

<p style="text-align: center;"><u>MEETING</u></p> <p style="text-align: center;">ENVIRONMENT COMMITTEE</p>
<p style="text-align: center;"><u>DATE AND TIME</u></p> <p style="text-align: center;">WEDNESDAY 27TH NOVEMBER, 2019</p> <p style="text-align: center;">AT 7.00 PM</p>
<p style="text-align: center;"><u>VENUE</u></p> <p style="text-align: center;">HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ</p>

TO: MEMBERS OF ENVIRONMENT COMMITTEE (Quorum 3)

Chairman: Councillor Dean Cohen BSc (Hons)

Vice Chairman: Councillor Peter Zinkin

Elliot Simberg
Felix Byers
Laurie Williams

Laithe Jajeh
Alan Schneiderman
Geof Cooke

Alison Cornelius
Jo Cooper

Substitute Members

Sarah Wardle
Kath McGuirk

Weeden-Sanz
Tim Roberts

Nizza Fluss
Nagus Narenthira

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions must be submitted by 10AM on Friday 22 November 2019. Requests must be submitted to paul.frost@barnet.gov.uk

You are requested to attend the above meeting for which an agenda is attached.
Andrew Charlwood – Head of Governance

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

Media Relations Contact: Gareth Greene 020 8359 7039

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ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the previous meeting	5 - 14
2.	Absence of Members	
3.	Declarations of Members' Disclosable Pecuniary Interests and Non-Pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Questions (if any)	
6.	Members' Items	None
7.	Street Lighting Asset Improvement Project Progress Update	15 - 28
8.	Quarter 2 Performance (Q2) 2019/20	29 - 50
9.	Committee Forward Work Programme	51 - 54
10.	Any Other Items that the Chairman Decides are Urgent	

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Decisions of the Environment Committee

11 September 2019

AGENDA ITEM 1

Members Present:-

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

Councillor Elliot Simberg
Councillor Laithe Jajeh
Councillor Alison Cornelius
Councillor Felix Byers

Councillor Alan Schneiderman
Councillor Jo Cooper
Councillor Laurie Williams
Councillor Geof Cooke

1. MINUTES OF THE PREVIOUS MEETING

RESOLVED that the minutes of the Environment Committee held on 04 June 2019 be approved.

2. ABSENCE OF MEMBERS

An apology of absence was received from Councillor Alison Cornelius who was substituted by Councillor Nizza Fluss.

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

Member	Item	Interest Declared
Councillor Dean Cohen	Item 10 Cophall Sports Hub	Councillor Cohen declared that he had a pecuniary interest as he personal connection with Saracens. Councillor Cohen left the room and as such did not participate in the discussion or voting of this item.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS (IF ANY)

The Environment Committee noted the details of public questions that had been submitted and circulated.

Master Sam Candler was invited by the Chairman to speak in relation to item 6 and ask a supplementary question. His mother Emily Candler was able to answer questions from Committee Members. Ms Collette Symonds also asked a supplementary question.

The Environment Committee noted this and had the opportunity to ask questions.

6. REFERRED ITEMS FROM THE FINCHLEY AND GOLDERS GREEN AREA COMMITTEE

In respect to item 6 Ward Member Councillor Alison Moore spoke in support of both items. Members of the Committee had the opportunity to ask questions of Councillor Moore.

Referral from the Finchley & Golders Green Area Committee - Church Lane /High Road – Feasibility Study.

The Chairman introduced the report and noted the public questions that had been submitted. The Committee considered the item in depth and in doing so noted the report of the Finchley and Golders Green Area Committee on 09 July 2019. Members further noted that a petition had been submitted to the Finchley and Golders Green Area Committee on 04 April 2019. The Chairman reminded Members that resolutions 1-6 as identified in appendix A had been agreed by the Finchley and Golders Green Area Committee and therefore the Environment Committee was requested to consider resolution 7 that was illustrated in section 1 of the report.

The Executive Director for Environment gave a verbal representation and outline some possible options and stated that the Council would do so in consultation with Transport for London and Ward Members.

Having considered the item the Committee unanimously:

Resolved:

- The Committee noted the report and considered resolution 7
- That the Executive Director for Environment report to Members the time scales of the options for the junction.
- That the Environment Committee agreed that physical measures such as anti-skid or raised tables be considered and funding be agreed as part of the NRP.
- That a safety analysis be completed in consultation with Transport For London in order to improve and implement road safety at the Junction. Members noted that this would include an assessment of three phase traffic lights at the junction.
- That Ward Members be consulted

Referral from the Finchley & Golders Green Area Committee

Member's Item in the name of Councillor Arjun Mittra – 20 mph for East Finchley.

The Chairman introduced the report and noted the public questions that had been discussed.

Members considered this item at length and gave thought to the request.

During the consideration of the Item Councillor Alan Schneiderman moved that: A report be submitted to the Committee in relation to the implementation for East Finchley Ward to become a 20mph zone to the Environment Committee that outlines any

impact and cost. That the report also include detail on the progress made on 20mph zones within the Borough to date.

Councillor Nizza Fluss requested that the report also include a survey to illustrate data within the report that outlines what is more dangerous in the amount of deaths, 20mph or 30mph.

This was voted on:

For - 4

Against - 6

The motion was lost.

The Chairman, Councillor Dean Cohen then moved that:

- It be requested that the Executive Director for Environment consider a selection of roads around the Martin school for 20 MPH roads.
- That a feasibility study be completed and a report detailing this be submitted to the Finchley and Golders Green Committee for resolution.
- That it be agreed that when the Environment Committee receive the Road Safety report when available the details of this item and an analysis of accidents be documented.

The Chairman requested this be voted on that therefore it was unanimously agreed.

The Environment Committee resolved the above as described.

7. MEMBERS' ITEMS

Councillor Felix Byers - Alteration to operating hours of Council CCTV camera on Queens Avenue, N20

Ward Member Councillor Thomas Smith was invited by the Chairman to make a representation. Councillor Smith spoke in support of the Members Item. Members of the Committee had the opportunity to ask questions of Councillor Smith.

Resolved:

Having considered the item the Chairman moved that:

- In consultation with the School and with the agreement of Ward Members a solution be sought to protect children during pick up and drop of times.
- That the amenity be protected.

The Chairman requested this be voted on that therefore it was agreed.

The vote recorded were:

For – 6

Against – 1

Abstain – 3

Councillor Alan Schneiderman - Barnet Hospital CPZ

Councillor Alan Schneiderman agreed that his Members Items be considered at item 9.

Councillor Jo Cooper - Glyphosate - Free Barnet

Councillor Jo Cooper introduced her Members item and gave an overview of the chemical. She informed Members on what some other Boroughs are doing in relation to this topic. Councillor Cooper requested that the Committee support the item.

The Chairman noted that the Council were monitoring what options are available. He noted that a report would be submitted to the Committee to illustrate the possible options at a future meeting in relation to weed control.

Councillor Cooper stated that an action plan should be implemented in order to phase out the chemical.

The Director for Environment of Environment gave a verbal representation and recommended that a report be submitted to the Committee that contains information on weed control and the methods that are deployed to manage weed growth. He added that the report could set out an update for Members, what budget is available and what outcomes can be delivered using current and alternative weed control methods.

Having considered the report and the discussion the Chairman moved that:

- the Executive Director for Environment be requested to submit a report to the Committee that outlines the operation of weed control across the Borough. It was noted that the report include how other Boroughs operate weed control services.

The Chairman requested that this be voted on. The Environment Committee unanimously:

Resolved:

- that the Members Item be noted
- that the Environment Committee request that the Executive Director for Environment submit a report to the Committee that outlines the operation of weed control across the Borough. It was noted that the report include how other Boroughs operate weed control services.

8. BARNET HOSPITAL PERMIT REPORT

Ward Member Councillor Paul Edwards commented on the item. Members of the Committee had the opportunity to ask questions of Councillor Edwards.

The Managing Director from the Royal Free Hospital Mr Andrew Paniker spoke in relation to the item. He outlined that it was vital that the Hospital have the required levels of staff on site. He therefore stated the importance of staff parking to achieve that. Members of the Committee had the opportunity to ask questions of Mr Paniker.

During the consideration of the item, Members agreed to amend recommendation 3, as highlighted below.

Having considered the item the Committee:

Resolved:

1. That the Environment Committee noted the outcome of the surveys conducted in zone BH and approved the issue of permits to allow staff at Barnet Hospital to park in permit bays for the applicable zone while the holder is carrying out hospital duties subject to the conditions agreed at the Environment Committee of 11 May 2017, and 11 January 2018
2. That the Environment Committee agreed the exclusion zone of streets identified as already having high levels of parking (so cannot accommodate additional parking) or likely to experience similar pressures from hospital staff.
3. That the Environment Committee agreed that the maximum number of concurrent permits to be issued to Barnet Hospital is 100 and that the number of permits will be reviewed within 6-**12** months from the date the scheme is agreed along with the extent of the exclusion zone. ***Concurrently with a review of the whole CPZ in consultation with Local Ward Members.***
4. That the Environment Committee agreed to delegate to the Executive Director of Environment (in consultation with the Chair of the Environment Committee) the authority to determine the cost of the permits, as set out in paragraphs 2.17-2.18.

The vote recorded was:

For - 6

Against - 0

Abstained – 4

The Chairman thanked Mr Andrew Panniker for his attendance and making a representation.

9. REDUCTION AND RECYCLING PLAN (RRP)

The Executive Director for Environment, Mr Jamie Blake introduced the report. He therefore provided Members with an update following the meeting of the Environment Committee on 13 September 2019.

Mr Blake noted that there was a slight formatting issue within the report and therefore it was noted that Members would receive an updated report via the Governance Service.

Mr Blake further noted that the under the Mayor of London's Environment Strategy (LES) all London Boroughs are required to develop a RRP covering the period 2018 to 2022.

Councillor Alan Schneiderman requested:

- That the report be referred to Policy and Resources Committee in respect to Single Use Plastic within the operations of the Council as a whole only for consideration
- That the Council commits to reintroducing a separate waste service as previously agreed and as was operating before.

The Chairman requested that the reports recommendation and Councillor Schneiderman's request as documented above be voted on:

Resolved:

- That the Environment Committee reviewed and approved Barnet's Reduction and Recycling Plan (RRP) as set out in Appendix A

The vote was:

For – 6

Against – 3

Abstained – 1

- That the Environment Committee **unanimously** agreed to refer the report to Policy and Resources Committee in respect to Single Use Plastic within the operations of the Council as a whole only for consideration

- That the Council commits to reintroducing a separate food waste service as previously agreed and as was operating before.

