



Havering

L O N D O N B O R O U G H

ENVIRONMENT OVERVIEW & SCRUTINY SUB-COMMITTEE AGENDA

7.00 pm	Tuesday 1 December 2020	Virtual Meeting
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Members 6: Quorum 3

COUNCILLORS:

Carole Beth
Maggie Themistocli (Chairman)
Michael Deon Burton (Vice-Chair)

Darren Wise
Nic Dodin
Dilip Patel

For information about the meeting please contact:
Richard Cursons 01708 432430
richard.cursons@onesource.co.uk

Protocol for members of the public wishing to report on meetings of the London Borough of Havering

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.

What is Overview & Scrutiny?

Each local authority is required by law to establish an overview and scrutiny function to support and scrutinise the Council's executive arrangements. Each overview and scrutiny sub-committee has its own remit as set out in the terms of reference but they each meet to consider issues of local importance.

The sub-committees have a number of key roles:

1. Providing a critical friend challenge to policy and decision makers.
2. Driving improvement in public services.
3. Holding key local partners to account.
4. Enabling the voice and concerns to the public.

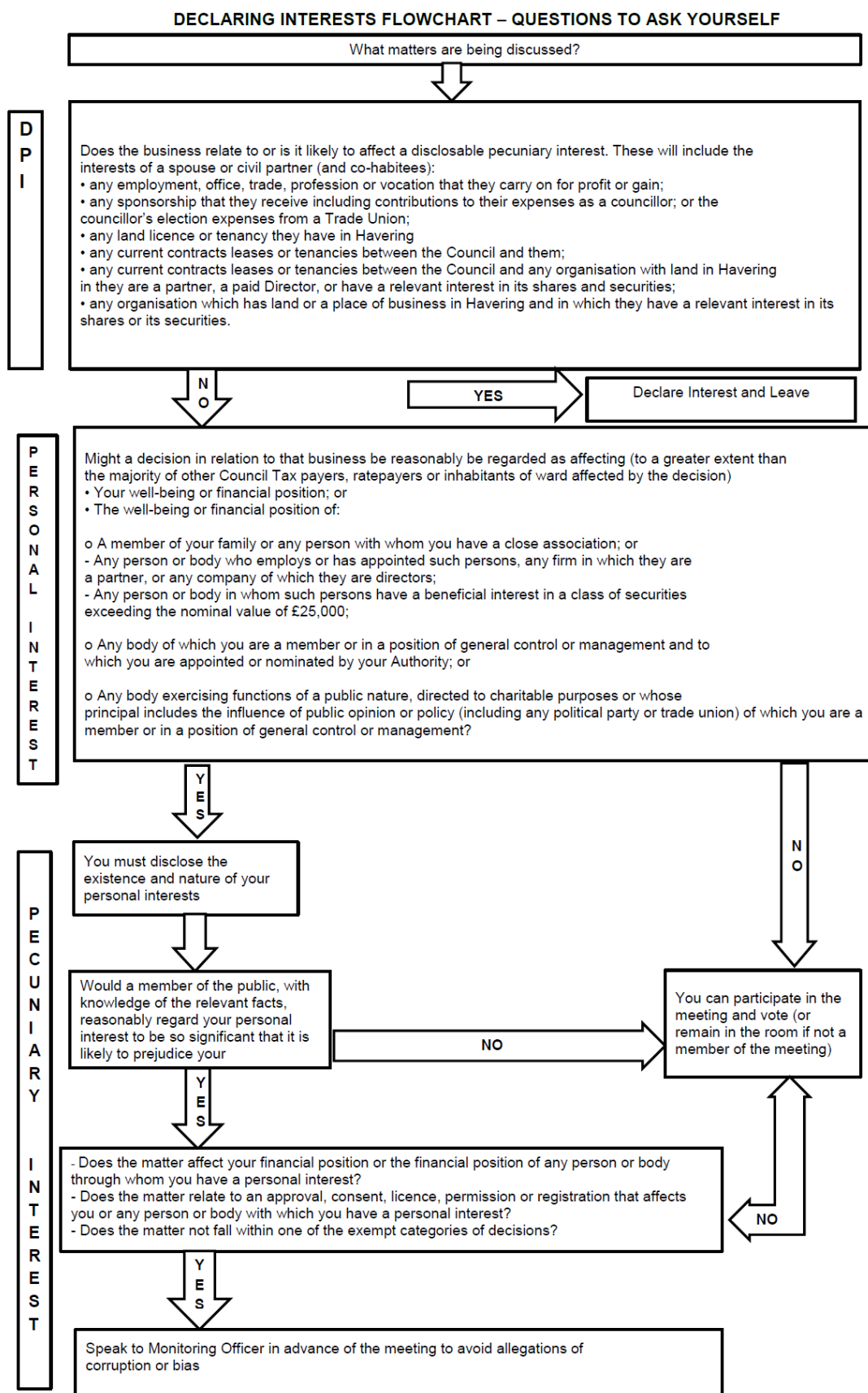
The sub-committees consider issues by receiving information from, and questioning, Cabinet Members, officers and external partners to develop an understanding of proposals, policy and practices. They can then develop recommendations that they believe will improve performance, or as a response to public consultations. These are considered by the Overview and Scrutiny Board and if approved, submitted for a response to Council, Cabinet and other relevant bodies.

Sub-Committees will often establish Topic Groups to examine specific areas in much greater detail. These groups consist of a number of Members and the review period can last for anything from a few weeks to a year or more to allow the Members to comprehensively examine an issue through interviewing expert witnesses, conducting research or undertaking site visits. Once the topic group has finished its work it will send a report to the Sub-Committee that created it and will often suggest recommendations for the Overview and Scrutiny Board to pass to the Council's Executive.

Terms of Reference

The areas scrutinised by the Committee are:

- Environment
- Transport
- Environmental Strategy
- Community Safety
- Streetcare
- Parking
- Social Inclusion
- Councillor Call for Action



AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) – received.

3 DISCLOSURE OF INTEREST

Members are invited to disclose any interests in any of the items on the agenda at this point of the meeting.

Members may still disclose any interests in an item at any time prior to the consideration of the matter.

4 MINUTES (Pages 1 - 8)

To approve as a correct record the minutes of the meeting of the Committee held on 8 September 2020 and authorise the Chairman to sign them.

5 CRM - GARDEN GREEN WASTE DISCOVERY- SHOW & TELL (Pages 9 - 18)

Report attached,

6 QUARTER 2 3030/21 - PERFORMANCE INFORMATION (Pages 19 - 34)

Report and presentation attached.

7 AIR QUALITY - ACTION PLAN (Pages 35 - 44)

Report attached.

8 UPDATE ON THE ENVIRONMENTAL POLICIES AND CLIMATE CHANGE REVIEW (Pages 45 - 68)

Covering report and report attached.

9 WORK PROGRAMME 2020/21

Sub-Committee Members are invited to indicate to the Chairman, items within this Sub-Committee's terms of reference they would like to see discussed at a future meeting.

Andrew Beesley
Head of Democratic Services

**MINUTES OF A MEETING OF THE ENVIRONMENT OVERVIEW AND
SCRUTINY SUB-COMMITTEE
VIRTUAL MEETING
8 September 2020 (7.00 - 9.00 pm)**

Present:

Councillors Carole Beth, Matt Sutton, Maggie Themistocli (Chairman),
Michael Deon Burton (Vice-Chair), Darren Wise and Nic Dodin

The Chairman explained the Sub-Committee's protocol during the Covid-19 pandemic

Unless otherwise indicated all decisions were agreed unanimously.

15 MINUTES

The minutes of the meeting held on 12 February 2020 were agreed as a correct record and would be signed by the Chairman at a later date.

16 COVID - 19 UPDATE FOR ENVIRONMENTAL SERVICES

The presentation before members detailed the impact the Covid-19 pandemic had required Environmental Services to change its level of service.

Business Continuity plans had been enacted across services. From late March, all office based staff were told to work from home. Some staff were moved to support other work areas within the Council

A percentage of staff were 'unable' to work which reduced service levels and stopped some services and the council had to make use of agency staff in some areas.

There had been a loss of income across the service but it had been mainly Parking that had been affected..

There had also been a loss of external funding, mainly from Transport for London (TfL).

Change of patterns of work had taken place to allow staff to social distance.

With regards to Highways and Transport TfL funding was now only available for schemes supporting safe cycling and walking. Consultation on small highways schemes had re-started.

Regarding parking the decision was made to make parking free in Council-owned car parks, CPZ's and on-street. There had been limited enforcement mainly for dangerous parking and yellow lines. Some enforcement officers had been moved to support other work. The loss of income was estimated to be (£3.5M over period).

The current situation was that enforcement of CPZ's were reintroduced on 13 July. Charging for car parks and on-street was reintroduced with enforcement from 3 August. There had been the introduction of the new Ringo App for payment. 1hr free parking had been introduced on-street & 20% discount with Ringo in car parks to support high streets. 'Havering Hero' permits were introduced to support key workers.

The immediate impact on waste and recycling had seen Serco experience an initial 30% loss of staff; and there had been a reliance on agency staff. Waste and recycling services were maintained on weekly collections. Garden waste and bulky waste collections ceased on 26 March in line with the Business Continuity Plan. There had been a significant increase in tonnages collected (42% following May Bank Holiday weekend) Gerpins Lane refuse and recycling centre had been closed by ELWA/Renewi.

With regards to the current situation regarding waste and recycling. Serco staffing levels were back to normal; crews were working in 'bubbles'. Waste & recycling tonnages reduced but remained high (10% extra). Serco were now deploying more staff. Garden waste collections had been reinstated 13 April. Bulky waste collections were reinstated 1 June; with free collections for NHS shielding customers Gerpins Lane had reopened on 11 May, new arrangements were in place with less vehicles allowed on site and initially with traffic management in place.

The initial impact on estate cleansing services had been the immediate loss of staffing (18%). New working arrangements were put in place to ensure staff safety including provision of PPE and a reduction of staff numbers in vehicles. There had also been a reduced amount of cleansing inside blocks.

Currently staff levels were back to normal. Services were still working with reduced staffing in vehicles and there was still reduced levels of cleansing in blocks.

With regards to street cleansing there had been an immediate loss of staffing (22%). New working arrangements had been introduced to ensure staff safety including the introduction of PPE & reduction of staff numbers in vehicles. There had also been staggered staff start times to allow social distancing in depots.

At present staffing levels were back to normal and 10 day sweeps were in place. Staggered staff start times were still in place to allow social distancing in depots.

In respect of grounds maintenance and parks the initial impact had meant all parks/open spaces & car parks remained open. There had been a significant increase in daily use of parks and open spaces. There had been an initial loss of Grounds Maintenance staffing; with the remaining team used to cover problems elsewhere, mainly street cleansing and the Cemetery Service. There had been reduced levels of maintenance in parks but additional emptying of bins. There had been a closure of parks facilities – sports pitches, play areas, MUGA's, etc and no events had taken place. There had been additional patrolling in parks to address safety issues. Some depots had closed and there were staggered start times for staff.

Going forward, use of parks and open spaces remained high but had reduced. Normal maintenance routines were now in place. All depots had re-opened but staff remained on staggered start times. All parks facilities had now reopened and limited events and sports were allowed.

