#)
- 6.3 [Environment Committee 14 July 2016 Moving Around in Barnet – “A Direction of Travel”](#)
- 6.4 [Environment Committee 14 July 2016 Car Club Expansion in Barnet](#)
- 6.5 **REPORT CLEARANCE CHECKLIST**

Highways - Fees and Charges 2018/19

Reference/ Area	Fee/Charge Title	Area	Description	Unit of Measure	Charges 2017/18	Charges 2018/19	Change from prior	Comments	Legislative Power	Basis for Charging
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None

Street Scene - Fees and Charges 2018/19

Reference/ Area	Fee/Charge Title	Area	Description	Unit of Measure	Charges 2017/18	Charges 2018/19	Change from prior year (%)
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None

Comments	Legislative Power	Basis for Charging
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Parking - Fees and Charges 2018/19

Reference/ Area	Fee/Charge Title	Area	Description	Unit of Measure	Charges 2017/18	Charges 2018/19	Change from prior year (%)	Comments	Legislative Power	Basis for Charging
Parking	Resident Permit	N/A	Band 1 - Green Annual Permit: For vehicles with emissions range (G/km CO2) <= 110	Per vehicle per year	Free of Charge	£ 15.00	New charge	New charge	Road Traffic Regulation Act 1984 and associated regulations.	Statutory discretion ary
Parking	Resident Permit	N/A	Band 2 - Lower Band Emissions Annual Permit: For vehicles with emissions range (G/km CO2) 111 to 130	Per vehicle per year	£ 45.00	£ 50.00	11%	Previously this band was combined with band 3, but the new model splits this band into two parts (lower and upper)	Road Traffic Regulation Act 1984 and associated regulations.	Statutory discretion ary
Parking	Resident Permit	N/A	Band 3 - Low (Top Tier) Band Emissions Annual Permit: For vehicles with emissions range (G/km CO2) 131 to 150	Per vehicle per year	£ 45.00	£ 55.00	22%	Previously this band was combined with band 2, but the new model splits this band into two parts (lower and upper)	Road Traffic Regulation Act 1984 and associated regulations.	Statutory discretion ary
Parking	Resident Permit	N/A	Band 4 - Middle Band Emissions Annual Permit: - For vehicles with emissions range (G/km CO2) 151 - 200	Per vehicle per year	£ 52.50	£ 65.00	24%		Road Traffic Regulation Act 1984 and associated regulations.	Statutory discretion ary
Parking	Resident Permit	N/A	Band 5 - High Band Emissions Annual Permit: - For vehicles with emissions range (G/km CO2) 201 and above	Per vehicle per year	£ 85.00	£ 115.00	35%		Road Traffic Regulation Act 1984 and associated regulations.	Statutory discretion ary
Parking	Resident Permit	N/A	Additional supplement for 2nd, 3rd or 4th vehicle on top of permit cost	Per vehicle per year	£ 10.00	£ 15.00	50%	This charge is a supplement on the relevant band which the car falls into i.e. A second vehicle which was an electric car would have to pay £30.00 (Band 1 - Green Annual Permit of £15.00 plus 2nd vehicle supplement of £15.00), a higher polluting car which had G/km CO2 emissions of 210 would have to pay £130.00 (Band 5 - High Band fee of £115.00 plus 2nd vehicle supplement of £15.00). This reflects those who pollute the most and have the greatest negative affect on our air quality should pay the most, whilst promoting public transport, walking etc. to reduce congestion on our roads, and keep traffic moving.	Road Traffic Regulation Act 1984 and associated regulations.	Statutory discretion ary
Parking	Resident Visitor Permit	N/A	Charge per visitor permit	Per vehicle per stay	£ 1.00	£ 1.10	10%	The cost of the visitor permit (VP) has been £1 since Aug 2013, which was a downward revision from the previous cost (and a reversion to costs pre-2011). The proposed charge will help to cover	Road Traffic Regulation Act 1984 and associated regulations.	Statutory discretion ary

Parking	Car Park Charges	N/A	Charge for All Day parking in chargeable Car Parks (Note - All other car park charges to remain as is - only the All Day charge to increase)	Per All Day Transaction	£ 5.00	£ 6.00	20%	Maximum charge based on car park usage.	Road Traffic Regulation Act 1984 and associated regulations.	Statutory discretionary
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Statutory prescribed – legislation provides that the local authority charge for providing a service and either (a) the charge is prescribed (i.e. set eg. £100) or (b) the range is prescribed.

Statutory discretionary (or statutory costs recovery) - legislation provides that you may charge for providing a service but the amount of the charge is discretionary, within the remit of the legislation – the charge may be limited to cost recovery, reasonable cost or based on consideration of prescribed matters eg. consideration of rental value of land for allotments.

Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011

Effective Borough Travel - Fees and Charges 2018/19

Reference/ Area	Fee/Charge Title	Area	Description	Unit of Measure	Charges 2017/18	Charges 2018/19	Change from prior year (%)	Comments
Effective Borough Travel	Car Club Permits	N/A	To allow car club permit vehicles to park within the borough	Per vehicle	N/A - New Charge	£1,260.00	New charge	This is the permit charge for car club company vehicles

Legislative Power	Basis for Charging
Road Traffic Regulation Act 1984 and associated regulations.	Statutory discretionary

EH & C&C - Fees and Charges 2018/19

Reference/ Area	Fee/Charge Title	Area	Description	Unit of Measure	Subject to VAT	Charges 2017/18	Charges 2018/19	Change from prior year (% increase)
Re - Environment al Health	Food Safety Courses	N/A	Level 3 Award in Food Safety - Supervising food safety in catering	Per person	VAT not applicable	£299.00	£350.00	17.06%
Re - Environment al Health	Sampling of Private Water	N/A	Sampling of Private Water Supplies (The Private Water Supplies (England) Regulations 2016)	Per visit	standard rate	Full analysis cost (£500 maximum) plus £53.56 sampling visit charge by analyst exc. VAT	Actual laborator y analytical fees and sampling visit charges [based on officer hourly rates] up to	variable, could be over 5% or less than 2017/18 charge.

