

NOTICE OF MEETING

ENVIRONMENT AND COMMUNITY SAFETY SCRUTINY PANEL

Thursday, 11th November, 2021, 6.30 pm – George Meehan House –
Woodside Room

To watch the meeting click: [Here](#)

Members: Councillors Scott Emery, Julia Ogiehor, Kaushika Amin, Gideon Bull, Dana Carlin, Eldridge Culverwell and Preston Tabois

Co-optees/Non-Voting Members: Ian Sygrave (Haringey Association of Neighbourhood Watches)

Quorum: 3

1. FILMING AT MEETINGS

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2. APOLOGIES FOR ABSENCE

3. ITEMS OF URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business (late items will be considered under the agenda item where they appear. New items will be dealt with as noted below).

4. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

5. DEPUTATIONS/PETITIONS/PRESENTATIONS/QUESTIONS

To consider any requests received in accordance with Part 4, Section B, Paragraph 29 of the Council's Constitution.

6. MINUTES (PAGES 1 - 10)

To approve the minutes of the previous meeting.

7. NORTH LONDON HEAT AND POWER PROJECT - NLWA (PAGES 11 - 24)

To receive a presentation for noting from the NLWA regarding the North London Heat and Power project.

8. PRIORITIES FOR THE COMMUNITY SAFETY PARTNERSHIP

Verbal Update.

To invite comments from the Panel on the priorities for the borough's Community Safety Partnership and current Community Safety issues.

9. HARINGEY CRIME AND ASB HOTSPOTS (PAGES 25 - 32)

To receive information around our approach to identifying and monitoring of crime hotspots in the borough. For noting.

10. CABINET MEMBER QUESTIONS - THE LEADER OF THE COUNCIL

Verbal update.

To provide the Panel with an opportunity to ask questions of the Leader of the Council in regards to the areas of her portfolio that are within the Panel's remit. Namely: Community Safety and Serious Youth Violence.

11. WORK PROGRAMME UPDATE (PAGES 33 - 42)

To agree the latest version of the Panel's work plan. To agree the scoping document and Terms of Reference for the Scrutiny Review on Low Traffic Neighbourhoods.

12. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 3 above.

13. DATES OF FUTURE MEETINGS

14th December
3rd March

Philip Slawther, Principal Committee Co-ordinator
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Fiona Alderman
Head of Legal & Governance (Monitoring Officer)
River Park House, 225 High Road, Wood Green, N22 8HQ

Wednesday, 03 November 2021

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MINUTES OF MEETING Environment and Community Safety Scrutiny Panel HELD ON Monday, 13th September, 2021, 18:30

PRESENT:

Councillors: Gideon Bull, Dana Carlin and Eldridge Culverwell

ALSO ATTENDING: Ian Sygrave

89. FILMING AT MEETINGS

The Chair referred Members present to agenda Item 1 as shown on the agenda in respect of filming at this meeting, and Members noted the information contained therein'.

90. APOLOGIES FOR ABSENCE

Apologies for absence were received from Cllrs Ogiehor, Emery and Amin.

91. ITEMS OF URGENT BUSINESS

None

92. DECLARATIONS OF INTEREST

None

93. DEPUTATIONS/PETITIONS/PRESENTATIONS/QUESTIONS

The Committee received a deputation from a group of residents in relation to Agenda Item 9, Briefing on the Changes to Waste Legislation, including the implications for both waste reduction and recycling in Haringey. The deputation also related to specific concerns about the Edmonton Incinerator proposals. The deputation party was made up of Sydney Charles, Helen Mayer and Carmel Cadden. The following points were put forward as part of the deputation:

Reduction and Recycling.

The new legislation would render Haringey's 2021 Reduction and Recycling submission to the GLA obsolete and the amount of residual waste for incineration would be drastically reduced going forward.

The deputation party put forward the following questions:

- How could the Council monitor and influence how North London Waste would advance its waste management and adapt to resulting reductions in residual waste.

- When would Haringey update its Reduction and Recycling Plan with its target of 38% recycling by 2022, which it now says it would not meet.
- Would Haringey apply for an exemption to continue co-mingling?
- How would Haringey use income from the Extended Producer Responsibility Scheme and 'new burdens' compensation?
- How did Haringey propose to facilitate the following:
 - more local and in-store collection including Deposit Return?
 - community drinks container collections?
 - practical advice around more waste separation?
 - food waste collection from all estates?
 - plastic film collection?
 - engaging residents?
 - engaging community organisations to help with implementation?

Edmonton Incinerator

It was suggested that there were already widespread concerns about overcapacity of the new Incinerator, due to major changes since its inception in 2015. The new legislation would reduce residual waste and increase over-capacity even more.

The Mayor's Office had already estimated a 950,000 tonne surplus for the London Region. Drinks containers would go on the Deposit Return route

Concerns were raised that there was not enough flexibility in the new design to adjust to reductions in residual waste - because the number of treatment streams had been reduced from 5 to 2. It was contended that NLWA planned to import waste if local supplies reduce.

There were other serious concerns including carbon emissions, ultra-fine particle pollution, and fewer circular economy jobs. As a result, it was felt that the current design was increasingly environmentally and financially unsustainable. However, there was an opportunity to review, adapt and future-proof the scheme going forwards.

The Deputation Party requested that:

1. The Panel addressed the above questions about Haringey Reduction and Recycling in relation to new legislation.
2. The Panel referred concerns about the incinerator to the main Scrutiny Panel, recommending that they instructed Haringey's North London Waste Authority representatives to call for it to adapt and future-proof the scheme in line with latest Defra and GLA remodelling.

The Chair thanked the deputation party for their presentation and advised that she would put the questions that were within the purview of the Council, rather than the NLWA to officers for a written response and that the NLWA would be invited to a subsequent meeting of the panel to respond to the points around the incinerator.
(Action: Clerk).

94. MINUTES

RESOLVED

That the minutes of the meeting on 28th June were agreed as a correct record.

95. CABINET MEMBER Q&A - CABINET MEMBER FOR CUSTOMER SERVICE, WELFARE AND THE PUBLIC REALM

This agenda item was withdrawn as the Cabinet Member had to take a period of leave at short notice.

96. WASTE, RECYCLING AND STREET CLEANSING PERFORMANCE

The Committee received a written report which provided an update on the Council's Waste Recycling and Street Cleansing Performance. The report was included in the agenda pack at pages 11-30 and was introduced by Beth Waltzer, Interim Head of Waste. The following arose during the discussion of the report:

- a. The Committee sought assurances around whether officers were satisfied with the current standard of street cleansing. In response, officers advised that the council regularly monitored standards through the NI195 Performance measure and that Veolia were meeting their contracted targets. In relation to an anecdotal account of a street sweeper having to stop cleaning a particular location to cover shortages in other areas, officers advised that this would be an unusual occurrence and that street sweeping offer was made up of a mixture of dedicated beat sweepers and roving sweepers that covered multiple locations.
- b. The Panel commented that although criticism for cleanliness standards tended to be levied at Veolia, the Council, and the Councillors that sat on the Council, were responsible for large cuts to the budget for waste and street cleansing. A Panel member commented that more needed to be done to incentivise people to take more responsibility for the waste they produced, both in terms of positive incentives and negative reinforcement, such as FPNs. It was suggested that the Council needed to find ways of bringing back civic pride and that a campaign should be launched to this effect. The example of Canterbury Council was given and a communication campaign based around a message that 'this is your area' was put forward. In relation to comms messages around dumping, officers agreed to send Cllr Bull a copy of the Cleaner Haringey Strategy. **(Action: Beth Waltzer).**
- c. The Panel raised concerns about dumping and bin provision on Somerset Gardens. The Panel also noted concerns about estates that were managed by more than one provider, leading to a lack of accountability for waste management. In response, officers advised that they were aware of the problem and were working with HfH to enforce against third party owners such as housing associations. However, officers acknowledged that this was a difficult process. Officers agreed to speak to the Area Manager and provide an update on Somerset Gardens and the next steps to improve this location. **(Action: Eubert Malcolm).**