In response to a question relating to the use of pay and display machines, officers confirmed the pay and display machines were still being used but due to Covid and the touching of surfaces, cashless payments had increased significantly and the increase could also be due to Ringo app payment method being easy to understand and operate.

The Sub-Committee wished to place on record their thanks to staff who had continued to provide a good service to residents of the borough during testing times.

The Sub-Committee **noted** the contents of the presentation.

17 **QUARTER 1 2020/21 PERFORMANCE REPORT**

The report and presentation before members set out the Quarter 1 performance relevant to the remit of the Sub-Committee.

Due to COVID-19, performance was not reported according to the original reporting schedule in order to prioritise service delivery. Performance for Quarter 4 2019/20 would be reported with Quarter 1 2020/21 to provide the opportunity to understand performance in this period.

Members noted that though service delivery was returning to business as usual, there would still be an impact on performance due to COVID-19.

Five Performance Indicators have previously been selected to be monitored by the Sub-Committee:

- Improve air quality in the borough by reducing the level of NO₂
- HMO licenses issued
- HMOs enforced against
- Total Penalty Charge Notices (PCNs) issued in month
- Response rate for PCN Challenges and Representations

In relation to air quality the data showed a dramatic decrease in NO₂ levels across the borough with significant drops in areas of concern (i.e. normally with readings markedly above the annual objective 40ug/m³). Though this showed an average NO₂ reading over the three month period rather than quarterly breakdown.

The anti-idling campaign had been slowed down because of the changes in the preferences and the behaviours of people because of the Covid virus. However, leaders of the campaign were offering educating training courses to fleet drivers. The Council's own fleet drivers had been receiving similar training by the Council.

The School Streets project was going ahead, as the Council had received funding for 18 schools in 13 locations. The project was currently at the consultation stage. Upon completion, roads school areas would be temporally closed when pupils were going to and leaving from schools.

In relation to HMOs during Quarter 4, the number of licences issued increased as Licensing Officers were concentrating on processing applications ahead of implementation of new software which went live on 1 June 2020. There was also an increased number of applications received during this period. Covid-19 had not yet adversely affected the number of new applications received.

The number of enforcement operations was reduced from January 2020 and ceased from the end of March due to Covid-19. As a result no enforcement action in the form of Fixed Penalty Notices (FPN) had been taken for unlicensed HMOs. However the team had been concentrating their efforts on desktop conditional audits for licensed premises with financial penalties being issued where landlords have failed to comply; i.e. licence conditions have been breached. this has enabled us to maintain a steady flow of FPN cases.

In relation to Penalty Charge Notices (PCNs) Quarter 4 performance for total PCNs issued in a month was 22,541, similar to Quarter 3 2019/20 performance (23,538). During this period, there continued to be poor compliance levels in Moving Traffic Contraventions (MTC).

Quarter 4 performance for response rate for PCN challenges and representations improved from the previous quarter, with performance six days below target.

Quarter 1 performance for total PCNs issued in a month dropped significantly due to parking restrictions reduced during Covid-19 lockdown, therefore issuance decreased.

Performance in Quarter 1 dramatically improved for response rate for PCN challenges and representations. Due to Covid-19 lockdown, there was less parking enforcement activity and a reduction in PCN issue, This meant officers were able to concentrate on reducing backlog and improve on response times.

Parking restrictions were re-introduced in August (Quarter 2) and therefore it was expected to see an increase in the number of PCNs issued.

In response to a question relating to the anti idling campaign, officers confirmed that the Council's fleet did not have devices to control idling and that it was a case of educating drivers.

In relation to the forthcoming year's performance indicators, the Chairman asked Members to email in their suggestions.

The Sub-Committee **noted** the report and presentation.

18 **EAST LONDON JOINT RECYCLING AND WASTE STRATEGY AIMS AND OBJECTIVES - FORMAL ADOPTION BY CONSTITUENT COUNCILS**

The report before Members provided an overview of the rationale for developing a new East London Joint Resources and Waste Strategy (ELJRWS) that will set out how waste and recycling services in Barking and Dagenham, Havering, Newham and Redbridge would be developed leading up to and beyond the end of the existing waste disposal contract in 2027.

The East London Waste Authority had formally approved a set of Aims and Objectives for the joint strategy, and these were now being brought to Cabinet and the Cabinets in the other three Constituent Councils for consideration, to confirm that all five Partner Authorities were in accord. The draft aims and objectives set out what it is the partners aimed to achieve together and provide a frame work within which the Partners can broadly seek to determine such factors as:

- What East London's waste was going to look like in the future;
- How much of it there will be;
- How much that can be reduced by;
- How much could be diverted for reuse;
- How much could be collected for recycling in a condition that meets market needs, and;
- What treatment solutions would be used to deal with what was left over.

In response to a question relating to how ELWA would engage with residents and community groups etc, officers replied that once the document was in its final form then full public consultations would take place.

The Sub-Committee **noted** the report

19 COUNCILLOR CALL FOR ACTION - ENFORCEMENT OF WEIGHT LIMIT ZONE - RAINHAM VILLAGE

In accordance with Overview and Scrutiny Committee Procedure Rule 9, a Councillor Call for Action was received from Councillor Durant on 10 August 2020.

The report before Members detailed a proposal following a request from Ward Councillors to consider an appropriate solution to the high volume of complaints being received regarding the speed and frequency of Heavy Goods Vehicles (HGV's) travelling through Rainham Village (Upminster Road South and Wennington Road.) It is understood the majority of these nuisance vehicles are traveling to and from the industrial estates on Ferry Lane and Lamson Road.

There was already a maximum weight limit of 7.5t zone currently present on these problem roads (and almost all roads in Rainham to the south west of New Road/A1306) but this zone did not extend to Lamson Road and Ferry Lane.

The existing weight limit zone restricted HGV's from using these roads and due to alternative routes to Ferry Lane and Lamson Road being available (A13 and New Road) there is no 'access exemption' to vehicles travelling to these industrial estates.

However with no enforcement of the restrictions currently taking place, this has not deterred all HGV drivers from using these routes when travelling to or from the industrial estates on Ferry Lane and Lamson Road.

To resolve the issues and achieve an acceptable level of compliance of the existing restrictions, a high level of enforcement would be required. For this reason it was recommended that the use of static CCTV cameras to enforce the existing weight limit restrictions in Rainham and Wennington is progressed and funding sought.

Enforcement via camera would see CCTV cameras installed on existing lamp columns (subject to structural testing) at a particular location/s which would capture the vehicle registrations of each vehicle entering or exiting the restricted zone. This data would be processed and confirmation of the weight of each vehicle would be requested from the DVLA. If a vehicle was found to exceed the weight limit, a Penalty Charge Notice (PCN) would be issued.

An ideal location for the camera/s to be located had previously been identified as Bridge Road near to the junction with Viking Way and Lamson Road. Cameras at this location would be best placed to capture details of vehicles entering/exiting the zone which have travelled to or from the industrial estates on Ferry Lane and Lamson Road.

Appendices to the report showed existing weight restriction and compliant routes to industrial estates and a visual guide to enforcement.

At this point Councillor Durant confirmed by phone that he was having some technical difficulties and although he could hear the meeting he was unable to be heard.

Councillor Durant had confirmed that he was happy for the Sub-Committee to debate the item and reach a decision.

In response to a question about the future use of the A1306 becoming a boulevard in the future, officers confirmed that the vehicles would not be able to use that route once the Beam Parkway scheme was implemented then that may be the case but as that development was in its infancy then the traffic measure would be introduced under an experimental traffic order that would last for eighteen months.

In response to a question relating to the vehicle usage through Rainham Village, officers confirmed that the usage was not so much deliveries but vehicles commuting through the village using it as a short cut on to the A1306

Officers undertook to investigate whether the restrictions on the temporary order could be time related, perhaps 8am to 6pm.

The Sub-Committee **considered** the report and **agreed** that the actions currently being taken by officers to address the issue were appropriate and made no further recommendations to the service.

20 **BRIEFING ON GREEN SPACE VERGE CONVERSIONS**

The report before Members detailed that there had been a number of complaints received by the service over a period of years from members of the public and requests to Councillors asking that green space be converted to parking bays, it was decided that areas from which requests were being received be considered for this work and funds be found for converting green space to hard standing parking areas.

The service contacted all Councillors and asked them to provide details of areas where they were getting pressure from residents requesting verge conversion work. This information had been collated along with direct requests from residents. An external consultancy was commissioned to

carry out a review of over 70 locations and to provide a report on the findings with recommendations for each location. Out of the 70 locations, 48 were found not to need conversion to hard standing, some of these would however benefit from the addition of yellow lines to aid access etc. This had left 22 locations which were then scored. Locations were then scored based on various criteria as detailed in the draft report.

The report detailed that eight locations were to be progressed.

An ED report had been drafted to request that green space in areas where it had been demonstrated that there was a need for parking are converted to hard standing parking. The report had been circulated to business partners and comments received and included as part of the report. The next step was to revise the report based on comments received and submit to theme board.

The report and its progression through the Council's decision making process had been put on hold due to the Covid pandemic and had been programmed to progress in November/December 2020.

Officers advised that they would need to check to ensure that funding was available, following Covid, before the further consultations took place.

Officers also confirmed that due to new programming of works that if Cabinet agreed the scheme then works should commence in April 2021.

The Sub-Committee **agreed** that a report be progressed through the decision making process from November/December this year.

Chairman



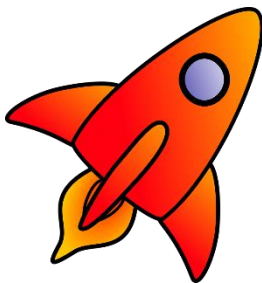
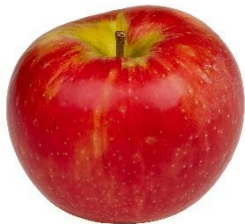
Green Waste - “Show & Tell” – CRM Programme

Programme Team

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Core Team	Roles & Responsibilities
Darren Rose - Programme Manager	Oversee, challenge and support programme deliverables to provide quality and consistent design and implementation outcomes
Darren Babidge – Customer Services, Digital & Innovation Manager	Design lead and support in the identification of existing materials and internal/external users to engage with on each process to be redesigned
Andrew Walkinshaw - Project Manager Rory Carlton – IT Implementation Manager Matt Smith - Principal IT Analyst Rehan Gul - Business Analyst (CRM Functional Lead) Gavin Fuller – IT Solutions Architect Andrew Woodgate – IT Infrastructure Specialist	Produce “As-Is” process diagrams using existing materials to be validated Facilitate virtual working sessions with SME's to validate “As-Is” and create “To-Be” processes Undertake research with external users when appropriate Undertake synthesis and co-design sessions with SMEs Develop, validate and sign off future blueprints with SMEs
Amir Ali - Technical Analyst Rehan Gul - Business Analyst (CRM Functional Lead)	Review outputs from redesign sprints and develop business solution documents
Subject Matter Experts	Review and validate “As-Is” process and support development of “To-Be” processes Participate in research synthesis and co-design working sessions when appropriate Review and validate the development of future service blueprints

Haverling CRM Agile Approach



Pre-discovery (weeks 1 - 2)
Understand what the problems are to create focused discovery brief(s)

Discovery (weeks 2 – 6)
Research to find out what people need, context, current process

Alpha Testing (weeks 7 – 8)
Build ideas that respond to needs and test concepts iteratively