The vote recorded was:

For – 4

Against – 6

10. COPTHALL SPORTS HUB & MILL HILL OPEN SPACES MASTERPLAN

Prior to the consideration of the item Councillor Dean Cohen withdrew from the meeting because he had earlier in the meeting made a declaration. As a result of this Councillor Peter Zinkin became Chairman for this item.

The Executive Director for Environment, Mr Jamie Blake introduced the report, in doing so he gave a full outline of the report. Mr Blake also gave details on the Copthall Leisure Centre opening.

The Chairman welcomed Ms Cassie Bridger to the meeting in order to answer questions relating to a ecological survey. She noted that following the approval of the item studies would be carried out.

Councillor Geof Cooke made comments in relation to the Council's long term transport strategy that were noted. He stated that it was important that Officers coordinate timescales and communicated well to deliver the strategy.

Having considered the item the Committee unanimously:

Resolved:

1. **Environment Committee noted the responses to the first phase public consultation responses undertaken from May – July 2018 (Appendix A).**
2. **Environment Committee noted the responses to the second phase public consultation responses and feedback undertaken from April – May 2019 (Appendix D)**
3. **Environment Committee approved the final masterplan for Copthall Sports Hub Masterplan (located at Appendix C) as the long-term vision for the site.**
4. **Environment Committee approved the final Copthall and Mill Hill Open Spaces Masterplan (noting recommendation 3) at Appendix A and C respectively as the long-term vision for the sites.**

5. Environment Committee delegated authority to the Executive Director for Environment to develop and implement Business Cases for the delivery of the Copthall Sports Hub and Mill Hill Open Spaces masterplan the details of which to be reported to a future Committee meeting.
6. Environment Committee noted the timescales associated with delivering new facilities (referred to from section 1.60) and delegates authority to the Executive Director for Environment to develop and submit an Outline Planning Application for the Copthall Sports Hub Masterplan.
7. Environment Committee endorsed the making of an application for CIL and/or Section 106 funding to fund necessary infrastructure works to enable the development of the Copthall Sports Hub (as described in section 6).
8. Environment Committee noted that the associated project costs described in Section 6 will be met from the approved greenspaces development capital programme.

11. COLINDALE PARKS IMPROVEMENT PROGRAMME

The Executive Director for Environment, Mr Jamie Blake introduced the report. He stated that the report outlined the specific progress which has been made in the development of draft masterplan proposals for Colindale Park and Rushgrove Park, located at Appendix A and B.

Having considered the item the Committee unanimously:

Resolved:

1. That the Environment Committee approved the Draft Masterplan for Colindale Park and agreed that the Draft Masterplan is submitted for full public and stakeholder consultation with the outcomes being reported to a future meeting of the Committee together with Outline Business Cases for their development and operation.
2. That the Environment Committee approved the Draft Masterplan for Rushgrove Park and agreed that the Draft Masterplan is submitted for full public and stakeholder consultation with the outcomes being reported to a future meeting of the Committee together with Outline Business Cases for their development and operation.
3. That the Environment Committee noted the progress to date in relation to Montrose Playing Fields / Silkstream Park.

12. CHARITY DISCOUNT FOR BUSINESS PERMITS

The Chairman Introduced the report.

Having considered the item the Committee unanimously:

Resolved:

That the Environment Committee approved the offer of a 50% discount on the cost of business parking permits for those organisations who can evidence receipt of charitable business rates relief as outlined in paragraph 1.2.

13. BARNET ANNUAL AIR QUALITY REPORT 2019/2020

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

During the consideration of the item Councillor Geof Cooke moved that Officers be instructed to inspect land between Tudor School and the North Circular Road with a view to plant appropriate vegetation in order to reduce air pollution. This was supported by the Committee and became a substantive resolution as illustrated below.

Having considered the item the Committee unanimously:

Resolved:

That members note the following:

1a - The progress made to address air quality in 2018/19 as set out in the 2018 Annual Status Report attached as Appendix 1.

1b - Revised London Local Air Quality Management (LLAQM) Air Quality Action Matrix and Barnet's position (Appendix 2)

1c - Assessment of Barnet's actions against the Cleaner Air Borough accreditation criteria (Appendix 3)

1d - 2019 annual review of Barnet's 2017-2022 Air Quality Action Plan (Appendix 4)

1e - *That the Executive Director for Environment be instructed to inspect land between Tudor School and the North Circular Road with a view to plant appropriate vegetation in order to reduce air pollution.*

14. PAVING SLAB ENHANCEMENT – PRIVATELY FUNDED HIGHWAY WORKS

The Environment Committee received the report.

Councillor Schneiderman spoke against the proposals and stated that this would lead to a two-tire system whereby those that can afford it will receive a better service in comparison to those that can't. The Chairman said that the Council will continue to invest in the road network.

Members of the Committee had the opportunity to consider the report and ask questions of the Executive Director of Environment Committee.

During the consideration of the item Councillor Zinkin requested that recommendation 5 be amended as follows:

5. That the Environment Committee approves that any work resulting from this proposal is only undertaken by the Council's Term contractor for Highway Works and work will only commence once funds have been received. *That no work take place until after 01 April 2020 in order to ensure that any requests for work can be fitted into*

the NRP. In addition to this the Committee requested that this be reviewed in one year in order to consider any impact this decision may have on planned work.

The Chairman requested that this be voted on:

For - 3

Against - 4

Abstention - 3

This motion was lost.

Having considered the report the Chairman requested the item be voted on and therefore:

Resolved:

- That the report's recommendations were lost.

The votes recorded were:

For - 3

Against - 4

Abstention - 3

15. PROCUREMENT OF HIGHWAYS TERM MAINTENANCE CONTRACTOR

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

Having considered the item the Committee:

Resolved:

1. That the Environment Committee noted the risks identified in the report and the conclusion that it will be very difficult to complete a successful procurement before the existing contract ends.

2. That the Environment Committee requestd Officers to investigate and report on options to mitigate and/or remove these risks.

3. That the Environment Committee requestd Officers to investigate and report back to Committee on options to engage a Highways Maintenance Contractor on a shortterm basis to deliver service requirements post LoHAC expiry pending completion of a longer-term arrangement.

The votes recorded were:

For – 9

Against – 0

Absent – 1

16. LOCAL IMPLEMENTATION PLAN ANNUAL SPENDING SUBMISSION 202021 - KEY DECISION

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

Having considered the item the Committee unanimously:

Resolved:

1. That the Environment Committee noted the adjustments to the 2019/20 schemes compared with the Annual Spending Submission made in November 2018 as identified in Appendix 1.
2. That the Environment Committee agreed the proposals in Appendix 2 for submission to TfL as the LIP Annual Spending Submission for 2020/21.

17. DELIVERY PLAN PERFORMANCE REPORT QUARTER 1 (Q1) 2019/20

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

Having considered the item the Committee unanimously:

Resolved:

1. That the Environment Committee noted the adjustments to the 2019/20 schemes compared with the Annual Spending Submission made in November 2018 as identified in Appendix 1.
2. That the Environment Committee agreed the proposals in Appendix 2 for submission to TfL as the LIP Annual Spending Submission for 2020/21.

18. WORK PROGRAMME - SEPTEMBER 2019 TO MAY 2020

Resolved:

The Environment Committee noted the work programme.

The Environment Committee noted that the Transport Strategy would be reported in January 2020.

The Environment Committee noted that the LED lighting report be reported in November 2019.

19. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

The Executive Director for Environment, Mr Jamie Blake informed Members that an issue had occurred at Oakleigh Road Depot and stated that a crack had developed following ground movement. He stated that Willmott Dixon had requested to carry out works to correct the position that will commence in November 2019. Members noted that work would likely be carried out over a period of 6 months. Members noted that Officers were looking at options in order to continue to deliver services. Mr Blake said that Member of the Council will be updated when possible. It was noted that any works to the Council would not be costed to the Council.

The meeting finished at 21:51

Environment Committee

27 November 2019



Title	Street Lighting Asset Improvement Project Progress Update
Report of	Chairman of the Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Initial Equalities Impact Assessment – <i>to follow</i>
Officer Contact Details	Paul Bragg – Head of Network and Infrastructure, paul.bragg@barnet.gov.uk 0208 359 7305

Summary

To provide an update on the progress of the Street Lighting Improvement Project consisting of LED lantern and Central Management System (CMS) conversion by the Street Lighting Private Finance Initiative (PFI) Service Provider

Officers Recommendations

- 1. That Committee note the progress and roll out plan of the LED lighting across the borough**

1. WHY THIS REPORT IS NEEDED

- 1.1 The Environment Committee approved the LED Lighting conversion project at its meeting on 14 March 2019 and it has requested as part of its forward programme to receive updates on progress of the project.
- 1.2 The LED Project has been identified as a project that will provide substantial financial savings and these savings have been profiled to be delivered over a two-year period (2019/20 and 2020/21) as the project is being rolled out and then on an ongoing basis. These savings are included in the Council's current and forward budgets and it is therefore appropriate that the Committee retain good visible oversight of the project's progress to be assured that the required benefits and savings will be delivered in an efficient and timely manner.

2. REASONS FOR RECOMMENDATIONS

- 2.1 This is a major project which involves carrying out alterations in the form of lantern conversions to 90% of the existing street lighting assets (29,472), which includes lighting columns and illuminated signs on the public highway.
- 2.2 Such projects require careful planning and control to ensure that they are delivered in the most efficient and timely manner. Since the approval was granted for the project to proceed the Council's Street Lighting Team and PFI Service Provider have been working closely on establishing all required actions to allow a smooth mobilisation of the project. These actions have included the following:
 1. To draft, negotiate and agree a contract Deed of Variation (DoV) which allows necessary changes to the contract to accommodate the material changes imposed by the project on the contract and the ongoing impacts of the change in respect to operational matters.
 2. To review all existing contractual Method Statements to identify the extent of drafting changes required as a result of the project.
 3. To draft, negotiate and agree the revised Method Statements
 4. To draft and enter into a Tri-Party Agreement (Authority, Service Provider and Service Providers Contractor) that allows an understanding of all parties that the Project mobilisation and commencement should not be delayed by the detailed work required by items 1 and 2. above

5. To draft and agree a Design Quality Plan which clearly identifies the way in which the Service Provider will produce designs allowing the Authority to conduct appropriate due diligence on the designs.
6. Agree the programme for the Design process
7. Agree the programme for the Installation of the Lanterns and CMS
8. Service Provider to place initial equipment (lantern and controls) order to the chosen equipment supplier Philips Signify in good time to allow delivery in advance of the programmed installation commencement date – subject to a sufficient number of designs being completed by the required milestone
9. Organise an initial trial installation of equipment in eight roads to enable any teething issues in the setting up of the control systems and lantern operation to be identified and addressed prior to the main programme commencing
10. Ongoing Monitoring tests conducted on the trial sites to verify full operation

- 2.3 It can be confirmed that good progress has been made on all of the above actions. Based on the current status of all of the above actions it has been possible to establish an installation programme as follows:

Period	Assets	Cumulative
Nov-19	1,000	1,000
Dec-19	1500	2500
Jan-20	2500	5000
Feb-20	4,100	9,150
Mar-20	4,150	13,300
Apr-20	4,150	17,450
May-20	4,150	21,600
Jun-20	3,150	24,750
Jul-20	2,722	27,472
Aug-20	2,000	29,472

- 2.4 The programme will be rolled out on a ward by ward basis. The order in which each ward will be completed is identified below. It should be noted that it is not possible to make adjustments to this programme as this dictates the order of the design process which in turn dictates the equipment to be ordered at appropriate key programme milestones.

