

## Resources and Public Realm Scrutiny Committee Scrutiny Tracker 2021-22

These tables are to track the progress of scrutiny recommendations and suggestions for improvement made by the Resources and Public Realm Scrutiny Committee, with details provided by the relevant lead departments. It is a standing item on the Committee's agendas, so that the Committee can keep track of the recommendations, suggestions and requests it has made, and the related the decisions made and implementation status. The tracker lists the recommendations, suggestions and information requests made by the committee throughout a municipal year and any recommendations not fully implemented from previous years.

The tracker documents the scrutiny recommendations to Cabinet made, the dates when they were made, the decision maker who can make each decision in respect of the recommendations, the date the decision was made and the actual decision taken. The executive decision taken may be the same as the scrutiny recommendation (e.g. the recommendation was "agreed") or it may be a different decision, which should be clarified here. The tracker also asks if the respective executive decisions have been implemented and this should be updated accordingly throughout the year.

Scrutiny Task Group report recommendations should be included here but referenced collectively (e.g. the name of the scrutiny inquiry and date of the agreement of the scrutiny report and recommendations by the scrutiny committee, along with the respective dates when the decision maker(s) considered and responded to the report and recommendations. The Committee should generally review the implementation of scrutiny task group report recommendations separately with stand-alone agenda items at relevant junctures – e.g. the Executive Response to a scrutiny report and after six months or a year, or upon expected implementation of the agreed recommendation of report. The "Expected Implementation Date" should provide an indication of a suitable time for review.

### **Key:**

**Date of scrutiny committee meeting** - For each table, the date of scrutiny committee meeting when the recommendation was made is provided in the subtitle header.

**Subject** – this is the item title on the committee's agenda; the subject being considered.

**Scrutiny Recommendation** – This is the text of the scrutiny recommendation as it appears on the minutes – **in bold**.

**Decision Maker** – the decision maker for the recommendation, (**in bold**), e.g. the Cabinet (for Council executive decisions), full Council (for Council policy and budgetary decisions), or an NHS executive body for recommendations to the NHS. In brackets, (date), the date on which the Executive Response was made.

**Executive Response** – The response of the decision maker (e.g. Cabinet decision) for the recommendation. This should be the executive decision as recorded in the minutes. The Executive Response should provide details of what, if anything, the executive will do in response to the scrutiny recommendation. Ideally, the Executive Response will include a decision to either agree/reject/or amend the scrutiny recommendation and where the scrutiny recommendation is rejected, provide an explanation of why. In brackets, provide the date of Cabinet/executive meeting that considered the scrutiny recommendation and made the decision.

**Department** – the Council directorate (and/or external agencies) that are responsible for implementation of the agreed executive decision/response. Also provided, for reference only, the relevant Cabinet Member and strategic director.

**Implementation Status** – This is the progress of any implementation of the agreed Executive Response against key milestones. This may cross reference to any specific actions and deadlines that may be provided in the Executive Response. This should be as specific and quantifiable as possible. This should also provide, as far as possible, any evidenced outcomes or improvements resulting from implementation.

**Review Date** - This is the expected date when the agreed Executive Response should be fully implemented and when the scrutiny committee may usefully review the implementation and any evidenced outcomes (e.g. service improvements). (Note: this is the implementation of the agreed Executive Response, which may not be the same as the scrutiny recommendation).

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**Recorded Recommendations from  
RPRSC on Tuesday 13 July 2021**