Beta (weeks 9 -10)
Public or closed testing at scale preparing for live launch

Live (week 11)
Fully launched with performance reviews in place for continuous improvement

OUTCOMES
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OUTPUTS

Outcomes & aims agreed
As-Is and To-Be Process diagrams

An understanding of research insights

End-to-End Future Service Blueprint

Business Solution Design Document (Technical Spec)

An improved service for all users (front and back office)

Phase 1

Phase 2

Phase 3

Programme Milestones & Timeline

2020

2023



Today

77 days

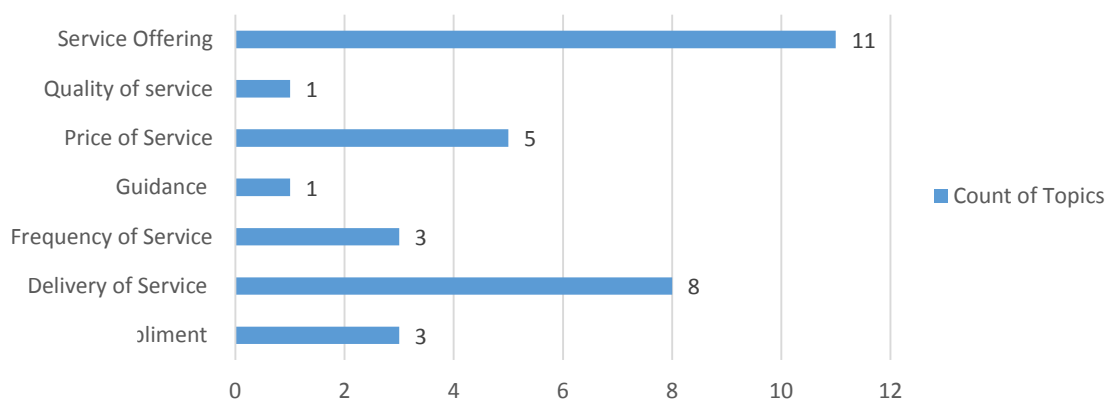


Green Waste Overview

- Completed Phase 1 – “As Is” analysis
 - **Understand** how the service currently works.
 - **Conducted** “user research” receiving around **286** responses from residents.
 - **Spoken** with 8 residents in an informal interview format to hear their first hand experience of the service.
 - **Combined** with extensive internal knowledge has allowed us to develop a detailed picture of the Green Waste service.



Topics highlighted by Interview Participants



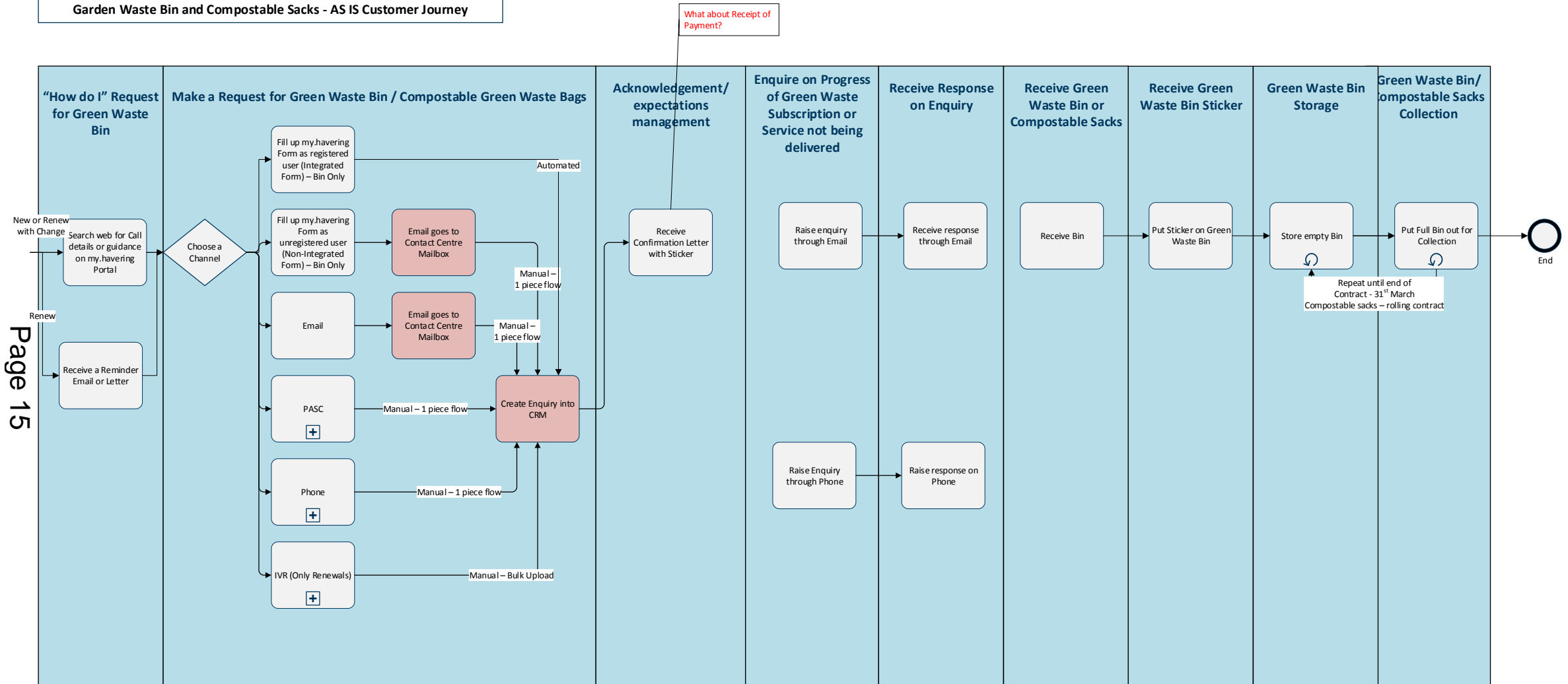
Designing the Future Service

- We are now working through the “Problem Solving” phase.
- We’ve listened to a wide range of feedback from a number of internal and external sources.
- Addressing issues with the service;
 - Any shortfall in the online offering (inability to order compostable sacks, self service for updating personal details or number of bins etc.)
 - Payment Terms (Lack of direct debit offering, no refunds, pro-rata payments
 - Disparity between the front and back office systems- leading to disjointed customer experience.



Process Walkthrough (As Is)

Garden Waste Bin and Compostable Sacks - AS IS Customer Journey



Legend



Benefits – Green Garden Waste

- Resident centric approach is essential to improving processes, we provided residents with the opportunity to have a voice in their garden waste service, listening to feedback and acting upon it.
- Where possible automating manual tasks and functions thereby freeing up time to utilise officers more effectively, raising resident satisfaction.
- Reduced carbon footprint, shifting to online or email as opposed to paper based.

Feedback and Comments Received

"We wanted to subscribe for the first time but were told we'd have to pay a full year's fee for subscribing for 9 months so decided against it and to wait until the next cycle of payment is due. Are there plans to charge pro-rata or perhaps monthly?"

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"Overall it is a very good service but has increased in price considerably for Senior Citizens in recent years. Please don't price us out of this facility. We are the ones least likely to be able to make personal journeys to 'The Tip' and we wouldn't dream of fly-tipping!"

"The service is also perceived as fairly expensive, especially since money can be made from the compost derived from the waste."

"Very pleased that the service has continued during the COVID-19 pandemic. We recommended it to friends who moved to Havering in 2019. Thank you."

"Our green waste service is very good, however I do think we'd benefit from more collections in the summer and less in the winter. Maybe weekly summer and monthly winter?"

Thank you

- We greatly appreciate your time – thank you.
- Do you have any questions or comments?

ENVIRONMENT OVERVIEW AND SCRUTINY SUB-COMMITTEE, 1 DECEMBER 2020

Subject Heading:	Quarter 2 2020/21 performance report
SLT Lead:	Jane West, Chief Operating Officer
Report Author and contact details:	Cynthujaa Satchithananthan, Customer Insight Officer, x4960
Policy context:	The report sets out Quarter 2 performance relevant to the remit of the Environment Overview and Scrutiny Sub-Committee
Financial summary:	<p>There are no direct financial implications arising from this report. However adverse performance against some performance indicators may have financial implications for the Council.</p> <p>All service directorates are required to achieve their performance targets within approved budgets. The Senior Leadership Team (SLT) is actively monitoring and managing resources to remain within budgets, although several service areas continue to experience financial pressure from demand led services.</p>

The subject matter of this report deals with the following Council Objectives

Communities making Havering	<input type="checkbox"/>
Places making Havering	<input checked="" type="checkbox"/>
Opportunities making Havering	<input type="checkbox"/>
Connections making Havering	<input type="checkbox"/>

SUMMARY

This report supplements the presentation attached as **Appendix 1**, which sets out the Council's performance within the remit of the Environment Overview and Scrutiny Sub-Committee for Quarter 2 (July - September). The Performance metrics within this report were decided by the Environment Overview and Scrutiny Committee on 31st July 2019. Due to Covid-19, indicators for 2020/21 were not agreed and to ensure consistency, the same indicators are used.

RECOMMENDATION

That the Environment Overview and Scrutiny Sub-Committee **notes** the contents of the report and presentation and makes any recommendations for performance as appropriate.

REPORT DETAIL

1. The report and attached presentation provide an overview of the Council's performance against the performance indicators selected for monitoring by the Environment Overview and Scrutiny Sub-Committee. The presentation highlights areas of strong performance and potential areas for improvement.
2. The report and presentation identify where the Council is performing well (**Green**) and not so well (**Amber** and **Red**). The RAG ratings for the 2019/20 reports are as follows:
 - **Red** = more than the agreed tolerance off the quarterly target
 - **Amber** = within the agreed tolerance of the quarterly target
 - **Green** = on or better than the quarterly target
3. Also included in the presentation are Direction of Travel (DoT) columns, which compare:
 - Short-term direction of travel – with performance the previous quarter (Quarter 1 2020/21)
 - Long-term direction of travel – with performance the same time the previous year (Quarter 2 2019/20)

4. A green arrow (↑) means performance is better and a red arrow (↓) means performance is worse. An amber arrow (→) means that performance has remained the same.
5. It is important to note that though service delivery is returning to business as usual, there will be still be an impact on performance due to COVID-19.
6. Five Performance Indicators have been included in the Quarter 1 2020/21 presentation. However a RAG status is only available for one indicator, which has been assigned a 'Green' status.

IMPLICATIONS AND RISKS

Financial implications and risks:

There are no direct financial implications arising from this report. However adverse performance against some performance indicators may have financial implications for the Council.

All service directorates are required to achieve their performance targets within approved budgets. The Senior Leadership Team (SLT) is actively monitoring and managing resources to remain within budgets.

Legal implications and risks:

Whilst reporting of performance is not a statutory requirement, it is considered best practice to review the Council's progress against the Corporate Plan regularly.

Human Resources implications and risks:

There are no HR implications or risks arising directly from this report.