Order	Ward	Anticipated Installation Period
1	High Barnet	November/December
2	East Barnet	December/January
3	Oakleigh	January
4	Underhill	January/February
5	Brunswick Park	February
6	Finchley & Church End	February
7	Coppetts	February/March
8	Garden Suburb	March

9	Woodhouse	March
10	Childs Hill	March
11	West Finchley	April
12	East Finchley	April
13	Golders Green	April/May
14	West Hendon	May
15	Hendon	May
16	Colindale	May/June
17	Mill Hill	June
18	Burnt Oak	June
19	Edgware	July
20	Hale	July/August
21	Totteridge	August

- 2.5 As of the date of drafting this report (25/10/19) the following progress has been made in respect to the design and equipment ordering process.

Identification of the required Lighting Standard	11 Wards Completed	Equivalent to 14,651 Assets
Designs completed and submitted for Authority Scrutiny	8 Wards Completed	Equivalent to 11,726 Assets
Authority Review of Designs and Comments made	8 Wards Completed	Equivalent to 11,726 Assets
Designs Signed Off and ready for equipment Ordering	7 Wards Completed	Equivalent to 10,535 Assets
Lanterns Ordered	Approximately 6 Wards	8,000 Assets

- 2.6 This is currently a very positive position, as the achievement of this progress is currently ahead of the design programme by almost two months.
- 2.7 The initial trial designs and installations were completed in the first week of October in eight roads in the High Barnet Ward. This trial has gone exceptionally well with no difficulties to report. The comments received from local residents whilst the work was taking place have been positive and no complaints have been received since the equipment became operational.
- 2.8 Both the Service Provider and the Authorities Street Lighting Team have been closely monitoring the new equipment to ensure that it continues to operate without any issues.

This has included instigating some test faults to ensure that the new Central Management System (CMS) is identifying and proactively reporting this status change, thereby allowing effective and timely maintenance response. All tests conducted to date have been fully successful and therefore this has provided reassurance that all functions of the new equipment operate as expected and required.

- 2.9 The initial equipment order (2,100 Assets) was placed at the end of September with a quoted delivery date of the week commencing 18 November 2019. As the design process has progressed ahead of programme it has also been possible to place the second order for equipment (5,100 Assets) with an anticipated delivery date prior to the Christmas break.
- 2.10 The timing of ongoing orders will be carefully planned to co-ordinate with both the design programme and the installation programme.
- 2.11 The drafting and agreeing of the Deed of Variation has been a detailed and time-consuming piece of work, however the parties have reached a position where the main principals and operational detail has been mutually agreed. The current version of the DoV is now with the respective party's lawyers for a final check and preparation for signing. The Council's lawyer has confirmed that the DoV as currently drafted is ready to be progressed to finalisation with signing and sealing on behalf of the Council, however this is subject to the Service Providers lawyers not making any material changes. It is anticipated that the DoV will have been signed in advance of the installation programme progressing, however if for any reason it does not achieve this milestone the Tri-Party Agreement identified in 2.2 above allows commencement of the installation programme.
- 2.12 At the same time a lot of effort has gone into reviewing and substantially redrafting a number of the contracts Method Statements. These are close to being finalised and although they are referred to in the DoV they will not hold up the finalisation of the DoV,
- 2.13 In summary, the Project has progressed as well as could be expected and we are now well placed to commence the installation programme before the date of this meeting. Confirmation as to whether this important milestone has been achieved will be given at the meeting.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not Applicable

4. POST DECISION IMPLEMENTATION

- 4.1 Close monitoring of the delivery programmes and monitoring of the benefits and savings derived as the programme progresses to a conclusion.

5. IMPLICATIONS OF DECISION

- 5.1 **Corporate Priorities and Performance**

5.1.1 The Council faces an anticipated budget challenge of £69.9m to 2023/24 and to address that gap, the Council have had to make some decisions about priorities and how limited funds are spent. This means that the Council need to do some things in different ways and the LED conversion project is a good example of this.

5.1.2 To ensure the Council has a plan that reflects local priorities, as well as a financial strategy that will support a financially sustainable position, the development of the proposed Corporate Plan and MTFS has been aligned to cover the next five years (2019/20 to 2023/24). This will help to ensure we have a medium-term plan setting out how we will allocate our limited resources in line with what we want to achieve for the borough.

5.1.3 To support delivery of the outcomes in the proposed Corporate Plan, Barnet 2024, each Theme Committee is responsible for delivering any corporate priorities that fall within its remit, as well as any additional priorities that relate to matters the Committee is responsible for under its Terms of Reference.

These priorities inform an annual Theme Committee delivery plan which sets out the key activities, performance indicators/targets, and risks in relation to the corporate and committee priorities. The LED Conversion Project is included in the Theme Committees planned priorities with an expectation that the project will produce significant financial savings whilst also enhancing services.

5.1.4 Barnet has been innovative in its approach to tackling the challenges local government faces. The Council has been open to new ways of doing things and working closely with partners across the public, private and voluntary sectors. This Project is a good example of working with partners to develop new ways of working and delivering services.

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

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

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

5.2.1 There are no significant resource implications associated with this proposal as the existing street lighting monitoring team are overseeing the Project delivery.

- 5.2.2 The Capital cost of the LED conversion Project £7.6M has been scrutinised by the Capital Board who have agreed to fund the Project with Capital funding.
- 5.2.3 A further funding source has been identified. SALIX, a government backed, interest free loan, instigated to encourage and assist local authorities with specific and innovative energy saving proposals.
- 5.2.4 An application has been made for a SALIX loan and based on their funding criteria the Council have been successful in being awarded a £5.7M loan to support the Project. This is an interest free loan which is repayable within a five-year period following the completion of the Project. The Capital Board have identified that the repayments of the SALIX loan will be funded from the Council's Capital resources.
- 5.2.5 A detailed Business Case has been produced to demonstrate that this capital investment will provide value for money through a relatively quick pay back due to a significant reduction in ongoing revenue charges. This is two-fold in reduced energy charges and savings in ongoing operational maintenance through the PFI Contract. These combined savings are estimated to be in the order of £850,000 per annum.
- 5.2.6 In addition to the above savings the project will assist in minimising future escalating costs associated with energy inflation. This is due to the significant reduction in energy consumption having converted to the energy efficient LED light source.

5.3 Social Value

- 5.3.1 As well as the economic benefits highlighted in this report the Project will also provide benefits in reducing the Authority's Carbon footprint which provides environment benefits for all.
- 5.3.2 It is also anticipated that the white light provided by the LED light source will be well received by residents as it is generally considered that lighting appears to be improved when utilising a white light source. This is due to its ability to truly represent colours when lit after dark, whereas the existing light source does not have good colour rendition qualities. It is often considered that this enhances the aesthetics of an area and is considered to provide a safer feel to an area.

In addition, and as identified earlier in this report it is recognised that improvements to street lighting can have a positive impact on reducing crime and the fear of crime. By creating a safer feel to an area, it encourages more people to visit these areas after dark and this helps to improve the vibrancy of an area and sustain local businesses, such as pubs, restaurants, theatres, cinemas, sports centres, etc.

5.4 Legal and Constitutional References

- 5.4.1 Under Article 7 of the Constitution the Theme Committee that is responsible for Highway functions, including Street Lighting, is the Environment Committee.

- 5.4.2 The Environment Committee have approved at their November 2018 meeting the LED Conversion Project as one of the Projects that will be included in their programme of savings.
- 5.4.3 This Project has arisen from the Council's future financial planning exercises which has included looking at innovative ways to reduce existing and future expenditure. Despite the significant Capital investment required to convert the street lights to low energy LED units the Projects Business Case demonstrates that this investment will repay itself within a seven-year period due to the annual savings of £850K on completion of the project and this saving will increase year on year as the project is also safeguarding against significant future energy charge increases. On that basis, this project is aligned with the Council's fiscal, Best Value duty.

5.5 Risk Management

- 5.5.1 The overarching aims of the Council's risk management framework are to improve the organisation's ability to deliver its strategic objectives by managing risk; creating a risk culture that adds value to operational activities; and achieving sustained benefit across the portfolio of activities.
- 5.5.2 The Council's medium term financial strategy is designed to meet the challenges ahead and provide some flexibility to deal with varying service pressures, which may arise.
- 5.5.3 It has been identified that the Council has a significant risk in managing the ongoing street lighting budget and has therefore identified this as a risk within the Service Risk Register. This is due to the significant above inflation energy charge increases that have occurred in recent years and are estimated to continue to rise significantly in the future.
- 5.5.4 This Project is aimed at meeting this challenge as the conversion to low energy LED lanterns will significantly reduce the energy consumption of the street lighting assets. The new LED lanterns will also have an inbuilt intelligent Central Management System (CMS) which will enable the Council to have better control on the lighting assets as the CMS provides the capability to further reduce energy consumption by dimming the lighting at appropriate times.

5.6 Equalities and Diversity

- 5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies **to have due regard** to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between people from different groups
- foster good relations between people from different groups

5.6.2 The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services.

5.6.3 The changes that are being proposed to the street lighting service are considered to provide benefits for all service users, whilst also delivering efficiency savings.

5.6.4 An initial Equalities Impact Assessment has been undertaken and this has identified that there are no significant equalities and diversity issues associated with this proposal.

5.6.5 It is envisaged that this EIA will be reviewed and updated as the Project progresses, especially as the designs are produced as it is this stage of the Project when any adverse impacts may become apparent, although this is anticipated to be highly unlikely.

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report.

5.8 Consultation and Engagement

5.8.1 The outcomes achieved from this project will be to enhance the existing street lighting quality, whilst also delivering savings.