- d. The Panel welcomed the roll-out of bins for flats above shops and advocated that they would like to see this done more quickly. Officers acknowledged that they would love to be able to roll this out even quicker but cautioned that there was a lot of work involved in understanding what was required along with undertaking an impact assessment and consulting with key stakeholders, such as Veolia, Highways, businesses and the residents themselves. Officers assured Members that they would roll this out as quickly as was practicable.
- e. The Panel set out that they would like to see a widening of the shutter gallery project to improve the look and feel of local businesses. Officers advised that they were working closely with colleagues in Regen on this project and would feed back to Regen colleagues about the request to widen it out to more locations, including Broad Lane.
- f. The Panel queried the reasons behind a drop in the recycling rate to 31.8%. Officers advised that a significant reason for this was around legislative changes on no longer being able to recycle certain materials that had already been recycled. The Panel was also advised that the introduction of chargeable garden waste had been a contributing factor.
- g. The Panel questioned whether any analysis had been done of the relationship between the per capita number of businesses in a borough and the amount of flytipping/recycling that took place. In response, officers advised that they were not aware of any specific benchmarking on this for different boroughs. Following further questions around fly-tipping and dumped bags of clothes, officers advised that they would circulate a breakdown of the make-up of fly tips in the borough. **(Action: Beth Waltzer).**
- h. In relation to what checks were done to ensure that wheelie bins were being put back in the correct place, officers advised that this formed part of the contract monitoring that was undertaken. There were two contract monitoring officers who monitored all of the relevant performance measures.
- i. In relation to garden waste, officers advised that the NLWA undertook a waste compilation study previously and that another study would likely be undertaken in due course. Officers set out that the fly-tipping breakdown would also show dumped garden waste.
- j. The Panel commented that there seemed to be increasing numbers of bins left on the pavement in and around the Ladders, which was not so prevalent 12 months ago. The Panel questioned whether this was perhaps related to new teams being in place which were not familiar with the location or whether there were additional time pressures on the crews. In response, officers acknowledged that there were a lot of new staff, partly as a result of the national shortage of drivers and that this had led to a number of agency staff being used who were less familiar with the routes.
- k. Officers advised that the new Veolia Waste Manager for the west of the borough was Jennifer Barrett.
- l. The Panel raised concerns about blocked drains following the heavy flooding earlier in the summer and that there had been a number of complaints about basement levels flooding, especially in and around Stroud Green. In response, officers advised that they were aware of blocked gullies due to detritus and that there was a programme in place to unblock them. However, they were not aware of the flooding issue and requested that members email them with further details.

- m. Members requested that drains in areas that experienced flooding be prioritised going forwards.
- n. The Chair noted that in Staffordshire Veolia had successfully rolled out the separate collection of paper and card recycling which had saved the authority a significant amount of money due to a reduction in those waste streams being contaminated by broken glass. Officers advised that this could potentially be a different proposition to implement in an inner-London Borough than a more rural English county. Officers acknowledged that this would be something that they would look at as part of a range of possible measures to improve recycling when they undertook the service review.

RESOLVED

That Members noted the contents of the report.

97. BRIEFING ON CHANGES TO WASTE LEGISLATION

The Committee received a written report which provided an update on changes to waste legislation, namely; the Extended Producer Responsibility Consultation (EPR) 2021, the Deposit Return Scheme (DRS) 2021 and the Household and Business Consistency in Recycling Consultation 2021. The report was introduced by Beth Waltzer, Interim Head of Waste as set out at pages 31-46 of the agenda pack. The following arose during the discussion of the report:

- a. The Panel noted that the Veolia contract was due for renewal in 2025 and that these legislative changes were due to come into force in 2023. The Panel suggested that the authority needed to factor these into the contract specification work and sought assurances around what was being done to prepare for this. In response, officers advised that a broad analysis was being undertaken to assess these changes and that discussions were taking place with partners and the NLWA on this. Officers commented that Veolia had shown significant flexibility with previous changes to the contract, such as those around the vehicle specifications and it was hoped that this would continue in the future. In addition, it was suggested that Veolia were a large company specialising in waste management and that they would be having their own discussions at a senior level on how to respond to these legislative changes.
- b. In regard to a follow-up question around separating out paper and cardboard recycling, officers advised that the process of looking at what was required in the new contract was being looked at, but that the specifications needed to be looked at as a whole. For example, any separation of dry recycling would require vehicles with additional compartments and would need consideration of transportation to a greater number of waste centres and the logistics/costs involved.
- c. In response to comments from the Panel, officers acknowledged that this wasn't the first time that the government had mooted changes to waste collection and that the Council's would have to keep an eye on how the process unfolded.
- d. In response to a concern about the shortage of drivers and newspaper reports of supermarkets paying huge wage increases to secure LGV drivers, officers acknowledged that this was a problem, but that Haringey had not been as badly affected as some other authorities. Officers were working with Veolia to

address this issue but, as it was a national issue, it was suggested that it may get worse before it got better.

RESOLVED

The report was noted.

98. IMPLEMENTATION OF RECOMMENDATIONS FROM THE REVIEW INTO BLUE BADGES AND SUPPORTING BETTER ACCESS TO PARKING FOR DISABLED PEOPLE

The Panel received a report which provided an update on implementation of the recommendations of the Scrutiny review on Blue Badges and Supporting Better Access to Parking for Disabled People agreed by Cabinet in October 2020. The report was introduced by Ann Cunningham, Head of Highways and Parking as set out in the agenda pack at pages 51-98. The following arose as part of the discussion of the report:

- a. In response to a question about whether there was a database of redundant disabled parking bays, officers advised that the new Parking Management IT System included the functionality for this. Officers commented that this was an area that had the potential to create objections from residents and that it was important to keep the information up to date. Officers cautioned that the reallocation of bays was done in batches because there was a cost associated with issuing the notices and that reallocating the bays, therefore, could take a bit of time.
- b. The Panel welcomed the introduction of companion badges questioned what more could be done to advertise the presence of the companion badge scheme to residents. In response, officers set out that virtual permits had been introduced to prevent Blue Badge theft. Their introduction had seen an increase in their usage and seemed to be popular with residents. Officers commented that the permits were currently only valid for the home CPZ, but following feedback from residents, the Parking Service were expanding these to be valid borough wide.
- c. Officers advised that Panel that going forwards the companion badges would be called disabled parking permits and a key area of focus would be around trying to prevent parking on yellow lines.
- d. In response to a specific case, a member of the Panel urged officers to ensure that they were liaising with TfL about the use of companion badges and their issuing parking tickets to residents with companion badges on TfL managed roads. Officers acknowledged this point and assured members that they liaised with TfL on this.
- e. The Chair commented that she had not received any casework in relation to Blue Badges in some time and that was clearly a reflection that the service was working well.

RESOLVED

The contents of the report were noted.