Equalities implications and risks:

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

BACKGROUND PAPERS

Environment Overview and Scrutiny Presentation



Havering

LONDON BOROUGH

Quarter 2 Performance Report 2020/21

Environment Overview & Scrutiny Sub-Committee

December 2020

About the Environment O&S Committee Performance Report

- 5 Performance Indicators have been selected to be monitored by the Environment Overview & Scrutiny sub-committee:
 - Improve air quality in the borough by reducing the level of NO₂
 - HMO licenses issued
 - HMOs enforced against
 - Total Penalty Charge Notices (PCNs) issued in month
 - Response rate for PCN Challenges and Representations
- An outturn for air quality is only available on an annual basis.
- A RAG rating is only available for one indicator (Response rate for PCN Challenges and Representations) and has been rated **Green**.
- It is important to note that though service delivery is returning to business as usual, there will be still be an impact on performance due to COVID-19.

Quarter 2 Performance

Indicator	Value	20.21 Annual Target	20/21 Q1 Target	20/21 Q1 Performance	Short Term DOT 20/21 Q1	Long Term DOT 19/20 Q2
Improve air quality in the borough by reducing the level of NO ₂ µgm-3 (micrograms per cubic metre of air)	Smaller is Better	40	(Annual)	19.7 (Langtons) to 49.4 (Gallows Corner) 2019	19.7 (Langtons) to 49.4 (Gallows Corner) 2019	(Annual) 17.3 (Langtons) to 71.4 (Battis) 2018
HMV licenses issued	Bigger is better	N/A	N/A	12	28	11
HMV's enforced against	Bigger is better	N/A	N/A	1	6	14
Total Penalty Charge Notices (PCNs) issued in month (including PCNs for moving traffic contraventions (MTC))	Demand Pressure	N/A	N/A	36235	13795	31445
Response rate for PCN Challenges and Representations (days in current backlog as per end of month)	Smaller is better	35 days	35 days	18 days GREEN	9 days GREEN	25 days GREEN

- During Quarter 2, there has been progress in the AQAP in a number of areas, including:
 - Section 106 funding has been secured for the installation of a **monitoring station** within the Beam Park development area along Marsh Way
 - The Council is continuously working together with schools regarding events such as the “Walk to School Week”, and the “Clean Air Day” and “Miles the Mole” as an educational figure through online sessions. 15 schools are participating in the Walk to School Week, and Miles will participate in the virtual sessions between 3rd and 13th of November at 15 schools (as of now, there is capacity for 27 schools to join)
 - **School Streets** – the scheme started on last week in three locations (*Squirrels Heath Infant and Junior School, Branfil Primary School and Hylands Primary School*)
 - **TfL STARS** – promotion is continuing, survey will be sent out this in October and in March to monitor modal shifts in transport (there are concerns that due to COVID-19, individual car transport is on the rise)
 - **Smarter Travel Initiatives & Workplace Travel Plans** – continuous promotion of Smarter Travel Initiatives to businesses through monthly bulletins and attending relevant events (many events are on hold due to the pandemic). Queen’s Hospital and Sapphire Leisure Centre are having ongoing Travel Plans / CEME & North-East London NHS Foundation Trust likely to adopt 1-1 soon (these are the largest employers in the Borough)

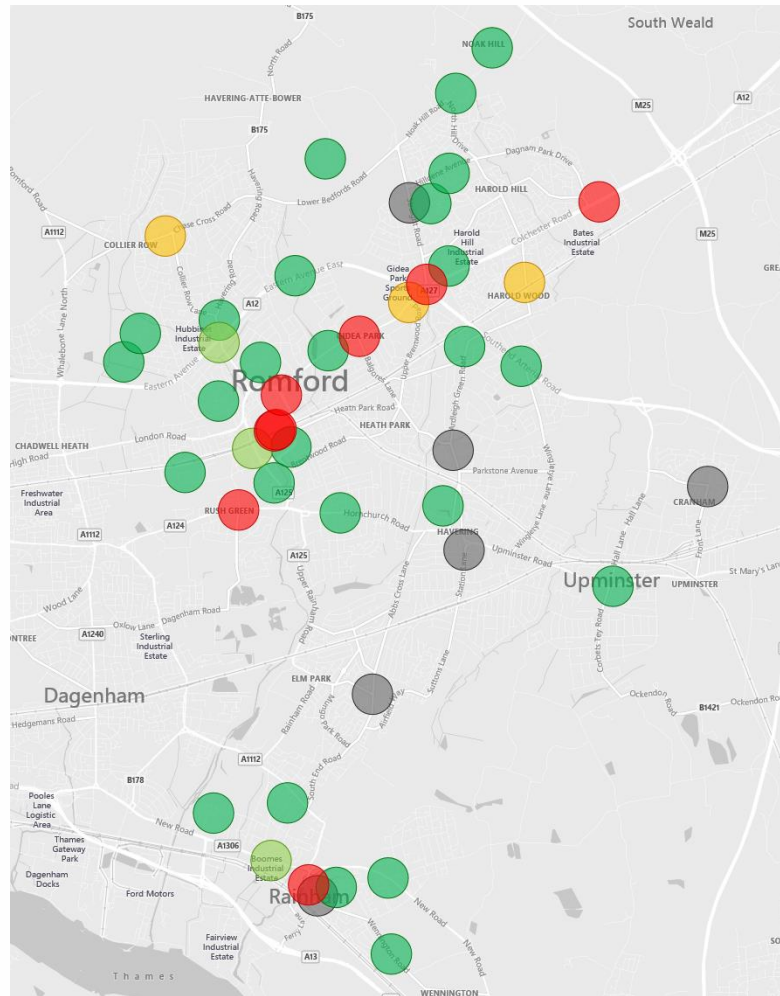
- **Car clubs** – Not being taken forward, not seen as a sufficiently important priority by the Council (was not taken forward to members). One or two active car club is operating in new developments at the moment.
- **LIP cycle training** – All direct LIP funding has been frozen for all Boroughs since March. Bikeability is beginning to resume for adults and in schools (funded through an emergency DfT funding stream - £60k funding has been awarded, with more than 15 schools being interested already), along with Dr Bike maintenance sessions (it is offered as part of Bikeability).

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- Adopt and implement **planning controls** for innovative and recognised **green space and planting** in new developments – The emerging local plan covers both green infrastructure and landscaping, and is takes the main principles of the London Plan together with its Urban Greening Factor tool
- **Non-road Mobile Machinery** – Visits are restarting by LB Merton (the project lead), and since 1st September, minor sites are also being visited
 - Sustainable transport accessibility of new development projects:
 - Beam Park Way: funding bid is being put forward, and if successful, there will be a project to provide cycle routes commencing next year.
 - Romford Ring Road: funding bid has been submitted and diffusion tubes have been put in place

- Renewal of **Taxi Framework** with suppliers complying to ULEZ & ZEC (zero emission capable) standards) – Through the packs and other channels, the Council made taxi drivers aware of the ULEZ and the locations of rapid chargers for electric cars
- **Electric Vehicles charging point infrastructure** – Updated paper is being finalised currently and will go forward to a Theme board in the coming weeks/months. Hopefully, members will agree to pursue a specific project at the Town Hall, and support the exploration of wider, specific opportunities across the Borough, potentially using external funding (by the Office for Low Emissions Vehicles).

Havering's NO2 monitoring sites



- A house in multiple occupation (HMO) is a property rented out by at least 3 people who are not from 1 'household' (for example a family) but share facilities like the bathroom and kitchen.
- During Quarter 2, the service implemented a new Licensing software system on 1st June 2020. This has caused short delays in processing applications due to staff needing to be re-trained to use the system. There has also been a slight drop in the number of new applications being submitted.
- A number of FPN intention notices were withdrawn upon representations made by the landlords. A delay in issuing final FPNs has also occurred due to the inability to raise invoices following the changeover from One Oracle to Fusion.

Penalty Charge Notices are issued to people parking illegally, or committing moving traffic offences like wrongly using bus lanes or making a banned turn. The management of traffic and parking is essential to keep Havering moving.

- Quarter 2 performance for total PCNs, there continues to be low compliance for all moving traffic locations.
- There has been an increase in the number of challenges being made as parking enforcement has returned since restrictions were lifted due to Covid-19. This has meant the number of days for response rate has increased from Quarter 1.

Any questions?



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Environment Overview & Scrutiny Sub-Committee 1 December 2020

Subject Heading:	Air quality Action Plan – Progress report
SLT Lead:	Barry Francis Director of Neighbourhoods
Report Author and contact details:	Soma Nagy-Korondi soma.nagy-korondi@havering.gov.uk Tel. 01708 432 677
Policy context:	The Air Quality Action Plan (AQAP) has been produced to comply with Part IV of the Environment Act 1995 and outlines the actions Havering Council will take to improve air quality in the Borough between 2018 and 2023.
Financial summary:	A budget of £125,000 has been confirmed for the 2020-2021 period, allocated to Havering from Transport for London's (TfL) Local Implementation Plan (LIP) funding stream. The Council has already received £60,018 from that amount and a further £65,000 will arrive in the near future. Funding for future years is expected from the TfL LIP fund subject to successful submissions.

The subject matter of this report deals with the following Council Objectives

- Communities making Havering
- ☒ Places making Havering
- ☒
- Opportunities making Havering
- ☒
- Connections making Havering
- ☒

SUMMARY

This report outlines the progress made on the AQAP (see as appendix no. 1) - a 5 year strategic programme to improve air quality within Havering under the 4 themes of:

- Air quality modelling and monitoring;
- Public Health & awareness raising to encourage smarter travel;
- Emissions from buildings and development;
- Emissions from transport

Appendix 1 (AQAP) & 2 (Annual Status Report of progress reached in 2019) show the progress plan and the actions taken.

RECOMMENDATIONS

That Environment Overview and Scrutiny committee note the report.

REPORT DETAIL

The key action areas within the Air Quality Action Plan (AQAP) document include:

1. Air quality monitoring and modelling

1.1. Monitoring assists with air quality objectives, and provides a baseline by which to measure the effectiveness of the AQAP policies and projects. The implementation of the AQAP is also monitored on ExecView, the Council's project management tool. Monitoring also provides information to Havering's residents, workers and visitors when pollution levels are moderate or high.

1.2 Air quality is assessed by determining the levels of gaseous pollutants and particle pollutants in the air. Gaseous pollutants most commonly include nitrogen monoxide (NO) and nitrogen dioxide (NO₂) – these are collectively referred to as NO_x. Levels of ozone (O₃) can also be measured. Particle pollution refers to fine particles (PM_{2.5}) and coarse particles (PM₁₀). Interactive maps showing pollution levels across London can be seen at <http://www.londonair.org.uk/londonair/nowcast.aspx>, and also https://www.londonair.org.uk/london/asp/publicbulletin.asp?la_id=16&MapType=Google

1.3 Modelling air quality is also undertaken by developers as part of the planning requirement for major schemes and developments.

1.4 Levels of NO₂ pollution are measured using diffusion tubes. These are small plastic tubes which are placed above ground level in key monitoring areas e.g. roadside or kerbside. The diffusion tubes contain a steel mesh coated with a special chemical which absorbs NO₂ to give an indication of pollution levels. In 2019, six new air quality diffusion tubes were added to the Council's network, including sites at North Street roundabout in Romford, Station Lane in Hornchurch and the Front Lane/ Brunswick Avenue junction in Upminster. This takes the total number of tubes to 66 around the Borough.

1.5 An interactive map showing the air quality at the different diffusion tube sites across Havering has been developed using Power BI – (an interactive data visualisation tool). In the past, this was used by the Regeneration Team to provide advice on the position of a proposed primary school in Bridge Close, Romford.