5.8.2 As identified above a detailed lighting design process is being undertaken to ensure that the outcome of the project maintains compliance with the British Standard Code of Practice recommendations for lighting the public highway.

5.8.3 This is a lantern conversion project and as such there will be no changes in the locations of lighting columns. It is envisaged that the project will deliver the required level of lighting compliance without the need to consider any relocation of existing columns. If there are a limited number of occasions where a design cannot achieve reasonable compliance it may at that point be necessary to consider relocating existing lighting columns, subject to additional funding being available. As and when this is deemed necessary residents will be advised of the planned changes in column locations via being provided with a plan showing the proposed repositioning of lighting columns. This will provide residents with the opportunity to comment on the proposal prior to finalising the designs on these streets.

5.9 Insight

5.9.1 This Project has arisen from research and the outcomes of a detailed Business Case

which identified the opportunities and benefits that can be derived from implementing the proposed project.

- 5.9.2 The Street Lighting PFI Service Provider has extensive experience of having completed similar projects for other clients and therefore experience and useful intelligence has been obtained from these projects. This has provided some additional assurance in terms of assumptions made on the energy consumption reductions that may be achievable as these principals have been tested on previous projects.
- 5.9.3 In addition feedback provided by Authorities who have already undertaken LED conversion projects has been very positive with such projects being very well received by residents.

6. BACKGROUND PAPERS

- 6.1 Business Case for the LED Conversion Project
- 6.2 Authority Change Notice under the Street Lighting PFI Contract
- 6.3 Service Providers response to the Authority Change Notice
- 6.4 Service Providers Tender evaluation for the supply of the lanterns and CMS.
- 6.5 SEELS (SALIX Energy Efficiency Loans Scheme) Business Case and Application
- 6.6 DPR 1330 Street Lighting PFI Contract – Energy Saving Measures – 16th June 2011.
- 6.7 Environment Committee Report 14th March 2019
- 6.8 Initial Equalities Impact Assessment

Initial Equality Analysis (EIA) Resident / Service User

1. Details of function, policy, procedure or service:	
Title of what is being assessed: Street Lighting LED Conversion Project	
Is it a new or revised function, policy, procedure or service? Barnet Transformation programme 2016 – 2020	
Department and Section: Environment Commissioning Group	
Date assessment completed: 01/11/18	
2. Names and roles of people completing this assessment:	
Lead officer	Amy Blong, Programme Manager, CSG
Other groups	Paul Bragg, Workstream Lead
3. Employee Profile of the Project	Will the proposal affect employees? No. If no please explain why: The project will be delivered at the same time as BAU activities are taking place with the same contractor and Council monitoring team looking after both.

How are the following equality strands affected? Please detail the effect on each equality strand, and any mitigating action you have taken / required. Please include any relevant data. If you do not have relevant data please explain why / plans to capture data			
Equality Strand	Affected?	Explain how affected	Indicate what action has been taken / or is planned to mitigate impact?
1. Age	No	No impact anticipated	No mitigation required
2. Disability	Potentially	Impact to be fully assessed – it is possible that there could be an equalities impact on those who may be impacted by lighting with high colour temperatures (a consequence of white light). There are some reports that some people can be more sensitive than others.	Limit the colour temperature to no more than 4000K.
3. Gender reassignment	No	No impact anticipated	No mitigation required

4. Pregnancy and maternity	No	No impact anticipated	No mitigation required
5. Race / Ethnicity	No	No impact anticipated	No mitigation required
6. Religion or belief	No	No impact anticipated	No mitigation required
7. Gender / sex	No	No impact anticipated	No mitigation required
8. Sexual orientation	No	No impact anticipated	No mitigation required
9. Marital Status	No	No impact anticipated	No mitigation required
10. Other key groups? Carers People with mental health issues Some families and lone parents	No	No impact anticipated	No mitigation required
11. Other key groups? People with a low income Unemployed people Young people not in employment education or training	No	No impact anticipated	No mitigation required

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

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

The LED Conversion project involves the removal of all existing high-pressure sodium street lighting lanterns and the replacement with LED lanterns complete with a new Central Management System (CMS).

It is intended that the existing lighting standards will be observed and therefore the lighting provided will be in compliance with the recommendations made within the current Code of Practice for lighting Highways. As the LED light output is whiter than the old sodium lamps it is anticipated that those using the public highway may believe that the lighting standards have in fact been improved. This is due to the human eye being able to operate more effectively when objects are lit with white light. This is partially due to colour rendition being much improved under white light conditions.

The Project will involve lighting columns remaining in existing locations and lanterns being changed. In order to be sure of the lighting levels being compliant each road will be designed based on utilising existing column positions.

Each design will be submitted to the Authority for comment and approval prior to the works being programmed and only when approval has been granted will the road be added to the installation programme. This will ensure that each road is optimised in terms of lighting levels and the Council will be aware of the lighting levels that will be achieved in each road and how this compares with the Code of Practice recommendations in terms of compliance.

The Councils Street Lighting Contract monitoring officers will oversee the project, including the design approval process, and immediately following completion of an installation will conduct adhoc checks of the light outputs to ensure that designed lighting levels are achieved on street. Should any concerns be raised after the new installations are completed, these will be investigated with light level checks undertaken and recorded with remedial actions identified where this is deemed necessary.

6. Initial Assessment of Overall Impact

Very minimal potential impact. It is anticipated that there may be some positive feedback that lighting standards have been improved due to the white light source – this could be the perceived view from individuals of any characteristic.

7. Scale of Impact

There may be a small number of individuals who suffer from sensitivity to high colour temperature lighting. Some limited research has suggested that lighting can cause headaches in those who are sensitive and therefore limiting the colour temperature to no more than 4000K will go some way to addressing this potential issue.

8. Outcome

No change to decision. A full explanation for this assessment can be found in section 9 below.

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9. Please give a full explanation for how the initial assessment and outcome was decided.
<p>Where LED lighting has been installed in the UK it has been well received and although in most cases lighting levels (by design or measurement) have not been improved there has been a perception that the lighting standards have been improved.</p> <p>The Project requires the current recommendations of the Highway Lighting Code of Practice to be achieved and to ensure this is delivered each road will be fully designed even though this is a lantern conversation project.</p> <p>All designs will be checked and verified as acceptable by an officer in the Councils Street Lighting Team. Any concerns of designs submitted will be queried and amendments requested.</p> <p>Note: It is worth noting that there will always be some occasions where the recommended lighting standards will not be achieved and a compromise position will need to be accepted. This is however no different to any new lighting design where there will always be constraints from the highway infrastructure, such as obstacles which will block light distribution. The most common example are trees that adversely impact light distribution to a greater extent when they are in full leaf.</p>



Environment Committee

27 November 2019

Title	Quarter 2 (Q2) 2019/20 Delivery Plan Performance Report
Report of	Chairman of Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	<p>John Hickson, Interim Finance Business Partner for Environment john.hickson@barnet.gov.uk</p> <p>Alaine Clarke, Head of Programmes, Performance and Risk alaine.clarke@barnet.gov.uk</p>

Summary

This report provides a thematic overview of performance for Q2 2019/20 focusing on the budget forecasts and activities to deliver both corporate and committee priorities in the Environment Committee Annual Delivery Plan.

Officer Recommendations

1. The Committee is asked to review the budget, performance and risk information for Q2 2019/20 and make any referrals to Policy and Resources Committee or Financial Performance and Contracts Committee in accordance with the terms of reference of these Committees.

1. INTRODUCTION

- 1.1 The Environment Committee has responsibility for all matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.
- 1.2 This report provides a **thematic overview of performance** for **Q2 2019/20** focusing on the budget forecasts and activities to deliver the **priorities** in the **Environment Committee Annual Delivery Plan**, which can be found online at:
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9669&Ver=4>

2. BUDGET FORECASTS

- 2.1 The **Revenue Forecast** (after reserve movements) for Environment, Parking and Infrastructure, Street Scene and Re Managed Budgets is set out in table 1.

Table 1: Revenue Forecast (Q2 2019/20)

Service	Revised Budget	Q2 19/20 Forecast	Variance from Revised Budget Adv/(fav) ¹	Reserve Move-ments	Q2 19/20 Forecast after Reserve Move-ments	Variance after Reserve Move-ments Adv/(fav)
	£000	£000	£000	£000	£000	£000
Environment Staffing	130	130	0	0	130	0
NLWA Levy	1,572	1,822	250	0	1,822	250
Community Safety	1,935	1,961	25	0	1,961	25
Environment Mgt	3,637	3,912	275	0	3,912	275
Highway Inspection/ Maintenance	298	745	447	(447)	298	0
Parking	(545)	(545)	0	0	(545)	0
Highways and Transport Management	318	358	40	0	358	40
Advertising	(390)	(165)	225	(225)	(390)	0
Special Parking Account	(13,694)	(13,265)	429	(450)	(13,715)	(21)
Street Lighting	6,528	6,529	1	0	6,529	1
Parking and Infrastructure	(7,485)	(6,343)	1,142	(1,122)	(7,465)	20
Commercial Services	(2,011)	(2,021)	(10)	0	(2,021)	(10)
Fleet and Transport	1,446	1,387	(60)	0	1,387	(60)

¹ Adv/fav refers to an adverse or favourable position. An adverse position would be a budget overspend. An adverse variance would mean the position has got worse since the last reported period.