Statutory prescribed – legislation provides that the local authority charge for providing a service and either (a) the charge is prescribed (i.e. se

Statutory discretionary (or statutory costs recovery) - legislation provides that you may charge for providing a service but the amount of the charge is determined by the legislation – the charge may be limited to cost recovery, reasonable cost or based on consideration of prescribed matters eg. consideration of need

Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the authority's discretion

Comments	Legislative Power	Basis for charging
Proposed increase to cover costs and following benchmarking exercise	Section 23 Food Safety Act 1990	Discretionary
Change in Regulations, which prescribe the maximum charges differently. Charge will be cost recovery up to statutory maximum set out in the Regulations.	The Private Water Supplies (England) Regulations 2016	Statutory Discretionary (up to maximum limit)

at eg. £100) or (b) the range is prescribed.

charge is discretionary, within the remit of the
rental value of land for allotments.

ed on the statutory power to charge in Local Government Act 2003/L

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	<p>Environment Committee</p> <p>07 November 2017</p>
<p>Title</p>	<p>Draft London Environment Strategy</p>
<p>Report of</p>	<p>Strategic Director for Environment</p>
<p>Wards</p>	<p>All</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>Yes</p>
<p>Enclosures</p>	<p>Appendix A: Response to Draft London Environment Strategy</p>
<p>Officer Contact Details</p>	<p>Jamie Blake, Strategic Director for Environment Jamie.Blake@Barnet.gov.uk</p>

<p>Summary</p>
<p>The Mayor of London has invited London Boroughs to respond to a draft London Environment Strategy (LES) by 17 November 2017. The draft LES sets out the Mayor’s environmental vision for London and the proposed strategic approach to addressing key issues such as; air quality, green infrastructure, waste and recycling, ambient noise, carbon economy and climate change.</p> <p>Environment Committee are requested to review the council’s proposed response to the draft LES so that it may be formally submitted to the Mayor of London.</p>

<p>Recommendations</p>
<p>1. That Environment Committee approve the recommended response to the draft London Environment Strategy as outlined in Appendix A.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 The draft London Environment Strategy (LES) is one of seven strategies which are intended to deliver the Mayor's vision for London. The LES sets out the following aims for London:
- Best air quality of any major city
 - More than half of London to be green
 - Zero carbon city; including a zero-emission transport system and zero carbon buildings
 - Zero waste city
 - London and Londoners to be resilient to severe weather and long-term climate change
 - Reduce the number of people adversely affected by noise.
- 1.2 The Mayor's intended environmental outcomes are for a London that is greener, cleaner, and ready for the future.
- 1.3 The Mayor has launched a three-month public consultation on the draft LES, which is due to close on 17 November 2017. The consultation is an important opportunity for London Boroughs to help shape regional environmental policy.
- 1.4 Appendix A to this paper sets out the council's proposed response which identifies; what the council already delivers, opportunities for the council to deliver more, or differently, and where there are appropriate grounds for challenge.
- 1.5 Environment Committee is invited to review and approve the council's proposed response.

2. REASONS FOR RECOMMENDATION

- 2.1 Appendix A sets out the key focuses of the strategy in more detail, with its likely interface with the council's objectives and the challenges the strategy presents to the borough.
- 2.2 This response has been formulated through engagement with Environment Commissioning Leads. It addresses any concerns, challenges, and opportunities which have been posed by the draft LES.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Environment Committee could choose not to respond to the Mayor's draft London Environment Strategy. This option is not recommended given the strategic importance of the draft LES and the impact on greater London policy.

4. POST DECISION IMPLEMENTATION

- 4.1 Following Environment Committee approval, the council's response will be formally submitted to the Mayor's office.
- 4.2 A consultation response document will be provided by the Mayor of London once all responses have been reviewed, outlining key themes, further work required by the Mayor, likely amendments to the document and a date for the final document to be published.

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 enhance their quality of life
- Where people are helped to help themselves, recognising that prevention is better than cure
- Where responsibility is shared, fairly
- Where services are delivered efficiently to get value for money for the taxpayer.

- 5.1.2 The Environment Commissioning Objectives 2015 – 2020 include:

- Increasing resident satisfaction
- Engaging with residents
- Economic growth
- Increasing recycling and minimising waste
- Enhancing green spaces
- Promoting health and wellbeing

- Delivering quality highways services
- Delivering quality regulatory services.

5.2 Health and Wellbeing

5.2.1 The response to the draft LES pays due regard to the council's strategic objectives of the Health and Wellbeing Strategy.

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

Finance and Value for Money

5.3.1 There are no financial implications at this time.

Procurement

5.3.2 There are no procurement implications at this time

Staffing

5.3.3 There are no staffing implications at this time.

Property

5.3.4 There are no property implications at this time.

IT

5.3.5 There are no IT implications at this time.

Sustainability

5.3.6 There are no sustainability implications at this time.

5.4 Social Value

5.4.1 The Public Services (Social Value) Act 2013 is not relevant in the context of this report.

5.5 Legal and Constitutional References

5.5.1 The Mayor of London's statutory powers and responsibilities vary across the different environmental issues covered in the draft LES.

5.5.2 The statutory framework for local air quality management is via national Air Quality Regulations and Part IV of the Environment Act 1995.

5.5.3 The Mayor of London is required to produce a municipal waste strategy under

the Greater London Authority Act 1999, however, the Mayor is not a waste authority.

5.5.4 The Climate Change Act 2008 sets out the statutory framework for addressing climate change risks in the UK. The Greater London Authority Act 1999 requires the mayor to consider the impact of climate change and potential mitigation for Greater London.

5.5.5 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of Committees, Sub-Committees and Partnership Boards) provides that the Environment Committee has environmental health functions, including the regulation of air quality and pollution control and specific responsibilities for commissioning refuse and recycling, waste minimisation and parks and open spaces.

5.6 Risk Management

5.6.1 Any risks identified will be managed in accordance with the standard procedure, as set out by the Corporate Risk Management Framework.

5.7 Equalities and Diversity

5.7.1 Equality and diversity issues are a mandatory consideration in the decision-making of the council. This requires elected Members to satisfy themselves that equality considerations are integrated into day to day business and that all proposals have properly taken into consideration what impact, if any, there is on any protected group and what mitigating factors can be put in place.

5.7.2 The Public Sector Equality Duty is set out in s149 of the Equality Act 2010: A public authority must, in the exercise of its functions, have due regard to the need to:

(a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010

(b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it

(c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

(a) Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic

(b) Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it

(c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

(a) Tackle prejudice

(b) Promote understanding.

Compliance with the duties in this section may involve treating some persons more favourably than others but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act. The relevant protected characteristics are:

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

5.8 Consultation and Engagement

5.8.1 As a matter of public law, the duty to consult with regards to proposals to vary, reduce or withdraw services will arise in four circumstances:

- Where there is a statutory requirement in the relevant legislative framework
- Where the practice has been to consult, or, where a policy document states the council will consult, then the council must comply with its own practice or policy
- Exceptionally, where the matter is so important that there is a legitimate expectation of consultation
- Where consultation is required to complete an equalities impact assessment.

5.8.2 Regardless of whether the council has a duty to consult, if it chooses to consult, such consultation must be carried out fairly. In general, a consultation

can only be considered as proper consultation if:

- Comments are genuinely invited at the formative stage
- The consultation documents include sufficient reasons for the proposal to allow those being consulted to be properly informed and to give an informed response
- There is adequate time given to the consultees to consider the proposals
- There is a mechanism for feeding back the comments and those comments are considered by the decision-maker / decision-making body when making a final decision
- The degree of specificity with which, in fairness, the public authority should conduct its consultation exercise may be influenced by the identity of those whom it is consulting
- Where relevant and appropriate, the consultation is clear on the reasons why and extent to which alternatives and discarded options have been discarded. The more intrusive the decision, the more likely it is to attract a higher level of procedural fairness.