1.6 The table below shows NO₂ levels at ten Havering schools between 2014 and 2019. The figures in red for Gidea Park Primary and St. Mary's RC school show NO₂ levels of greater than **40 µg/m³**, which is above the EU Directive Limit. Both of these schools are located on roads with high volumes of traffic. NO₂ levels in 2019 were lower at all school sites compared to 2014 levels, and the EU limit has not been breached since 2017.

Location	NO ₂ Annual Mean Concentration (µg/m ³)					
	2014	2015	2016	2017	2018	2019
Gidea Park Primary School	36.8	37.4	43	41.6	36.6	32.4
Ravensbourne School	25.8	26.6	28.3	30.4	25.3	24.5
Mawney School	32.3	31.4	31.7	31.6	30.8	29.7
Upminster School	35.0	38.2	35.9	35.6	32.2	34.3
Ardleigh Green School	37.7	37.1	37.9	36.7	34.4	31.6
St. Marys School RC	37.2	35.7	40.7	37.7	35.6	31.8
Rainham Village School	32.9	31.3	34.5	33	32.2	30
Parkland School	27.3	28.4	30.7	37.8	25	26.4
Newton's School	29.1	26.8	27.9	28	34.3	26.6
St. Edwards School	26.5	24.3	24.1	24.9	23.4	21.6

2. Public Health & awareness raising to encourage smarter travel

2.1 "Walk to School" week was promoted by fifteen schools in Havering between the 5th and the 9th October 2020, with the event having been delayed from May due to COVID-19. Resources had been purchased using 2019/2020 funding.

2.2 “Bikeability” training was held in September for adults and in schools, along with Dr Bike maintenance sessions. The training and the maintenance sessions were funded through an emergency Department for Transport (DfT) funding stream, with £60k funding having been awarded.

2.3 Havering’s Air Quality Champion, Miles the Mole, visited schools as part of the Theatre in Education programme, through virtual sessions between the 3rd and the 13th of November to educate pupils about air pollution. The number of the participating schools was 20, which is the maximum capacity for this year’s programme.

2.4 Cycle storage facilities were installed at all Council offices and staff buildings in 2019.

2.5 AirTEXT, a free service for the public providing air quality alerts and forecasts by SMS text message, email and voicemail, is being promoted by the Public Health Team to residents of the Borough as well as at school events. In addition to featuring on the Council’s website (at <https://www.havering.gov.uk/airquality>), we ensure that airTEXT is promoted through Havering’s social media platforms a few times per year, particularly in winter. The Pollution and Communications Teams receive daily emails from its operators and on high pollution days the Communications Team put out alerts on social media. In 2019, reminder leaflets about airTEXT were sent out to doctor’s surgeries. The use of the “Air Text” subscription allows residents to sign up to receive alerts about air quality.

2.6 In 2019, Queen’s Hospital received a grant of £3,000 in LIP funding to encourage a higher numbers of staff to commute to work by physically active means (known in other words as “active travel”). In 2019, Business packs were sent out to 500 firms that contain information on Electric Vehicles and cycling (including details about our grant scheme for active travel methods such as walking or cycling to name but a couple). Active Travel grants are currently on pause because of the frozen funding from part of TfL, but it is hoped that we are going to be able to offer them again in the future once the TfL funding position is clarified.

2.7 The Council is continuing to promote Smarter Travel Initiatives to businesses via monthly bulletins, however physical events have been put on hold due to COVID-19. The largest employers in the Borough, Queen’s Hospital and Sapphire Ice and Leisure Centre, both have ongoing Travel Plans. In due course, the Council is planning to resume discussions with the Centre for Engineering and Manufacturing Excellence (CEME) and the North-East London NHS Foundation Trust to support them in the development of travel plans.

2.8 The Council is continuing to promote the TfL STARS (Sustainable Travel: Active, Responsible, Safe) scheme among schools. The accreditation rate for the 2018-2019 and 2019-2020 school years out of the 88 schools in the

Borough is the following: 37 gold; 1 silver; 9 bronze (47 accredited schools altogether). Surveys were sent out in October 2020 to monitor the modal shifts in transportation methods, and will be repeated in April 2021.

2.9 Idling of vehicles' engines is an area of focus, and the Council has joined the London-wide Anti-Idling campaign (funded by the Mayor's Air Quality Fund) to reduce this kind of unnecessary emissions throughout the whole Borough. The campaign works with trained volunteers and council staff to engage and educate motorists and passers-by about the effects of engine idling on local air quality using a friendly and non-judgemental approach. However, this method is not applicable since March 2020 due to the need for social distancing amidst the COVID-19 pandemic situation. The campaign has been cooperating with schools in Havering to provide them with educational material. Furthermore, the Council is currently preparing its own anti-idling strategy to raise awareness about the dangerous effects of engine idling, and to promote ways to avoid it. The goal is to reach the Council's internal employees, businesses and the wider public with the messages.

3. Reducing emissions from buildings and developments

3.1 New major developments are required to be air quality neutral as a minimum via the Planning process. Progress of this action is assessed annually by monitoring the number of planning applications with these conditions applied.

3.2 The London Borough of Havering, in the same way as all the other parts of Greater London, is a designated Smoke Control Area, and our website provides information to residents and businesses about what this means at <https://www.havering.gov.uk/airquality>. All chimney smoke complaints are investigated to determine if the correct fuels are being used by the resident. If non authorised fuels are being used, our enforcement officers educate the residents on Smoke Control Areas, and for a first complaint provide details from the website of the Department for Environment, Food and Rural Affairs (DEFRA). If further complaints are made and substantiated, then enforcement action is taken. However, our Food inspectors had a campaign in 2019 visiting all food premises with coal tandoor ovens and oversaw their conversion to gas. This consequently contributed to reducing smoke emissions. This project was partnered with health and safety inspectors who also had concerns due to carbon monoxide emissions from coal tandoor ovens. At the time of writing, there are no wood-fired oven pizza premises in the borough

3.3 Havering has joined the London-wide scheme of the Mayor's Air Quality Fund (MAQF) on Non-Road Mobile Machinery (NRMM) which is managed by LB Merton, to combat air pollution (dust and emissions) at construction sites, through enforcement. All major planning applications are conditioned with the NRMM standard condition where this machinery is to be used

during site works. Havering has been ensuring that dust management plans are conditioned as part of the construction management plan for planning applications, including smaller developments for which air quality neutral conditions may not apply. Conditions are not discharged until satisfactory plans and diagrams are submitted. Although the COVID-19 pandemic has proven a challenge for the inspections, normal visits started again in September. Out of the 49 active machinery on the 19th of November, 2020, 37 were compliant; 3 were non-compliant with exemptions given; 6 were non-compliant (with no clear indication on whether exemptions were given); and 3 were non-compliant and also rejected.

3.4 There is ongoing work towards the Council's new energy strategy that would cover our housing stock of approximately 12,000 properties. It is expected to be launched in April 2021.

3.5 Development projects at Beam Park Way and Romford Ring Road are both progressing, with high quality sustainable transport infrastructure expected to be installed. The Council is assessing the amount of funding required to complete the project. S106 funding has already been made available for Beam Park Way, and a cycleway will be installed with work due to start in 2021 (the technical design yet to be delivered). A funding bid has been submitted for the Romford Ring Road area, but the exact source of financial contribution is not known yet (it could be through either S106 or CIL). For the latter, the final public consultation needs to be completed along with the completion of the planning design phase.

4. Reducing emissions from transport

4.1 TfL is working on reducing tailpipe emissions from bus fleet across London and all Havering buses will comply with EURO VI standards by the end of 2020. For buses, the EURO VI standard means that their NO_x emissions can be up to 95% lower than of the Euro V ones.

4.2 The Transport Planning team is currently looking at Electric Vehicle (EV) charging options at the car park of the Town Hall, and possibly wider opportunities across the Borough. External funding is expected from the next financial year (possibly from external sources such as the Government Office for Low Emission Vehicles or the GLA). An additional carpool scheme is also likely to be deployed in the future.

4.3 School Streets are temporary road closures that operate around the areas of schools in drop-off and pick-up times. The main goal is to stop through traffic passing by (e.g. using the area for rat runs) during these times, since it is a significant source of air pollution and a factor of danger to the children

crossing the streets. Those who breach these measures are fined. In October 2020, the School Streets were introduced in four schools in three locations: Squirrels Heath Infant & Junior School, Branfil Primary School, Hylands Primary School. At the moment, there are no plans for expanding this scheme, although a significant amount of schools have already expressed their interests in participating. Should external funding become available, it may be possible to add more schools, after the careful observation and evaluation of the current schemes.

IMPLICATIONS AND RISKS

5. Financial implications and risks:

5.1 A budget of 125,000 has been confirmed for the 2020/21 period to Havering from Transport for London's (TfL) Local Implementation Plan (LIP) funding. The Council has already received £60,018 from that amount and a further £65,000 will arrive in the near future. Future similar levels of funding will be subject to TfL approval through the LIP on an annual basis. Lack of adequate funding may result in non-delivery of the Air Quality Action Plan. If the Council does not receive adequate funding to deliver the AQAP, there may be financial impacts for continuing to breach the national Air Quality Standards.

6. Legal implications and risks:

6.1 The Air Quality Action Plan (AQAP) was approved by Cabinet in June 2018. To monitor the progress, Annual Status Reports have been prepared in 2019 and 2020 to review the progress of the preceding one-year long periods.

6.2 The air quality strategy for England, Scotland, Wales and Northern Ireland sets out the way forward for work and planning on air quality issues such as setting the standards and objectives to be achieved. Under Part IV of the Environmental Act 1995 (the Act), local authorities are required to review and assess current and likely future air quality in their areas. Where the required standards and objectives are not being met, or are not likely to be met within a relevant period, they must declare that area an Air Quality Management Area (AQMA) which will cover the area where problem is arising or expected. Local authorities must take action with other organisations and agencies to work towards meeting the air quality objectives in the AQMA. This is emphasised in the Government's Clean Air Strategy issued by Defra in 2019.

6.3 The Act places a legal duty on local authorities to undertake periodic assessments and reviews of current and future air quality in their borough and to produce an Air Quality Action Plan once an Air Quality Management

Area has been declared within a Local Authority's boundaries. Since the concentration of air pollutants still exceeds the prescribed objectives on the AQAP the Council must work towards reducing these. Any limitations due to the ongoing pandemic must be identified at an early stage and addressed where possible. The Mayor of London is legally required to review all air quality reports produced by London Boroughs. The Mayor considers the quality of the report and has powers of direction to boroughs when work or reports are not completed satisfactorily and if any objectives are not met within action plans from the Mayor's Air Quality Strategy for London.

7. Human Resources implications and risks:

7.1 There are no HR implications arising from this report. Teams have been consulted prior to the AQAP being published and have signed up to help support or lead on the actions within. A dedicated full time officer has been secured through LIP funding to work solely on managing the AQAP and its projects.

8. Equalities implications and risks:

8.1 The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:

8.1.1 The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;

8.1.2 The need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;

8.1.3 Foster good relations between those who have protected characteristics and those who do not.

8.2 Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment. The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

8.3 Any projects delivered as a result of this decision are expected to have beneficial impacts on protected equality groups within Havering. Young and old residents are disproportionately impacted by poor air quality, as are certain disabilities groups and action to improve air quality in the borough will be of particular benefit to these groups.