Service	Revised Budget	Q2 19/20 Forecast	Variance from Revised Budget Adv/(fav) ¹	Reserve Move-ments	Q2 19/20 Forecast after Reserve Move-ments	Variance after Reserve Move-ments Adv/(fav)
	£000	£000	£000	£000	£000	£000
Ground maintenance	2,301	2,064	(237)	0	2,064	(237)
Management and Service Support	839	695	(144)	0	695	(144)
Street Cleansing	2,991	3,085	94	0	3,085	94
Waste (frontline)	6,781	8,598	1,817	0	8,598	1,817
Street Scene Management	1,121	1,180	59	0	1,180	59
Street Scene	13,468	14,988	1,519	0	14,988	1,519
Greenspaces Development	1015	1299	284	0	1299	284
Greenspaces Development	1015	1299	284	0	1299	284
Drainage (Gully)	300	445	145	0	445	145
Damage to Public Highways	36	55	19	0	55	19
Public Conveniences	50	55	5	0	55	5
N.R.S.W.A.	57	100	44	0	100	44
Private Works Reinstatement	20	20	0	0	20	0
Recharge works other	39	20	(19)	0	20	(19)
Planned Crossovers	45	45	0	0	45	0
Parking Design	61	61	0	0	61	0
Structural & Bridge Maintenance	80	80	0	0	80	0
Food Safety	16	16	0	0	16	0
Road Structural Response	500	500	0	0	500	0
Recharge work cross over	380	100	(280)	0	100	(280)
Expenditure	1,583	1,496	(87)	0	1,496	(87)
Parking Design Income (LIP)	(1,111)	(1,075)	36	0	(1,075)	36
Income	(1,111)	(1,075)	36	0	(1,075)	36
Re Managed Budgets	472	421	(51)	0	421	(51)
Grand Total	11,108	14,278	3,170	(1,122)	13,156	2,048

Service	Revised Budget	Q2 19/20 Forecast	Variance from Revised Budget Adv/(fav)	Reserve Move-ments	Q2 19/20 Forecast after Reserve Move-ments	Variance after Reserve Move-ments Adv/(fav)
	£000	£000	£000	£000	£000	£000

Community Safety (as reported to CLL Committee)

Community Safety	1,935	1,961	25	0	1,961	25
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Service	Revised Budget	Q2 19/20 Forecast	Variance from Revised Budget Adv/(fav)	Reserve Move-ments	Q2 19/20 Forecast after Reserve Move-ments	Variance after Reserve Move-ments Adv/(fav)
	£000	£000	£000	£000	£000	£000

Re Regulatory and Highways (Re Guaranteed Income – Extract)

Hendon Cemetery	(1,773)	(1,728)	45	0	(1,728)	45
Hendon Crematorium	(1,087)	(724)	363	0	(724)	363
Pest Control	(139)	(58)	81	0	(58)	81
Scientific Services	(27)	(20)	7	0	(20)	7
Trading Standards & Licensing	(314)	(364)	(50)	0	(364)	(50)
Food Safety - Income	(97)	(60)	37	0	(60)	37
Regulatory Services (GI) sub total	(3,437)	(2,954)	483	0	(2,954)	483
Highways – (GI)	(9,359)	(4,702)	4,656	0	(4,702)	4,656
Re Guaranteed Income	(12,795)	(7,656)	5,139	0	(7,656)	5,139

- 2.2 The projected variance for **Environment Management** is forecasted to be an overspend of £0.275m. The projected variance for **Parking and Infrastructure** is forecasted to be an underspend of £0.020m.
- 2.3 The projected variance for **Street Scene**, is forecast to be an overspend of £1.519m, an improvement of £0.059m when compared to the Quarter 1 position. The key contributors to this position were Waste (frontline) – this service is forecasting an overspend of £1.817m mitigated by management actions in other areas to bring the position down to the overall forecast figure. The overspend is generated by the cost of running the service from two sites, increases in staffing costs and increases in fleet repair costs attributable to vehicle ageing. There is a profiled reduction in spend through 2019/20 as round balancing continues and green waste cost reduce for the winter months. This is part of a recovery plan; however, the current budget development plans recognise the need to invest in this area subject to the final MTFS and budget processes and therefore limitations to bring down Waste below circa £1.2m overspend.

- 2.4 The projected variance for **Greenspaces Development**, is due to the MTFS savings of £0.450m which is not possible to deliver. This has been partially mitigated by additional income from S.106 funding and a further recovery plan is in place to recover this to £0.107m overspend and further work is ongoing to help bring this in line.
- 2.5 The projected variance for **Re Managed Budgets**, is forecast to be is an underspend of £0.051m due.
- 2.6 The projected variance for **Community Safety** is forecast to be an overspend of £0.025m due to network transmissions requiring additional corrective works to the CCTV network.
- 2.7 **Re Regulatory and Highways (Guaranteed Income)** budgets related to environment, shown above, are part of the overall guaranteed income from Re to the council. The budgets are based on original contract values and this reflects in the variances shown and must also be seen in the context of the overall performance and guarantee. The use of reserves would not generally be relevant, given the income guarantee. However, the guarantee can be subject to other contractual costs or adjustments arising, particularly due to council decisions/actions being claimed by Re that may off set the final position to the council or involve directorate costs, reported separately within the directorate concerned. In recent years from the original contract Re underperforms on highways and overperforms on planning which has made up income in the past to achieve the guarantee, however this year the anticipated position is that the guarantee will apply. The use of the contractor and guaranteed income helps ensures that the council is protected from risks on these activities and maintains at least the contractual level of income.
- 2.8 The following table provides the context of Environment elements to the overall Re guarantee and is provided also for reconciling the detail provided in the tables above back to reporting on Re (and the guarantee) overall.

Re Contract - Income Guarantee	Full Year Budget	Current Forecast	Variance
	£000	£000	£000
Regulatory and Highways	(12,795)	(7,656)	5,139
Other Guaranteed Income elements (non-Environment)	(4,019)	(9,033)	(5,013)
Grand Total - Re Guaranteed Income	(16,814)	(6,688)	126

- 2.9 The **Capital Forecast** for Street Scene, Parking and Infrastructure and Re (Highways) is set out in table 2.

Table 2: Capital Forecast (Q2 2019/20)

Service	19/20 Revised Budget	Additions/ (Deletions)	(Slippage)/ Accelerated Spend	Q2 19/20 Forecast	Forecast variance from Approved Budget
	£000	£000	£000	£000	£000
Local Implementation Plan 2016/17 and onwards	3,067	0	0	3,067	0
Highways TFL - Local Implementation Plan	3,067	0	0	3,067	0

Service	19/20 Revised Budget	Additions/ (Deletions)	(Slippage)/ Accelerated Spend	Q2 19/20 Forecast	Forecast variance from Approved Budget
	£000	£000	£000	£000	£000
Footway Reconstruction	43	0	0	43	0
Traffic Management	4	0	0	4	0
Highways Improvement	323	0	0	180	(143)
Travel Plan Implementation	91	0	0	60	(31)
Carriageways	1,368	0	0	570	(798)
Highways Planned Maintenance Works Programme	40	0	0	40	0
Saracens - highways works	40	0	0	16	(24)
Drainage Schemes	70	0	0	70	0
Road Traffic Act - Controlled Parking Zones	108	0	0	75	(33)
Investment in Roads & Pavement (NRP)	7,191	0	0	7,969	778
Highways Non-TFL	9,278	0	0	9,027	-251
Old Court House - public toilets	40	0	0	40	0
Parks & Open Spaces and Tree Planting	19	0	0	19	0
Park Infrastructure	0	0	0	0	0
Victoria Park Infrastructure	611	0	0	611	0
Data Works Management system	280	0	0	280	0
Parks Equipment	107	0	0	107	0
Colindale – Parks, Open Spaces and Sports	5,300	0	0	4,739	(561)
Vehicles	2,453	0	0	2,453	0
Street cleansing and greenspaces - vehicles and equipment	1	0	1	1	0
Green spaces development project	125	0	0	125	0
Refurbish and regenerate Hendon Cemetery and Crematorium	1,435	0	0	435	(1,000)

Service	19/20 Revised Budget	Additions/ (Deletions)	(Slippage)/ Accelerated Spend	Q2 19/20 Forecast	Forecast variance from Approved Budget
	£000	£000	£000	£000	£000
Hendon Cemetery & Crematorium Enhancement	32	0	0	32	0
Lines and Signs	307	0	0	307	0
LED Lighting	3,800	0	0	3,800	0
Pay and Display parking machine estate upgrade	120	0	0	120	0
Moving traffic cameras	231	0	0	231	0
Controlled parking zones review	150	0	0	150	0
Highways (permanent re-instatement)	700	0	0	700	0
Other Environment	15,711	0	1	14,150	(1,561)

2.10 The main areas of slippage are Hendon Crematorium, with slippage of £1m and Colindale parks with slippage of £0.561m.

3. SAVINGS

3.1 The total amount of **savings** identified for Environment Committee in 2019/20 is **£4.380m**. This is shown in table 3a. With an additional saving related to **Community Leadership and Libraries (CLL) Committee** of £0.243m shown below in table 3b.

3.2 Current projections forecast achievement of £3.570m of savings. The £0.810m gap is caused by initiative delays (£0.450m) and a current lack of detail regarding planned achievement of savings initiatives (£0.330m), augmented by a potential £0.030m underachievement in initiative G8.

Table 3a: Savings forecast delivery (Q2 2019/20)

Ref	Description of Savings	Savings for 19/20	Q2 19/20 Forecast	Comment
Growth and Income				
G1	Invest in 3G pitches	(100)	0	Delays in initiating the programme has resulted in the saving not being achieved in 2019/20. The programme is scheduled to start in August 2020.
G2	Income generation from non-statutory commercial waste services	(300)	(300)	Service is delivering increased chargeable waste.
G4	Fees and charges	(130)	(130)	Savings targets are on track to be delivered.
G6	CCTV	(200)	(200)	Saving delivered through renegotiation of the CCTV contract.

Ref	Description of Savings	Savings for 19/20	Q2 19/20 Forecast	Comment
G7	Asset Management	(100)	0	Delays in programme outside of the service, means saving is delayed this year.
G8	Advertising	(200)	(200)	Service is more confident of achieving figures this year. Risks and mitigations are being considered.
Total		(1,030)	(830)	
Service Redesign				
S2	Parks and Open Spaces Strategy	(150)	0	Further work with local groups and modelling is required to realise potential savings.
S3	Controlled parking zones	(150)	(150)	Additional CPZ's have been added.
Total		(300)	(150)	
Reducing Demand, Promoting Independence				
R1	Levy payments to the North London Waste Authority	(300)	(300)	In line with Levy approved by NLWA
R3	Increased productivity and reduction of overheads	(100)	0	Further work with local groups and modelling is required to realise potential savings.
R4	Additional savings from 2018/19	(200)	0	This saving is not possible as planned. The options to achieve this saving have not been approved and further alternatives will need to be re-presented as part of the budget planning process.
Total		(600)	(300)	
P2	Advertising	(150)	(150)	The new contract is will commence in November and new infrastructure will be installed.
P3	Street Lighting	(150)	(150)	Savings is due to be delivered from November, there has been some delays.
P5	Parking	(2,150)	(2,150)	On track for delivery.
Total		(2,450)	(2,450)	
Grand Total		(4,380)	(3,730)	

Table 3b: CLL Committee (Environment Directorate)

Ref	Description of Savings	Savings for 19/20	Q2 19/20 Forecast	Comment
S1	Safer Communities (CCTV)	(243)	(243)	Saving being delivered as planned.

4. PRIORITIES

4.1 This section provides an update on the Committee's priorities as follows:

- A summary of progress on Actions² to deliver the priority
- Performance of Key Performance Indicators (KPIs)³
- Risks to delivering the Actions and priority
- High (15 to 25) level risks from the Corporate Risk Register⁴

4.2 The Q2 status for each of the Committee's priorities is shown in table 4. This reflects the *overall performance on Actions, KPIs and Risks*⁵ for each priority.

