

EXECUTIVE MEMBER QUESTIONS

Councillor Brian Haley

Executive Member for Environment and Conservation

Overview and Scrutiny Committee, October 24th 2006

From Councillor Butcher:

- 1. Could Cllr Haley give details of Haringey's performance in relation to recycling on non-residential waste (i.e. amount of waste created in Haringey by non-residential premises and the percentage of this waste recycled) and does the council plan to introduce any substantial programme to facilitate businesses and other non-residential premises in recycling their waste.**

Answer:

The government's 'Waste Strategy 2000' emphasised the collection of recyclables from households and set targets accordingly. As a result most local authorities, including Haringey, have focused its resources on increasing recycling rates from domestic properties. In England, waste from businesses is classified separately from household waste and there are currently no recycling targets for this type of waste. However the 'Waste Strategy 2000' is currently under review and the early indications are that trade waste recycling is likely to be on the agenda.

Traders have a Duty of Care under Section 34 of the Environmental Protection Act 1990 to dispose of their waste in a legal and proper manner. It is therefore the responsibility of individual businesses to arrange for the appropriate storage and collection of their waste. Traders are, however, under no legal obligation to recycle their waste, and similarly local authorities are not required to provide a trade waste recycling service. Haringey Council does, however, encourage its traders to recycle, and we provide advice and information on potential contractors on request. A number of trade waste companies offer a recycling service alongside their refuse collection service, and Haringey's businesses are encouraged to contact their contractor directly to request this service.

There is an increasing pressure on businesses to find alternative solutions to waste disposal due to the increasing costs of landfill. The Government's Landfill Allowance Trading Scheme (LATS) is making disposal increasingly expensive and thus recycling is becoming a more cost effective method for businesses to deal with their waste. This pressure will continue to increase with time as landfill becomes less financially viable as a means of treating waste.

Haringey Council has met with Haringey Accord to discuss the possibilities of providing recycling collections to businesses. Haringey Accord are the largest provider of trade waste services in the borough and if they were to provide a recycling service then this could target a significant proportion of the

borough's trade waste. Haringey Accord are now looking into developing this service, particularly at recycling glass from commercial premises. Other developments include research that has been undertaken by Groundwork with businesses on Wood Green High Road to gather information about waste and recycling practices and attitudes. A report summarising the findings has been written and will be used to inform the future development of a trade waste recycling service in Haringey.

There has also been partnership working in the Green Lanes area between Middlesex University's Centre for Environment & Safety Management for Business (CESMB) and Haringey Council's Neighbourhood Management, Waste Management, Better Haringey and Economic Regeneration departments. CESMB is providing one-to-one support to food businesses, advising on resource efficiency, including waste reduction and recycling. This is funded by the London Development Agency. The Green Lanes Business Pack was launched in February; covers waste, licensing, parking, health and safety and food hygiene.

Due to the multitude of companies offering trade waste and recycling collections that operate in the borough it is impossible to estimate even approximate tonnages of trade waste recycled in Haringey, particularly given that this information is likely to be commercially sensitive. However, anecdotal evidence would suggest that trade waste recycling in the borough is low in comparison to household waste recycling.

2. Will Cllr Haley state how much carbon dioxide has been produced by all Haringey Council activity each year for the past 4 years. Will he detail how the council will contribute to reaching the government's target of reducing this amount to 20% of 1990 emission levels by 2010.

Answer:

Councillor Butcher, the Council's Corporate Procurement Unit will be in a better position to answer question 2, by December, when our energy management system and historical database has been updated. This system upgrade will vastly improve our ability to both monitor consumption and associated costs of energy. The Corporate Procurement Unit, will load two years of historical data onto the database, which will act as a baseline. Loading an additional two years data, would mean manually inputting, over 24,000 supplier invoices, which is considered too time consuming, and efforts will be better spent on managing and reducing current demand.

This process will cover all council owned buildings that are on the corporate contract, including schools and street lighting. This would not cover any vehicle emissions or those from landfill sites, or smaller sites that have made their own purchasing arrangements.

