

Environment and Sustainability Committee

Thursday 28 September 2017 at 7.30pm

**Council Chamber
Runnymede Civic Centre, Addlestone**

Members of the Committee

Councillors J J Wilson (Chairman), Mrs G Warner (Vice-Chairman), T J F E Gracey, Mrs M T Harnden, D J Knight, M T Kusneraitis, Mrs Y P Lay, P I Roberts, Miss J K Sohi and M L Willingale.

AGENDA

Notes:

- 1) Any report on the Agenda involving confidential information (as defined by section 100A(3) of the Local Government Act 1972) must be discussed in private. Any report involving exempt information (as defined by section 100I of the Local Government Act 1972), whether it appears in Part 1 or Part 2 below, may be discussed in private but only if the Committee so resolves.
- 2) The relevant 'background papers' are listed after each report in Part 1. Enquiries about any of the Agenda reports and background papers should be directed in the first instance to **Mrs C Holehouse, Democratic Services Section, Law and Governance Business Centre, Runnymede Civic Centre, Station Road, Addlestone (Tel: Direct Line: 01932 425628). (Email: carol.holehouse@runnymede.gov.uk).**
- 3) Agendas and Minutes are available on a subscription basis. For details, please ring Mr B A Fleckney on 01932 425620. Agendas and Minutes for all the Council's Committees may also be viewed on www.runnymede.gov.uk.
- 4) In the unlikely event of an alarm sounding, members of the public should leave the building immediately, either using the staircase leading from the public gallery or following other instructions as appropriate.

5) **Filming, Audio-Recording, Photography, Tweeting and Blogging of Meetings**

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Filming should be limited to the formal meeting area and not extend to those in the public seating area.

The Chairman will make the final decision on all matters of dispute in regard to the use of social media audio-recording, photography and filming in the Committee meeting.

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PART II

Matters involving Exempt or Confidential Information in respect of which reports have not been made available for public inspection

a) Exempt Information

(No reports to be considered under this heading)

(b) Confidential Information

(No reports to be considered under this heading)

1. **FIRE PRECAUTIONS**

The Chairman will read the Fire Precautions, which set out the procedures to be followed in the event of fire or other emergency.

2. **NOTIFICATION OF CHANGES TO COMMITTEE MEMBERSHIP**

3. **MINUTES**

To confirm and sign, as a correct record, the Minutes of the meeting of the Committee held on 22 June 2017. The Minutes of this meeting were included in the July 2017 Council Minute Book.

4. **APOLOGIES FOR ABSENCE**

5. **DECLARATIONS OF INTEREST**

If Members have an interest in an item, please record the interest on the form circulated with this Agenda and hand it to the Legal Representative or Democratic Services Officer at the start of the meeting. A supply of the form will also be available from the Democratic Services Officer at meetings.

Members are reminded that a non pecuniary interest includes their appointment by the Council as the Council's representative to an outside body and that this should be declared as should their membership of an outside body in their private capacity as a director, trustee, committee member or in another position of influence thereon.

Members who have previously declared interests, which are recorded in the Minutes to be considered at this meeting, need not repeat the declaration when attending the meeting. Members need take no further action unless the item in which they have interest becomes the subject of debate, in which event the Member must leave the room if the interest is a disclosable pecuniary interest or if the interest could reasonably be regarded as so significant to prejudice the Member's judgement of the public interest.

6. **BEOMONDS ROW AND WHITE HART ROW, CHERTSEY – PROPOSED RESIDENTS CONTRACT PARKING SPACES (PARKING SERVICES)**

Synopsis of report:

Consideration of introducing residents parking rates for contract car parking in Beomonds Row and White Hart Row contract parking areas

Recommendation:

That Members agree to permitting the purchase of contract parking bays, at £250 per annum or £75 per quarter for residents of properties adjoining Beomonds Row and White Hart Row parking areas in Chertsey

1. Context of report

- 1.1 Due to changes in the use of retail units in Chertsey Town Centre there has been an increase in unauthorised parking in the service yards located in Beomonds Row in Chertsey. This has resulted in inconvenience to users of the facilities and residents who access their properties from the area. The sale of contract parking spaces, at a reduced rate for residents, would allow them to remove their cars from the areas and allow enforcement against vehicles parking in contravention of the Off Street Parking Order.

2. Report

- 2.1 The development of Chertsey Town Centre in the 1970s created the Sainsbury's Centre. The Centre and its retail outlets are serviced by two yards which adjoin the development at Beomonds Row and White Hart Row.
- 2.2 Limited contract parking facilities were created in these service yards with 16 spaces being made available in Beomonds Row and 14 in White Hart Row. The area is subject to the Borough Off Street Parking Order and the only parking permitted in the areas is within the marked contract bays. Vehicles parked outside of these areas can be issued with a Penalty Charge Notice.
- 2.3 Generally the service yards, being used by those who occupy the retail and other commercial units, cause few problems. Contract holders will alert Parking Services to vehicles making unauthorised use of the parking bays which are then dealt with under the Off Street Parking Order.
- 2.4 In creating the parking area at Beomonds Row the Council compulsorily purchased land to facilitate the development. In some cases this removed the rear gardens from properties in Guildford Street and in doing so also removed their parking facilities.
- 2.5 Over many years resident parking at the rear of their properties was tolerated by the various incumbents of the Parking Services department. The residents parked in cooperation with each other and the businesses that then used the area.
- 2.6 In recent years there have been changes to the nature of the businesses in the area and cooperation between the new business users and residents has become somewhat strained. This has resulted in vehicles being obstructed and anecdotal reports of damage to vehicles has been noted.
- 2.7 Discussions have been carried out with residents of Beomonds Row over the issues there. It is accepted that parking in town centres does come at a price. The residents, some of whom are on limited incomes, find that the existing cost of contract parking in the bays, at £700 per annum, is prohibitive. They have asked if it would be possible to have the opportunity to purchase contract parking bays at a reduced rate for residents of those properties who use the service yard.
- 2.8 Provision of this facility would allow the residents to remove their vehicles from the service yard and allow the enforcement of the provisions of the Off Street Parking Order in relation to any vehicle parked in those areas.
- 2.9 The opportunity to purchase car park permits at considerably reduced rates is available to residents of properties adjacent to Beomonds Car park in Chertsey and around Hummer Road car park in Egham. The precedent for this provision therefore already exists in the Borough and the same process would therefore be available in

these parking areas at Beomonds Row and White Hart Row for residents which are similarly adjacent.

3. Resource implications

- 3.1 The current charges are set by this Committee and are consistent across all relevant sites in the Borough. Contract parking spaces are currently £700 per year or £200 per quarter; Permit charges in the Town centre car parks are £650 per year or £200 per quarter; and residents parking permits in the Town centre car parks are £250 per year or £75 per quarter.
- 3.2 Currently the Beomonds Row contract parking spaces are not overly popular due to the frequency of delivery vehicles using the service yard and there are currently six empty bays in the parking area. There have consistently in recent years been 5 or 6 bays unsold under the current charging regime.
- 3.3 There are a number of current contract holders who are existing residents around the service yards, currently 5. Should a decision be made to permit the sale of residents contract parking spaces they too should be allowed to renew their contracts at the reduced price.
- 3.4 Selling the empty contract bays at £250 per year would provide additional income from those bays. This would offset any reduction in income from the reduction in charges being made to the existing residential contract holders.
- 3.5 Legal work in relation to this change to the Off Street Parking Order would cost in the region of £600.
- 3.6 Enforcement of the Car Park regulations would be carried out from existing resources.