Table 4: Priorities for Environment Committee

Section	Priority	Q2 Status
5.	Getting Barnet clean	Limited
6.	Keeping the borough moving	Satisfactory
7.	Getting the best out of parks and improving air quality	Good
8.	Using regulation and enforcement to reduce non-compliance and maintain our public realm	Good
9.	Creating a healthy environment	Satisfactory

5.	Getting Barnet clean	Q2 Status
		Limited

5.1 Summary of Actions **Satisfactory progress**

5.1.1 Overall satisfactory progress has been made. However, there is still room for improvement, which the service will make in parallel with the Street Scene transformation programme.

5.1.2 The communications plan continued to be implemented, including a social media campaign for national recycling week and a recycling campaign targeting 15,000 flats managed by Barnet Homes in September 2019. Free litter picking equipment was promoted to community groups.

5.1.3 A Feasibility Study to identify options for better waste reduction and recycling at privately managed sites was carried out in Q1, including an assessment of bin capacity and the level of re-balancing required to support recycling. This is currently being reviewed.

² A Summary of the Actions is provided for each priority. These are RAG rated as follows: Complete or Good progress = **GREEN** (where no Actions RAG rated RED); Satisfactory progress = **AMBER** (where no more than one Action RAG rated RED) or Limited progress = **RED** (where two or more Actions RAG rated RED).

³ KPI RAG rating reflects the percentage variance of the result against the target as follows: On target = **GREEN (G)**; Up to 9.9% off target = **AMBER (A)**; 10% or more off target = **RED (R)**. The Direction of Travel (DOT) status shows the percentage variation in the result since last year e.g. Improving (**↑ I**), Worsening (**↓ W**) or Same (**→ S**). The percentage variation is calculated as follows: Q2 19/20 result minus Q2 18/19 result equals difference; then difference divided by Q2 18/19 result multiplied by 100 = percentage variation. KPIs are illustrated by (q) quarter; (c) cumulative up to end quarter; (s) snapshot in time; or (r) rolling 12 months.

⁴ The Corporate Risk Register includes strategic risks (strategic and business critical risks) and high (15 to 25) service/joint risks (service and contract delivery risks). All risks are managed in line with the council's risk management framework. The risk registers are live documents and the Q2 19/20 Corporate Risk Register provides a snapshot in time (as at end September 2019). The risk ratings are: Low = 1 to 3 (**GREEN**); Medium/Low = 4 to 6 (**YELLOW**); Medium/High = 8 to 12 (**AMBER**); and High = 15 to 25 (**RED**).

⁵ The Q2 Status reflects the *overall performance* on Actions, KPIs and Risks as follows: Complete or Good progress = **GREEN** (where no Actions or KPIs RAG rated RED and no more than one high level risk); Satisfactory progress = **AMBER** (where no more than one Action or KPIs RAG rated RED and/or no more than two high level risks) or Limited progress = **RED** (where two or more Actions or KPIs RAG rated RED and/or more than two high level risks).

5.1.4 Additional funding was allocated for street cleansing improvements and options on how to use this funding, focusing on key areas such as residential roads, town centres and trunk roads, were agreed at Environment Committee on 4 June 2019. These options are being trialled and include 'unobstructed cleansing' and different street cleansing and pavement washing equipment.

5.1.5 To tidy up town centres, time banded collections were implemented in Mill Hill (July 2018) and Burnt Oak (May 2019). Further Time banded collections have been suspended for the time being after review and consideration of operational resourcing and the Oakleigh Depot works completion.

5.2 KPIs

5.2.1 There are seven KPIs for this priority, which monitor waste, recycling and street cleansing activity. Two waste collection KPIs met the Q2 target. Four KPIs are not due for reporting until Q3 or Q4. One KPI reported no activity in Q2.

- **Time banded collections rolled out – 0.** The time banded collections project is currently suspended due to the remedial works at Oakleigh Depot. This is to prioritise service delivery whilst these works are ongoing.

Indicator	Polarity	18/19 EOY	19/20 Target	Q2 19/20			Q2 18/19	Benchmarking
				Target	Result	DOT	Result	
Kilogram of residual HH waste produced per household (q)	Smaller is Better	617.2 kg/HH	612 kg/HH	158.84 kg/HH	157.72 kg/HH ⁶ (G)	↑ I -2.3%	161.47 kg/HH ⁷	No benchmark available
Kilogram of total HH waste produced per household (q)	Smaller is Better	Not reported in 18/19	970 kg/HH	262.6 kg/HH	245.6 kg/HH (G)	New for 19/20	New for 19/20	No benchmark available
Residents who are satisfied with refuse and recycling services (Annual ⁸)	Bigger is Better	79% (Autumn 17)	80%	Annual	Due Q3 19/20	No RPS 18/19	No RPS 18/19	National 79% (LGA, 2019)
Targeted communications with landlords and agents to reduce 'throw away' culture" (Annual)	Bigger is Better	New for 19/20	3	Annual	Due Q4 19/20	New for 19/20	New for 19/20	No benchmark available
Residents satisfied with street cleansing service (Annual ⁹)	Bigger is Better	60% (Autumn 17)	60%	Annual	Due Q3 19/20	No RPS 18/19	No RPS 18/19	National 64% (LGA, 2019)

⁶ Result is for Q1 2019/10

⁷ Result is for Q1 2018/19

⁸ Annual KPI from the Residents' Perception Survey (RPS).

⁹ Annual KPI from the Residents' Perception Survey (RPS).

Indicator	Polarity	18/19 EOY	19/20 Target	Q2 19/20			Q2 18/19	Benchmarking
				Target	Result	DOT	Result	
Street cleansing ¹⁰	TBC	New for 19/20	Due Q4 19/20	Due Q4 19/20	Due Q4 19/20	New for 19/20	New for 19/20	No benchmark available
Time banded collections rolled out	Bigger is Better	New for 19/20	5	TBC	0 ¹¹	New for 19/20	New for 19/20	No benchmark available

5.3 Risks

5.3.1 There are five risks to delivery of the actions for this priority¹². These have been assessed at a medium/low (4 to 6) and medium/high (8 to 12) level and have controls/mitigations in place to manage the risks.

- **SS011 – Reduction in household waste (risk score 12).** A review of future recycling and waste service options was completed during Q2, to support drafting of a Reduction and Recycling Plan (RRP) for the Environment Committee on 11 September 2019. This included a proposal to re-introduce separate food waste collections at houses by 2022. Reductions in overall waste produced will remain very challenging unless further changes to services are proposed.
- **SS012 – Flats recycling (risk score 6).** This risk relates to the improvement of waste reduction and recycling in flats. A communications campaign with Barnet Homes was run in September 2019. A feasibility study to identify options for increasing recycling at privately managed flat sites is under development.
- **SS017- Project delays (risk score 9 – increased from 1).** The risk of delays to the rollout of projects such as time banded collections or the new data and works system is being managed by a Change Management team within Street Scene. The request for additional funding to recruit a project manager has been submitted. New head of service support will be in post in Oct 2019. Projects are prioritised to ensure resources are used as efficiently as possible.
- **SS013 – Recycling and waste collection rounds (risk score 6).** The service is considering ideas around round-rebalancing but this is dependent on the changes to service arising from the major works at Oakleigh Depot.
- **SS019 - Utilise new street cleansing equipment (risk score 6).** A lack of suitably trained staff could affect full utilisation of new street cleansing equipment. Staff who hold the relevant driving licenses are being trained and additional driver operatives are being recruited for the street cleansing service. All will be required to hold a full driving license and will receive training on the new equipment (mechanical brooms, HAKO's and Gluttons). A recruitment exercise was undertaken in Q2 and conditional offers were made to 11 driver operatives to work within the Street Cleansing service. A conditional offer was also made for a dedicated Street Cleansing Supervisor. Further recruitment is needed to

¹⁰ Street Cleansing KPI is still being developed and will be reported for Q4.

¹¹ Time banded collections project is currently suspended due to the remedial works at Oakleigh Depot. This is to prioritise service delivery whilst these works are ongoing.

¹² There were seven risks, but two street cleansing risks on staff training and staff reluctance have been merged into one risk (SS019) and two recycling risks on lack of planning enforcement and lack of engagement have been merged into one risk (SS012).

achieve full establishment levels. In-house training, including on the new street cleansing equipment, is scheduled as part of the induction process.

5.3.2 In addition to the risks in the Annual Delivery Plan, there was a *strategic risk* and three *service risks* linked to this priority that were scored at a high (15 to 25) level in Q2.

- **STR09 - Increase in the NLWA levy (risk score 15).** The expected replacement of the NLWA Energy from Waste (EfW) facility could lead to an increase in the waste disposal levy of up to £8million per annum and additional financial costs relating to delays in the construction of the EfW. This would result in an increased financial pressure on the council. Enabling works will be approved by NLWA members in September 2020, with further work being undertaken to understand the full financial impact new EfW facility will have on member authorities. A financial strategy is being developed to build a stable budget for the Environment cost centre. A Reduction and Recycling Plan was taken to Environment Committee on 11 September 2019, which put forward proposals to maximise recycling from households.
- **SS020 - Remedial work at Oakleigh Depot (NEW) (risk score 20).** Issues with the Oakleigh Depot require immediate significant remedial works that will lead to service disruption for up to nine months, impacting on business continuity and delivery of services. A series of controls have been put in place such as the implementation of a one-way traffic system and monitoring of ground movement at the depot. To remedy the risk, there is currently a search for further land for vehicle storage. There will also be changes in the delivery of operations such as implementing Saturday working during the period when the works commence and the recruitment of temporary staff to support work completions and staffing levels.
- **SS018 - Frontline employment and retention (risk score 16).** Difficulties in recruiting appropriate staff could lead to an increase in the use of agency staff and impact on service delivery. Filling vacant posts is a priority with a recruitment campaign to start soon. Permanent positions are being offered to frontline agency staff. A new supervisor has been appointed to support the delivery of frontline operations. Senior management are looking at training and development opportunities to improve staff retention.
- **TS015 - Change in LEZ and expansion of ULEZ (risk score 15).** Council vehicles will need to be replaced or retrofitted with compliant technology to meet the minimum emission standard in Low Emission Zones (LEZ) and Ultra Low Emission Zones (ULEZ) by October 2020. Two capital bids were submitted to Capital Strategy Board requesting the replacement of vehicles that will not meet the new emissions standard. A tender was accepted for the replacement of 12 refuse vehicles deploying capital of £2.4m and further work is underway to reprofile the capital allocation across the services to identify any availability within the current financial year.