What I can say immediately is that 100% of electricity purchased by Haringey is Climate Change Exempt, green energy. Most of this is good quality Combined Heat and Power, which has a much smaller CO2 contribution and some of it is zero emission, wind generation. Because Haringey buys green energy, the reduction of consumption is our primary focus, as with zero emission electricity, CO2 emission remains static, even if consumption increases.

The new management system will produce an environmental report, outlining CO2 emissions. The system will also have data such as building size and schools occupancy, to enable good quality comparison of buildings.

With regards to the future, Haringey is planning a corporate response to climate change as part of our Better Haringey programme. As already explained, Corporate Procurement has updated their energy management system to ensure that all consumption is monitored and reduction targets set. A Sustainable Energy Manager has also been appointed to work with the Sustainable Development Manager and should commence employment in November. He will assist in setting policy and targets at management board level and brings considerable industry expertise.

The energy efficiency agenda will focus on two aspects. Firstly managing and reducing the energy consumption of existing buildings, through the use of clearer data, raising awareness of carbon related issues and encouraging staff participation, this will also extend to small lower cost improvement measures, such as improved heating controls, motion sensors for switching off illumination in unoccupied areas and better maintenance and insulation.

The second area will focus on design guidance for refurbishment and new construction, setting design principles, such as ensuring the building envelope is thermally efficient, promoting the use of sun pipes, natural light and ventilation. Where possible invest to save measures such as combined heat and power, solar panels and ground source heat pumps may be deployed. Generally speaking, additional capital investment may be required, which may have payback periods in excess of ten years, therefore the Capital Procurement Team, which includes the Sustainable Energy Manager and Development Manager will work with members and senior officers to set policies, objectives and targets for alternative technologies and investment.

The new sixth form centre in White Hart lane is a current example of our commitment to energy efficiency, expected to achieve a BREAM Excellent rating, this building is constructed from Termodeck, a highly efficient building fabric, reducing both heating and ventilation requirements and has a large array of solar panels providing hot water.

From Councillor Newton:

- 3. The overwhelming response from the local community to the Stop and Shop schemes is that no one wants pay and display - why is this Council continuing with this scheme and on what legitimate basis? Are you going to impose pay and display in Muswell Hill and Crouch End?**

Answer:

From the feedback received through the Customer Focus Group Survey, Better Haringey Residents' Survey Wave 5 and the Residents Survey 2005, that the lack of the provision of parking facilities for visitors to town centres is a key concern. In particular, the feedback from the Customer Focus Group specifically highlighted Crouch End and Muswell Hill as areas that require consideration.

Muswell Hill and Crouch End is currently the subject of consultation for the introduction of short stay parking controls. To date we have conducted a first stage of Statutory Consultation. Prior to entering into further second Statutory Consultation we shall be holding workshop style discussions. Attending the workshop style discussions will be local residents' representatives, traders' representatives and local Councillors. The workshops will enable the group to discuss parking management initiatives for consideration prior to making any decision. The workshops style discussions have been arranged for 19 October for Crouch End and the 25 October for Muswell Hill.

- 4. What studies and comparisons have been carried out with other pay and display schemes in similar areas to clearly show that introducing this type of scheme will benefit business, both small independent traders as well as larger businesses?**

Answer:

The Council already has a number of pay and display schemes in operation around Town Centres i.e., Wood Green, Green Lanes (Harringay), West Green Road and Highgate High Street. There is no evidence to suggest that the vibrancy of these areas has diminished as a direct result of the introduction of pay and display parking facilities

- 5. What is the detailed cost analysis and breakdown for installing, running and enforcing each pay and display machine?**

Answer:

The cost of initial outlay for each machine including installation: £2,800

The cost per annum for running and enforcing each machine: £2,134

- 6. Parking meters can operate and be enforced through the issue of a ticket that is free for a limited time with tickets including part of**

the registration to stop abuse of the system, and if the intention is to stop for a longer period, parking becomes chargeable. Why won't Haringey trial such a system or look at other options rather than just pay and display?

Answer:

It is the industry norm to use Pay and Display which is an effective and efficient option. We are currently in a period of consultation regarding Pay & Display Schemes and any proposals that come out of them will be considered.

7. The Council has said this is a review of parking - Can the Council provide a detailed analysis of the process that has led to the conclusion that pay and display is the only feasible option?