5.8.3 In terms of service specific consultations, the council has a duty to consult with residents and service users on various situations; including where proposals to significantly vary, reduce, or withdraw services. Consultation is also needed in other circumstances; for example, to identify the impact of proposals or to assist with complying with the council's equality duties.

5.8 Insight

5.8.1 There are no insight implications at this time.

6. BACKGROUND PAPERS

6.1 A copy of the draft London Environment Strategy 2017 can be found at the following link:

https://www.london.gov.uk/sites/default/files/les_full_version.pdf

6.2 Appendix A: Barnet Council response to the draft London Environment Strategy

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Appendix A: Response to Draft London Environment Strategy

Introduction

The draft London Environment Strategy (LES) is one of seven strategies which are intended to deliver the Mayor's vision for London. The Mayor's intended environmental outcomes are for a London that is greener, cleaner, and ready for the future.

The Mayor has launched a three-month public consultation on the draft LES, which is due to close on 17 November 2017. This paper sets out the council's proposed response which identifies; what the council already delivers, opportunities for the council to deliver more, or differently, and where there are appropriate grounds for challenge. Environment Committee is invited to review and approve the council's proposed response.

The strategy consists of three component parts across eleven chapters;

1. Strategic Aims
2. Strategic Approaches
3. Timeline.

There are six strategic aims (set out in chapters 4 to 9). These are:

- Best air quality of any major city
- More than half of London to be green
- Zero carbon city; including a zero-emission transport system and zero carbon buildings
- Zero waste city
- London and Londoners to be resilient to severe weather and long-term climate change
- Reduce the number of people adversely affected by noise.

Where applicable, local government responsibilities have been identified for each aim. This paper outlines which of those responsibilities are already being met by the council, those which need to be addressed, and those to which the council offers challenge.

There are four strategic approaches (set out in chapter 3). These are:

- Low carbon economy
- Smart digital city
- Green infrastructure
- Healthy streets

This paper sets out how the council has adopted elements of these strategic approaches in the existing programme of transformational change across the Environment Portfolio.

The Mayor has provided a timeline in the draft LES by which he anticipates the multiple outcomes of the London Environment Strategy will be delivered. This paper puts forward the council's response to these timescales; including whether they are feasible.

1. Strategic Aims

The draft LES sets out six strategic aims intended to deliver outcomes for a London that will be greener, cleaner, and ready for the future.

Of the six strategic aims, there are only three for which the draft LES identifies responsibilities and recommended actions for London Boroughs; these correspond to those policy areas in which the Mayor has jurisdiction. This is problematic for the remaining three aims; not only because there are no suggestions for practical action but also because there is a question as to how the Mayor intends to deliver outcomes in policy areas where neither he, nor London Boroughs, play a statutory role. These are:

- Green infrastructure
- Climate change and energy
- Adapting to climate change

However, one advantage is that London Boroughs will have the opportunity to create an approach that best delivers for their respective localities; allowing them to prioritise the needs of residents, businesses and visitors.

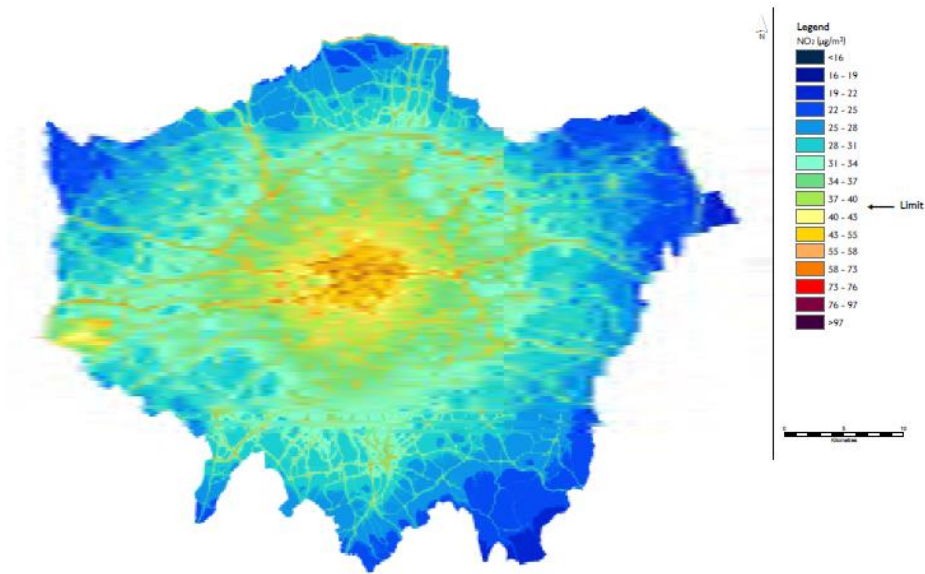
Air Quality

The Mayor aims; *“for London to have the best air quality of any major city by 2050, going beyond the legal requirements to protect human health and minimise inequalities”*.

The Mayor acknowledges that, since the passage of the Clean Air Act in 1956, there has been demonstrable progress in improving air quality in London; including a reduction in the levels of benzene, lead and sulphur dioxide. However, the remaining levels of particulate matter (e.g. black carbon) and nitrogen dioxide remain a concern; London is currently failing to meet the legal limit for the latter.

Figure 7 below, taken from the draft LES and produced by the London Atmospheric Emissions Inventory, shows the areas of London with the highest levels of pollution:

Figure 7: 2013 - Annual mean NO₂ concentrations



Source: GLA (2017), London Atmospheric Emissions Inventory (LAEI) 2013 Update.

The Mayor intends to; reduce the level of exposure of Londoners to air pollution (with a focus on schools and school children), achieve legal compliance with UK and EU pollution limits, and meet the World Health Organisation air pollution targets by 2030. His approach will be to address health inequality, engage in partnership working (e.g. with London Boroughs) and transition to a 'zero-emission London'; the latter to reduce the use of diesel vehicles and dependence on the fossil fuel economy.

The draft LES sets out the expectation for London Boroughs to take responsibility for local levels of air pollution and to act in accordance with the statutory London Local Air Quality Management (LLAQM) framework. The requirements of the framework are to:

- Continue to monitor and assess air pollution in the local area
- Ensure a local Air Quality Management Area (AQMA) is declared for those areas that exceed EU air pollution limits
- Ensure an action plan is in place for all AQMAs; the plan should be updated every five years and progress reviewed annually.

The council adheres to the statutory requirements of the LLAQM framework as set out above. The council has action plans in place for all AQMAs.

The council is particularly concerned about schools; 15 of Barnet's 118 schools have air quality readings that are in excess of EU legal levels. The Chair of the Environment Committee and Leader of the Opposition have written to the Mayor of London to raise awareness of this issue.