8.4 An Equality and Health Impact Assessment (EqHIA) was undertaken for the pre-consultation AQAP and was approved by the Corporate Policy & Diversity Team. No negative impacts on protected groups were identified. A new EqHIA for the post-consultation draft AQAP is not considered necessary because there are no new equality implications.

8.5 EqHIAs were also completed for Mayors Air Quality fund bids.

CONCLUSION

9. Conclusion of the report

9.1 The London Borough of Havering has much more cleaner air than most of the other Boroughs in London in general. However, the concentration of pollutants in the air still exceeds the prescribed objectives on some locations. Therefore, it is essential to do everything we can to reduce the number of pollutants to an acceptable level, where they don't harm the health of anyone who lives, works or studies in Havering.

9.2 The Air Quality Action Plan is part of a wider sustainability and energy efficiency framework, and an essential part of its policy. The recent years has seen a consistent improvement in the Borough regarding the air we breathe, as a result of our sustainability initiatives.

9.3 In the future, the Council aims to further increase our efforts in terms of communication, raising awareness and working together with partners as well as other local authorities for the sake of mutual environmental goals.

9.4 Havering is in a close working relationship with organisations such as the Greater London Assembly and London Councils on multiple sustainability projects and initiatives. The Council is also part of London Council's Transport and Environment Executive Committee, and has formally agreed to find political and practical solutions to reduce the emissions of pollutants as well as carbon in order to improve the wellbeing of all Londoners. The officers of Havering are deeply committed in reaching these objectives.

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Environment Overview & Scrutiny Sub-Committee 1 December 2020

Subject Heading:

SLT Lead

Report Author

Update on the Environmental Policies and Climate Change Review

Andrew Beesley, Head of Democratic
Services and Statutory Scrutiny Officer

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SUMMARY

The attached paper was taken to the 28 October 2020 Themed Board to provide an update on the progress of the Environmental Policies and Climate Change review. The paper was referred by Themed Board to the Sub-Committee for scrutiny and for the Sub-Committee to take any further action within its remit that it feels necessary.

RECOMMENDATIONS

That the Sub-Committee consider the issues discussed in the attached paper and decide whether it wishes to take any further action to scrutinise this area. This could include, but is not limited to, the establishment of a topic group to meet over the coming months to develop the draft policies, actions and to undertake more in depth scrutiny of the subject.

REPORT DETAIL

Officers recently submitted a version of the attached paper on climate change issues for information to a meeting of the Themed Board as part of the Council's

overall decision management process. It was suggested at this meeting that, to aid the development of further policies in this area, the paper be brought to scrutiny for comment and discussion.

Officers will introduce the paper and address any questions etc. The Sub-Committee will then be asked to decide if it wishes to scrutinise this issue any further. The Sub-Committee has the option of establishing a topic group review to scrutinise this area in more depth or to take any further action, if any, that it wishes.

IMPLICATIONS AND RISKS

Financial implications and risks: None of this covering report.

Legal implications and risks: None of this covering report.

Human Resources implications and risks: None of this covering report.

Equalities implications and risks: None of this covering report.

Environment Overview and Scrutiny Sub-Committee 1 December 2020

Update on the Environmental Policies and Climate Change Review

Purpose of the Paper:

- To provide an update on the progress of the Environmental Policies and Climate Change review and agree the next steps and actions
- To consider the proposed structure for coordination and governance in this important cross cutting area of council policy and responsibility under a Sustainability and Efficiency Policy and Programme

Recommendations to the Environment Overview and Scrutiny Sub-Committee:

1. As per attached covering report.
- 2.
- 3.

Report Author: Nick Kingham – Corporate Projects Manager

Contact No: 01708 432896

1. Background

1.1 Havering

1.2 On 10 July 2019 Members of Havering Full Council acknowledged public concerns relating to:-

1. The impact of climate change;
2. The reduction in air quality; and,
3. The need to improve significantly recycling of waste products.

- 1.3 Full Council called upon the Executive to review its policies to ensure that Havering leads the way on environmental protection.
- 1.4 A review was commenced in March 2020 which involved:
- Identifying and reviewing the existing Havering policies
 - Undertaking a number of one-to-ones with key managers
 - Facilitating workshops
 - Reviewing national guidance
 - Researching and reviewing best practice in other authorities
 - Informally meeting with key Lead Members to outline the initial findings.
- 1.5 Clarasys, a private sector consultancy, offered three of their consultants to support the review free of charge. They identified that Havering has a tradition in taking action to tackle the causes of climate change and has several policies which directly address the reduction of the carbon footprint as well as a range of associated policies which focus on air quality and waste reduction and address climate change. A number of these key policies and the associated action plans require review. This is in line with the Member decision in February 2020 that policies should be reviewed and updated or actions incorporated in new plans and old plans decommissioned.
- 1.6 A further recommendation identified by Clarasys is that future plans should have robust governance so that progress can be developed, measured and performance reported, in line with the Council's priorities.
- 1.7 With the increasing public concern about climate change, both locally and nationally, it is important that the Council can evidence progress to the local community as well as regional partners. One aspect of the review shows that those Councils considered to be applying best practice embrace their community leadership responsibility in this policy area. A strong evidence base is also important to underpin any relevant opportunities and grant funding applications.

2. National and regional environmental policy position

- 2.1 The national and regional policy position is complex as environmental responsibilities cross local authority statutory duties and integrate into a number of services. The most pertinent national and regional environmental policy drivers are set out in Appendices 1 and 2.
- 2.2 In the UK the Committee on Climate Change (CCC), an independent statutory body established under the Climate Change Act 2008, advises the UK government on emissions targets and reports to Parliament on progress. The CCC has identified a number of ways that Local Authorities can reduce emissions and manage climate change risk. Their key themes are set out in Appendix 3.

3. London Mayor and London Councils

- 3.1 Havering Council works closely with the Mayor of London and London Councils on a number of environmental initiatives. In meeting the challenges of improving air quality, protecting the environment and addressing the causes of climate change, Havering has both statutory plans and voluntary actions that have been agreed by the Council to protect and improve the environment. These include the Local Implementation Plan for Transportation

(LIP3), the Air Quality Action Plan (AQAP), and aligning local planning responsibilities with the London Plan.

- 3.2 In addition, as part of the London Councils Transport and Environment Executive Committee, Havering has formally agreed to *“act ambitiously to meet the climate challenge that the science sets out, and find political and practical solutions to delivering carbon reductions that also secure the wellbeing of Londoners,”* and set out agreed principles for climate governance, citizen engagement and resourcing. The statement also committed to *“prioritise and support”* the delivery of the six major programmes, by *“pooling our experience, expertise and resources and working together collaboratively.”* The commitment statement and the six major programmes are set out in Appendix 4. Havering officers are contributing to the development of this work.

4. Havering Heritage

- 4.1 Clarasys found that sustainability initiatives are happening across the Council and identified some of the actions in the Havering Sustainability Map (Appendix 5). Discussions with key members and senior officers also identified further initiatives which contributed to the custodianship of the environment and directly contributed to tackling climate change, but these had not been recorded in a single place and were treated as one-off actions. These actions have a benefit for local Havering residents whilst at the same time address regional and national requirements. Not all of the positive work has been captured in a single overarching, coherent strategy but that does not mean that actions are not progressing. It does mean that, as work is being completed in isolation, greater benefits from joining up work could be missed.
- 4.2 In terms of reputation, the Council is not currently making a clear statement about the activities it undertakes and is already delivering. This may lead to the public and government perception that Havering is not taking action. Aligning these activities will assist in maximising input and ensure that the Council gets due recognition for the actions it is taking. Having clear governance arrangements will allow policies to be considered and developed, and performance to be driven and measured. In terms of our community leadership role, each individual project could be used to raise awareness of actions that might be taken by others in the community, local businesses, other public bodies and the third sector.
- 4.3 Some authorities have decided to declare a climate emergency while others have decided to focus on taking actions. Havering, in its existing policy on tackling climate change, opted to focus on actions and now needs to decide if declaring a public climate emergency is appropriate.
- 4.4 In evaluating how to manage environmental policies the following alternatives were considered:
- Do nothing – this was not considered to be an option as there would not be a clear overall coordination or integration of the different agendas
 - Review and revise the existing policies – this also would not integrate and coordinate activity and there would still need to be oversight of progress
 - Develop a coordinated approach, under a Sustainability and Efficiency Policy, which clearly states the Council’s position.

5. Sustainability and Efficiency Policy

- 5.1 The purposes of establishing a Sustainability and Efficiency Policy are to signal a commitment and influence decisions and bring together existing environmental policies. The policy will form part of the process of evaluating options for Council decisions and will establish the values of the Council and ensure that these values are considered when making policy decisions.

- 5.2 Drawing upon previous Havering documents it is suggested that such an overarching policy statement could read:

The impacts and causes of climate change are recognised by the UK government and Havering Council has, over several years, developed strategies to identify and address these.

We believe we have a duty to act to reduce our carbon emissions in a way that has positive economic and welfare benefits for Havering residents and we are committed to continuing the initiatives we have already developed to protect Havering's green heritage and natural environment.

We will set the principles of sustainability and efficiency at the heart of our decision making and support residents and businesses across the borough to develop sustainable communities and services aligned to our Havering values.

- 5.3 This statement could be considered and adjusted by Members with a wider policy consultation undertaken prior to its adoption. This would then replace previous statements.

6. Proposed Environment and Sustainability Governance Structure

- 6.1 The complex nature and range of Council activities that contribute to tackling climate change require greater prioritisation, integration and coordination. Many of the activities require specific expertise located within a specific directorate. A number of the activities are connected to other policy issues and are already being progressed as part of other strategies e.g. as part of a recycling and waste reduction plan. This governance would not replace these proposals but would draw from them. In some cases, after evaluation, they would incorporate and replace the existing policies and associated action plans such as:

- Havering's Local Biodiversity Action Plan (BAP) - 2003
- The London Borough of Havering's Sustainable Energy Strategy – December 2006
- Havering Fuel Poverty Strategy - 2012
- Multi-agency Flood Plan – 2012
- Havering Nature Conservation and Biodiversity Strategy – 2014 - 2016
- Havering Climate Change Action Plan 2014 - 2017
- Havering Strategic Flood Risk Assessment (SFRA) - 2017

- 6.2 Each plan would be evaluated and decommissioned in line with the decision by SLT and the discussion at Opportunities Theme Board in February 2020. Actions will be coordinated and measured in a central policy to deliver positive climate change outcomes for the local community and contribute to the national commitment to tackle the causes of climate change.

- 6.3 Set out in Diagram 1 is a draft option for managing the existing council response to tackling climate change. Taking a programmed approach to developing actions enables service experts to design responses with their Cabinet Members and colleagues, applying skills and expertise from their

own speciality. It also assigns accountability. The individual programmes are based on best practice research, applied to Havering priorities and including the themes of the Cabinet and the Local Plan activity in a planned and coordinated way. This will ensure that each programme will produce demonstrable actions and measurable improvements in a coherent way. It also enables the Council responsibilities to have a strategic fit with local needs and priorities.



Establishing programmes by themes allows Members and Directors to prioritise

6.4 It is proposed that under each of the above themes a Director/Lead Officer is appointed to lead in the development by scoping the theme and establishing clear actions with measurable targets. This would identify and/or incorporate existing policies, actions associated with other strategies and regional and national targets. Examples under the themes are set out below:

6.5 Procurement

6.6 oneSource currently delivers procurement and is working on developing a shared procurement strategy which addresses sustainability and savings. This plan is officer driven and would benefit from corporate oversight with simple, measurable outcomes which are corporately communicated and potentially shared with local businesses and agencies to avoid duplication of effort.