99. UPDATE ON PARKING TRANSFORMATION PROGRAMME.

The Panel received a written report which provided an update on the Parking Transformation Programme. The report was introduced by Ann Cunningham and Tim Gunn, Parking Compliance Manager, as set out in the agenda pack at pages 103 to 120. The following arose as part of the discussion of the report:

- a. The Panel noted previous concerns from residents who found the parking pages of the website difficult to navigate and sought assurances that the new Parking Management IT System had improved this. Officers advised that they were confident that it had as residents could now get their permits instantly, but that it would be best to wait for the system to bed in in order to ascertain whether there were any issues.
- b. The Panel noted a general rising trend of the number of PCNs issued from April to August but questioned a drop in the number for August. In response, officers advised that there was a lag between PCNs being issued and the fine being paid. The drop was likely a reflection of a backlog of PCN's being processed through the Civica system up until the switchover on 6th April, the rising numbers reflected those PCN's transitioning through the system and then a decrease as it evened out.
- c. In response to a question on how the pricing for permits was set and whether benchmarking was undertaken, officers advised that benchmarking was undertaken whenever significant increases were made such as the diesel surcharge. Officers advised that, when looking at changing the cost, officers would ensure that they were satisfied that the pricing structure was appropriate for Haringey and was also in line with neighbouring authorities.
- d. In response to a question on CPZs, officers advised that in principle they would be happy to scale back the timings of a CPZ if that was what the majority of residents wanted, however they were not aware of any instances of residents requesting this. Officers set out that they would need to examine any future requests in the round and that there may be circumstances where this was inappropriate, such as if the street was in the centre of a busy CPZ and removing restrictions would result in it being clogged up with overspill from neighbouring streets.
- e. The Panel welcomed the introduction of cashless parking and suggested that other locations such as shopping thoroughfares would benefit. The Panel urged officers to liaise with the relevant Cabinet Member to deliver further rollout.
- f. The Panel requested an update on the abandoned vehicles contract for estates. In response, officers advised that the Parking Service were liaising with HfH about helping them manage their own parking arrangements on estates. HfH were beginning the process of rolling out controls under the Traffic Management Act, including abandoned vehicles and parking restrictions.
- g. In relation to recent cases of residents trying to get round having a valid parking permit by covering their vehicles with a protective cover, officers advised that they had previously received legal advice that CEO's could lift the covers to check. Officers set out that this was only undertaken by staff above a certain level.

- h. In response to comments about illegal crossovers and the fines being very small, officers acknowledged that the relevant powers were 41 years old and that the fines were now not commensurate with the costs of installing an illegal crossover. The Panel was advised that the DfT were being lobbied by local government bodies to look into overhauling the relevant sections of the Highways Act 1980.
- i. In relation to concerns about people giving false addresses to the DVLA and the fact that the DVLA did not ask for proof of address when registering a vehicle, officers advised that London Councils might be the most appropriate forum to raise this issue.
- j. In response to concerns about specific cases of residents cars being blocked on estates, the Panel noted that this would be an issue to be picked up with HfH.
- k. The panel questioned whether PCNs issued for vehicle usage in a schools streets area was monitored. The Panel also sought assurances around whether the fines were issued for vehicles that entered the area in error and subsequently turned around. In response, officers advised that they were looking to improve the design of signage for Schools Streets schemes to make it more visible, in advance of eight schemes going live this month. The Panel was advised that the legal requirement was for one sign to indicate the start of the scheme, however Haringey installed two along with two advanced warning signs.
- l. The Panel suggested that an officer should drive the route of each scheme to check the signage.
- m. In relation to a query around whether the infrastructure was in place to support increased numbers of electric bikes and car sharing schemes, officers advised that this was being undertaken Transport Planning colleagues.

RESOLVED

That the Environment and Community Safety Scrutiny Panel noted the content of the report.

100. WORK PROGRAMME UPDATE

The Chair set out that she would like the Panel to focus its Scrutiny Review work on Low Traffic Neighbourhoods and that the review should focus on how and where they worked well and what lessons could be learned from schemes elsewhere. In particular the Chair noted concerns about the general lack of engagement and consultation that was undertaken with Liveable Crouch End.

The Panel were supportive of this as a topic and general approach. The Panel would circulate round further comments via email when the scoping document was circulated.

RESOLVED

That the work plan for the Panel was noted.

101. NEW ITEMS OF URGENT BUSINESS

N/A

102. DATES OF FUTURE MEETINGS

11th November 2021

14th December 2021

3rd March 2022

CHAIR:

Signed by Chair

Date

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Haringey Environment and Community Safety Scrutiny Committee





Information for the committee on the North London Heat and Power Project



1. The background to the North London Heat and Power Project (NLHPP)
2. The facility aligns with waste forecasts including those prepared by the Greater London Authority and is in line with London-wide waste needs
3. North London Waste Authority is delivering waste reduction and recycling initiatives, with NLHPP assets contributing to plans to increase recycling
4. Suggested alternatives do not remove the need for an energy from waste solution
5. The Energy Recovery Facility has flexibility to deal with a range of future outcomes
6. The project is a key part of tackling the climate emergency
7. The project will have the cleanest emissions of any site in the UK
8. The real alternative is unattractive
9. Summary



About the North London Heat and Power Project (NLHPP)

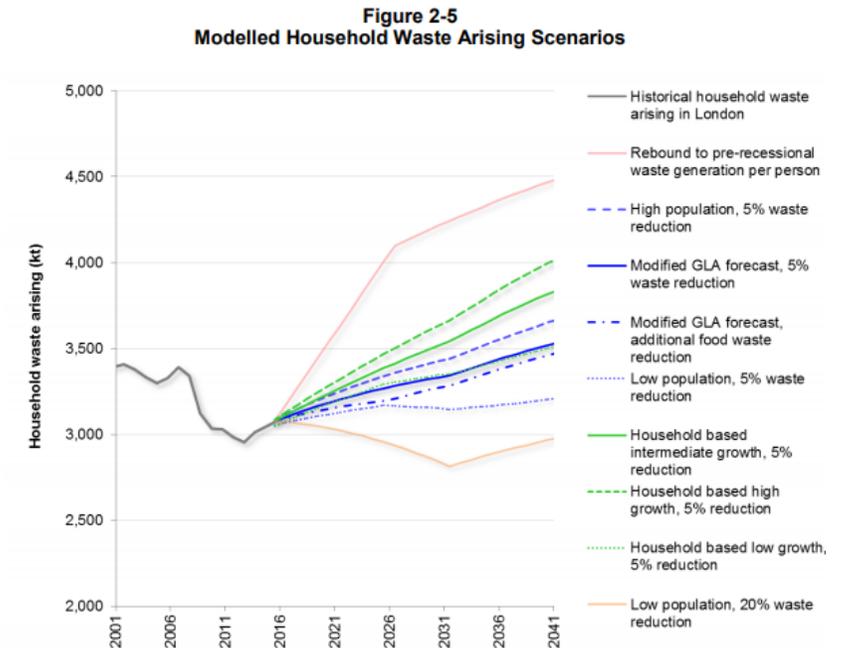


- The current plant at Edmonton EcoPark is one of the oldest Energy from Waste plants serving in Europe and is reaching the end of its operational life.
- **Development Consent Order** was granted in 2017 following extensive consultation, environmental assessment and analysis of alternative options.
- It is part of the solution for tackling the Climate Emergency and supports higher recycling rates across north London. The project is a vital part of our **sustainable waste strategy** for the future.
- Construction has been under way for nearly three years. The business and environmental case for the project remains strong



The planned facilities reflect forecast future needs

- Forecasting future waste volumes is complex. The chart on the right shows forecasts by the Greater London Authority for the volumes of household waste which could be generated in the capital by 2041. This was produced for the Mayor’s environment strategy.
- As a waste disposal authority, North London Waste Authority has no direct ability to determine manufacturers’ plans for the goods and packaging they produce, retailers’ plans, consumers’ habits or national regulation. However, NLWA does have a statutory duty to dispose of all waste sent to it by the seven constituent boroughs. It therefore needs to plan to deal with a range of possible outcomes
- An argument sometimes made is that volumes of residual waste are bound to reduce if recycling rates improve. As the diagram on the right shows, this is not correct. If total waste volumes increase then growth in recycling rates is needed even to keep residual waste around current levels.
- This is why the forecasts associated with the Development Consent Order showed residual waste in north London is expected to be between 509,000 (60% recycling rate) and 713,000 tonnes (40% recycling rate) in 2050.