4. Legal implications

- 4.1 An amendment of the Off Street Parking Order would be required to allow the sale of residents contract parking spaces in Beomonds Row and White Hart Row parking areas.
- 4.2 Under the provisions of the Road Traffic Regulation Act 1984 the Council will have to advertise its intention to provide residents contract parking spaces at these parking areas and if any objections were received they would be considered by this Committee who would then decide whether to proceed with the amendment order.

5. Conclusion

- 5.1 The provision of residents contract parking will make better use of the existing parking bays and assist in resolving tension between residents and commercial occupiers in this town centre location. Members are therefore recommended to extend the residents parking system to cover the contract bays in Beomonds Row and White Hart Row parking areas.

(To Resolve)

Background papers

None stated

7. MOBILE HOMES ACT 2013 FEES AND CHARGES (ENVIRONMENTAL SERVICES)

Synopsis of report:

The purpose of this report is to seek Member approval for a proposed rise in the fees and charges payable in respect of the Mobile Homes Act 2013.

Recommendation(s):

The licence fees payable in respect of mobile home site licence be approved as follows;

- i) The annual site licence fee be increased to a single unit charge of £50 and additional sliding scale costs of £6 per unit cost up to 101 units, £5.00 for additional unit costs up to 201 units and £4.00 for any further additional unit.
- ii) Application for a new site licence fee £300 (plus site inspection costs of £50 together with any additional unit costs.
- iii) Application for a transfer or amendment to an existing site licence current fee £295 (additional cost of £50 flat rate to be added if a site inspection is required)
- iv) Application for a minor amendment to an existing licence i.e. a revised site plan or amendment of less than 2 conditions fee £200
- v) Application for a replacement copy of a site licence fee £25
- vi) Deposit of site rules fee £75
- vii) Should the fit and proper person test be implemented prior to 2018/19 this additional £102 fee will apply to all new applications and transfer applications from the date the test becomes effective. (In the case of a transfer application if the applicant holds an existing licence with Runnymede having satisfied a previous 'fit and proper' test the charge will not be applied).

1. Context of report

- 1.1 In November 2013 Members approved a policy for charging an annual licence fee payable under the Mobile Homes Act 2013. Following a consultation exercise with site licence owners that policy was endorsed by Members at its January 2014 meeting. The approved structure for the annual licence fee being based on a flat rate charge for a single unit site and an additional sliding scale for sites in excess of 100 units together with exemptions for owner occupied sites.
- 1.2 Members also approved fees for a new mobile home site licence applications and for transferring and/or amending an existing licence. Members were advised at the time that fees would be reviewed in 2016 once the new licensing regime had bedded in. The review of fees did not take place due to enforcement issues with regards to mobile home sites which diverted the limited officer resource hence delaying the fee review until 2017.

2. Report

- 2.1 In November 2013 Members approved a policy for charging an annual licence fee for all relevant protected sites of £25.00 for a single unit site and an additional cost of £4.00 for each additional unit up to 101 units, then a further reduced charge of £3.00 for each additional unit up to 201 and £2.00 for each additional unit over 201. The annual licence fee using this policy has been reviewed and it is proposed that this fee be increased to cover the full costs of the service from 2018 as follows;
- i) Annual licence fee currently £25.00 for a single unit site is raised to £50 and additional unit costs as per the sliding scale be raised to £6.00, £5.00 and £4.00 respectively depending on unit numbers.
- 2.2 Members also approved fees of £400 for an application for a new site licence together with a fee of £200 for processing a transfer or amendments to an existing site licence. The fees have now been reviewed and it is proposed that revised fees be applied as follows from April 2018;
- ii) Application for a new site licence be reduced from £400 to £300 plus site inspection costs of £50.00 together with any additional unit costs as detailed in 2.1 above e.g. new site with 10 units, fee would be £300 plus £50 plus £54 Total fee £404, new site with 180 units would be £300 plus £50 plus £995 Total fee £1,345.
 - iii) Application for a transfer or amendment to an existing site licence current fee £200 to be increased to £295 this reflects current on costs and the amount of work involved (additional cost of £50 flat rate to be added if a site inspection is required).
 - iv) Application for a minor amendment to an existing licence i.e. a revised site plan or amendment of less than 2 conditions £200.
 - v) In setting the 2014 fees approximately 2 hours of officer time costing £102 was allocated to the comprehensive 'fit and proper' person test for site managers and site licence holders. This provision has yet to be implemented and therefore is being taken out of the fee structure until such time as it comes into force. Should the fit and proper person test be implemented prior to 2018/19 this additional £102 fee will apply to all new applications and transfer applications from the date the test becomes effective. (In the case of a transfer application if the applicant holds an existing licence with Runnymede having satisfied a previous 'fit and proper' test the charge will not be applied).
 - vi) Application for a replacement copy of a site licence fee remain at £25
 - vii) Deposit of site rules fee £75

3. Financial implications

- 3.1 Since the introduction of the fees in 2014 the Council continues to operate at a deficit as detailed in the following table.

Mobile homes licensing				
	2014/15	2015/16	2016/17	2017/18
	Actual	Actual	Actual	Estimate
	£	£	£	£
Gross expenditure	3,027	4,250	6,338	6,656
Income				
Fees - charges	4,022	4,022	4,022	4,000
Net expenditure	(995)	228	2,316	2,656

- 3.2 In still seeking to apply the current sliding scale policy increasing the initial single unit inspection cost to £50 and the additional unit costs by £1 each would yield £5,364 reducing the current estimated operating deficit to £1,292 (option 1). Increasing the initial single unit cost to £50 and increasing the additional costs by £1.50 would yield £5,891.50 reducing the current operating deficit to £764.50 (option 2) and applying an initial unit cost of £50 with an additional unit cost increase of £2 etc. would yield £6,419 resulting in an overall surplus of £237 (option 3). It is clear that an increase of the single unit costs together with a £2 increase in the sliding scale costs will ensure that the full operating costs for the service from 2018 will be met (providing costs do not increase further).
- 3.3. Annual fees are payable by the licence holder. These fees may be passed onto the mobile home occupiers. In the first year after the introduction of the licence fee in 2014 the initial annual charge for e.g. Penton Park annual fee in 2014 was £1,083 divided by the total number of units, 380 cost per mobile home = £2.85. (Since then the licence holder has been able to charge the annual fee plus the RPI figure. Hence the licence holders have been able to increase their pitch fees in each of the intervening years in spite of there being no increase of the annual fee by Runnymede). Increasing the annual charge for 2018 in line with option 3 in 3.2 above would result in an annual fee of £1,866 divided by total number of units, 380 cost per mobile home = £4.91. This will be the first increase in 4 years.