Answer:

This is a review of existing parking arrangements in the Crouch End and Muswell Hill town centres and it is the Council's proposal to introduce pay and display parking. These proposals are currently the subject of consultation (see 1. above). Whilst pay and display parking is not the only feasible option, it is common practice by the majority of London Boroughs to introduce pay and display parking facilities as a mechanism to manage parking requirements around town centres. Pay and display parking is generally regarded to be the most efficient and cost effective method to manage short term parking facilities.

8. According to recent reports in the press, enforcement of pay and display parking controls in Stoke Newington has led to a dramatic downturn in business for local traders - how does Haringey plan to ensure this does not happen in Muswell Hill and Crouch End?

Answer:

There is no evidence to suggest that the introduction of pay and display parking facilities in other areas of the borough has had a negative impact on local businesses or residents.

9. Haringey's budget for rubbish collection is around £250,000 per week, why was Haringey Accord only penalised the paltry sum of £60,000 for the three weeks that residents recently spent without rubbish collections?

Answer:

The Integrated Waste Management and Transport Contract with Haringey Accord Ltd is valued at approximately £250,000 per week. This sum covers

the whole of the services required to be delivered under the contract which includes:

- Household waste collection
- Street cleansing including flytip clearance
- Housing Estate cleansing including flytip clearance
- Household clinical waste collection
- Winter maintenance
- Fleet management
- Call centre service provision

The strike action taken by Haringey Accord Ltd staff only affected the household waste collection, all other parts of the service continued to be provided as normal during the strike. The approximate value of the household waste collection service is £68,000 per week. Therefore it would not be appropriate to make a direct comparison between the weekly value of the contract as a whole and the sum of the strategic deduction.

Under the terms of the contract with Haringey Accord Ltd, the Council was entitled to make strategic deductions relating to the failure to meet waste collection performance targets for July and August. The methodology for calculating strategic deductions is set out in the contract and the Council followed this methodology to determine the sum to be deducted from Haringey Accord Ltd. This allowed for strategic deductions totalling £60,000 to be made.

Strike action lasted for two weeks. During this time Haringey Accord Ltd did provide some waste collection services. Each day during the strike a reduced waste collection service was provided by Haringey Accord Ltd through managers and relief staff from other Accord PLC contracts. This service was directed to carry out work with the highest level health and safety priority. In addition, collections were made twice daily along all main roads in the borough throughout the strike providing collections from approximately 6,000 flats above shops that have no waste storage facilities available at all. This is a scheduled service that was not affected by the strike as it is part of the street cleansing function and not the waste collection function.

10. Can we have an assurance that none of Haringey's recycling collection is shipped abroad?

Answer:

The recycling that is collected in Haringey is distributed to many different re-processing facilities, most of which are located in the United Kingdom. For instance, paper collected from our bring banks goes to Aylesford Newsprint in Kent, the glass goes to Berryman's in Dagenham and the cans go to Firbank in Bedfordshire. The green garden waste and food waste we collect is recycled locally at the in-vessel composting facility in Edmonton, and Haringey was the first borough to begin using the compost produced there on its own parks.

The mixed recycling collected on the commingled green box service is delivered to the North London Waste Authority at the facilities operated by London Waste Ltd in Edmonton. This recycling is then transported to a Materials Recovery Facility in Greenwich operated by Cleanaway, where the individual materials are separated to be distributed to re-processors.

From Cleanaway, the glass, steel and aluminium are sent to companies based in the UK, the cardboard, mixed papers and plastic bottles go to China, and the newspapers and pamphlets are distributed to re-processing facilities in France, Indonesia and Malaysia. There is a strong market for recyclable materials in the Far East, where there is a greater demand for resources to supply the large manufacturing industry. Materials that are being sent to the Far East for recycling are transported on ships that would otherwise be making the journey without any cargo. By utilising the spare capacity on these vessels, recyclable materials can be delivered to a region of the world where virgin resources are under intense pressure from the manufacturing industry.

The re-processing firms are all inspected by Cleanaway and this is verified by the NLWA. The Environment Agency monitors the whole recycling process from collection through to re-processing.