Without NLHPP there is a shortfall in London's energy from waste capacity



The Mayor's Environment Strategy sets out London's energy from waste capacity under three scenarios. From least to most ambitious these are as follows:

Scenario 3: a 50% recycling rate, with a 20% food waste reduction and 5% landfill rate. In this scenario **London needs 3,194 tonnes of energy from waste capacity**

Scenario 2: a 65% recycling rate, with a 5% reduction in all waste arisings and a 5% landfill rate. In this scenario **London needs 2,247 tonnes of energy from waste capacity**

Scenario 1: a 65% recycling rate, with a 50% food waste reduction and 5% landfill rate. In this scenario **London needs 2,070 tonnes of energy from waste capacity**

All these scenarios are ambitious and involve significant progress from current performance.

London currently has 4 energy from waste facilities. The table below shows the capacity from London plants which will be available to 2050 – assuming that plants which at this time are already over 25 years old will be retired during the period. These capacity numbers are from the report by the GLA.

The capacity is insufficient for scenario 3 at any point. Therefore London would lack the capacity needed even with a 50% recycling rate

If the NLHPP facility is not built, then as soon as another existing plant retires – expected to be in the 2030s - there will be a shortfall of capacity under all scenarios, of between 18 and 47%. This contrasts with inaccurate claims that NLHPP is somehow surplus to London's needs.

All other facilities are privately operated – by the companies Cory, Viridor and a joint venture between Veolia and iCON Infrastructure Group. Use of other facilities would mean increased greenhouse gas emissions from the additional transport and would be at a higher cost than using a publicly developed, publicly owned plant.

EfW capacity	2030	2035	2040	2045	2050
Total	2880K tonnes	2400K tonnes	2400K tonnes	2400K tonnes	2400K tonnes
Total without NLHPP	2180K tonnes	1700K tonnes	1700K tonnes	1700K tonnes	1700K tonnes

NLWA's recycling and waste reduction initiatives

- NLWA provides essential services on which society depends
- In addition to managing waste collected from the residents in the seven north London boroughs, it runs a number of initiatives to encourage waste prevention, repair, reuse, and correct recycling from residents. This includes:
 - identifying and implementing new opportunities to recycle additional material. This year the Authority has introduced **mattress recycling** and **polystyrene recycling** despite supply chains still recovering from the pandemic. This is taking waste out of the residual waste stream and adding to recycling
 - the UK's first **Low Plastic Zones**, encouraging retailers to come together and reduce the volume of single use plastic they use and offer to customers
 - **London's largest clothes-swap** "swishing" events, building up the credibility and popularity of second hand clothing
 - the "**thanks for trying**" campaign to raise awareness of contaminated waste and promote actions by residents which



NLWA's recycling and waste reduction initiatives

- While NLWA run these campaigns regularly, they need to be supplemented by national level reforms.
- NLWA lead the way to call on Government to speed up reforms that will making recycling compulsory and enable more plastic to be recycled. This includes:
 - Introducing a **deposit return scheme** for bottles
 - Calling on government to make producers responsible for their packaging through the “polluter pays” policy, **Extended Producer Responsibility**
 - Giving local authorities additional powers to **enforce correct recycling**.
- On all of these issues the scope and pace of any Government activity is unclear. Some people talk as if the design and implementation of plans on some of these matters is settled. However, no definitive commitments have been made



New assets at Edmonton will serve the public good and be to the highest standard

The integrated waste facilities which the Authority is building will help increase recycling and get the most from our waste, supporting the delivery of a circular economy:

- **Reuse and Recycling Centre (below left):** a centre for residents to bring their bulky items directly to the EcoPark for recycling. This is linked to a “resource recovery facility” which is used for waste handling and sorting. This will provide a large flexible asset which will enable us to extract increased recycling from north London’s waste
- **EcoPark House (below right):** a new pavilion next to the River Lee Navigation. This will provide a visitor centre, community and education facilities for the benefit of local groups and schools, and a new home for Edmonton Sea Cadets





Pre-sorting of waste does not remove the need for an Energy from Waste facility



- A suggestion is sometimes made that “pre-sorting” of waste would be an alternative to the NLHPP. This is where black bag waste is put through a facility to extract recyclates before being treated in an Energy from Waste plant. NLWA monitors developments in pre-sorting across the waste sector. However, data show that mass sorting of residual waste is not successful at very large scale and it does not replace the need for an Energy Recovery Facility. Examples of experience with pre-sorting include
 - **Recycling and Energy Recovery Facility (RERF) in Leeds, opened in 2016:** while the facility was targeting 10% recycling of the materials received, the first three years in operation experienced a significant shortfall against this target. In 2019, the last year for which data are available only 101 tonnes of plastic were extracted from a facility treating some 170,000 tonnes of waste
 - **Allerton Park facility, near Knaresborough North Yorkshire:** it was reported on 1 November that the pre-sorting facility using mechanical and biological treatment had fallen short of targets since it opened in 2018; and in 2020/21 extracted only 1.08% of recyclate
 - **AEB plant in Amsterdam:** it is reported that the facility has recycled only 8.9% of the materials received after two years compared to the target of 21.2%, resulting in a significant amount of waste left over, which was sent for disposal in energy from waste facilities
 - **AVR facilities in the Netherlands.** According to the company’s 2020 annual report the company treated 2.269 million tonnes of residual waste, of which 26,000 tonnes of plastic was extracted via pre-sorting
- All the above pre-sorting facilities are directly associated with energy from waste facilities and are not an alternative. As indicated, they extract modest amounts of recycling and leave substantial volumes of waste for disposal via energy from waste. Proceeding with the NLHPP does not preclude NLWA adopting successful developments with strong environmental performance and good value for money in the future. These would build on current initiatives.
- NLWA had previously submitted an application to develop a pre-sorting facility using mechanical biological treatment at the site it owns at Pinkham Way in Haringey. This was withdrawn owing to concerns about the likelihood of it representing a good investment.

Flexibility of the Energy Recovery Facility

- The new Energy Recovery Facility has been designed to deal with a range of potential outcomes – reflecting the range of forecasts shown in earlier slides.
- It has the flexibility to cope with up to 700,000 tonnes of residual waste. This provides resilience and assurance of service. Even with lower volumes of annual waste it provides peak capacity to deal with times of high waste volume – for example early January after the public holiday time.
- Importantly it can also operate successfully with lower volumes of waste if there is success in reducing residual waste across north London. As the facility is owned by NLWA, Members will be able to decide on the use of the facility according to developments in waste management and recycling.





The NLHPP is the best waste solution for the climate



- **NLWA's plans are fully in line with the recommendations for achieving net zero carbon emissions set by the Climate Change Committee (CCC):**
 - Minimise waste as far as possible (especially food waste), increase recycling, reduce and then ban landfill use, and energy from waste plants to have carbon capture and storage by 2050.
- The CCC recognises that the waste sector has reduced greenhouse gas emissions faster than any other sector of the economy – **around 70% since 1990**. A key factor is the move away from landfill to energy from waste.
- NLWA's approach also aligns with the recommendations of the **All Party Parliamentary Group on Sustainable Resources** in the 2020 *No Time to Waste* report, which concludes that **combined heat and power is the best available technology** for residual waste management and an essential part of the transition to net zero.
- NLWA is accelerating and strengthening plans for **Carbon Capture, Storage and Utilisation (CCUS)**.
 - Installation of infrastructure on site and working with Government and others to create a "cluster" which will provide for transport and long term storage from the EcoPark and related installations.
 - The energy recovery facility can be delivered ready for adaptation to CCUS and will be a priority waste asset able to operate if non-CCUS plants are required to cease operation.
 - CCS would make the ERF carbon negative, and help to rebalance emissions from sectors to support the UK's overall effort to achieve Net Zero.
- The ERF will also support one of the UK's largest district heat networks to guarantee a low-carbon heating and hot water supply for at least 10,000 homes and businesses. The network has capacity to supply to up to 50,000 homes and business.