4. Legal implications

- 4.1 The Council must determine its fees regime on a costs recovery basis in accordance with the terms of the Act and the Provision of Services Regulations 2009 which implement the EU Services Directive.
- 4.2 The Mobile Homes Act 2013 amended the Caravan Sites and Control of Development Act 1960 ("the CSCDA 1960"), the Caravan Sites Act 1968 ("the CSA 1968") and the Mobile Homes Act 1983 ("the MHA 1983"). The 2013 Act brought the licensing regime that applies to mobile home sites in England under the CSCDA 1960 more closely in line with other Local Authority licensing regimes and also included a power to enable the Secretary of State to introduce by way of secondary legislation a "fit and proper" person requirement for managers of sites and site licence holders.

5. Equality implications

5.1 There are no Equality Implications arising from this report.

(To Resolve)

Background papers

Mobile Homes Act 2013 and applicable Explanatory Notes
Minutes of the Environment & Sustainability Committees Nov 2013 and Jan 2014

8. **LOCAL AUTHORITY ENERGY COMPANY OBLIGATION FLEXIBLE ELIGIBILITY – STATEMENT OF INTENT (BUILDING SERVICES)**

Synopsis of report:

To advise on central Government’s ECO2 Help to Heat Funding Schemes and seek agreement of Runnymede Borough Council’s Statement of Intent, setting out the eligibility for Affordable Warmth’ ‘Flexible Eligibility’ in accordance with The Department of Business, Energy and Industrial Strategy (BEIS).

Recommendation:

The Statement of Intent for the Local Authority Flexible Eligibility requirements in respect of the Energy Company Obligation (ECO2) be approved

1. Context of report

1.1 The Energy Company Obligation (ECO) is an obligation on energy suppliers aimed at helping households cut their energy bills and reduce carbon emissions by installing energy saving measures. It has operated since 2013 and has recently been updated and amended by the ECO 2 Amendment which extended the operation of the obligation to run until 30 September 2018. The Government has confirmed that it expects to consult on the future of the scheme post-October 2018 later in 2017.

1.2 Under the ECO scheme extension, energy suppliers will be able to achieve up to 10% of their ‘Affordable Warmth obligation’ for the extension period (estimated to have a value of nearly £70m over the 18 months of the scheme) by installing energy saving measures in households declared eligible by local authorities. This new mechanism, also known as “flexible eligibility”, allows local authorities to make declarations determining that certain households meet the eligibility criteria for a measure under the Affordable Warmth element of ECO. It also includes a new opportunity for Local Authorities to direct more of ECO funding towards people who have particular health conditions who are at higher risk if they live in a cold home. It also is proposed to allow increased flexibility on eligibility based on income as the current process requires a household member to be in receipt of certain benefits, not just on low income. Local Authorities are considered by BEIS to be in the best position to make these judgements.

- 1.3 However in order to deliver these benefits Local Authorities have to publish a Statement of Intent, which sets out on what basis people will qualify. BEIS has suggested using the NICE guidelines for this area and has also issued income threshold guidelines.

2. Report

- 2.1 The Statement of Intent (“SOI”) for the Runnymede Energy Company Obligation Flexible Eligibility is attached at **Appendix ‘A’**.

- 2.2 The SOI directs that Help to Heat funding will be directed to households that fit one, or more of the following criteria:

a) Are living in fuel poverty, but not in receipt of ECO qualifying benefits (‘fuel poverty’)

b) Have low income and vulnerability to cold (‘LIVC’), and/or

c) Otherwise could benefit from a Solid Wall Insulation (SWI) “in-fill” project

- 2.3 Eligible households will be identified by referral agencies, including the relevant departments of the Council and County Council and Age UK Limited. The delivery of the relevant interventions and projects will be carried out by our partner ‘Heat Surrey’.

- 2.4 As no referrals can be received or made without the SOI, Members are asked to approve the Statement as Council Policy in accordance with the Constitution, duly authorising the Corporate Director of Planning and Environmental Services to sign it.

3. Policy framework implications

- 3.1 The Home Energy Conservation Act 1995 (HECA) reports from English local authorities setting out the energy conservation measures that the authority considers practicable, cost-effective and likely to result in significant improvement in the energy efficiency of residential accommodation in its area.

- 3.2 The recently published Runnymede Borough Council HECA Report 2015-2016 stated that we would deliver ECO2: Flexible Eligibility to our private sector housing residents

4. Resource implications

- 4.1 Staffing needs to deliver the Local Authority role within this obligation will be met from within the existing Energy Management Team as far as possible.

5. Equality implications

- 5.1 The Council must have due regard to its duty under s149 of the Equality Act 2010. This statement of intent does not discriminate against any particular groups defined by the Equality Act 2010.

- 5.2 The criteria for the scheme have a positive effect on the protected characteristics of disability and age.

6. Conclusions

- 6.1 Members are asked to authorise the Corporate Director of Planning and Environmental Services to sign and approve the Statement of Intent for ECO Flexible Eligibility under the Energy Company Obligation.

(To resolve)

Background Papers

None stated.

9. **GOVERNMENT'S DETAILED PLAN FOR TACKLING NITROGEN DIOXIDE (ENVIRONMENTAL SERVICES)**

Synopsis of report:

To inform the Committee of the publication on the 26 July 2017 of the Government's UK Plan for tackling roadside nitrogen dioxide concentrations.

Recommendation(s):

None as the report is for information only.

1. Context of report

- 1.1 The Committee at its last meeting in June 2017 was informed of the publication of the Government's consultation on its draft UK Air Quality Plan for tackling nitrogen dioxide. The plan set out actions being planned or implemented at local, regional and national levels to meet the annual and hourly EU limit values for nitrogen dioxide in the shortest possible time. The Government's primary driver for action on air quality is the impact it can have on health and the environment. A cleaner, healthier environment benefits people and the economy.
- 1.2 The consultation period for the draft plan ended on the 15 June 2017 with the Government's detailed plan being published on the 26 July 2017 just ahead of the High Court set deadline of the 31 July 2017.

2. Report

- 2.1 Members were advised at the June 2017 meeting that the outcome of the Government's consultation of its draft UK Air Quality Plan for tackling nitrogen dioxide would be reported back to this Committee once the plan had been finalised. The detailed plan along with the following documents were published on 26 July 2017 (An overview of the finalised UK plan is attached at **Appendix 'B'**).
- i) UK Plan for tackling roadside nitrogen dioxide concentrations Detailed Plan July 2017 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/633270/air-quality-plan-detail.pdf

The documented plan for bringing nitrogen dioxide air pollution with statutory limits in the shortest possible time.

- ii) UK Plan for tackling roadside nitrogen dioxide concentrations Technical Report July 2017 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/632916/air-quality-plan-technical-report.pdf

Presents the evidence that was used to develop and assess the UK Air Quality Plan.