6.7 Transport

6.8 The Third Local Implementation Plan (LIP3), published March 2019, sets out how Havering will implement the London Mayor's Transport Strategy (MTS) at a local level. It identifies Havering's long term goals and transport objectives for the next 20 years. It additionally reflects the transport needs and aspirations of the people of Havering.

We have published a 'Strategic Environmental Assessment' (SEA) of the LIP3 to determine the likely significant environmental effects of the proposed objectives and initiatives set out therein and to demonstrate how environmental considerations have been integrated into the Local Implementation Plan proposed programmes.

6.9 Stakeholder and Community

- 6.10 Havering has a tradition of community engagement, such as the Activate Havering Programme, the Over 50s Forum, walking clubs, Business Forum, Friends of Parks, and Active Schools. Working in partnership with the community is a strength which can be built upon. The development of Community Hubs could have a role in this proposal.
- 6.11 Indeed some of the trusts and organisations in the Borough reflect the interest in environmental custodianship and Havering also has a wealth of residents with skills and abilities who want to 'do their bit'. Councils have a convening power in the local area with an ability to bring together a range of individuals and organisations to work on a coherent and consistent approach to the issues of sustainability and climate change. Havering has previously harnessed this pool of resources with clean up volunteers, the Over 50s Forum and a Youth Forum but there are many independent organisations who would also welcome a cause to work around.
- 6.12 Supporting and involving the local community in these environmental activities offers many opportunities for local residents, schools, voluntary organisations et al to attract external funding.

6.13. Energy Management

- 6.14 Consumption of traditionally produced electricity has many negative impacts, including financial cost, depletion of natural resources and degradation and loss of natural habitats. In addition, the inefficient use of water adversely impacts on the environment.
- 6.15 Best performing authorities measure progress in utilities management and share their best practice amongst key partners such as businesses, other public bodies and local residents. This work is supported, and can be funded by, London Regional Plans with associated savings accruing to the Council.

6.16 Employment and Digital

- 6.17 Developing the skills and knowledge locally could be a key driver for employment opportunities. With the increasing focus on tackling climate change and investment from government there will be a skills gap in analysing climate change activities and delivering capability to reduce emissions.
- 6.18 As well as projects delivered in the community there will be a digital aspect to improving performance not least of which is managing and storing data.

6.19 Air Quality Action Plan

- 6.20 The Council has an established Air Quality Action Plan (AQAP) which is a statutory requirement and aligned to the Mayor for London's London Local Air

6.21 Waste

6.22 Waste reduction and recycling is a key activity in tackling the production of emissions. Failure to maximise waste reduction and recycling leads to extra disposal costs for the Council. Havering has some ground-breaking initiatives using behavioural insights to reduce the production of waste. The development of actions in this area would need to be aligned with the Council's waste contract arrangements, which are currently being reviewed and would need to take account of a future East London Waste Authority (ELWA) disposal strategy. Good practice within the Council estate could also be shared with local businesses or other local public sector agencies.

6.23 Housing and Regeneration

6.24 In this sector there is a wide scope of activity for reducing emissions at the same time as incorporating the existing Havering Fuel Poverty Strategy. This could include measures to improve energy efficiency, in both the Council stock as well as the private and Registered Social Landlord (RSL) sectors. This could further be achieved and measured through working with developers and promoting the grants available to the wider community to reduce energy use through efficiency.

6.25 This theme could identify opportunities, post European Union exit, for training, enterprise start-ups and apprenticeships which deliver and/or support sustainable infrastructure and associated technological developments, all of which are becoming more prevalent.

6.26 Business Continuity

6.27 Both COVID-19 and climate change demonstrate the need for places and communities to become more resilient. Central to this is effective partnership and robust emergency planning protocols. The Council has a convening role and power in the local community and has demonstrated the ability to bring together a range of organisations and individuals and to work with them to develop a coherent response. In light of potential climate change pressures the existing framework would be a firm foundation on which to develop and consider opportunities.

6.28 Synopsis

6.29 It is possible to amend the above themes to accommodate other interests but, as it stands, these interests could be incorporated within the proposed themes. Other areas of interest might include public health, children's services and parks and open spaces.

6.30 The proposed framework would need to be established by lead officers and naturally lends itself to the scrutiny process of oversight and governance. The scrutiny function can:

- Stress test assumptions
- Secure wider buy-in and oversight of progress
- Play a formal accountability role
- Support local people to engage with the Council and its partners on these issues

- Celebrate progress and promote behaviour change.

6.31 In addition it would enable Cabinet Members to ensure each theme delivered their requirements which include:

- Actions with a Havering context and Havering resident benefit
- Measurement of improvement and benefits, “actions - not words”
- Real improvement, not a tick box exercise
- Good news to be shared as exemplars
- Build on existing policies and good practice in line with Member priorities
- Policy needs to be carefully drafted to avoid unintended consequences
- Alignment with existing strategies

7 Consultation

- 7.1 The Council welcomes participation in its work by its citizens. The review of Council Policy has always been done in partnership with local people, partners, business and others with a stake in the well-being of the London Borough of Havering.
- 7.2 It is proposed that the headline Efficiency and Sustainability Policy should be subject to a consultation exercise.
- 7.3 If Members adopt the proposed framework for implementing the overall policy this would need to be developed on a themed basis by the appointed Lead Officer. Citizens and businesses have varying rights and opportunities to be consulted and to participate, depending on the subject being progressed.
- 7.4 Some of the climate change consultation exercises undertaken nationally have resulted in participation being hindered by the impenetrable and complex nature of the matters being considered. It is suggested that the Overview and Scrutiny Board look at each segment in Diagram 1 (6.3 above) and invite interested parties to contribute to and participate in the development of this agenda. This consultation would ensure that those in the community who wish to share their experience and expertise have an opportunity to do so.

8 Financial implications

- 8.1 The key financial implications for the Council from the action plan are still being considered. If the theme framework is adopted each theme would roll out their costed actions within existing budgets as they develop or identify opportunity funding.

9 Conclusion

- 9.1 As can be seen from Appendices 2 & 3 the Council has a range of disparate policies and strategies which contribute to the environmental policies. A review of the individual actions and good news stories shows that the good work implemented is fragmented. A number of these policies or strategies are no longer being actively monitored or developed and should be decommissioned or refreshed and the actions updated.
- 9.2 The lack of oversight across our sustainability actions undermines the communication of progress and recognition of achievements. This proposal seeks to address these matters and establish a firm foundation for building on the Havering heritage.

Appendix 1 Environmental Policy: National and regional position

In the UK the Committee on Climate Change (CCC), an independent statutory body established under the Climate Change Act 2008, advises the UK government on emissions targets and reports to Parliament on progress. On 25th June 2019 the Government adopted a net zero greenhouse gas target. The Government has stated that emissions should reach net zero across the whole economy by 2050. The CCC calculates that reaching net zero emissions by 2050 will require an average emissions reduction of around 3% of 2018 emissions across the economy per annum.

The Planning and Compulsory Purchase Act 2004 sets out the structure of the local planning framework for England, including the duty on plan-making to mitigate and adapt to climate change.

The Neighbourhood Planning Act 2017 strengthens the powers of neighbourhood plans, but also creates a new legal duty on local planning authorities to set out their strategic priorities. The government has now indicated that these priorities should be expressed in a strategic plan. This plan is focused on high-level strategic issues set out in the NPPF, and these include action on climate change.

Local authorities in the UK have a statutory duty to manage local air quality under Part IV of the Environment Act 1995 from which the London Local Air Quality Management process derives. Following this Act, a National Air Quality Strategy was published in 1997 (reviewed in 2007) and the Air Quality (England) Regulations 2000 set objectives for several pollutants.

The Mayor of London has recently introduced the London Local Air Quality Management (LLAQM) framework 2016. This sets out the statutory process used by London local authorities to review and improve air quality within their areas. The Guidance reinforces the central government objectives and states that 'Proper participation in the LLAQM system and compliance with the relevant Mayoral advice and guidance should render statutory intervention by the Mayor unnecessary'.

Appendix 2 Index to Environmental Policy Documents

Procurement			
International / European	National	Regional	Local
	Procuring the Future: Sustainable Procurement National Action Plan		Corporate Procurement Strategy 2011/14

Transport			
International / European	National	Regional	Local
	The Future of Transport a Network for 2030: White Paper 2004	The London Plan, Chapter Six: London's Transport	Havering Local Implementation Plan: Transport Strategy
	Creating Growth, cutting carbon, making sustainable transport happen: White Paper (2011)	London Mayor's vision for cycling	Havering LIP3 Strategic Environmental Assessment (SEA)

Stakeholder Community Leadership			
International / European	National	Regional	Local
			Voluntary and Community Sector Strategic Framework 2019 - 2022
			Community Cohesion Strategy 2018-2022

Energy Management			
International / European	National	Regional	Local
EU Renewable Energy Directive (2018/2001)	UK Energy Act (2012)		Havering Fuel Poverty Strategy 2012
EU Energy Performance of Buildings (EU Directive 2010/31/EU)	UK Renewable Energy Strategy (2009)		The London Borough of Havering's Sustainable Energy Strategy – December 2006

Air Quality Action Plan			
International / European	National	Regional	Local
EU Air Quality Directive (2008/50/EC)	Air Quality Standards Regulations (2010)	Clearing London's Air – Mayor's Air Quality Strategy (2010)	Havering Air Quality Action Plan 2018
	Clean Air Strategy (2019)		Havering Air Quality Annual Status Report

Waste Management			
International / European	National	Regional	Local
EU Waste Framework Directive (2008/98/EEC)	National Planning Policy Statement 10: Planning for Sustainable Waste Management	The Mayor's Waste Management Strategies: Municipal Waste and Business Waste	The Havering municipal solid waste management strategy 2006 – 2020
			Joint Waste Development Plan for the East London Waste Authority Boroughs

Housing and Regeneration			
International / European	National	Regional	Local
The Future We Want - Rio+20 United Nations Conference on Sustainable Development (2012)	National Planning Policy Framework 2019	All London Green Grid Supplementary Planning Guidance 2012	The Havering Local Plan (2016-31)
	Planning Act 2008 – made provision for the introduction of the Community Infrastructure Levy		Havering Sustainability Appraisal Scoping Report – The Havering Local Plan 2015
	Planning (Listed Buildings and Conservation Areas Act) 1990		Havering Local Development Framework (LDF)
			Housing Strategy – Social Value Strategy

Business Continuity and Emergency Plan			
International / European	National	Regional	Local
			Havering Emergency Plan

Climate Change			
International / European / European	National	Regional	Local
Doha amendment to the Kyoto Protocol on Climate Change (2013-20)	Climate Change Act (2008)	The London Plan, Chapter Five: London's Response to Climate Change	Havering Climate Change Action Plan 2014 -2017
	UK Climate Change Risk Assessment (2012)		