Emissions will be tightly controlled



- Energy from waste facilities in the UK must strictly adhere to stringent safe emission limits set by the EU Industrial Emissions Directive (2010) and operate in accordance with an Environmental Permit stipulated by the Environment Agency. Operators must provide ongoing reporting to demonstrate that facilities are operating safely
- As a result, modern well-run facilities in the UK make an extremely small contribution to emissions which affect air quality as reinforced by Public Health England
- The replacement ERF will have the most advanced emissions control technology of any UK plant, making it **cleaner and safer than any other UK facility**. The ERF will be the first in the UK to use **Selective Catalytic Reduction** to control NOx and, and the first to employ a **combined wet / dry scrubber system** to reduce particulate emissions
- NLWA's Members have specified emissions requirements more rigorous than any other operational facility in the UK. Our facility will operate at a fraction of the limits set by the Industrial Emissions Directive and the Environment Agency.
- The recent BBC series involving Sir David Attenborough "Earthshot – Repairing our Planet" referenced the Copenhill energy from waste plant in Copenhagen as a pioneering solution for cleaning up the city's air. Copenhill is a sister plant to the Edmonton ERF which uses much of the same advanced technology. The conclusion was that the Copenhill facility is so clean that *"you almost have fresh mountain air on top of it"*.
- 19 facilities have been given planning permission since approval was given for the North London Heat and Power Project. None will operate at sites with lower emissions than Edmonton





The alternatives to the NLHPP are unattractive



NLWA continue to look for and implement new ways to increase recycling and reduce waste across north London, but the fact is that waste will still be produced even if recycling targets are met, and sustainable facilities are needed to manage it. The Mayor of London has made clear that London must take responsibility for its own waste.

If the energy recovery facility is not built,

- waste will have to be transported to other facilities generating the thousands of tonnes of emissions associated with up to 30,000 lorry movements per year.
- Alternative facilities will not have the class-leading environmental performance of the facility specified by NLWA members
- Alternative facilities will not support the green jobs in north London, local investment and apprenticeship opportunities already being delivered on the project
- NLWA will be dependent on capacity in private companies' facilities and the costs those companies stipulate for managing waste

Conclusion

- The North London Heat and Power Project provides modern, first class facilities for a high quality, sustainable waste disposal service for north London. It includes assets to support increased recycling, educational facilities and the cleanest energy recovery facility in the country
- Plans have been approved by Members, who are not driven by commercial requirements. The facilities will be built to the highest environmental standards, with a guaranteed connection to heat networks which maximise carbon efficiency and benefit local communities.
- The plan contribute to tackling the Climate Emergency in line with the recommendations of the Climate Change Committee
- As a result of owning the assets, the Authority can ensure that the facilities built can continue to evolve in line with technical and policy progress throughout its lifespan and can manage waste in line with future developments
- The existing facility is now at the end of its life and investment is needed to provide north London with the most modern and sustainable solution for managing residents' waste.



Haringey Crime and ASB Hotspots

November 2021

Haringey LONDON Haringey's Approach to Identifying Crime and ASB Hotspots

- Crime and anti-social behaviour (ASB) hotspots are identified across Haringey through a number of different processes.
- This includes ongoing analysis of police, Council and partnership data to understand trends and emerging threats, with a focus on the Victim-Offender-Location-Time (VOLT) model.
- The Haringey Partnership Problem Solving Group (PPSG) has been operational since 2017 and acts as the single co-ordination group for all partners to identify, flag and raise crime and ASB issues they are facing that require a co-ordinated partnership approach to tackle.
- ASB reports are received directly by LBH via the ASB.Enforcement@haringey.gov.uk mailbox, council website or call centre. The reports are logged, assessed and then passed to the Enforcement Team to open a case and start an investigation.
- CMARAC-Meets on a monthly basis to discuss complex ASB cases and develop partnership action plans to address historical ASB and crime related issues linked to particular addresses/locations.

Enforcement Tools

Council Enforcement

- Site visits,
- Interview victims,
- Deliver ASB diary cards
- Drafting Action Plans,
- Interview suspects,
- Erect ASB warning signs,
- Issue written warnings,
- Joint (Action Days) operations with Police & partners
- Serve (CPN') Community Protection Notices,
- Issue fpn's (PSPO's) (CPN's)
- Liaise with partners including Police & outreach / safeguarding services.
- Attend Professionals meetings
- Design out Crime



The Council
 Make a report on line at
www.haringey.gov.uk/anti-social-behaviour
 Or call the council on
 020 8489 1335
 (Monday to Friday, 9am - 5pm)

The Police
 Contact your local Safer Neighbourhood Team on line at
www.met.police.uk/your-area/haringey

In a **non-emergency** or if the incident has already occurred call **101**
 If the crime is occurring or in an emergency always call **999**

Council tenants
 contact Homes for Haringey on
 020 8489 5611
 (Mondays to Fridays, 8am to 6pm)
 customerservices@homesforharingey.org
 Online at
www.homesforharingey.org/seemydata



Community Safety & Enforcement
 Anti-social Behaviour Crime and Policing Act 2014