- iii) Supporting document: Environment Act 1995 (Feasibility Study for Nitrogen Dioxide Compliance) Air Quality Direction 2017 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/633803/air-quality-direction-2017.pdf

Directs certain local authorities to carry out feasibility studies to deliver compliance for nitrogen dioxide in the shortest possible time.

2.2 In brief it appears the latest Government Plan 'is a plan for more plans' (as with the earlier draft plan). However, there is at least a greater recognition of the problem through the allocation of specific funding for local authorities tasked with implementing measures contained within the Plan including at least for the first time a realistic value on the cost of preparing for action.

2.3 The technical report to the Plan shows that charging drivers to enter a 'clean air zone' is the swiftest way to tackle illegal levels of pollution in local areas. However in respect of the 29 authorities directed to produce feasibility studies (see 2.1 iii above) charging clean air zones are deemed a measure of last resort. Other measures within the Plan include a ban on the production of diesel and petrol cars from 2040 together with a reiteration of funding being made available for air quality and cleaner transport work.

2.4 Scrapage schemes part of the consultation plan have been dropped although there are proposals for taking action against car manufacturers who cheat or distort emissions data in the future. There is nothing mentioned related to the now widely acknowledged manufacturers transgressions of the past.

2.5 The new Plan appears to be focused on tackling roadside nitrogen dioxide levels which is a subtle change from the consultation which was aimed at improving air quality in the UK in tackling nitrogen dioxide in our towns and cities.

2.6 Runnymede Borough Council is not a Council to whom a direction has been issued and there are no additional actions required of the Council in respect of measures detailed within the July 2017 Plan. At this stage it is not known what if any impact the direction order served on the neighbouring borough of Surrey Heath in regard to producing feasibility studies may have on Runnymede.

3. Policy framework implications

- 3.1 With the exception of proposed clean air zones which in themselves are more targeted and applicable to larger urban areas the majority of measures within the new July 2017 Plan are already Included within the RBC 2013 Air Quality Report and 2014 Action Plan approved by this Committee in June 2014 see <https://www.runnymede.gov.uk/CHttpHandler.ashx?id=5497&p=0>.

4. Resource implications

- 4.1 There are no additional resource implications for RBC at this stage resulting from the detailed Plan as published. Officers will continue to work towards implementing the Council's 2014 action plan, however Members are reminded that with a staffing allocation of only 0:11 FTE for air quality work progress in this area will be limited to meeting statutory reporting requirements and basic monitoring work. At some stage in the future it seems likely that the Government will finalise its position on air quality and should this impose further liabilities on local authorities including issuing further direction orders, current staff resources will have to be reviewed.

5. Equality Implications

- 5.1 There are no Equality Implications arising from this report.

6. Conclusions

- 6.1 This report brings to the attention of Members the Government's final detailed UK Air Quality Plan for tackling roadside nitrogen dioxide concentrations and Members are asked to note the contents of the Plan.

(For information)

Background papers

UK Plan for tackling roadside nitrogen dioxide concentrations Detailed Plan July 2017 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/633270/air-quality-plan-detail.pdf

RBC 2013 Air Quality Report and 2014 Action Plan June 2014

10. INTERIM REPORT ON ENFORCEMENT OF LITTER AND DOG CONTROL LEGISLATION (ENVIRONMENTAL SERVICES)

Synopsis of report:

The purpose of this report is to provide Members with an update of the trial Enforcement initiative covering the service of fixed penalty notices for litter and dog control legislation offences within the Borough.

Recommendation(s):

None as the report is for information only.

1. Context of report

- 1.1 Members in March 2016 endorsed the extended use of Fixed Penalty Notices (FPN's) for tackling environmental crime including littering and dog fouling. Members then in January 2017 approved an active 12 month trial enforcement of FPN's by an external contractor Kingdom Environmental Protection Services (KEPS) to run from June 2017 to May 2018.
- 1.2 This report provides an update of current activity in relation to the numbers of FPN's served, the type of offence being reported and relevant follow up information.

2. Report

- 2.1 In January 2017 Members approved a 12 month trial enforcement of FPN's by an external contractor Kingdom Environmental Protection Services (KEPS) to run from June 2017 to May 2018.
- 2.2 Prior to its introduction maximum publicity was given to informing members of the public and visitors to Runnymede of the proposed enforcement actions. Publicity included, but was not limited to publicising the trial on the RBC webpages, referring to the issue of FPN's for littering and dog fouling in 4000 letters sent out to residents in the Council's green waste scheme, the inclusion of a strap line to the same effect on all emails responses sent out by customer services leading up to the going live date in June. Erection of 'enforcement and no littering' signage around the borough and in relation to dog fouling, posting of specific signage in all veterinary practices targeting dog owners.
- 2.3 KEPS working on behalf of the Council have issued a total of 619 FPN's for litter or dog control offences as of the 31 August 2017. A summarized breakdown of enforcement activity is attached at **Appendix 'C'**

3. Policy framework implications

- 3.1 Enforcement of littering and dog fouling (or dog control) offences will contribute to the Council's corporate theme of improving the quality of local people's lives and its key priorities as set out in the RBC Corporate Business Plan 2016-2020 of improving and enhancing our environment by dealing with environmental crimes robustly and proactively.

4. Legal implications

- 4.1 Should matters not be dealt with via the FPN route the alleged offenders may be summary prosecuted.

5. Equality implications

- 5.1 There are no Equality Implications arising from this report.

(For information)

Background Papers

None stated.

- 11. **FOOD STANDARDS AGENCY PUBLICATION' REGULATING OUR FUTURE – WHY FOOD REGULATION NEEDS TO CHANGE AND HOW WE ARE GOING TO DO IT' (ENVIRONMENTAL SERVICES)**

Synopsis of report:

To inform the Committee of the publication on the 19 July 2017 of the Food Standards Agency (FSA); 'Regulating Our Future – Why food regulation needs to change and how we are going to do it' document outlining the direction the Agency plans to take in delivering a new model food regulatory system by 2020.

Recommendation(s):

None as the item is for information only.

1. Context of report

- 1.1 On the 19 July 2017 the Food Standards Agency published the document 'Regulating Our Future - Why food regulation needs to change and how we are going to do it'. The FSA believes that the current 'one size fits all approach' is ill suited to the diverse nature of the current food industry and the system needs to change. The FSA has requested that local authority Members are made aware of the FSA's intended approach and kept informed as things progress towards 2020.