Subject	Scrutiny Recommendation	Decision Maker & Executive Response	Department, Cabinet Member and lead officer	Implementation Status	Review date
EURO 2020 Final at Wembley Stadium	That it be recommended to Cabinet; to hold a public review into the Council's actions taken before, during and after the Euro 2020 Final to establish the lessons learnt.	<p><a href="#">Cabinet 13 September 2021</a></p> <p><b>Cabinet Decision:</b> That Brent Council will:</p> <p>i). Undertake an assessment of Council activities relating to its responsibilities around safety, licensing and enforcement at Wembley Stadium as part of the Euro 2020 Finals in order to support the overarching Review led by Baroness Casey;</p> <p>ii). Fully support the Baroness Casey Review throughout;</p> <p>iii). Consider fully any recommendations relevant to the Council's duties that arise from the Review and;</p> <p>iv). Oversee and implement any actions and priorities for change.</p> <p><a href="https://democracy.brent.gov.uk/documents/s113587/6a.%20Executive%20Response%20to%20the%20Resources%20and%20Public%20Realm%20Scrutiny%20Committee.pdf">https://democracy.brent.gov.uk/documents/s113587/6a.%20Executive%20Response%20to%20the%20Resources%20and%20Public%20Realm%20Scrutiny%20Committee.pdf</a></p>	<p>Cabinet Members: Cllrs Sheth and Knight</p> <p>Lead Department: Regeneration and Environment</p> <p>Strategic Director Regeneration and Environment</p>	Implementation by: By July 2022	July 2022

## Recorded Recommendations from RPRSC on Tuesday 13 July 2021

Subject	Scrutiny Recommendation	Decision Maker & Executive Response	Department, Cabinet Member and lead officer	Implementation Status	Review date
Violence Against Women Scrutiny report	That the Violence Against Women Scrutiny report and recommendations be adopted and referred to Cabinet for consideration.	Cabinet 7 December 2020  Cabinet RESOLVED to approve the Executive Response to the recommendations made by the Violence against Women and Girls Scrutiny Task Group, as detailed within Appendix 1 of the report. <a href="http://democracy.brent.gov.uk/ieListDocuments.aspx?CId=455&amp;Mid=6090&amp;Ver=4">http://democracy.brent.gov.uk/ieListDocuments.aspx?CId=455&amp;Mid=6090&amp;Ver=4</a>	Regeneration and Environment, Safer Brent Partnership  Cabinet Member for Community Safety and Engagement  Strategic Director Regeneration and Environment	The scrutiny report and the Cabinet's Executive Response was considered the Safer Brent Partnership on the 26 January 2021.  A report on the progress of the implementation of the agreed scrutiny recommendations should be considered by the committee in January 2022.	January 2022

**Recorded Recommendations from  
RPRSC on 14 July 2020**

Subject	Scrutiny Recommendation	Decision Maker & Executive Response	Department, Cabinet Member and lead officer	Implementation Status	Review date
The Public Realm	That the new parking strategy ensure that it is always cheaper to park a bike than park a car in Brent, and ensure that the cheapest resident parking permit is more expensive than using a bike hangar.	<p>Cabinet 12 October 2020</p> <p>Cabinet Decision/Response: Cabinet RESOLVED to approve the Executive Response.</p> <p>Cabinet Decision: That consideration be given to raising the lowest parking permit price to the equivalent of the starting price for using a cycle hanger.</p>	<p>Regeneration and Environment</p> <p>Cabinet Member for Environment and Cabinet Member for Regeneration, Property &amp; Planning</p> <p>Strategic Director Regeneration and Environment</p>	<p>The department will look to raise the lowest parking permit price to the equivalent of the starting price for using a cycle hanger i.e. from the current £25 to £36.</p> <p>The Council uses two suppliers for the provision and management of Cycle Hangars in the borough, residents pay £36 for 3 years (subsidised) rising to £72 per annum for a space. This charge includes administration and also cleaning and maintenance of the hangar. The lowest resident annual permit is £25 per year, this is to encourage ownership of greener vehicles in the borough. We have no plans for changes to the emission based permit charges at present, but this can be considered when reviewed in the future.</p> <p>We have secured £300k of S106 developer funding for the expansion of the boroughs cycle hangar network over the next 2 years. Officers have been exploring the options to reduce the cost of a bike hangar space following the 3 year subsidy and have contacted our current suppliers to see if they have the scope to manage this on our behalf and reduce the annual charge residents would have to pay, or whether this can be managed in-house. The team have been focussing on the introduction of school streets in response to the Covid-19 pandemic, but will further explore options in the Spring / Summer. If the option is for a supplier to manage cycle hangar</p>	<p>March 2021</p> <p>New review date: July 2022</p>