COMMUNITY PROTECTION NOTICE

Name: _____

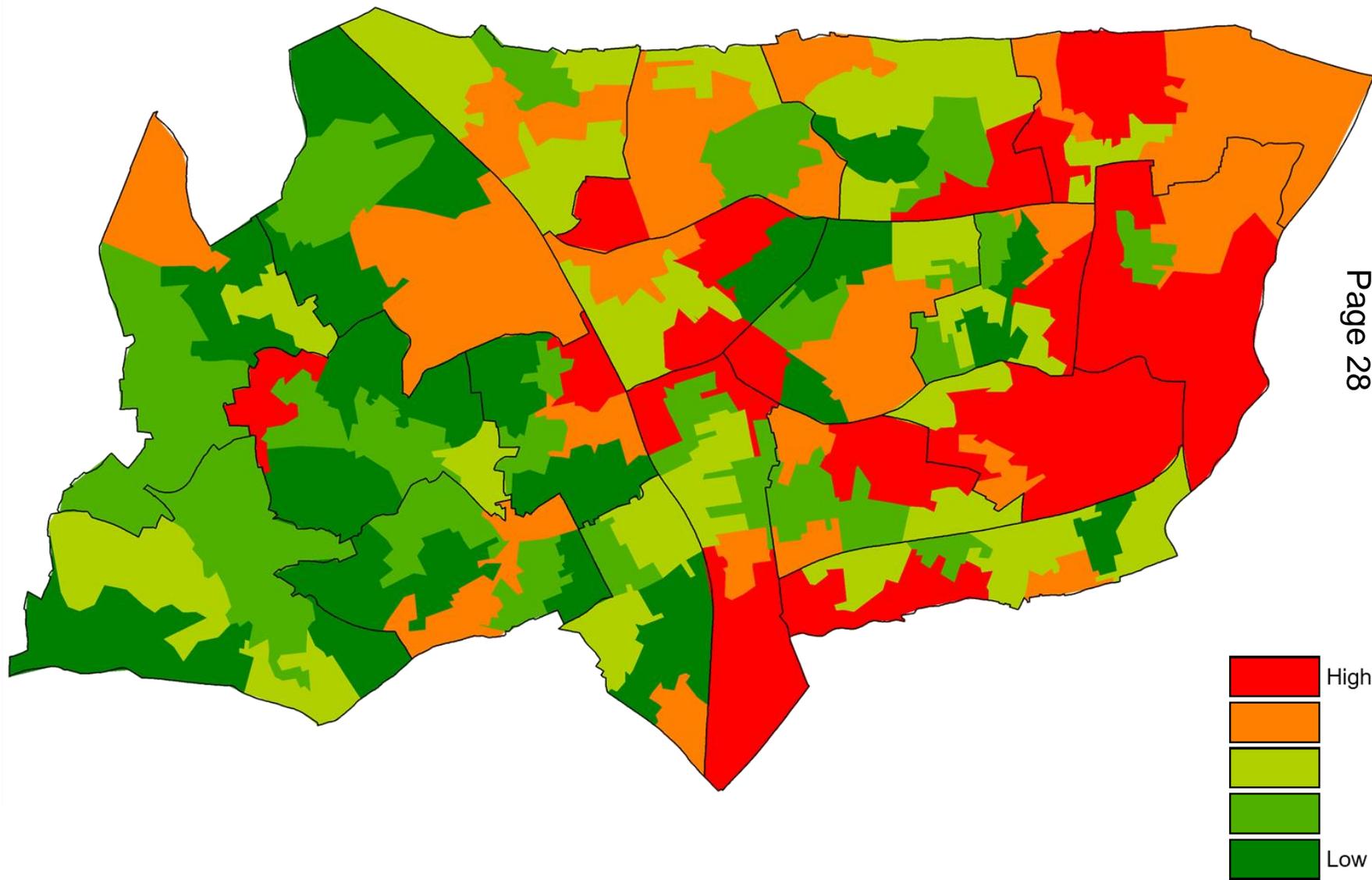
Address: _____

Conduct _____

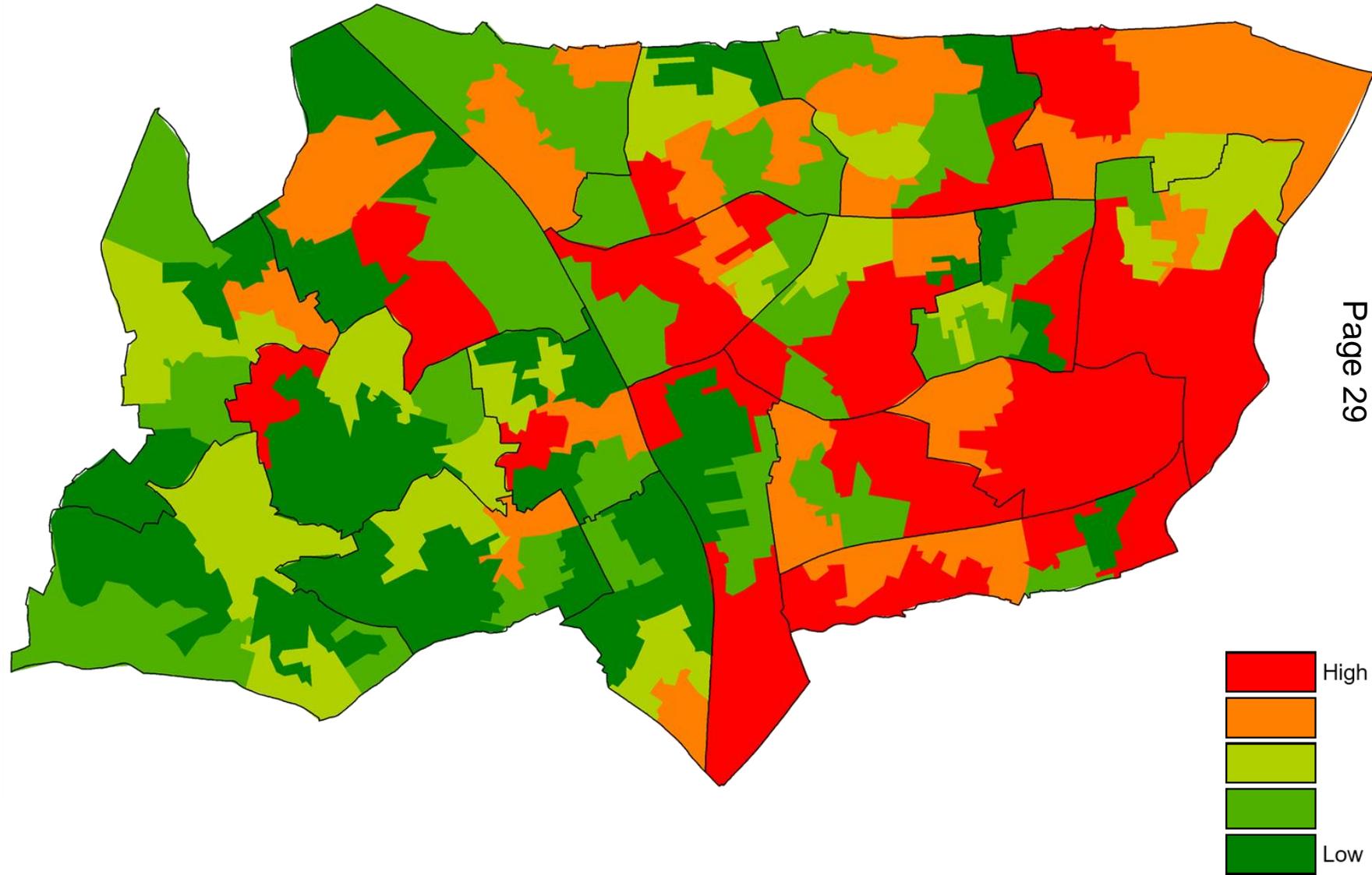
Fixed Penalty Notices

Environmental Protection Act 1990
 Highways Act 1980

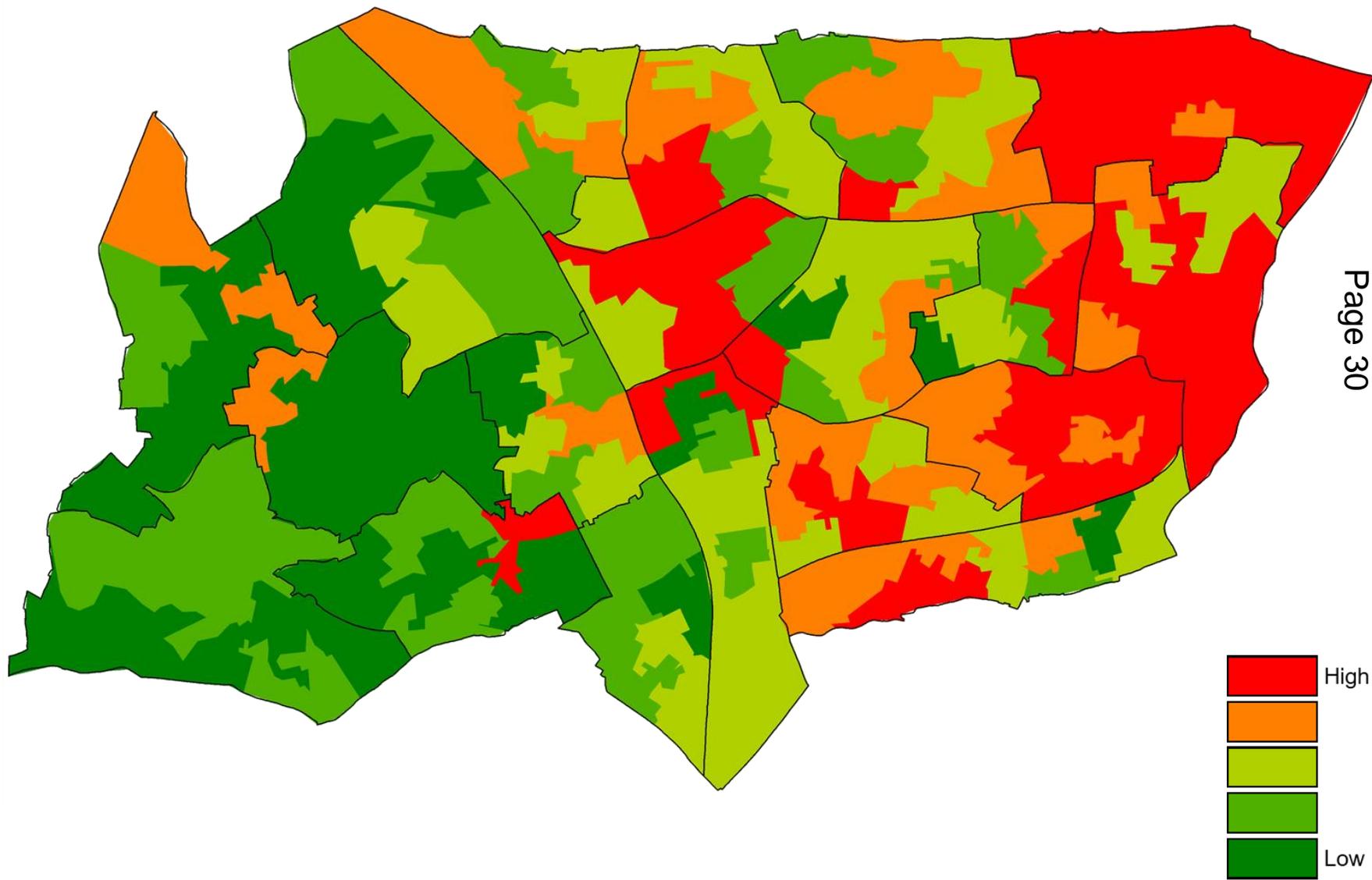
- ASB hotspots are spread across the borough.
- Most ASB is related to neighbour disputes and is concentrated around higher density housing estates.
- Some ASB is also reported around busy high roads and shopping areas.



- Robbery hotspots are concentrated in a number of areas.
- This includes transport hubs and shopping locations, particularly towards the east of the borough.
- A number of hotspots are located around Tottenham Hale, Tottenham Green and Seven Sisters.



- Violence hotspots in Haringey are reasonably localised, particularly in the east of the borough.
- Busy high roads are most often the location of violence hotspots, including Tottenham High Road, Northumberland Park and Wood Green.



Haringey's Approach to Tackling Crime and ASB Hotspots

Projects and Provision

- **Partnership Problem Solving Group**- The PPSG is a multi-agency group which identifies emerging and ongoing crime/ASB hotspots and deploys partnership resources to respond to issues.
- **Local Gang Exit Project**. Outreach workers are deployed into key violence and crime hotspots to engage with key individuals to encourage them away from gang/crime and criminal peer groups.
- **Haringey Community Gold**: Deploys outreach workers across Haringey in key hotspot locations to work with YP and encourage them into positive activities.
- **Youth Justice Service**, (Serious Youth Violence Workers – community & pre release), working alongside other provision to deploy resource to key emerging and ongoing crime/ASB hotspots.
- -Working with victims of CSE and with schools to promote safety planning. **Young Persons Advocate on sexual exploitation and violence**
- **Victim Support Young Person's Project**- Works across Haringey to support victims of crime and ASB and to encourage reporting.
- **Dept Work and Pensions** - support workers- Working alongside colleagues from key services to encourage YP and offenders into education, training or employment (dependant upon job readiness).
- **Drug Intervention and Mental Health**
- **Council Services** – Housing, CYPS, Early Help-Targeted Support, etc
- **Project Future** -Trauma informed approaches with known gang members
- **A&E based victim support**-Based at North Middx A&E, and Major London Trauma Hospitals
- **Community and Voluntary Sector provision**, My ends, (Home Cooked), Communities Against Violence, St Giles Trust
- **Pentonville Prison Programme**-(*"Through my eyes"*)- Working with known offenders linked to gangs and violence.
- **Project Future**-Trauma informed psychological approaches working with Young People up to age 25 in key crime and violence hotspot

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Environment and Community Safety Scrutiny Panel - Work Plan 2020-22

<p>▪ Scrutiny review projects; These are dealt with through a combination of specific evidence gathering meetings that will be arranged as and when required and other activities, such as visits. Should there not be sufficient capacity to cover all of these issues through in-depth pieces of work, they could instead be addressed through a “one-off” item at a scheduled meeting of the Panel. These issues will be subject to further development and scoping. It is proposed that the Committee consider issues that are “cross cutting” in nature for review by itself i.e. ones that cover the terms of reference of more than one of the panels.</p>		
Project	Comments	Priority