2. Report

- 2.1 On 5 May 2017 the FSA published the document 'Regulating Our Future Why food regulation needs to change and how we are going to do it' <https://www.food.gov.uk/sites/default/files/rof-paper-july2017.pdf> **Appendix 'D'**
The new model will move away from a 'one-size-fits-all' approach to regulation. The FSA understands that food businesses come in many different shapes and sizes. They are proposing having a regulatory framework that can be adapted according to different types of food businesses.
- 2.2 The paper details the changes the FSA wants to make to build a modern, risk-based, proportionate, robust and resilient system. Chief among these are:
- i) An enhanced system of registration for businesses, which will mean securing better information on all businesses so that we can better identify and manage risk across the food chain. Knowing more about a food business will enable them to make better judgments about regulating it. The FSA want to create a hostile environment for those businesses that don't proactively register.
 - ii) Segmenting businesses in a better way using a range of risk indicators based on wider information about the business, including the information gathered at the point of registration and from other sources.
 - iii) The FSA want to be confident that businesses are doing the right thing and they will introduce more options for how they prove it. Depending on how robust the information that businesses share, including their past performance, the FSA will set the frequency and type of inspection activity they face. This means businesses with a good history of compliance will face a lower burden from regulation, and free up local authority resources to target the businesses that present the greatest risk to public health.
 - iv) The FSA remain committed to the very successful and trusted Food Hygiene Rating Scheme. They will continue to ensure the scheme is sustainable and display becomes mandatory in England as it is in Wales and Northern Ireland

3. Policy framework implications

- 3.1 Runnymede's Food Safety Policy is governed by the requirements of its annual Food Safety Plan the latest of which covering 2017/18 was approved by this Committee in June 2017 and by full Council in July 2017. Formulation of the Food Safety Plan is regulated by the FSA and therefore it is likely that any future Food Safety Plans will reflect any shifts in direction by the FSA

4. Resource implications

- 4.1 There are minimal resource implications for RBC at this stage. Members however are made aware that one of the FSA's principles on which the future regulatory system is to be based is that businesses should meet the costs of regulation, which should be no more than they need to be. There is an intention by the FSA to introduce a new funding model to ensure the sustainability of the new system the details of which are not elaborated on at this stage.

5. Equality Implications

- 5.1 There are no Equality Implications arising from this report.

6. Conclusions

- 6.1 This report brings to the attention of Members the FSA's document outlining its plans for future regulation of food safety legislation. Further reports on the FSA's new approach will be brought back to committee as and when matters progress.

(For information)

Background papers

FSA Regulating Our Future Why food regulation needs to change and how we are going to do it <https://www.food.gov.uk/sites/default/files/rof-paper-july2017.pdf>

12. EXCLUSION OF PRESS AND PUBLIC

If the Committee is minded to consider any of the foregoing reports in private, it is the

OFFICERS' RECOMMENDATION that –

the press and public be excluded from the meeting during discussion of reports under Section 100A(4) of the Local Government Act 1972 on the grounds that the reports in question would be likely to involve disclosure of exempt information of the description specified in appropriate paragraphs of Schedule 12A of the Act.

(To resolve)

PART II

Matters involving Exempt or Confidential Information in respect of which reports have not been made available for public inspection

a) Exempt Information

(No reports to be considered under this heading)

b) Confidential Information

(No reports to be considered under this heading)

ENVIRONMENT AND SUSTAINABILITY COMMITTEE

28 SEPTEMBER 2017

APPENDICES

<u>APPENDIX</u>	<u>REPORT</u>	<u>PAGE NO</u>
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Local Authority Energy Company Obligation Flexible Eligibility Statement of Intent

Runnymede Borough Council

Version 1.0:

1. Name of the local authority: Runnymede Borough Council
2. Date of publication XXX
3. Published at XXX

1) Introduction

This Statement of Intent (SOI) sets out how households in the Borough of Runnymede will be declared to be eligible for ECO: Help to Heat funding, in accordance with guidelines from Department for Business, Energy and Industrial Strategy (BEIS). This scheme is part of the government's Affordable Warmth programme.

The ECO: Help to Heat funding scheme aims to direct an increased proportion of funding to low income households (not just those in receipt of specific benefits) and/or people with specific health conditions. Either of these situations can make people more vulnerable to the effects of a cold home.

“Cold homes and poor housing conditions have been linked with a range of health problems in children and young people, including respiratory health, growth and long-term health. In older people, cold temperatures increase the risk of heart attack, stroke and circulatory problems, respiratory disease, flu and hospital admission. They also lower strength and dexterity, leading to an increase in the likelihood of falls and accidental injuries. Home temperatures also have implications for mental health because cold is linked with increased risk of depression and anxiety.” (Adapted from [Local action on health inequalities evidence review 7: fuel poverty and cold home- related health problems](#) (2014) Public Health England)

The **referring agency** in place for domestic energy efficiency grant funding in Runnymede Borough Council is Heat Surrey, a service delivered by Happy Energy Ltd, who will be utilised for ECO Flexibility: Help to Heat funding:

The referring agency, Heat Surrey, will assess eligibility in line with this statement and will refer households deemed eligible to the council who will then approve and notify Heat Surrey to carry out a survey.

In all areas, the final decision on whether any individual household can benefit from energy saving improvements under the government's Affordable Warmth programme will be made by the obligated suppliers or their agents/contractors. Inclusion in a Declaration authorised by Runnymede Borough Council to a supplier will not guarantee installation of measures or fully funded works, as the final decision will depend on i) survey carried out by Heat Surrey agents/contractors and installation costs calculated, ii) the energy savings that can be achieved for a property, and iii) whether suppliers have achieved their targets or require further measures to meet their ECO targets.

2) How Runnymede Borough Council intends to identify eligible households

ECO Flexibility Help to Heat funding is only available to private tenure households. In order to be eligible for this funding, a household must fit one, or more of the following criteria:

- a) *Living in fuel poverty, but not in receipt of ECO qualifying benefits ('fuel poverty')*
- b) *Low income and vulnerability to cold ('LIVC')*
- c) *Solid Wall Insulation (SWI) "in-fill"*

Runnymede Borough Council will keep these criteria under review, in relation to levels of referrals made, delivery of installed measures and the practices of other authorities.

2(a) Criteria for identifying 'Living in fuel poverty, but not in receipt of benefits'

Fuel poverty is defined as living with low income but high heating costs. Runnymede Borough Council will assess two elements to determine eligibility:

- i) For the 'low income' portion of this indicator, the referring agency will look to find evidence that a member of the household is in receipt of an ECO qualifying income-related benefit in the first instance. Should the resident not receive any ECO qualifying income-related benefits, then the referring agency will consider a household in receipt of Council Tax Benefit, Housing Benefit, or with an income of less than £30,000 to be 'low income' for the purposes of this criteria.
- ii) For the 'high cost' portion of the indicator, the referring agency, Heat Surrey, will look to identify eligible households as those that have an **Energy Performance Certificate (EPC) rating of 'E' or lower**. These properties will be identified using the Landmark online EPC register. In the event that a property does not meet this criteria, Heat Surrey will identify if the property falls into one of these additional categories which have been selected due to their high energy bills, hard to treat and hard to reach nature:
 - ✓ *Park homes and other permanent caravan residences*
 - ✓ *Homes which are not heated by mains*
 - ✓ *Privately rented properties including Houses in Multiple Occupation (HMOs)*
 - ✓ *Electrically heated properties*
 - ✓ *Flats above commercial premises*
 - ✓ *System built properties*
 - ✓ *Sheltered housing for the elderly*
 - ✓ *Homes which require cavity wall insulation*
 - ✓ *Homes with 100mm or less of loft insulation*