Biodiversity and Geodiversity			
International / European	National	Regional	Local
United Nations Convention (Ramsar) on Wetlands of International / European Importance (1971)	Natural Environment White Paper – The Natural Choice: securing the value of nature (2011)	The London Plan, Chapter Seven: London's Living Spaces and Places	Havering Nature Conservation and Biodiversity Strategy 2014-2016
EU Biodiversity Strategy for 2030 link here and EU Biodiversity Action Plan 2030 (annex to 2030 strategy)	National Biodiversity Strategy: Biodiversity 2020: a strategy for England's wildlife and ecosystem services (2011)		Local Conservation Area Management Plans
EU Habitats Directive (92/43/EEC)	Natural Environment and Rural Communities Act 2006		Tree Management Strategy 2009 - 2019
EU Birds Directive (2009/147/EEC)	Countryside and Rights of Way Act 2000		

Environment			
International / European	National	Regional	Local
EU Strategic Environmental Assessment Directive (2001/42/EC)		London Environment Strategy 2018	Contaminated Land Inspection Strategy 2016
			Green Infrastructure Strategy

Water management			
International / European	National	Regional	Local
EU Water Framework Directive (2000/60/EC)	Flood and Water Management Act (2010)	Thames River Basin Management Plan 2009 - 2015	Havering Strategic Flood Risk Assessment (SFRA) 2017
EU Urban Waste Water Directive (91/271/EEC)	Flood Risk Regulations (2009)	Securing London's water future: The Mayor's water strategy (2011)	Multi- Agency Flood Plan 2012
EU Water Framework Directive (2000/60/EC)		Thames Estuary 2100 Plan	Emergency Planning and Business Continuity Policy
EU Flood Risk Directive (2007/60/EC)			Major Emergency Plan

Appendix 3 How local authorities can reduce emissions and manage climate risk

Committee on Climate Change

Low-carbon opportunities and benefits

In this report we have identified important roles for local authorities to reduce emissions from buildings, transport, waste, power and from their own estate, and in adapting to climate change impacts:

- **Buildings**

There is scope for local authorities to contribute to residential and non-residential sector emissions reductions through programmes to improve energy efficiency and investment in district heating. The key lever will be the Green Deal. The national potential for emissions reduction from buildings is 30% in 2020 relative to 2010.

- **Transport**

Local authorities can help reduce surface transport emissions through promoting sustainable travel and ensuring that new developments are designed to reduce transport emissions. Local authorities can also play an important role in facilitating uptake of low-carbon vehicles, for example through installing charging infrastructure. Transport emissions can be reduced 20% relative to 2010 levels by 2020.

- **Waste**

Strong national policies in the form of the landfill tax have driven waste emissions down 70% relative to 1990 levels. Local authorities have an important role to play in contributing to further emissions reductions through providing for increased recycling and separate collection of food waste, as well as promoting waste to energy schemes. Waste emissions could be reduced to a level in 2020 that is 20% below 2010 levels.

- **Power**

There is an opportunity for local authorities to support power sector decarbonisation through the granting of planning approval to onshore wind generation projects. A significant proportion of onshore wind projects required to meet 2020 renewable energy targets and carbon budgets are likely to go through local planning processes. It will be important that future planning decisions at the local level objectively balance national priorities with local impacts.

- **Own estate**

Reducing local authority own estate emissions is important in the context of carbon budgets, both directly and to underpin the wider leadership role of local authorities reducing emissions. Opportunities exist in the councils' own buildings, street lighting, transport and procurement.

- **Adaptation**

Local authorities have a role in preparing for climate change, using planning and other policy levers to ensure that buildings and infrastructure are resilient to increased risk of flooding and heat stress, natural resources are managed to increase ecological resilience, and emergency plans are in place.

APPENDIX 4 Extract from London Councils Transport and Environment Committee (TEC) London-wide programmes

On 13 November 2019, LEDNet and TEC met together at Westminster City Hall to discuss six major programmes of pan-London climate action, designed as collaborative programmes that can effectively support areas of emissions reductions that will be integral to the achievement of every borough's targets. In a joint statement from the meeting, formally agreed at TEC and LEDNet meetings in December, the two groups agreed to "act ambitiously to meet the climate challenge that the science sets out, and find political and practical solutions to delivering carbon reductions that also secure the wellbeing of Londoners," and set out agreed principles for climate governance, citizen engagement and resourcing. The statement also committed to "prioritise and support" the delivery of the six major programmes, by "pooling our experience, expertise and resources and working together collaboratively."

The six programmes are:

1. **Retrofit London:** Retrofit all domestic and non-domestic buildings to an average level of EPC B. Programme timescale: 2020 – 2030.
2. **Low-carbon development:** Secure low carbon buildings and infrastructure via borough planning. Programme timescale: 2020 – 2022.
3. **Halve petrol and diesel road journeys:** Halve road journeys made by petrol and diesel via combined measures that can restrict polluting journeys and incentivise sustainable and active travel options. Programme timescale: 2020 – 2030.
4. **Renewable power for London:** Secure 100% renewable energy for London's public sector now and in the future. Programme timescale: 2020 – 2030.
5. **Reduce consumption emissions:** Reduce consumption emissions by two thirds, focusing on food, clothing, electronics and aviation. Programme timescale: 2020 – 2030.
6. **Build the green economy:** Develop London's low carbon sector and green our broader economy. Programme timescale: 2020 – 2030.

National advocacy

Ambitious commitments from local authorities in London and around the country will require significant support from the government. We will be developing and advocating a set of key asks with partners in local government and beyond, including in the run up to the Climate Change COP in Glasgow, later this year. These may include issues such as support for renewable energy infrastructure and electric vehicles, financing and support for retrofitting energy efficiency measures in homes and offices, and support for decarbonisation of the transport system.

APPENDIX 5 HAVERING SUSTAINABILITY MAP



Exec Summary

[CLARASYS]

What have we done?



Research

Our research centered on key obligations, the characteristics of Havering, best practice and trends



Benchmarking

We conducted a more specific benchmarking exercise across 20 similar local government organisations, including those with similar characteristics and exemplars



Interviews

We conducted 15 focus interviews with council workers from all areas of the council



Workshops

We held a workshop to verify our findings, to serve as the start of a potential forum for sustainability and to agree next steps

What have we found?

1

Sustainability is happening

There are elements of sustainability that are being incorporated into the work of the council, particularly where there are targets and measures to assess progress

2

Benefits are being realised

Some good examples were seen in the waste management space where there were a number of initiatives that had sustainability woven into them and where the benefits were being realised

3

There is no clear vision or objectives to align to

We have been unable to identify a vision of overarching objectives for sustainability

4

There is widespread buy in for sustainability but no shared tracking

It was unanimous that sustainability should underpin the work of the council and that the council is lagging in the sustainability space

5

There is no coherent public, business and volunteers awareness approach

Partnering with the public is a pivotal element to the success of achieving sustainability aims and objectives

Why is sustainability important in Havering

Return on Investment

There is strong evidence for the return on sustainability investments

Future Savings

Savings on healthcare from better health outcomes and community resilience

Risk mitigation

Sustainability will enable risk assessment and mitigation



Attractiveness

Havering will become a more attractive place to live and work

Incentives

Sustainability incentives such as grants and opportunity funding will continue to increase

Trends

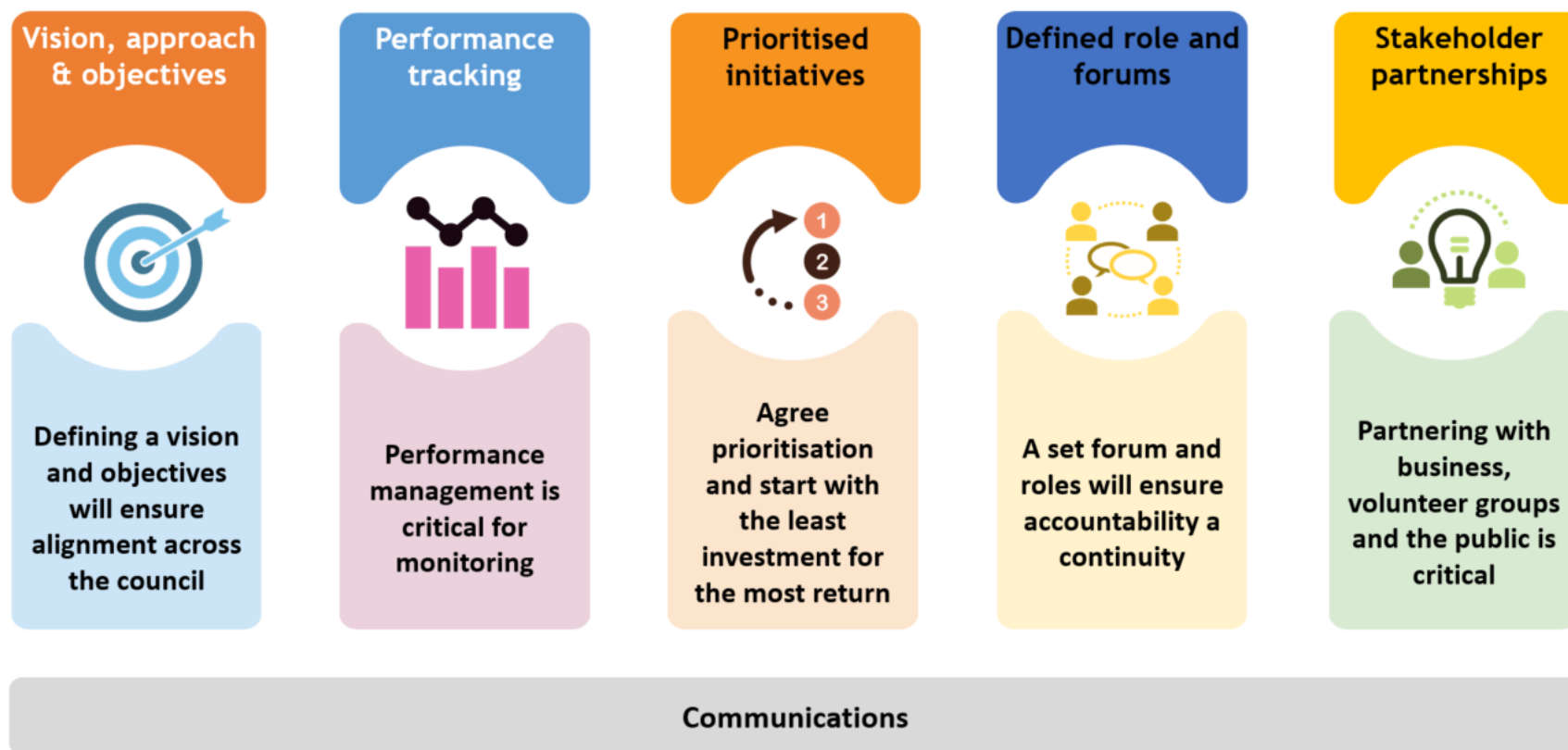
The trend towards sustainability will continue to build momentum

Why is this important?

- Social, environmental and economic benefits result from sustainability
- Sustainability isn't just a nice to have, it comes with strong returns on investment
- Sustainability will ensure Havering remains an attractive place to live and work
- The trend towards sustainability is gaining momentum as more institutions and business realise the benefits
- Sustainability does not require a complete overhaul of how an organisation operates

What needs to happen

[CLARASYS]



How you could start?



Engage those involved in sustainability to define and share a vision, approach and a set of objectives



Clarify the current sustainability workstreams and roadmap ahead



Define and agree how performance will be managed



Prioritised action - small actions can lead to big results