6. Keeping the borough moving	Q2 Status
	Satisfactory

6.1 Summary of Actions Good progress

- 6.1.1 The Network Recovery Plan (NRP) has successfully progressed with approximately two thirds of the main carriageway resurfacing programme being completed and over half of the footway relay programme completed by September 2019. The combination of large scale machine patching and carriageway resurfacing programme produced an output of 67,121 square metres of new road surface applied on 38 streets. The footway relay programme, meanwhile delivered 22,479 square metres of pavement renewal on 10 roads. The arrangement and planning of the carriageway patching programme continued to offer the flexibility to tackle large areas of road patching repairs also improving the outlook and appearance of the street. The programme now totals 73 roads where most of the worst road defects have been fixed using the infrared Rhino patching process.
- 6.1.2 With regards to additional investment in the highway, asset condition surveys are underway, the results of condition survey for pavements and roads will create the baseline required to formulate the prioritisation process for recommendation in the draft proposals for NRP Year 6. The NRP Year 6 report for 2020/21 will be presented to Members ahead of going to Environment Committee in January 2020.
- 6.1.3 The 2020/21 LIP funding submission was approved by Environment Committee in September 2019. It reflected the approved LIP3 document and also included work on “School Streets” pilots and additional parking proposals. As reported in Q1, the agreed programme is based on current “knowns”, which are heavily dependent on engagement with TfL to respond and approve. Contingencies are being considered for approval by the Strategic Lead and TfL to achieve budget spend, as TfL impacted schemes are unlikely to be implemented this year; this will continue to be monitored. A large value scheme at Chipping Barnet High Street is currently under construction and another at Montrose Avenue is programmed to start in early October 2019. Those LIP schemes proposing vertical measures received a mixed response from the Environment Committee, which has resulted in the need for some further design and consultation.
- 6.1.4 The service is in the process of developing the long-term Transport Strategy, with the aim for a draft strategy to be presented to Environment Committee in January 2020.

6.2 KPIs

- 6.2.1 There are three KPIs for this priority, which monitor highways repairs. One KPI met the Q2 target. Two KPIs on Category 1 and Category 2 defects were not reported in Q2 due to resource issues in Conway Aecom.

Indicator	Polarity	18/19 EOY	19/20 Target	Q2 19/20			Q2 18/19	Benchmarking
				Target	Result	DOT	Result	
Emergency defects rectification timescales completed on time	Bigger is Better	100%	100%	100%	100% (G)	→ S	100%	No benchmark available

Indicator	Polarity	18/19 EOY	19/20 Target	Q2 19/20			Q2 18/19	Benchmarking
				Target	Result	DOT	Result	
Highways Category 1 defects rectification timescales completed on time (48 hours)	Bigger is Better	78.8%	100%	100%	Not report ed	N/A	92.8%	No benchmark available
Highways Category 2 defects rectification completed on time	Bigger is Better	69.2%	100%	100%	Not report ed	N/A	78.9%	No benchmark available

6.3 Risks

6.3.1 There are two risks to delivery of the actions for this priority¹³. These have been assessed at a medium/low (4 to 6) level and have controls/mitigations in place to manage the risk.

- **EC015 - Breakdown with development partner (risk score 4).** The new Re Service Director is in place and joint meetings are being held regularly with LBB clients to agree and delivery key priorities.
- **EC016 - Non-delivery of LIP spend (risk score 4).** The LIP programme is actively monitored by the council and bi-monthly meetings are held with TfL to review progress of delivery and financial spend. Barnet's LIP funding allocations have been fully committed in the past three years and this is expected to continue in the future. The LIP3 programme has been approved for the next three years.

6.3.2 In addition to the risks in the Annual Delivery Plan, there were two *service* risks linked to this priority that were scored at a high (15 to 25) level in Q2.

- **TS013 - Passenger Transport Services move (risk score 20).** The hand back of North London Business Park (NLBP) will necessitate the relocation of Passenger Transport Service (PTS) vehicles with operation to a suitable alternate site; not being able to secure a suitable site could result in additional costs to extend the current lease (subject to availability) or disruption to the Home to School transport service for Special Education Need children in and out of borough. The depot project team are undertaking space planning exercise for vehicle parking and office space. The service is continuing to work with Estates to identify an operationally suitable location for the Passenger Transport vehicles. The current lease agreement for the service to remain at North London Business Park is to be extended to June 2020.
- **PI011 - Winter Service (risk score 20 - increased from 15).** The relocation of the gritting depot from Barnet to Harrow could lead to increased travel time and the effectiveness of the service. As there is no other alternative available during this winter season, this risk will focus on ensuring that decisions and deployment are carried out in a timely manner. Progress has not been made by Re in drafting a new Winter Service Plan. Concerns have been raised with the new Re Director The site identified at Mays Lane for relocating the gritting depot was not considered to be suitable. Concerns about the availability of drivers

¹³ There were three risks, but two highways risks on relationship management have been merged into one risk (EC015).

to assist the Highways DLO in delivering the Winter gritting service. This has been reflected in an increased likelihood score.

7.	Getting the best out of parks and improving air quality	Q2 Status
		Good

7.1 Summary of Actions Good progress

7.1.1 The Sports Hub masterplans for West Hendon, Barnet/King George V and Copthall playing fields progressed, with Copthall playing fields approved at Environment Committee in September 2019.

7.1.2 Montrose/Silkstream and Victoria Park masterplans also progressed and are on track to deliver improvements by the end of year. A series of smaller parks improvement projects are underway across the borough. The Tree Planting programme has progressed well and the planting of 811 trees will resume later in the year during the appropriate planting season.

7.2 KPIs

7.2.1 There are three KPIs for this priority, which monitor parks and open spaces. One KPI met the Q2 target. Two KPIs are annual and will be reported in Q3.

Indicator	Polarity	18/19 EOY	19/20 Target	Q2 19/20			Q2 18/19	Benchmarking
				Target	Result	DOT	Result	
Residents satisfied with parks and open spaces (Annual ¹⁴)	Bigger is Better	77% (Autumn 17)	74%	74%	Due Q3 19/20	Not reported in 18/19	Not reported in 18/19	No benchmark available
Total value of investment secured (£)	Bigger is Better	New for 19/20	100k	50k	96.6k (G)	New for 19/20	New for 19/20	No benchmark available
Total number of trees planted per annum (bi-annual) ¹⁵	Bigger is Better	New for 19/20	900	Due Q3 19/20	Due Q3 19/20	New for 19/20	New for 19/20	No benchmark available

7.3 Risks

7.3.1 There are three risks to delivery of the actions for this priority¹⁶. These have been assessed at a medium/high (8 to 12) level and have controls/mitigations in place to manage the risk.

- **EC007 - Objections to masterplan proposals (risk score 8).** The public and stakeholder consultation for Barnet and King George V Playing Fields, and for West Hendon Playing Fields ran for eight weeks and closed on Sunday 28 July. The appointed consultant, SLC, analysed the outcomes of the public and stakeholder consultations. As a result, SLC and council officers met to discuss potential changes to the masterplans and further work will be carried out by SLC and the council. For Copthall the most recent round of public consultation commenced on 5 April 2019 and closed on 17 May 2019. The results of the consultation are being analysed.

¹⁴ Annual KPI from the Residents' Perception Survey (RPS).

¹⁵ Data to be reported in Q3 and Q4 to coincide with the tree planting season.

¹⁶ There were five risks. Two parks risks relating to relationship with contractor have been merged into one risk (EC008) and the risk on objections to tree planting was closed in Q2, as it was no longer considered to be relevant.

- **EC008 - Delays to construction (risk score 8).** To manage the risk of delays to the construction programme, SLC (The Sport, Leisure and Culture Consultancy) has been appointed to produce a feasibility study to help identify project risks for Barnet and King George V Playing Fields, and West Hendon Playing Fields. A consultant has been appointed to assist in the development of the draft masterplan for Copthall. For the Sports Hubs master planning projects work will be carried out to identify risks associated with the development of the sites. This will be undertaken as part of the development of an Outline Business Case.
- **EC009 - Brexit uncertainty leading to increased costs (risk score 8).** Procurements and contracts for works will take into account, where possible, any known and unknown factors to mitigate this risk.

8.	Using regulation and enforcement to reduce non-compliance and maintain our public realm	Q2 Status
		Good

8.1 Summary of Actions Good progress

8.1.1 The Safer Communities Partnership continued to take action against littering and fly-tipping. The interventions included publicity campaigns and neighbourhood-based engagement work to raise awareness of the enforcement approach and deter littering and fly-tipping; enforcement action against those identified as being responsible; and use of CCTV to support environmental crime investigations.

8.2 KPIs

8.2.1 There are two KPIs for this priority, which monitor regulation and enforcement. Both KPIs met the Q2 target.

Indicator	Polarity	18/19 EOY	19/20 Target	Q2 19/20			Q2 18/19	Benchmarking
				Target	Result	DOT	Result	
FPNs issued for fly-tipping, littering and Section 34 Duty of Care offences (q)	Bigger is Better	New for 19/20	5416 (a 5% increase vs. 2017/18 baseline)	1354	1491 (G)	New for 19/20	New for 19/20	No benchmark available
S34 compliance visits carried out (q)	Bigger is Better	New for 19/20	100	25	83 (G)	New for 19/20	New for 19/20	No benchmark available

8.3 Risks

8.3.1 There are two risks to delivery of the actions for this priority. These have been assessed at a medium/low (4 to 6) level and have controls/mitigations in place to manage the risk.

- **EC012 - Enforcement Contractor underperformance (risk score 6 – reduced from 9).** Contractor underenforcement could lead to ineffective enforcement action being taken against environmental crime thereby reducing the deterrent against committing these offences which could result in an increase in crimes such as fly tipping and littering and clean-up costs for the council. A tasking and coordination framework has been implemented to ensure the resources are appropriately tasked and a robust performance contract monitoring regime is in place.

- **EC013 - Unsuitable enforcement action (risk score 6).** Clear communication channels are in place between the contractor and the Community Safety Team to ensure that the type of enforcement action being taken is closely monitored to ensure that it remains appropriate and proportionate.