The Mayor makes the following recommendations for action, in addition to the LLAQM;

- Implement emissions-based parking charges
- Reduce pollution from new developments via planning regulations
- Encourage increased walking and cycling by improving the public realm
- Increase green infrastructure and introduce vehicle restrictions at 'pollution hotspots'.

There are many parallels between the Mayor's strategic aims and approaches as set out in the draft London Transport Strategy (LTS) compared with the draft LES (e.g. Healthy Streets). The council's response to the draft LTS was submitted to Environment Committee for review on 11 September 2017 and to Policy and Resources Committee on 10 October 2017.

There are projects currently in delivery to reduce emissions via the use of car clubs and electric vehicles, and the council is exploring the options for introducing emissions-based car parking charges. The council is also developing a long-term sustainable transport strategy for future travel across the borough and has an air quality action plan in place to bring each of these initiatives together.

The Mayor also recommends that London Boroughs discourage the anti-social burning of waste and the illegal use of wood-burning stoves. There is an expectation that London Boroughs incorporate improving air quality into health-related activities. Furthermore, the Mayor recommends that London Boroughs 'lead by example' by reducing the emissions of the council vehicle fleet and by raising awareness with customers.

The council is committed to ensuring health-based outcomes for residents, as evidenced by the Fit and Active Barnet strategy. Links are already being made between the environment and healthy lifestyles; such as access to parks and green spaces for physical and mental wellbeing. The Parks and Open Spaces strategy sets this out in greater detail. The Council's forthcoming Long-Term Transport strategy will align with the authority's Health and Wellbeing strategy; one will very much inform the other.

The council is committed to delivering enforcement and education across Barnet to discourage anti-social behaviour; including damage to the environment.

There is potentially an opportunity to reduce emissions of the council's fleet; namely, recycling and waste, cleansing, and grounds maintenance vehicles. However, this would be dependent on the market landscape for electric service vehicles. There would be additional logistical challenges in terms of ensuring adequate numbers of vehicle charging points across the borough and the cost of maintaining and repairing an electric fleet; this is not currently known and has not been scoped as part of the draft LES.

There are the following challenges in response to the draft LES:

- A significant proportion of the borough's emissions come from highways outside of the council's jurisdiction which are owned by partners such as Transport for London or the Highway Agency. For example; the A1, M1 and A41 are major contributors of pollution in the borough.

- The Transport for London fleet is not on currently on track to become low or zero-emission; the timescales provided in the draft LES are significantly far-reaching (i.e. by 2037)
- Will other sources of funding become available, in addition to the Air Quality Management fund, to support London Boroughs in reducing emissions?

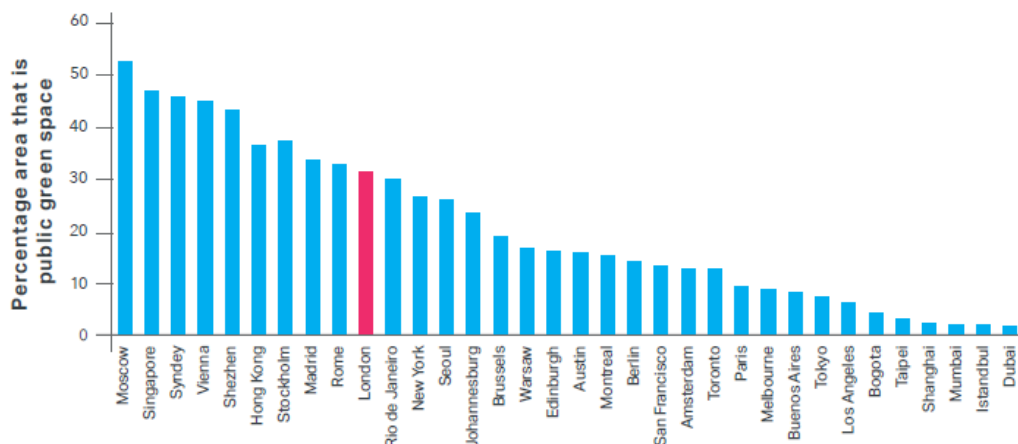
Green Infrastructure

The Mayor aims; *“for more than half of London’s area to be green and for tree canopy cover to increase by ten percent by 2050”*.

The Mayor regards London’s green infrastructure as a means to; improve the health of Londoners, protect the city from the effects of climate change, and support economic growth. The intention is for London to become a ‘National Park City’, where the Mayor will look to protect London’s green infrastructure by; increasing green canopy cover, conserving wildlife and natural habitats, and investing in London’s ‘natural capital’ as an economic asset. The Mayor intends to publish a Natural Capital Account for London’s parks and green spaces with the final version of the LES.

Figure 20 below, taken from the draft LES and sourced from the World Cities Culture Forum, shows that London is currently ranked 10th out of 34 world cities for percentage area of green space.

Figure 20: Percentage of public green space in different world cities



Source: based on World Cities Culture Forum (2017), The percentage of public green space (parks and gardens).

However, an area of concern raised in the draft LES is the ability to manage the impact of development and growth on the existing green infrastructure. There is no reference to

mitigation, beyond the need to protect and conserve the green spaces which already exist. Nor does the draft LES explicitly set out responsibilities for London Boroughs in terms of how they might support the Mayor in achieving his aim of making London 'more green', beyond continuing to manage the parks and open spaces within their respective localities.

The Parks and Open Spaces strategy sets out the council's vision for maximising green infrastructure across the borough, and the Tree Policy outlines the council's tree planting and management plan to increase canopy cover. There was also a Green Infrastructure proposal recently submitted to Policy and Resources Committee on 10 October 2017 which aligns with the local planning process.

The council's Green Spaces Programme oversees the delivery of several parks master-planning projects; including the development of local 'Sports Hubs', which promotes the council-wide Fit and Active Barnet agenda and enables residents to maximise their physical and mental wellbeing through access to the borough's green spaces.

The developing strategy for sustainable transport will encourage residents to use more environmentally-friendly modes of travel; such as walking and cycling, and work will continue with council partners to ensure a good quality of highways and byways throughout the public realm.

The council's planning department will continue to work with developers to ensure that new buildings are compliant with environmental regulations.

There are the following challenges in response to the draft LES:

- Does the Mayor intend to complete a cost-quality analysis of tree planting across London? Reference is made to a tree planting programme, including community grants for funding, but no analysis has been included. The Mayor acknowledges the need for a greater evidence base to support investment in green infrastructure
- What is meant by a 'National Park City'?
- The Mayor acknowledges the challenge of balancing the rate of population growth and need for urban development (e.g. housing) with protecting and increasing green space. Will there be the capacity for brown-belt development across London?