2(b) Criteria for identifying 'low income and vulnerability to cold' (LIVC)

Runnymede Borough Council will assess two combined elements to determine eligibility:

1. The 'low income' portion of this identifier as set out in the previous section for 'fuel poverty'
2. Vulnerability to cold which will be assessed in conjunction with Adult Social Care or by Heat Surrey asking residents to inform them of any health conditions they may suffer from, or whether the household composition may lead to a higher than average vulnerability to cold. This information will highlight risks for people associated with cold homes. The following people will therefore meet this second criteria:

1. people with cardiovascular conditions
2. people with respiratory conditions (in particular, chronic obstructive pulmonary disease and childhood asthma)
3. people with mental health conditions
4. people with disabilities
5. older people (60 and older)
6. young children (aged 10 or under)
7. pregnant women
8. people with addictions
9. people who have attended hospital due to a fall
10. Terminal illness
11. suppressed immune system e.g. from cancer treatment or HIV (inclusion as recommended by Health Booster Fund projects)

Any referral or enquiry received that does not meet the above requirements will be considered by Runnymede Borough Council on a case by case basis

2(c) Criteria for Solid Wall Insulation (SWI) “in-fill” projects

To increase the economies of scale of SWI projects, solid wall homes (i.e. no cavity wall) which are not ‘fuel poor’, will be eligible for Flexible ECO funding, where they are co-located with a minimum percentage of households assessed to be Fuel Poor (FP) or LIVC. The criteria for this will be:

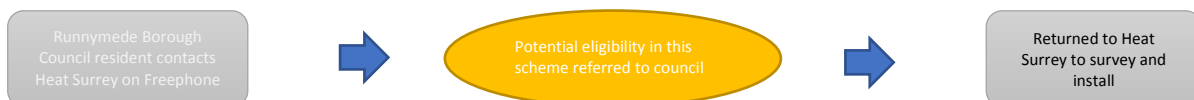
Table 4 Summary of the requirements for different property types under in-fill

Property Type	LA declaration requirements	In-fill available
Semi-detached houses or bungalows, or a building containing no more than two domestic premises	At least one of the two-properties must be classified by the LA as FP or LIVC (50% eligibility).	The other property to which it is directly adjoined is eligible for solid wall insulation.
Any other properties that are contained together on a list provided by the LA that are in the same or immediately adjacent buildings ⁹⁹ or in the same terrace (eg flats and terraced houses)	At least 66% of properties listed in the declaration must be classified by the LA as FP or LIVC.	The other 34% of properties on the list are eligible for solid wall insulation, provided they are either in the same building, an immediately adjacent building or in the same terrace.

4) Governance

The SOI will be signed on behalf of Runnymede Borough Council by the Strategic Director for Adult Social Care and Public Health [director level member of staff of Runnymede]. Declarations will be signed on behalf of Runnymede Borough Council by xxxxxxxx, xxxxxxxx for Runnymede Borough Council

An organisation chart for the parties involved in the process of identifying eligible households under “flexible eligibility” is as below:



5) Marketing & Referrals

Runnymede Borough council will ensure appropriate referral processes are in place and will work with relevant partners to identify potentially eligible people in the most effective way, while maintaining the protection of personal data. This will include initial identification of eligible households using the Landmark EPC data for Runnymede Borough Council for those living in 'fuel poverty' and with 'high costs'. We will also work with Surrey County Council Adult Social Care, Runnymede Borough Council Private Sector Housing, Runnymede Borough Council 'Magna Carta Lettings' and Age UK Limited to determine those that may be vulnerable to living in a cold home and suffering from a qualifying medical condition. All potential eligible households will be contacted and referred to Heat Surrey.

6) Evidence, monitoring and reporting

The referring agency will capture and store all relevant information during the initial enquiry to determine the correct course of action for each household.

The referring agency will inform residents that they may be required to provide evidence of income and medical/health conditions and other information such as any relevant health condition, at a later date in order to deter fraudulent claims.

Runnymede Borough Council will use its discretion to decide whether any auditing is required to confirm eligibility under this Statement of Intent. If auditing is undertaken, eligibility of claimants will be assessed by a random sample of households on a post-installation basis.

Heat Surrey will provide key information, including the number of referrals made and the number of funded installations delivered.

7) Authorised signatory

Name:

Position:

Signed:

Date:



Department
for Environment
Food & Rural Affairs



Department
for Transport

UK plan for tackling roadside nitrogen dioxide concentrations

An overview

July 2017



Scottish Government
Riaghaltas na h-Alba
gov.scot



Department of
**Agriculture, Environment
and Rural Affairs**
www.daera-ni.gov.uk



Llywodraeth Cymru
Welsh Government



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The government's ambition for a better environment and cleaner air

1. We pledge to be the first generation to leave the environment in a better state than we inherited it.
2. Clean air is one of the most basic requirements of a healthy environment for us all to live, work, and bring up families. Whilst air quality has improved significantly in recent decades, and will continue to improve thanks to the action we have already taken, there are some parts of our country where there are unacceptable levels of air pollution. This can come from a range of different sources and activities. Many everyday activities such as industrial processes, farming, transport, generating energy and heating homes can have a detrimental effect on air quality. This is a problem we need to tackle.

What the government is doing to deliver clean air

3. The government has already taken significant action to improve air quality. The UK was the first country in the world to announce in 2011 our intention that conventional car and van sales would end by 2040, and for almost every car and van on the road to be a zero emission vehicle by 2050. The UK is already a leader in Europe in terms of electric vehicle manufacture and uptake. In 2016 UK manufactured Nissan Leafs accounted for almost 20% of battery electric car sales across Europe and the UK had the highest sales of battery electric vehicles and plug-in hybrids in the EU.
4. We are already committed to investing over £2.7 billion overall in air quality and cleaner transport. This includes:
 - **£1 billion – ultra low emission vehicles (ULEVs).** This includes investing nearly £100m in the UK's charging infrastructure and funding the Plug In Car and Plug In Van Grant Schemes.
 - **£290 million – National Productivity Investment Fund.** In the Autumn Statement 2016, a further £290 million was committed for reducing transport emissions which includes £60 million for new buses and £40 million for bus retrofits, £50 million for a Plug In Taxi programme and £80 million for ULEV charging infrastructure.
 - **£11 million – Air Quality Grant.** We have awarded over £11 million under our Air Quality Grant scheme to help local authorities improve air quality.

- **£89 million – Green Bus Fund.** The UK government has invested a total of almost £89 million via the Green Bus Fund to help bus companies and local authorities in England to put over 1,200 new low carbon buses on the roads.
- **£27 million – Clean Bus Technology Fund and Clean Vehicle Technology Fund.** Since 2013, government has awarded over £27 million to retrofit almost 3,000 of the oldest vehicles (mainly buses) including through the Clean Bus Technology Fund and the Clean Vehicle Technology Fund.
- **£1.2 billion – Cycling and walking.** In April 2017, the UK government published its Cycling and Walking Investment Strategy which identifies £1.2 billion which may be invested in cycling and walking from 2016-2021.
- **£100 million – National road network.** Through the Road Investment Strategy, the UK government has allocated a ring-fenced £100 million for an Air Quality Fund available through to 2021 for Highways England to help improve air quality on its network.