				requests, this will require procurement / contract arrangements.  This will not be progressed during the current pandemic restrictions, with the target start date for consultation on this proposal no earlier than June 2022.	
The Public Realm	That 20mph be adopted as the default speed on Brent roads, subject to an environmental audit, and that a timetable be drawn up for the introduction of a 20mph speed limit across the borough.	Cabinet 12 October 2020  <i>Cabinet Decision:</i> That consideration be given to introducing 20mph as the default speed on Brent roads to an extent that reasonably accounts for the feasibility, the cost, the value, the actual impact on traffic and speeding at any given location, and the capacity of the department to deliver this policy at this time.	Regeneration and Environment  Cabinet Member for Environment and Cabinet Member for Regeneration, Property & Planning  Strategic Director Regeneration and Environment	Approximately 45% of the borough is already 20mph and new safety schemes introduce 20mph speed limits when introduced. Further consideration to a borough wide approach will be given in line with the new review date (March 2022), but with limited funding available it may not be cost effective at this time.	March 2021  New review date: March 2022
The Public Realm	That any future transport strategies and plans include clear measurements and modelling for active transport and the impact on air quality.	Cabinet 12 October 2020  Cabinet Decision: That consideration be given, when reviewing and updating the Long Term Transport Strategy or drafting any new strategies for future transport strategies and plans, to include clear measurements and modelling for active transport and the impact on air quality.	Regeneration and Environment  Cabinet Member for Environment and Cabinet Member for Regeneration, Property & Planning  Strategic Director Regeneration and Environment	The Draft Long Term Transport Strategy is currently being reviewed. The draft strategy will be approved by Cabinet in February before a period of public and stakeholder consultation/engagement during spring 2022.	March 2021  New review date: March 2022

## Suggestions for improvement / information requests tracker

### Recorded suggestions for improvement / information requests from RPRSC on 10 November 2021

Meeting date and agenda item	Suggestions for improvement and information requests made by RPRSC	Department	Responses / Status
10 November 2021, hot topic - flooding	Improvement suggestion: To include more emphasis on climate change and RPs when reviewing the flood risk management strategy within the next 12 months.	Regeneration and Environment	The council is obliged to review and update the Flood Risk Management Strategy regularly. The next review of the flood risk management strategy is scheduled to be completed by Autumn 2022. When reviewing, officers will include content on climate change and a commitment to communicate on climate change.
	Improvement suggestion: That the out of hours emergency crisis response process be reviewed.	Customer and Digital Services	The process was reviewed after the Kilburn floods – a new process and steps have been put in place internally and externally with the council's provider SPS. Services are now joining monthly performance monitoring meetings with SPS. We have improved internal escalation procedures to ensure partners are working effectively together. Regular performance update is given to Cllrs McLennan and Southwood.
	Improvement suggestion: That the Planning Committee be given training opportunities on flood risk management.	Regeneration and Environment	Officers will ensure a training session on planning and climate change impacts and mitigations, to include flood risk. This will be part of the training programme for the new committees on an ongoing basis.
	Information request response: To receive customer service data related to gully cleaning.		Detail has been provided – please see Appendix 1.
	Information request response: To receive the data for numbers of enforcement actions taken against illegal crossovers.		<p>Crossovers (or dropped kerbs) do not in themselves require planning permission so no planning enforcement actions has been taken against them by planning.</p> <p>Planning has received reports of unauthorised hard standings of front gardens. In 2020 and 2021, the council investigated 14 cases and took enforcement action against 9.</p> <p>For the period 1 April 2021 – 30 December 2021 Environmental Enforcement received 113 reports of Illegal Crossovers</p> <p>Actions:</p> <ul style="list-style-type: none"> <li>○ Environmental Enforcement have visited 100 addresses. The other 13 were duplicate reports.</li> </ul>