Climate Change and Energy

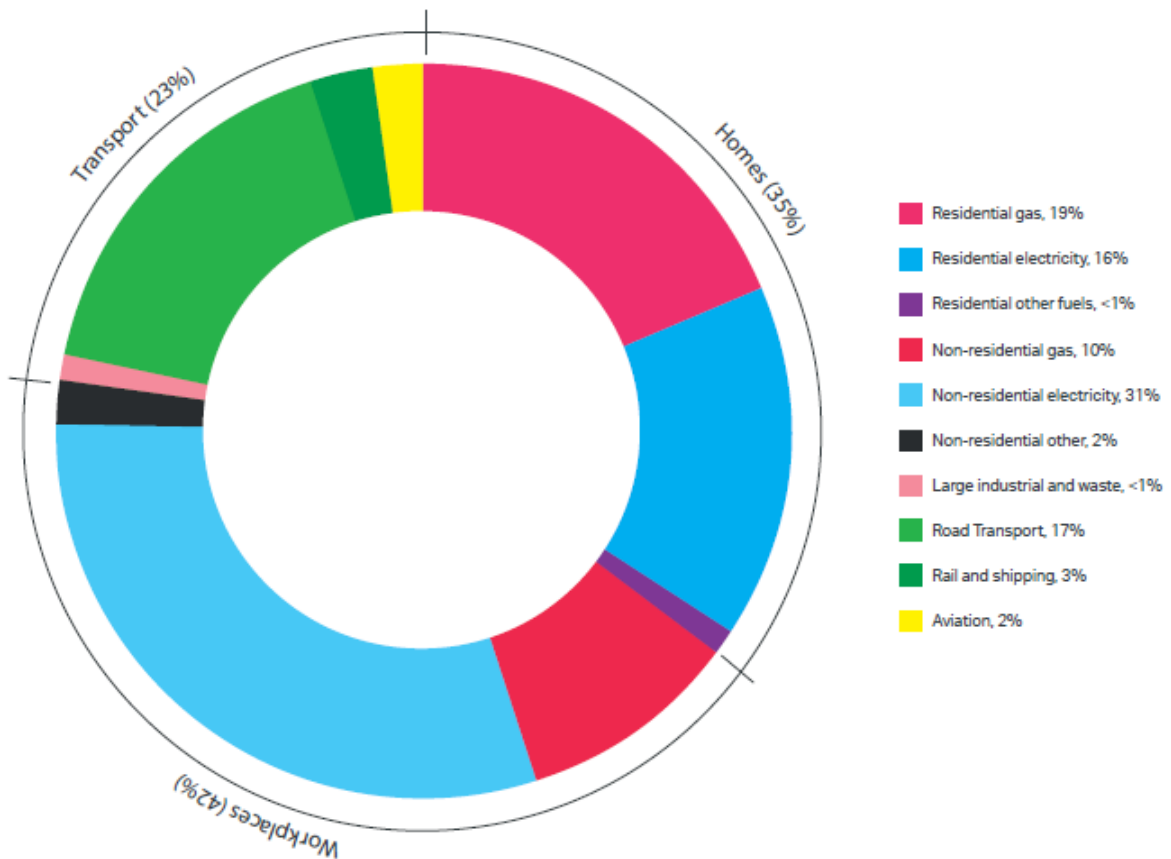
The Mayor aims; *"for London to be a zero-carbon city by 2050, with energy efficient buildings, clean transport and clean energy"*.

The Mayor refers to both the UN Paris Climate Agreement, to keep global warming to less than two percent, and the Climate Change Act 2008, which has a target of eighty

percent reduction in carbon dioxide levels compared to 1990, as supporting evidence for the proposed move to zero-carbon.

Figure 29 below, taken from the draft LES and provided by the Greater London Authority, illustrates the sources of greenhouse gas emissions in London.

Figure 29: 2014 emissions by sector (LEGGI)



Whilst there are no specific responsibilities, or actions, assigned to London boroughs, the Mayor sets out the following recommended reforms:

- 'De-carbonise' London's homes and workplaces (i.e. reduce emissions)
- Use local and renewable energy sources
- Deliver a zero-emission transport network.

The anticipated benefits to this approach, listed in the draft LES include; long-term economic growth, improved air quality, and a 'healthier society'.

There is an opportunity for the council to work with developers and partners, such as Barnet Homes, to encourage the use of lower carbon energy solutions for new buildings. However, it is not clear to what extent this would be a statutory responsibility.

There are the following challenges in response to the draft LES:

- Retro-fitting of existing building stock; what will be the mechanism for this?
- The 2050 target for London to be 'zero-carbon' is too far reaching to be measurable
- Reducing fuel poverty for all residents; the existing funding schemes do not yet apply to privately-owned or privately rented accommodation

Waste

The Mayor aims; *"to make London a zero-waste city. By 2026 no biodegradable or recyclable waste will be sent to landfill, and by 2030 sixty-five percent of London's municipal waste will be recycled"*.

According to the draft LES, the London economy produces approximately 7 million tonnes of waste per year at a cost of £2bn. Fifty-two percent of waste is recycled and it is anticipated that landfill capacity will be reached by 2026.

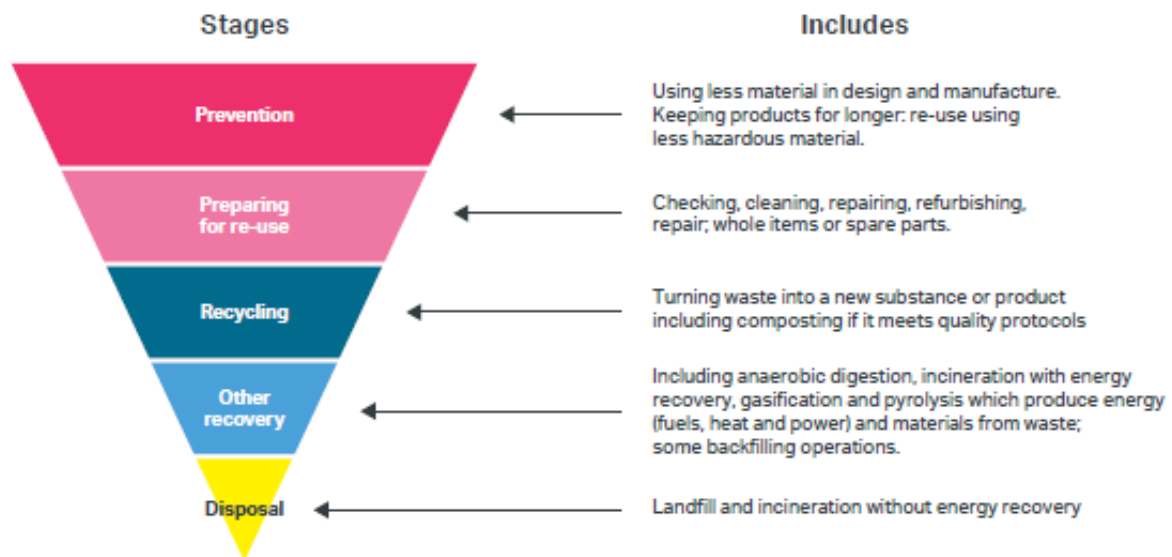
The expected benefits of a zero-waste London include; the provision of jobs and apprenticeships, access to secondary fuel, and a 'high-value income stream' from more effective waste management.