Low Traffic Neighbourhoods	Examining the Council’s plans to implement Low Traffic Neighbourhoods and examining What lessons can be learned from other local authorities who have successfully implemented similar schemes? The Panel were concerned about the communication and consultation process undertaken as part of the previous pilot scheme as part of Liveable Crouch End.	

Date of meeting	Potential Items
3 rd September 2020	<ul style="list-style-type: none"> • Membership & Terms of Reference. • Appointment of Non-Voting Co-opted Member • Covid-19 Recovery update

	<ul style="list-style-type: none"> • Update on Youth at Risk Strategy • Gangs, Knife Crime & Hotspot locations. (MOPAC Performance update?). <ul style="list-style-type: none"> ▪ Transport hubs as hotspot locations for crime, especially Finsbury Park, Turnpike Lane, Seven Sisters and surrounding areas, particularly drug-dealing, knife crime. ▪ Update on the Ducketts Common stakeholder Strategic Group • Work Programme: To agree items for the work plan for the Panel for this year. • Cabinet Member Questions; Communities, Safety and Engagement (to cover areas within the Panel’s terms of reference that are within that portfolio).
<p>3rd November 2020</p>	<ul style="list-style-type: none"> • Cabinet Member Questions; Climate Change and Sustainability • Improving Air Quality & reducing pollution • Street Trees & Update on Queens Wood • Update on Single Use Plastics Policy • Recycling Rate • Update on Parks and Green Spaces Strategy • Parks Performance • Membership and Terms of Reference • Appointment of non-voting co-optee

	<ul style="list-style-type: none"> • Work Plan
<p>Budget Scrutiny</p> <p>10th December 2020</p>	<ul style="list-style-type: none"> • Budget Scrutiny • Police Priorities in Haringey & Community Safety Partnership Update; To invite comments from the Panel on current performance issues and priorities for the borough’s Community Safety Partnership. • Update on Haringey & Enfield BCU integration. • Additional Police numbers in Haringey • Cabinet Member Questions: Communities, Safety and Engagement (to cover areas within the Panel’s terms of reference that are within that portfolio).
<p>4th March 2021</p>	<ul style="list-style-type: none"> • Cabinet Member Q&A – Cabinet Member for Transformation and Public Realm Investment. To question the Cabinet Member on current issues and plans arising for her portfolio. • Waste, recycling and street cleansing data • Update on Fly Tipping Strategy • Planned and Reactive Highways maintenance Performance • Work Plan update

<p>28th June 2021</p>	<ul style="list-style-type: none"> • Membership & Terms of Reference. • Appointment of Non-Voting Co-opted Member. • Work Programme • Cabinet Member Q&A – Cabinet Member Questions; Cabinet Member for Environment, Transport and the Climate Emergency and Deputy Leader of the Council • Strategic Transport update: <ul style="list-style-type: none"> ▪ TfL funding (post Covid) ▪ Reducing Congestion (Better west to east transport links) • Liveable Neighbourhoods
<p>9th September 2021</p>	<ul style="list-style-type: none"> • Cabinet Member Q&A – Cabinet Member for for Customer Service, Welfare and the Public Realm. • Waste, recycling and street cleansing data. • Briefing on the changes to Waste Legislation • 12 month update on the recommendations from the Review into Blue Badges and Supporting Better Access to Parking for Disabled People. Inc update on implementation of designated disabled bays. • Update on Parking Transformation Programme (inc. the new permit system).
<p>11th November 2021</p>	<ul style="list-style-type: none"> • Cabinet Member Q&A – Leader of the Council (N.B. questions which related to the Leader’s portfolio which the Panel has responsibility for i.e. Community Safety and Serious Youth violence). • Police Priorities in Haringey & Community Safety Partnership Update; To invite comments from the Panel on current performance issues and priorities for the borough’s Community Safety Partnership.