From Councillor Gorrie:

11. The amendment to our motion at the last full council meeting stated "This Council Believes that it is important that residents understand that revenue from controlled parking schemes and their enforcement is used solely for scheme administration and for transport and road safety improvements, and not as a general income stream:

Could Councillor Haley provide a practical description of how this income is specifically tracked and ring fenced? Is the process auditable? If parking revenue fell what specific administration or transport and road safety improvements would be cut as a result?

Answer:

- 1 The relevant statutory provisions are set out at section 55 of the Road Traffic Regulation Act 1984 (as amended).
- 2 The Council is required to maintain a separate account in respect of the income and expenditure associated with on-street parking. In practice, this includes the cost of establishing on-street parking schemes, the cost of administering such schemes, and all the associated revenues.
- 3 If there is a surplus on the account, it can be applied as follows:
 - to make good previous deficits;
 - to fund off-street parking provision.

- to meet the costs of public passenger transport services, whether incurred directly by the Council or by some other person, e.g. concessionary travel/freedom passes scheme;
 - to meet the costs of highway improvement works and projects.
- 4 The latter category is further defined as being works constituting an improvement under the Highways Act 1980. This definition covers a wide range of works of improvement including the division of carriageways and the provision of roundabouts, provision of cycle tracks, variation of the widths of carriageways and footways, changing the level of highways, road humps and traffic calming, and the provision of lighting and draining. There is also a general power to carry out works of improvement.
- 5 At the end of each financial year (by 30 September) the Council is required to send the on-street parking account to the Mayor and a copy to the ALG. For 2005/06 a surplus of £2.298m was reported and it was utilised as follows:

	£000
Contribution towards provision of off-street parking	209
Development and maintenance of CPZs	285
Highways improvement works	<u>1,804</u>
Total	<u>2,298</u>

6. The main impact of any reduced parking surplus would be on the highways budget as our ability to fund highways improvement works would also be reduced.
7. The parking service accounts are generally subject to the same audit requirements as the rest of the Council's accounts by the audit Commission.

From Councillor Bevan:

12.I understand that we are updating the park by-laws and regulations so that all parks, green spaces and recreation grounds in Haringey are covered by the same set of by-laws. I know that last year, Cllr Hillman responded to a question regarding this, and stated that this project was still ongoing. Can the committee have an update, and please be advised of a completion date when the by-laws will be implemented to all parks, green spaces and recreation grounds in Haringey.

Answer:

There has been a delay with implementing the revised byelaws due to retention of staff resulting in replication of work and mainly the Home Office failing to clarify important issues that have been identified i.e. that a number of offences that are enforceable within the current byelaws will no longer be in

the new model byelaws, this may have consequences with the park constabulary being unable to enforce certain legislation.

Further changes causing delays since November 2005:-

- The Office of the Deputy Prime Minister has been replaced by the Department of Communities and Local Govt.
- The Standard Model of Byelaws for Pleasure Grounds, Public Walks and Open Spaces (which Legal are suggesting is the most appropriate one for our means) was amended on the 1st of December 2005.

The delay has not hindered the Parks Constabulary from carrying out enforcement on open space in fact the service has carried out 25 arrests, issued 96 warnings and attended 462 incidents in the last 12 months.

Plan For Implementation of Byelaws using the Fast Track Scheme Commencing Dec 2006:

- Review and research current byelaws, meetings and consultation await feedback, consider which byelaws are appropriate for which space **2- 4 months**
- Drafting changes and deliberations with the DCLG. If no changes are proposed this period can be deleted. **2- 4 months**
- Once changes (if any) are finalised and approved by the DCLG on behalf of the Secretary of State then the process of sealing and advertising the suggested byelaws etc will likely take another **2- 4 months**
- Placing the items before the appropriate Committee will also need to be timetabled in (especially if full council meet only every 3 months etc).

Legal have advised the most realistic time frame from beginning to full implementation as being approximately 12 months – this could be reduced depending on the changes.

It should be noted that where there is a substantive error in byelaws that have been sealed and advertised, the byelaws cannot simply be amended either by the Council or by DCLG. They must be made, sealed and advertised again.