The Mayor is not a waste authority, however, he holds a regulatory function to ensure local authority waste plans conform with his policies. London Boroughs, as 'waste authorities' are expected to produce a waste management strategy or plan that includes:

- How waste will move up the waste hierarchy
- Local economic, social and environmental benefits
- A 'meaningful' contribution to the Mayor's waste targets

Figure 41 below, taken from the draft LES and provided by the European Commission on Waste, illustrates the waste hierarchy.

Figure 41: Waste hierarchy



Source: European Commission (2008), Directive 2008/98/EC on waste (Waste Framework Directive).

The council has a Municipal Recycling and Waste strategy which includes an aim to recycle at least 50% by 2020 and to exceed 50% by 2030.

Local waste authorities are also expected to:

- Offer the Mayor's minimum level of household recycling
- Make 'best use' of local waste sites
- Reduce the use of fossil fuel and reduce emissions
- Use 'Recycle for London' messaging and branding in campaigns
- Demonstrate positive changes to improve recycling
- Publicly notify intention to tender waste contract(s)
- (Procure) waste and recycling services to maximise local benefits
- Carry out other prevalent activity to support the Mayor's policies and targets

The council is working in partnership with the six North London Boroughs on consistency of approach and communications in municipal recycling and waste. The council also meets the draft LES requirement to separately collect household food waste and recyclable materials; this is a service that has been offered since October 2013.

There are the following challenges in response to the draft LES:

- The recycling target of 50% by 2025 is challenging and the increase to 65% by 2030 will be even more so. The Mayor does not refer to any available funding to help achieve these targets
- Borough-specific household waste targets are not appropriate. They would require additional resources to carry out monitoring, and what would be the penalty for non-achievement of a target or the incentive to achieve a target?
- The use of 'Recycle for London' branding is not appropriate for all campaigns; some campaigns specifically have no branding at all to appeal to distinct groups. Therefore the alternative wording of "*boroughs will support Recycle for London branding at all times*" is suggested
- Recycling rates are not the only measure for success; the Mayor should also consider residual weight-based targets per household, with decreasing targets over time
- There is a concern regarding the feasibility of the 50% commercial recycling target. What evidence has the Mayor used to set this target? Are there London Boroughs which have a commercial waste service that are on track to achieve this? The example used in Appendix 2 of the draft LES in Box 5 (Westminster City Council) only has a recycling rate of 16%.
- The minimum level of service for household recycling includes "*all properties with kerb-side recycling collections to receive a separate weekly food waste collection*". It is recommended that it is made clearer that this is in relation to how the waste is presented, as it may be more efficient for separately presented food and garden waste to be collected together in some circumstances.
- It is essential to tackle poor recycling performance in flats. What measures will the Mayor put in place to ensure that future flat developments are built to accommodate a 50%+ recycling target?
- The strategy relies on private waste management companies providing non-household waste recycling services. What are the incentives for the many private waste management companies to meet the targets in the draft LES?
- The draft strategy notes that "*implementing best set of household recycling interventions will cost waste authorities an extra £107m-£319m*". The upfront implementation costs are significant for waste collection authorities, especially in a time of decreasing budgets. Further work is therefore required on how these costs would be funded.

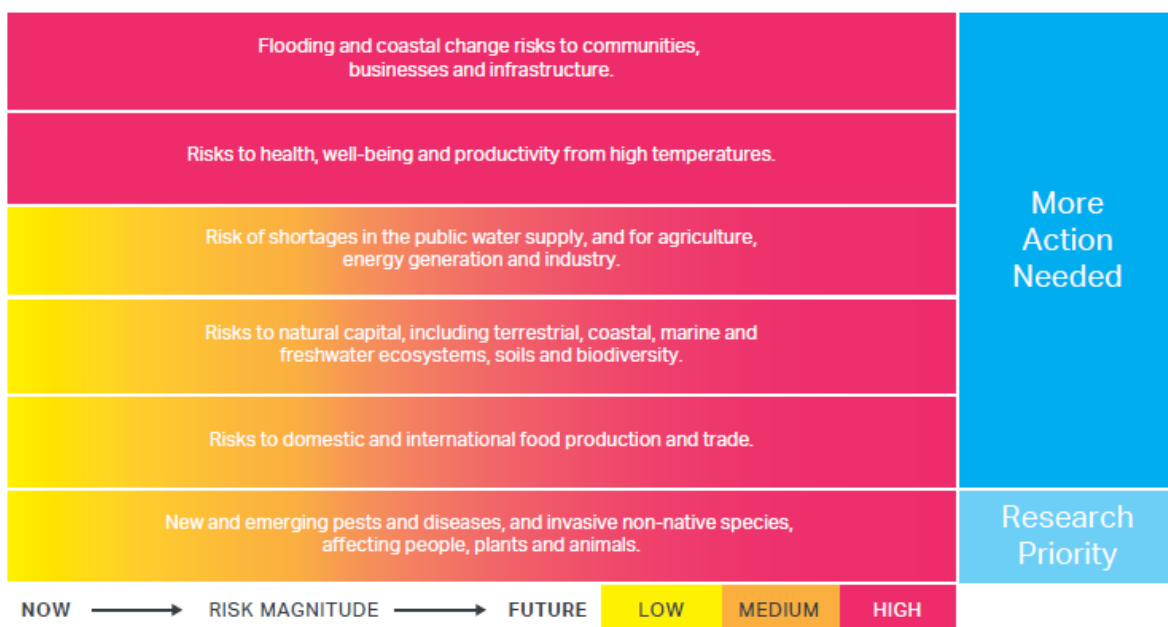
Adapting to Climate Change

The Mayor aims; “for London and Londoners to be resilient to severe weather and longer-term climate change impacts. This will include flooding, heat risk and drought”.

The draft LES identifies the challenge of managing increasing population growth with the demand on housing, infrastructure and environmental services. The Mayor anticipates that this challenge will be exacerbated by the impact of climate change, specifically; flooding, heat risk, and drought.

Figure 43 below, taken from the draft LES and provided by the Committee on Climate Change Adaptation Sub-committee, sets out the top climate change risks for the United Kingdom. The Mayor anticipates some regional variation for London.

Figure 43: Top six areas of inter-related climate change risks for the United Kingdom. Source: Adaptation Sub-Committee



Source: Committee on Climate Change Adaptation Sub-Committee (2016), UK Climate Change Risk Assessment 2017 Synthesis report: priorities for the next five years.

The Mayor recommends the following course of action to mitigate against the impact of climate change:

- Developers and businesses to understand and mitigate against climate change
- Use of flood defences and increased awareness of flood risk
- Resilient London water supply

- Infrastructure and services to be prepared for heat risk

The notable challenge to this section of the draft LES is regarding the legal roles and responsibilities involved in managing these risks. The Mayor has no statutory responsibility for water resources, nor flood risk, and there is no single authority across London with responsibility for managing heat risk. The success of the Mayor's proposals is therefore largely dependent on partners.