5. We are developing further measures and will set these out in:

- a. the Clean Growth Plan which the Department for Business, Energy and Industrial Strategy will bring forward in the autumn.
- b. a further strategy on the pathway to zero emission transport for all road vehicles to be published by March 2018.
- c. a wider Clean Air Strategy in 2018 setting out how we will meet our international commitments to significantly reduce emissions of five damaging air pollutants by 2020, and 2030.

Although air pollution has improved, it still poses an urgent health problem

6. The shift to ultra-low and zero emission vehicles is well under way, and will continue to gather pace over the coming years as we move towards 2040, by which point the government will end the sale of all new conventional petrol and diesel cars and vans. This shift will resolve our air quality problem as combustion engines gradually disappear from the streets of our towns and cities, some as soon as the early 2020s. However, this will not happen quickly enough and the impact that air pollution continues to have on the health of this nation means we must do more, sooner.
7. We therefore have a clear ambition and policy agenda to improve air quality, backed up with significant investment. Air quality has improved significantly in recent decades. Since 1970 sulphur dioxide emissions have decreased by 95%, particulate matter by

73%, and nitrogen oxides by 69%. Total UK emissions of nitrogen oxides fell by a further 19% between 2010 and 2015.

8. However, poor air quality persists in certain areas of the country as a direct result of the failure of the European regulatory system to deliver expected improvements in vehicle emissions. Standards on vehicle engines (known as “Euro Standards”), which should have led to major reductions in emissions of nitrogen dioxide (NO₂) from vehicles, failed to deliver, particularly for diesel vehicles, whose “real world” emissions have proven to be many times higher than laboratory tests. Diesel vehicles on our roads are causing harmful emissions far above what was assumed and contributing to pollution levels that continue to be damaging to public health. Additionally, the Volkswagen scandal showed that deliberate cheating of the emissions tests was built into some vehicles. If those Euro standards had delivered as they were supposed to, we would by now have most of the UK within the legal air quality limits. We need to take specific further action in order to address the immediate health risks presented by poor air quality in particular parts of the country.
9. There is increasing evidence that air quality has an important effect on public health, the economy, and the environment. According to Public Health England, poor air quality is the largest environmental risk to public health in the UK¹. Evidence from the World Health Organization (WHO) shows that older people, children, people with pre-existing lung and heart conditions, and people on lower incomes may be most at risk².
10. Evidence collated by Defra, Public Health England and the Local Government Association³ shows that short-term exposure to high levels of air pollution can cause a range of adverse health effects including exacerbation of asthma, effects on lung function, increases in hospital admissions and mortality. A review by the World Health Organization concludes that long-term exposure to air pollution reduces life expectancy by increasing deaths from lung, heart and circulatory conditions. There is emerging evidence from the Royal College of Physicians (amongst others) of possible links with a range of other adverse health effects including diabetes, cognitive decline and dementia, and effects on the unborn child^{4 5}.
11. As well as having an effect on life-expectancy, air quality also impacts other aspects of health, productivity and wellbeing. Although it is difficult to quantify the economic impact of poor air quality with precision, research commissioned by Defra estimated

¹ Public Health England, ‘*Estimating local mortality burdens associated with particulate air pollution*’, 2014, www.gov.uk/government/publications/estimating-local-mortality-burdens-associated-with-particulate-air-pollution

² World Health Organization, ‘*Review of evidence on health aspects of air pollution – REVIHAAP Project*’, 2013 http://www.euro.who.int/_data/assets/pdf_file/0004/193108/REVIHAAP-Final-technical-report-final-version.pdf?ua=1

³ www.local.gov.uk/sites/default/files/documents/6.3091_DEFRA_AirQualityGuide_9web_0.pdf

⁴ Ibid.

⁵ Royal College of Physicians ‘Every breath we take. The lifelong impact of air pollution’ (2016).

that in 2012, poor air quality had a total cost of up to £2.7 billion through its impact on productivity⁶.

12. In addition to affecting health, air quality also impacts the environment. Between 2013 and 2015, 44% of sensitive habitats across the UK were estimated to be at risk of significant harm from acidity and 63% from nitrogen deposition⁷. It has also been found that ozone effects ecosystems (by reducing carbon uptake and biomass in sensitive plants and trees) and on agriculture (where crop production has been found to be reduced by up to 9%)⁸.
13. Further research continues to improve understanding of the health, economic and environmental effects of air pollution, and although the evidence is subject to change, there is substantial evidence on the health impacts from particulate matter and there is a compelling and growing body of evidence on the effects from other pollutants particularly nitrogen dioxide.
14. We must take action now to tackle NO₂ pollution. Air pollution predominantly affects those living in our major towns and cities due to the concentration of vehicles and other sources of pollution. This continues to have an unnecessary and avoidable impact on people's health, particularly amongst the elderly, people with pre-existing lung and heart conditions, the young, and those on lower incomes.

The government's solution

15. Unlike greenhouse gases, the risk from NO₂ is focused in particular places: it is the build-up of pollution in a particular area that increases the concentration in the air and the associated risks. So intervention needs to be targeted to problem areas, fewer than 100 major roads which national modelling suggests will continue to have air pollution problems in 2021, mostly in cities and towns. The effort to reduce NO₂ also needs to be targeted on the sources that make the biggest contribution to the problem: road vehicles contribute about 80% of NO₂ pollution at the roadside and growth in the number of diesel cars has exacerbated this problem.
16. Given the local nature of the problem, local action is needed to achieve improvements in air quality. As the UK improves air quality nationally, air quality hotspots are going to become even more localised and the importance of action at a local level will increase. Local knowledge is vital to finding solutions for air quality problems that are suited to

⁶ Department for Environment, Food and Rural Affairs, 'Valuing the impacts of air quality on productivity', 2015, https://uk-air.defra.gov.uk/assets/documents/reports/cat19/1511251135_140610_Valuing_the_impacts_of_air_quality_on_productivity_Final_Report_3_0.pdf

⁷ Based on a 2013-2015 three-year average. Department for Environment, Food and Rural Affairs, 'Provision of Mapping and Modelling of Critical Loads and Critical Levels Exceedance 2016-19', 2016.

⁸ Ozone factsheets produced by the Natural Environment Research Council, Centre for ecology and Hydrology and the Science & Technology Facilities Council are available at www.ozone-net.org.uk/factsheets

local areas and the communities and businesses affected. A leading role for local authorities is therefore essential.