			<ul style="list-style-type: none"> <li>○ Upon first inspection no evidence was found at 33 of the addresses. Examples of evidence could be vehicle found parking off street, vehicle tread marks to off-street space, damage to pavement that can be clearly attributed to access to off street parking.</li> <li>○ A total of 40 second / third inspections have been carried out to the 33 addresses in an attempt to gather/confirm evidence of illegal vehicle crossing.</li> <li>○ Warnings (written or verbal) have been issued to the owner / occupier of 77 of the addresses visited.</li> <li>○ Continued non-compliance has resulted in Formal Notice, in accordance with the Highways Act 1980, being issued to owner /occupiers of 14 addresses. This can result in an appeal, application for crossover being submitted, cease parking on front garden or referred back to Highways for preventative measures i.e. barriers.</li> <li>○ Compliance after one or more of the above steps i.e. no more actively witnessed is at approximately 80 + %</li> <li>○ At present we cannot issue a Fixed Penalty Notice for this offence under the Highways Act 1980. However an application has been made to make “crossing the highway illegally” a breach of the Public Space Protection Order, which includes Fixed Penalty Notices in the process.</li> </ul>
	<p>Information request response: For the Committee to receive the Planning Policy changes for front gardens once it was completed.</p>		<p>The new Local Plan sets out the following policy on parking in front gardens:</p> <p>The council will require off-street parking to:</p> <ul style="list-style-type: none"> <li>• Preserve any means of enclosure, trees or other features of a forecourt or garden that make a significant contribution to the building’s setting and character of the surrounding area; and</li> <li>• Provide adequate soft landscaping (in the case of front gardens 50% coverage), permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface water run-off</li> </ul>
	<p>Information request response: Promoting home insurance products to areas of high flood risk, and improve knowledge of home insurance opportunities.</p>	<p>Customer and Digital Services</p>	<p>Home insurance products will be promoted by Brent Hubs in those areas most at risk of flooding.</p>



	Improvement suggestion: To write to the residents Registered Provider regarding the flooding incident the public speaker relayed to the Committee. The Committee would receive a copy of the letter sent to the RP.	Chief Executive	An email was sent and the response was circulated to the Committee on 22 November 2021.
10 November 2021, Safer Brent Partnership	Improvement suggestion: For the police, TfL and Council to be in regular dialogue in relation to taxi licensing.	Regeneration and Environment	Dialogue continues to be ongoing. TfL has been invited to future Safe Brent Partnership meetings in order to formalise joint working.
	Information request response: To provide details of crime and its correlation to wealth in the borough		Detail had been provided of breakdown by crime type by ward – attached at Appendix 2.
	Information request response: To provide details of stop and search statistics broken down by ethnicity		Data related to stop and search is reviewed by the independent stop and search monitoring group and fed back into the Brent IAG (Independent Advisory Group) and to the Police.  There were 22,236 PACE Act 1984 searches conducted in Brent between 01/06/19 - 30/06/21. <b>Ethnicity –</b> Asian: 3,970 / 18 % Black: 10,581 / 48% White: 5,412 / 24% Other: 2,273 / 10% <b>Gender –</b> Female: 1,187 / 5%; Male: 20,828 / 94% <b>Age –</b> 15-19 years -24% 20-24 years -31% 25-29 years - 17% <b>Stop reasons –</b> Drugs: 15,605 / 70% Weapons: 3,307 / 15% Stolen Property: 1,516 / 7% Going equipped: 769 / 3.5%

**Outcomes –**

No Further Action: 17,031 / 77%  
 Fixed Penalty Notice: 671 / 3%  
 Postal Charge Requisition: 386 / 2%  
 Community Resolution: 1,691 / 8%  
 Caution: 22 / 0.1%  
 Arrested: 2,435 / 11%

The below shows stop and search rates across the Met Police area:

Stop & Search April 2019 - March 2020	All Rate per 1,000	Asian Rate per 1,000	Black Rate per 1,000	Mixed Rate per 1,000	White Rate per 1,000	Other Rate per 1,000
Metropolitan Police	34	26	71	24	18	27

Information request response:  
 To provide details about CSE across the borough, including police

Between October 2020 and March 2021, 66 individual children (49 females and 17 males) were considered by practitioners to be at risk of CSE based on Child Referrals, Child and Family Assessments, and Section 47 Enquiries completed in the period. This is an increase of 4 children from the previous period.