The responsibilities of London Boroughs for adapting to climate change are not clearly defined.

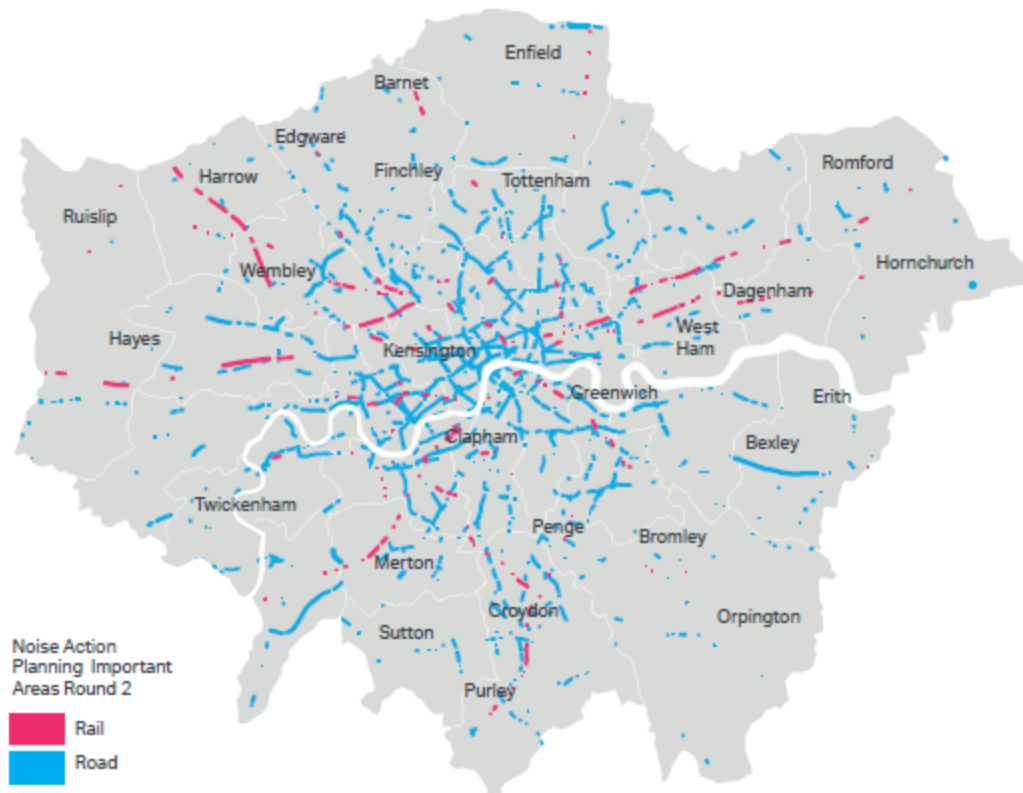
Ambient Noise

The Mayor aims; *“to improve Londoners’ quality of life by reducing the number of people adversely affected by noise and promoting more quiet and tranquil spaces”*.

The draft LES refers to the World Health Organisation assessment of ambient noise as being the ‘second largest environmental health risk’ in Europe after air quality. The anticipated benefits of reducing ambient noise include making London a city which is ‘healthier and more pleasant’ to live in. The Mayor raises concern about particular groups who may be more vulnerable to ambient noise, such as; children, people with chronic illness, the elderly, and shift workers. However, he acknowledges that there has not been any research carried out to test the impact of ambient noise on these vulnerable groups.

Figure 51 below, taken from the draft LES and provided by the Department for Environment, Food and Rural Affairs, illustrates ‘important noise areas’ for rail and road-based ambient noise.

Figure 51: Noise map of important areas for road and rail traffic noise across London



Source: Department for Environment, Food and Rural Affairs (2015). This information is licensed under the Open Government

The Mayor sets out the following responsibilities for London Boroughs, which involve managing and 'policing' noise from:

- Construction works
- Loudspeakers (street)
- 'Noise under the control of an employer'
- Premises
- Vehicles (street)
- Equipment or machinery (street)
- Drones or model aircraft

There are challenges in response to the draft LES:

- The council is constrained by the remit of its statutory powers and obligations; the Mayor does not make it clear to what extent London Boroughs are expected to 'police' ambient noise outside of that remit.

- What incentives (and / or methods of enforcement) will the Mayor use when working with commercial organisations to reduce ambient noise from air traffic, developers, rail services, and public transport services?

2. Strategic Approaches

The table below sets out the four strategic approaches outlined in the draft LES by the Mayor as a recommended means to deliver the six strategic aims discussed in the first part of this paper. The table below also sets out the existing programme of transformation across the council's Environment portfolio that is already delivering aspects of these strategic approaches.