9.	Creating a healthy environment	Q2 Status
		Satisfactory

9.1 Summary of Actions **Satisfactory progress**

- 9.1.1 The switch on of the 40 Electric Vehicle Chargers was delayed until late October 2019 to allow time for installation of new advisory signage and to consider the implications of installations within controlled parking areas. The priorities for the remaining 40 chargers have been revised to ensure more parity across the ward boundaries. Locations have been identified and are due for installation in late 2019/early 2020. In addition, eight standalone low-level chargers are due to be installed within the Colindale CPZ in late 2019.
- 9.1.2 Analysis of the feedback from the public consultation on the Cycleway from North Finchley to Hornsey was carried out and a draft report produced and discussed by officers and ward members. The results of the consultation show a mix of support and concern across the cycleway route, and additional work is in progress to better understand the detail of the concerns raised especially in one area affected by the proposals.
- 9.1.3 Co-ordinated days of multi-agency action are an important part of the Safer Communities Partnerships efforts to tackle crime and anti-social behaviour. While multi-agency action days took place in Q2, these focused on police interventions rather than compliance visits. Further multi-agency days of action are planned for Q3.

9.2 KPIs

- 9.2.1 There are four KPIs for this priority, which monitor a healthy environment. One KPI on street slighting met the target in Q2.

Indicator	Polarity	18/19 EOY	19/20 Target	Q2 19/20			Q1 18/19	Benchmarking
				Target	Result	DOT	Result	
Street lights working and in light	Bigger is Better	New for 19/20	98%	99%	99.6% (G)	New for 19/20	New for 19/20	No benchmark available
Licensing compliance visits carried out on multi-agency action days (q)	Bigger is Better	New for 19/20	25	Monitor	0 ¹⁷	New for 19/20	New for 19/20	No benchmark available
Unlicensed HMOs identified through the multi-agency action days (q)	Bigger is Better	New for 19/20	20	Monitor	0 ¹⁸	New for 19/20	New for 19/20	No benchmark available

¹⁷ No licensing compliance visits were carried out as a result of multi-agency actions days in Q2.

¹⁸ No HMO multi-agency action days were held in Q2.

Indicator	Polarity	18/19 EOY	19/20 Target	Q2 19/20			Q1 18/19	Benchmarking
				Target	Result	DOT	Result	
Emergency prohibition orders served on accommodation as a result of risks identified through the multi-agency action days	Bigger is Better	New for 19/20	10	Monitor	0 ¹⁹	New for 19/20	New for 19/20	No benchmark available

9.3 Risks

9.3.1 There are two risks to delivery of the actions for this priority. These have been assessed at a medium/high (8 to 12) level and have controls/mitigations in place to manage the risk.

- **PI022 - Ongoing Operation of the Central Management System (risk score 10).** There is a risk that replacements parts for street lights may not be available and reporting of energy consumption usage data to the Meter Administrator to inform monthly energy bills may not be possible subsequent to the company going into Administration. The service provider, Barnet Lighting Services, has reported that the agreements reached with Lucy Zodion to ensure that the energy data is provided as required each month to the Meter Administrator is working well. Replacement parts are not currently being manufactured and as a result existing stock levels are very low; however, there are no lights not working due to the unavailability of spares. The additional costs charged by Lucy Zodion are still being covered by the Barnet Lighting Services with no additional costs being charged to the council. The commencement of the LED conversion project trial sites has at this stage alleviated the remaining risk of replacement stock as the equipment removed has been placed in stock for ongoing repairs. Once the main project programme commences this will further improve this position.
- **EC014 - Lack of multi-agency co-ordination (risk score 6).** Lack of effective multi-agency co-ordination and information sharing could result in missed opportunities to identify and enforce breaches of licensing regulations. Timely, accurate and relevant information sharing is at the heart of effective partnership working. The Community Safer Partnership has continued to build on and strengthen existing information sharing processes while implanting new processes where appropriate. Multi-agency groups and panels ensure information is shared to allow for early intervention and problem solving. The use of the ECINS system, which facilitates effective partnership information sharing, has now been rolled out to the DV MARAC and IOM panel as well as its continuing use at the CS MARAC. Regular CS MARAC multi-agency problem solving meetings in place with police, trading standards, re. etc.

9.3.2 In addition to the risks in the Annual Delivery Plan, there was a *strategic risk* linked to this priority that was scored at a high (15 to 25) level in Q2.

- **STR16 - Environmental sustainability (risk score 20).** This risk relates to the inability to adequately manage the environmental impact of resident and business activities (such as air quality, resource management and climate change), which could lead to negative long-term consequences to the local environment and result in statutory environmental duties

¹⁹ No HMO multi-agency action days were held in Q2.

and targets not being met; financial consequences; and not protecting the environment for future generations. In Q2, evidence has been compiled for the new Transport Strategy and a draft version will be presented to Environment Committee on 20 January 2020. Work on the longer-term mitigations is still ongoing.

10 REASONS FOR RECOMMENDATIONS

- 10.1 These recommendations are to provide the Committee with relevant budget, performance and risk information in relation to the corporate and committee priorities in the Corporate Plan (Barnet 2024) and Environment Committee Annual Delivery Plan. This paper enables the council to meet the budget agreed by Council in March 2019.

11 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 11.1 None.

12 POST DECISION IMPLEMENTATION

- 12.1 None.

13 IMPLICATIONS OF DECISION

13.1 Corporate Priorities and Performance

- 13.1.1 The report provides an overview of performance for Q2 2019/20, including budget forecasts, savings, progress on actions, KPIs and risks to delivering the Annual Delivery Plan.
- 13.1.2 The Q2 2019/20 results for all Corporate Plan and Delivery Plan KPIs are published on the Open Barnet portal at <https://open.barnet.gov.uk/dataset>
- 13.1.3 Robust budget, performance and risk monitoring are essential to ensure that there are adequate and appropriately directed resources to support delivery and achievement of corporate and committee priorities as set out in the Corporate Plan (Barnet 2024) and Annual Delivery Plans.
- 13.1.4 Relevant council strategies and policies include the following:
- Medium Term Financial Strategy
 - Corporate Plan (Barnet 2024)
 - Environment Committee Annual Delivery Plan
 - Performance and Risk Management Frameworks.

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

- 13.2.1 The budget forecasts are included in the report. More detailed information on financial performance is provided to Financial Performance and Contracts Committee.

13.3 Social Value

- 13.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and

environmental benefits. Before commencing a procurement process, commissioners should think about whether the services they are going to buy, or the way they are going to buy them, could secure these benefits for their area or stakeholders. The council's contract management framework oversees that contracts deliver the expected services to the expected quality for the agreed cost. Requirements for a contractor to deliver activities in line with Social Value will be monitored through this contract management process.

13.4 Legal and Constitutional References

13.4.1 Section 151 of the Local Government Act 1972 states that: "without prejudice to section 111, every local authority shall make arrangements for the proper administration of their financial affairs and shall secure that one of their officers has responsibility for the administration of those affairs". Section 111 of the Local Government Act 1972, relates to the subsidiary powers of local authorities.

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

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

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

13.4.4 The council's Financial Regulations can be found at:
<http://barnet.moderngov.co.uk/documents/s46515/17FinancialRegulations.doc.pdf>

13.5 Risk Management

13.5.1 The council has an established approach to risk management, which is set out in the Risk Management Framework. Risks are reviewed quarterly (as a minimum) and any high level (scoring 15+) risks are reported to the relevant Theme Committee and Policy and Resources Committee. In addition, the Annual Delivery Plan risks associated with the

priorities for this Committee are outlined in the report.

13.6 Equalities and Diversity

- 13.6.1 Section 149 of the Equality Act 2010 sets out the Public Sector Equality Duty which requires a public authority (or those exercising public functions) to have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not.
 - Fostering of good relations between persons who share a relevant protected characteristic and persons who do not.
- 13.6.2 The broad purpose of this duty is to integrate considerations of equality into everyday business and keep them under review in decision making, the design of policies and the delivery of services. The protected characteristics are: age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex and sexual orientation.
- 13.6.3 In order to assist in meeting the duty the council will:
- Try to understand the diversity of our customers to improve our services.
 - Consider the impact of our decisions on different groups to ensure they are fair.
 - Mainstream equalities into business and financial planning and integrating equalities into everything we do.
 - Learn more about Barnet's diverse communities by engaging with them.

This is also what we expect of our partners.

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

13.7 Corporate Parenting

- 13.7.1 In line with Children and Social Work Act 2017, the council has a duty to consider Corporate Parenting Principles in carrying out any functions that relate to children and young people. There are no implications for Corporate Parenting in relation to this report.

13.8 Consultation and Engagement

- 13.8.1 Consultation on the new Corporate Plan (Barnet 2024) was carried out in the summer 2018. The Corporate Plan was approved by Council in March 2019.

13.9 Insight

- 13.9.1 The report identifies key budget, performance and risk information in relation to the Environment Committee Annual Delivery Plan.

14 BACKGROUND PAPERS

- 14.1 Council, 5 March 2019 – approved Corporate Plan (Barnet 2024)
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=162&MId=9456&Ver=4>
- 14.2 Environment Committee, 14 March 2019 – approved Annual Delivery Plan
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9669&Ver=4>

London Borough of Barnet
Environment Committee Work Programme
November 2019 – March 2020

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
27 November 2019			
Quarter 2 Performance Report	Committee to comment on the 2019/20 Quarter 2 service performance	Chair of the Environment Committee	Non-key
LED Rollout up-date	Committee to note the progress and roll out plan of LED lighting across the Borough	Chair of the Environment Committee	Non-key
20 January 2020			
Transport Strategy	Committee to comment and agree to consult on the draft Transport Strategy	Chair of the Environment Committee	Non-key
Parks - Car Park Charging	Committee to comment and agree on proposals to introduce car parking charges to named parks car parks	Chair of the Environment Committee	Non-key
Local Implementation Plan (LIP)	Committee to approve LIP submission to Transport for London	Chair of the Environment Committee	Non-key
Network Recovery Programme	Committee to agree Network Recovery Programme	Chair of the Environment Committee	Non-key
Electric Vehicle	Committee to approve electric vehicle up-date	Chair of the Environment Committee	Non-key

Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
Penalty Charge Notice Re-banding	Committee to agree to apply to London Councils to change the Penalty Charge Notice banding to secure a higher level of compliance with parking and traffic restrictions	Chair of the Environment Committee	Non-key
Fees & Charges	Committee to consider and approve the proposed fees and charges	Chair of the Environment Committee	Non-key
12 March 2020			
Quarter 3 Performance Report	Committee to comment on the 2019/20 Quarter 3 service performance	Chair of the Environment Committee	Non-key
Ceasing of Parks Locking: Phase 2	Committee to consider and approve the identified list Phase 2 sites.	Chair of the Environment Committee	Non-key
Time Banding Annual Report	Committee to consider the Time Banding Annual Report	Chair of the Environment Committee	Non-key
CPZ review	Committee to comment on the process to review Control Parking Zones	Chair of the Environment Committee	Non-key

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