	April 2019- Sept 2019	Oct 2019 – Mar 2020	Apr 2020 - Sept 2020	Oct 2020– Mar 2021
Number of Brent children identified as at risk of CSE	72	76	62	66

In 19.7% of cases where CSE was identified as a factor, concerns around substance misuse (both alcohol and drugs) were also flagged. Substance misuse (involving both drugs and alcohol) is a common factor identified in vulnerable adolescents, both within thematic discussion as well as individual case studies. This prevalence of substance misuse has been discussed at the Child Exploitation Management Panel as a vulnerability factor among young people, which offenders often exploit in order to facilitate grooming, or exploitation, and young people have often cited drugs or alcohol as part of the grooming process from those looking to exploit them. Those identified as being at risk of substance misuse are flagged monthly to the Westminster Drugs Project to ensure that these young people are known to and being supported by services.

Gang concerns were identified along with CSE in 16.67% of cases, which is a decrease from the previous period (24% identified in April 2020 to Sept 2020).

Mental health concerns for the young person were identified along with CSE in 24.24% of cases. 21% of young people identified as at risk of CSE had at least one missing or absent episode also during the period.

There is an overrepresentation seen in the data of young people of Black or Black British ethnicity. The proportion of Black or Black British young people considered to be at risk of CSE has decreased slightly from 43% in the previous reporting period to 40% of the total CSE cohort (October 2020 – March 2021).

<b>Ethnicity</b>	<b>Female</b>	<b>Male</b>	<b>Total</b>	<b>Mar 2021 %</b>	<b>Sep 2020 %</b>
Asian or Asian British	9	7	16	24%	9%
Black or Black British	21	5	26	39%	43%
Mixed/Dual Heritage	7	1	8	12%	4%
White	10	3	13	20%	30%
Any other ethnic group	1	1	2	3%	12%
Not stated/declared	1		1	2%	2%
<b>Total</b>	<b>49</b>	<b>17</b>	<b>66</b>	<b>100%</b>	<b>100%</b>

The London Child Exploitation Operating Protocol sets out how agencies, including the Met Police, identify and address child sexual exploitation, providing a standard and consistent response across London.

			The lead for CSE in Brent Council is held by children's and young people's services.																														
10 November 2021, Knife Crime Task Group Review	Information request response: For the Committee to be provided with statistics for reoffending from the probation service.	Regeneration and Environment	<p>The reoffending rates for our Integrated Offender Management cohort (supporting our most prolific offenders) are shown below comparing quarters 3 and 4 in the year 2020 and 2021:</p> <table border="1" data-bbox="1003 384 1720 880"> <thead> <tr> <th colspan="5">Brent</th> </tr> <tr> <th>Quarter</th> <th>Offenders in Cohorts</th> <th>Offenders Charged</th> <th>Offenders Charged During Cohort</th> <th>Offences</th> </tr> </thead> <tbody> <tr> <td>Q3 2020</td> <td>117</td> <td>45</td> <td>39</td> <td>153</td> </tr> <tr> <td>Q4 2020</td> <td>124</td> <td>38</td> <td>37</td> <td>112</td> </tr> <tr> <td>Q3 2021</td> <td>117</td> <td>31</td> <td>30</td> <td>96</td> </tr> <tr> <td>Q4 2021</td> <td>108</td> <td>20</td> <td>19</td> <td>61</td> </tr> </tbody> </table> <p>Prior to engagement on average 1 offender would have been involved in multiple offences, causing harm to the community and individuals.</p>	Brent					Quarter	Offenders in Cohorts	Offenders Charged	Offenders Charged During Cohort	Offences	Q3 2020	117	45	39	153	Q4 2020	124	38	37	112	Q3 2021	117	31	30	96	Q4 2021	108	20	19	61
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	Information request response: For the Committee to be provided with the number and names of schools who were currently fulfilling the Knife Crime Task Group Recommendation around out of hours opening.		<p>All Brent schools offer a range of activities outside of school core hours. This offer changes depending on staff availability and other pressures or bookings.</p> <p>The HAF (Holiday Activities and Food programme) provides subsidised school holiday provision for children and young people across local school and community locations <a href="https://www.brent.gov.uk/services-for-residents/children-and-family-support/childcare/out-of-school-and-holiday-care/holiday-activities-and-food-haf-programme/">https://www.brent.gov.uk/services-for-residents/children-and-family-support/childcare/out-of-school-and-holiday-care/holiday-activities-and-food-haf-programme/</a> .</p>																														