Appendix A

	<ul style="list-style-type: none"> • North London Waste Authority –Edmonton Incinerator & context within the wider Waste Strategy • Crime & ASB Hotspots. • Work Plan
<p>14th December 2021 (Budget Scrutiny)</p>	<ul style="list-style-type: none"> • Budget Scrutiny • Cabinet Member Q&A – Cabinet Member for Environment, Transport and the Climate Emergency and Deputy Leader of the Council. • Low Traffic Neighbourhoods including introduction of small schemes • Tree Strategy update – (Queen’s Wood, Parkland Walk [lessons learnt], staffing resources within Trees team, removal of street trees, funding for new trees)
<p>3rd March 2021</p>	<ul style="list-style-type: none"> • Update on CPZ coverage, Visitor permits and use of permits by staff • Update on Fly-tipping strategy • Overview of Traffic Management including enforcement of 20mph speed limit (Improving traffic flow, Reduction in HGVs and preventing rat running) • Cabinet Member Questions; Cabinet Member for for Customer Service, Welfare and the Public Realm

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Environment & Community Safety Scrutiny Panel

Review on Low Traffic Neighbourhoods (2021/2022); Scope and Terms of Reference

Review Topic	Review / Project Title
<p>Rationale</p>	<p>Following significant local and national media interest in the rollout of Low Traffic Neighbourhood Schemes across London and in other cities in the UK, the Panel are keen to look in detail at what is happening in other boroughs around their role out of LTNs. Key areas of interest include:</p> <ul style="list-style-type: none"> • What has been the key to the successful implementation of schemes? • Where there has been issues and things that have not worked, what could Haringey learn from these? • How have other Council's managed the consultation and engagement process? Has the consultation and engagement process been well received by residents? <p>Although different to a LTN, the high profile roll-out of Liveable Crouch End in 2019, generated a lot of strong public feeling from the community and a lot of both positive and negative feedback to the Council and to individual councillors. The Panel has previously received reports from officers on this scheme and a key area of concern was around a perceived lack of consultation and engagement with residents, particularly those who lived and worked in the immediate vicinity of the scheme (rather than those within the confines of the schemes).</p> <p>Haringey is in the process of developing three of these schemes in Bounds Green, Bruce Grove / West Green and St Ann's. Haringey was awarded £860,000 to deliver these three LTNs under tranche two of the Mayor of London's Street spaces Fund. An initial £195k has been allocated for community engagement and design. The Panel would like to examine how these schemes can be supported at this early stage of their development in order to ensure that we learn lessons from elsewhere and an initial set of recommendations can be used to help scope the early implementation of those schemes.</p>
	<p>To make recommendations to the Council's Cabinet on what lessons can be learned about implementing Low Traffic Neighbourhoods from other boroughs, particularly in light of the fact that many are further along</p>

Objectives/Desired outcomes	with the implementation of these schemes. Given the strength of feeling around this topic by many residents it is important that Haringey gets this right.
Terms of Reference (Purpose of the Review/ Objectives)	To consider and make recommendations to the Council's Cabinet on what lessons can be learned from other local authorities, along with areas of best practice in regard to implementing Low Traffic Neighbourhoods.
Scrutiny Membership	The Environment & Community Safety Scrutiny Panel: Cllr Carlin (Chair), Cllr Culverwell, Cllr Emery, Cllr Ogiehor, Cllr Amin, Cllr Bull, Cllr Tabois, Ian Sygrave (Chair of the Ladders Community Safety Partnership)
Links to the Borough Plan	<p>Priority 2: People</p> <p>Outcome 7: All adults are able to live healthy & fulfilling lives, with dignity, staying active, safe and connected in their communities</p> <p>a) Healthy life expectancy will increase across the borough, improving outcomes for all communities.</p> <p>Priority 3: Place</p> <p>Outcome 9: A healthier, active and greener place.</p> <p>b) Increase the levels of physical activity across the borough</p> <p>c) Improve air quality, especially around schools</p> <p>d) Reduce CO2 by 40% before 2020 and begin the journey to reduce to zero by 2050</p> <p>Outcome 10: A cleaner, accessible and attractive place</p> <p>a) Provide safer and accessible roads, pavements and other public spaces for everyone, especially vulnerable users.</p>

Evidence Sources	<p>These will include:</p> <ul style="list-style-type: none"> • Relevant performance; • Guidance, research and policy documents; • Interviews with key officers, partners and community organisations; and • Information and data from other local authorities.
Methodology/Approach	<p>A variety of methods will be used to gather evidence from the witnesses above, including:</p> <ul style="list-style-type: none"> • Desk top research; • Evidence gathering sessions with witnesses; and • Visits
Witnesses	<ul style="list-style-type: none"> • Rob Krzyszowski – AD for Planning, Building Standards and Sustainability. • Mark Stevens – AD Direct Services • Bryce Tudball - Head of Policy, Transport & Infrastructure Planning • Maurice Richards – Transport Planning Team Manager • Ann Cunningham, Head of Highways & Parking • Simi Shah, Group Engineer, Traffic & Parking • Officers from other local authorities including Ealing • Sustrans and other advocacy organisations.
Equalities Implications	<p>Air Pollution and other environmental impacts from vehicular traffic disproportionately effect those from a lower socio-economic background, who conversely tend to have lower rates of vehicle ownership (especially in London).</p> <p>A spatial analysis of London’s new LTNs¹ has shown that across London people in deprived areas were much more likely to live in a new LTN than people in less deprived areas and that at a micro-level LTN residents were demographically similar to neighbours in immediately adjacent areas.</p>

¹ <https://osf.io/preprints/socarxiv/q87fu/>

Date for completion	<ul style="list-style-type: none"> • OSC 18th January • Cabinet March 2021
Reporting arrangements	The Assistant Director for Planning, Building Standards and Sustainability and the Assistant Director for Direct Services will co-ordinate a response to the recommendations.
Publicity	The review will be publicised through the scrutiny website and by the Councillors on the Panel. The outcomes of the review will be similarly published once complete.
Constraints / Barriers / Risks	<p>Constraints: Timescales - Short timescales for pulling together a report will impact the scope and breadth of this review. It will also increase the risks associated with speaking to key contributors in the given timeframe as people may not be available.</p> <p>Risks: This is potentially a very broad subject area – the Panel will need to be very specific about its areas of focus Not being able to get key evidence providers to attend on the agreed dates of evidence gathering. Not being able obtain evidence from key informants e.g. local authorities.</p>
Officer Support	Lead Officer; Philip, Scrutiny Officer, 0208 489 2957 philip.slawther2@haringey.gov.uk