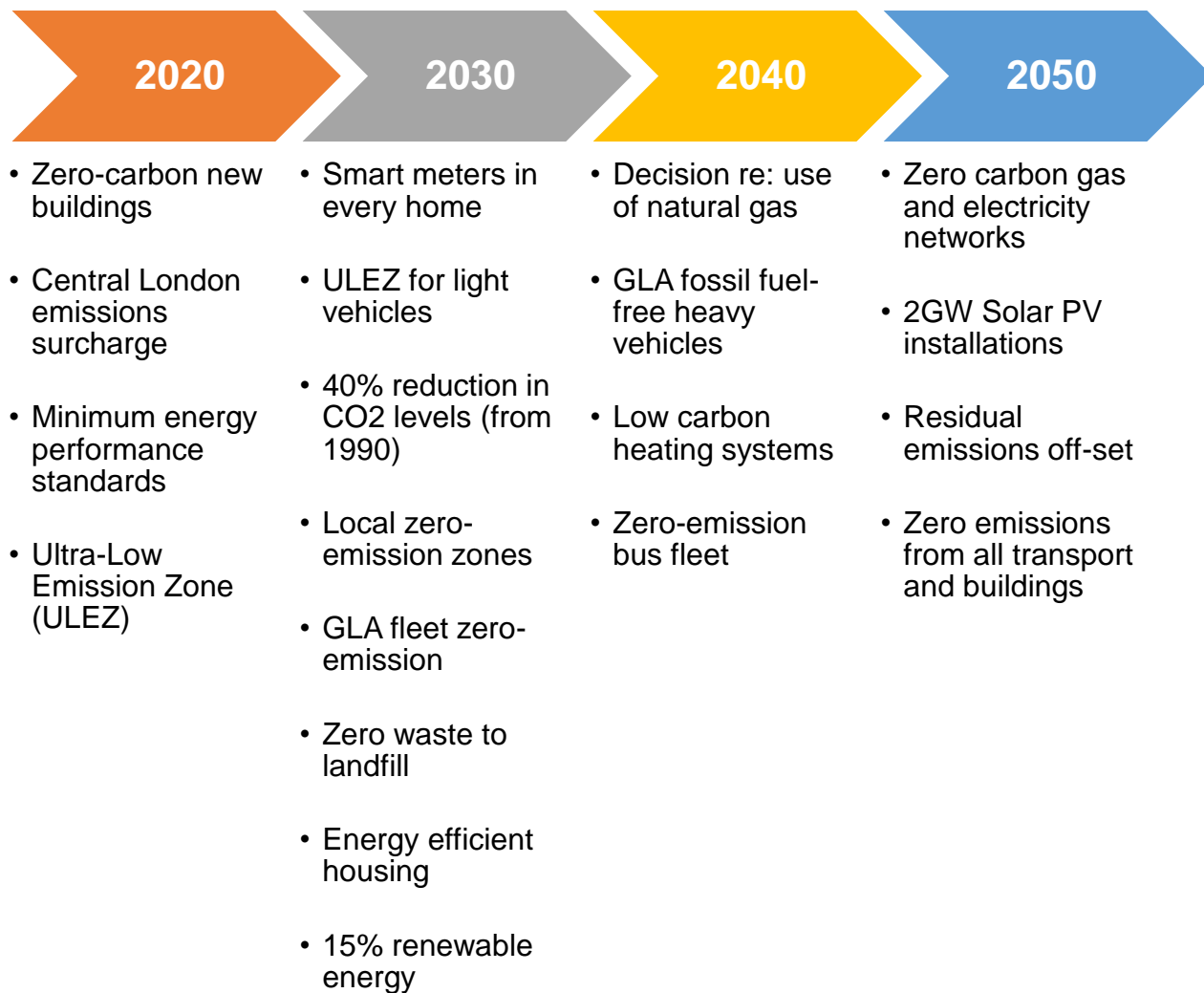
	LES Approach	LBB Approach
Low Carbon Economy	<ul style="list-style-type: none"> ▪ Increase use of public transport ▪ Counter impact of fossil fuels ▪ Counter 'disposable' economy: <ul style="list-style-type: none"> ➢ Pollution ➢ Resources ➢ Emissions ▪ Counter fuel poverty ▪ Value in recycling ▪ Low carbon infrastructure ▪ Business growth ("clean tech") 	<ul style="list-style-type: none"> ▪ Sustainable transport strategy (in progress) ▪ Car club project ▪ Electric vehicles project ▪ Emissions-based parking charges ▪ Increased commercial recycling ▪ Recycling and Waste strategy ▪ Use of sustainable energy in new-build council buildings (e.g. solar panels at Oakleigh Depot) ▪ Ongoing partnership with North London Waste Authority
Smart Digital City	<ul style="list-style-type: none"> ▪ Use of new technology ▪ Smart use of energy / water / waste ▪ Smart energy meters ▪ Smart lamp-posts / electric vehicles / Wi-Fi ▪ 5G phones ▪ Transport ▪ Data 	<ul style="list-style-type: none"> ▪ Electric vehicles project (lamp-column charging / street lighting) ▪ Customer Transformation Programme (council-wide) ▪ Use of Insight data for 'smarter' service delivery

	LES Approach	LBB Approach
Green Infrastructure	<ul style="list-style-type: none"> ▪ Natural Capital Accounting ▪ Increase cycling / walking ▪ Protect bio-diversity ▪ Improve physical and mental health ▪ Increase property prices ▪ Reduce flood / heat risks 	<ul style="list-style-type: none"> ▪ Review of bio-diversity across Barnet's green spaces (in progress) ▪ Natural capital accounting ▪ Tree policy ▪ Parks and Open Spaces strategy ▪ Fit and Active Barnet strategy (council-wide)
Healthy Streets	<p>Ten indicators for Healthy Streets:</p> <ol style="list-style-type: none"> 1. Clean air 2. Diverse pedestrians 3. Easy to cross 4. Shade / shelter 5. Places to stop/ rest 6. Not too noisy 7. Public transport / walking / cycling 8. People feel safe 9. Things to see / do 10. People feel relaxed 	<ul style="list-style-type: none"> ▪ Sustainable transport strategy (in progress) ▪ Street cleansing new service offer ▪ Enforcement and education ▪ 'Neighbourhoods' campaign ▪ CCTV strategic review ▪ Road-space asset review ▪ Highways improvement plan

The council is already taking steps to deliver the draft LES strategic approaches. However, there is an opportunity to incorporate aspects of the strategic approaches, not currently being delivered, into future business planning for 2020 – 2025; as part of the Priority and Spending Review and the renewal of the Environment Commissioning Objectives.

3. Timeline

The draft LES identifies some ambitious milestones up to 2050:



There is not much clarity provided for the next five years; instead, the Mayor has focused on a longer-term vision. This poses a challenge for London Boroughs in terms of translating these milestones into decisive actions with measurable outcomes; the timeline in the draft LES is too far-reaching.

There is no mention of a plan for the Mayor to engage with London Boroughs; this would be helpful in terms of a joined-up approach to delivery. There is also the issue of cross-party cooperation across London; the draft LES does not refer to the Mayor's approach to delivery in the face of a diverse political landscape.

London Borough of Barnet
Environment Committee Work Programme
November 2017 – May 2018

Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
11 January 2018 – 6pm Start			
LiP programme – 2018/19	Committee to approve the LiP programme for 2018/19	Strategic Director for Environment	Non-key
Draft Corporate Plan 2018/19 Addendum - with Environment activities and indicators	Committee to consider and comment on Draft Corporate Plan 2018/19 Addendum - with Environment activities and indicators	Strategic Director for Environment	Non-key
Footway Damage – Phase 2 report	Committee to consider and comment on phase 2 of the Footway Damage project	Strategic Director for Environment	Non-key
Network Recovery Programme (NRP) 2018/19	Committee to approve the NRP programme for 2018/19	Strategic Director for Environment	Non-key
Copthall Master Plan	Committee to comment and approve the Copthall Master Plan	Strategic Director for Environment	Non-key
Public Realm arboriculture policy	Committee to note and comment on the arboriculture policy.	Strategic Director for Environment	Non-key
Environment Commissioning Plan – 2018/19	Committee to comment and approve the 2018/19 Environment Commissioning Plan	Strategic Director for Environment	Non-key
Parking Enforcement Contract	Committee to consider and comment on the progress of the Parking Enforcement procurement project	Strategic Director for Environment	Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Draft Corporate Plan 2018/19 Addendum - with Environment activities and indicators	Committee to consider and comment on the progress of the Parking Enforcement procurement project	Strategic Director for Environment	Non-key
Letting Agents - Penalty charge	Committee to consider a report on Letting Agents - Penalty charge	Group Manager Community Protection (Regulation) Development and Regulatory Services Re	Non-key
14 March 2018			
Road Space asset review	Committee to consider a report on Road Space asset review	Strategic Director for Environment	Non-key

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