			Each schools out of hour provision is available via their website where details can be kept up to date for parents / carers. Please see an example below: <a href="https://www.elsley.brent.sch.uk/information/breakfast-afterschool-club">https://www.elsley.brent.sch.uk/information/breakfast-afterschool-club</a>
10 November 2021, Climate and Ecological Strategy – report only	Information request response: For the Committee to receive information on what the Council was doing to support schools to effectively insulate their buildings.	Assistant Chief Executive	<p>There is an existing capital management programme for maintenance of Brent's Community School buildings, this includes consideration of energy efficiency measures across the estate – of which insulation forms one part.</p> <p>The council's Recovery Fund also allocated £200k to a zero carbon schools project. As part of this work, the council has commissioned a Heat Decarbonisation Plan for all of the community schools and are currently waiting on the final report. The project will also see a number of deep dive retrofit pilot projects to be undertaken with around five Brent schools, alongside dedicated engagement and learning with pupils and staff to learn about the energy efficiency of the school's site and its importance within the context of the climate emergency.</p> <p>A substantial bid to the next phase of the government's Public Sector Decarbonisation Scheme programme has been submitted which, if successful, would be utilised solely on improving energy efficiency on the schools estate.</p>
	Information request response: For the Committee to receive information on the use of food caddies in Brent Housing Management properties, and what other Registered Social Landlords were doing about food waste.		<p>It is recognised within both the Climate and Ecological Emergency Strategy and Recycling and Reduction Plan the two key waste issues in Brent are that of contamination, typically in communal bins for blocks of flats; and food waste being mixed with general waste. The Council is therefore working with Veolia and the West London Waste Authority in developing our offer to support all flat dwellers in Brent, including those in Council-owned properties, Registered Provider stock and in private sector housing. A flat is recognised as a dwelling in a single block of at least eight separate properties</p> <p>As the first phase of the project, approximately 1,000 new food waste caddies have been delivered to Brent Housing Management properties, with plans in place to deliver more during 2021/22 and beyond. The second phase will include an offer of providing a food waste caddy to any residents in Brent who live in a flat. Officers are engaging RSLs and seeking to map managing agents in the private sector as part of the planning for this work.). This project will continue to run during 2022.</p> <p>The council also continues to provide free food waste caddies to anyone who requests one through our website.</p>

	<p>Information request response: For the Committee to receive information on what the Council was doing to make the current road network in Brent more pedestrian friendly.</p>		<p>The Long Term Transport Strategy (LTTTS) provides the strategic direction for investment in transport in Brent, with the overarching aim of improving transport options for all and to reduce the negative impacts of travel on the borough. Among the key priorities are a commitment to reducing air pollution, improving road safety and the creation of a sustainable and inclusive transport network that can be accessed by everyone. Since the publication of the Plan in 2016 some good progress has been made in key areas – particularly in relation to increasing levels of sustainable travel and reducing casualties on our road network. In addition, a range of schemes and initiatives have been implemented aimed at promoting walking and cycling, tackling vehicle emissions and reducing road casualties. Notable highlights include an increase in the number of daily trips made by public transport – up from 202,000 in 2016 to 222,000 in 2020. The overall mode share for Walking, Cycling and Public Transport has also increased to 69% - one of the highest figures for an outer London borough.</p> <p>The Draft Long Term Transport Strategy is currently being reviewed. The draft strategy will be approved by Cabinet in February before a period of public and stakeholder consultation/engagement during spring 2022. Amongst the key priorities is the implementation of new/improved cycling and walking infrastructure. A key focus of our work here will be the implementation of ‘Healthy Routes’ – a programme of safe, continuous cycling routes (and supporting infrastructure) and attractive, safe and accessible walking routes to town centres, stations and key transport nodes, schools, parks and other key trip generators in the borough. Further information, including details of proposed cycling and walking routes and supporting measures will be set out in the Brent Active Travel Implementation Plan to be developed in 2022.</p>
	<p>Information request response: For the Committee to receive information on what the Council was doing about corporate polluters, including what engagement the Council would have with private sector organisations to reduce their emissions.</p>		<p>With regards to carbon emissions from businesses based within the borough boundary, the council’s role is to lead by example and to work to influence and encourage all businesses based here to operate as sustainably as possible. With regards to the direct levers we can pull as part of this process, the council has adopted a new sustainability policy which requires all businesses who are bidding for council contracts to demonstrate how they will deliver the contract as sustainably as possible and in line the council’s climate emergency ambitions.</p> <p>With regards to indirect influencing and expanding the council’s leadership role, we have run webinars on ‘Going Green to Survive and Thrive’ and created dedicated green toolkits for businesses to support them in reducing their carbon footprint reduce their emissions. There is also a ‘Business’ sub-section to the Brent Environmental Network who, if businesses sign up to it, will receive frequent newsletters, signposting and information of opportunities on reducing their carbon emissions.</p>

			<p>Additionally, Brent's Skills Summit 2021 was hosted in November 2021 following the United Nations Climate Summit (COP26). We held both a resident's day focusing on the green skills sector which is a growth sector in Brent to support businesses to recruit staff for their business recovery, and support for employees, apprentices or work placements via the Kickstart scheme. We heard from local and national employers, including Transport for London and Hitachi Rail. We also held a specific 'business focused' day which introduced the council's Climate Emergency Strategy and reflect upon COP26 and the local impact of the conference on Brent and highlighting local actions and initiatives that Brent organisations can get involved with to reduce their carbon footprint and become more sustainable. Across all 4 sessions / 2 days it was 137 residents and businesses that joined – 50 residents joined on the first day and the rest were businesses and organisations on Day 2.</p> <p>The new 2022-24 Climate and Ecological Emergency Strategy delivery plan that is currently being developed is undertaking an assessment and what further actions can be undertaken by the council to influence businesses within the borough to urgently reduce their emissions. This new delivery plan will come forward in Spring/early summer 2022.</p> <p>The draft Joint Health and Wellbeing Strategy addresses the roles of anchor institutions, and this includes how these institutions improve health and wellbeing outcomes for Brent residents e.g. increasing active travel opportunities, developing procurement strategies to include sustainability policies.</p>
	<p>Information request response: For the Committee to receive information on what the Council was doing to encourage people to consume less meat and dairy.</p>		<p>The council does not have a formal policy on meat and dairy consumption in the borough. The consumption of meat and dairy is a personal choice for residents to take. The council's role is to set out the facts of why meat and dairy consumption is damaging to the environment and therefore in keeping with our climate and ecological emergency goals. A raft of activity is undertaken to provide information, advice and guidance to residents to encourage people to make changes, for example:</p> <ul style="list-style-type: none"> <li>• Officers delivered a webinar on food on the environment and climate in July 2021 – this included prominent information on the impact of meat and dairy consumption</li> <li>• The Brent community cook book was launched in November 2021. 'From Brent to Bowl', showcased the best food in the borough with recipes from around the world representing Brent that help to tackle the climate emergency. Brent residents submitted recipes that benefit the environment in its use of leftovers, by producing zero waste or by being plant-based. The project involved residents in creatively</li> </ul>

			<p>thinking about ways to reduce food waste, sharing their cooking skills and working together to reach zero carbon emissions in Brent by 2030.</p> <ul style="list-style-type: none"><li>• The council continues to promote the need to reduce food waste, and reduce the environmental impact of what we eat, for example through newsletters to the Brent Environmental Network.</li></ul> <p>Food – and access to healthy and sustainable food – has emerged as a key issue in the draft Joint Health and Wellbeing Strategy. Consultation on the draft strategy ends 31 January 2022 and delivery plans will be developed accordingly. The Brent Health and Wellbeing Board will agree the final strategy in March 2022.</p>
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