17. But we also recognise the need for strong national leadership. We will set a clear national framework for the steps that local authorities need to take. We will provide direct financial support to enable local authorities to develop and implement their plans, and pursue national measures to reinforce their efforts. And we will require those local plans to be developed and implemented at pace so that air quality limits are achieved within the shortest time possible.
18. In developing their local plans to tackle the causes of air pollution, local authorities should consider a wide range of innovative options, exploring new technologies and seeking to support the government's industrial strategy so that they can deliver reduced emissions in a way that best meets the needs of their communities and local businesses. Their plans could include a wide range of measures such as: changing road layouts at congestion and air pollution pinch points; encouraging public and private uptake of ULEVs; using innovative retrofitting technologies and new fuels; and, encouraging the use of public transport. If these measures are not sufficient, local plans could include access restrictions on vehicles, such as charging zones or measures to prevent certain vehicles using particular roads at particular times. However, local authorities should bear in mind such access restrictions would only be necessary for a limited period and should be lifted once legal compliance is achieved and there is no risk of legal limits being breached again.
19. We will help local authorities by:
 - **Setting up a £255m Implementation Fund**, available to support local authorities to prepare their plans and deliver targeted action to improve air quality. This funding will support the immediate work to conduct feasibility studies and develop and deliver local plans. **£40 million** will be made available immediately to support local authorities to take action to improve air quality in the shortest time possible.
 - **Establishing a Clean Air Fund**, which will allow local authorities to bid for additional money to support the implementation of measures to improve air quality. This could include interventions such as improvements to local bus fleets, support for concessionary travel and more sustainable modes of transport such as cycling, or infrastructure changes. These interventions could enable local authorities to avoid the imposition of restrictions on vehicles, such as charging zones. To ensure the Fund fits the specific needs of each local area there will be a competitive process through which local authorities bid for support. Further details will be announced later in the year.
 - **£100 million for retrofitting and new low emission buses.** As announced in the 2016 Autumn Statement, the government will provide this funding for a national programme of support for low emission buses in England and Wales, including hundreds of new low emission buses and retrofitting of thousands of older buses.

The government believes that continued development, promotion and implementation of innovative retrofit technology will be an important element of reducing emissions of NO_x and will help bridge the gap in the journey towards zero emissions by 2050. At a local level, the UK government expects local authorities to consider the impact retrofitting could have on their pollution levels and meeting local air quality objectives. We will set out further plans for how local authorities can access this funding later in the summer.

20. The government is clear that we must maintain discipline on public spending. Measures to improve air quality will therefore be funded through changes to the tax treatment for new diesel vehicles, or through reprioritisation within existing departmental budgets. Further details on changes to the tax regime will be announced later in the year.

Delivering cleaner air in the shortest time possible

21. It is vital that action is taken in the shortest time possible to improve air quality in those areas where air pollution is above legal limits. The government has previously said that relevant local authorities will have up to 18 months to produce their plans. In order to inject additional urgency into this process, we will now require local authorities to set out initial plans 8 months from now, by the end of March 2018. These will be followed by final plans by the end of December 2018. To assist local authorities in meeting these timescales, we will ensure they can immediately draw on our Implementation Fund, as well as central government expertise.
22. Government will assess local plans to ensure they are effective, fair, good value, and deliver the necessary air quality compliance. Government will provide feedback on local authorities' initial plans and will decide whether or not to approve final plans. A local plan will only be approved by government, and thus be considered for appropriate funding support, if:
- a. it is likely to cause NO₂ levels in the area to reach legal compliance within the shortest time possible;
 - b. the effects and impacts on local residents and businesses have been assessed, including on disadvantaged groups, and there are no unintended consequences; and,
 - c. proposals that require central government funding demonstrate value for money.
23. If the government deems a local plan not to be sufficient, we will require local authorities to implement the measures necessary in their area to deliver the necessary improvement in the shortest time possible.

Impact on individuals

24. This package of measures will support delivery of our obligations on air quality in the shortest time possible. We are clear, however, that this must be done in a way that does not unfairly penalise ordinary working families who bought diesel vehicles in good faith. This includes those people who purchased diesel vehicles following tax changes made by previous governments which focused on fuel economy and carbon dioxide (CO₂) emissions, rather than NO₂ emissions.
25. Our evidence suggests that exceedances in NO₂ are highly localised – limited, for the most part, to a few problem roads rather than an entire town or city centre. The plans put forward by local authorities should reflect this, ensuring that measures are carefully targeted to minimise their impact on local residents and businesses – and government will be scrutinising local authority plans on this basis.
26. Where there are no other viable options to reduce air pollution to legally-permissible levels in the shortest possible time, some local authorities may decide to introduce access restrictions on vehicles, such as charging zones or other measures to prevent certain vehicles using particular roads at particular times. The Mayor of London has already announced that the GLA will introduce new charges on those using diesel vehicles in central London. While local authorities may deem such action to be necessary, support should be available to the owners of affected vehicles.
27. We will not know the degree to which local plans will impact residents and individuals until local authorities come forward with their plans. In the meantime, the government will work with local authorities and others to consider how to help minimise the impact of such measures on local businesses, residents and those travelling into towns and cities to work where such action is necessary; and will issue a further consultation in autumn to aid development and assessment of options. The measures considered in that consultation will include options to support motorists: in particular private car drivers on lower incomes, or those who may have to switch to a cleaner vehicle. Options considered could include retrofitting, subsidised car club membership, exemptions and discounts from any restrictions, permit schemes for vans or concessionary bus travel.
28. A targeted scrappage scheme will also be considered in this consultation focussing on certain groups of drivers who most need support (such as those on lower incomes or those living in the immediate vicinity of a Clean Air Zone) and providing an incentive to switch to a cleaner vehicle.
29. Following the consultation on the draft Plan, it is clear that a number of issues remain with such mitigation options and in particular with scrappage schemes – analysis of previous schemes has shown poor value for the taxpayer and that they are open to a degree of fraud. We welcome views from stakeholders in the forthcoming consultation on whether it is possible to overcome these issues, alongside any wider options that should be considered. All proposals considered for government support would need to

demonstrate that support can be targeted to those who need it most and that any scheme could be delivered effectively with minimal risk of fraud or abuse. Proposals considered would also need to demonstrate that they offer clear value for taxpayer's money. Finally, given all measures will be funded by relevant taxes on new diesel cars alongside existing departmental budgets, proposals put forward would need to be fair to the taxpayers who would fund any measures.

Making the UK a global leader in air quality

30. We want vehicle manufacturers to show that they can be part of the solution as well as the problem. The UK led the way in Europe in pushing for tough new type approval standards for cars and vans, including the 'real world' driving emissions tests that start to take effect from September this year, alongside tougher laboratory tests. We want to be absolutely sure that these new standards will deliver, and that we see a significant reduction in harmful emissions from new models of cars and vans.
31. These new standards have no effect on existing vehicles on the road, many of which – even some of the newest models – show harmful emissions levels many times greater than the test limits. We have set up a Market Surveillance Unit to increase the checks that we carry out to ensure that new and existing vehicles on UK roads meet the standards that they were approved to. We will continue to examine all steps that could be taken to ensure manufacturers rectify these failings.
32. As we leave the EU, we want the UK to be a world leader in low emission transport, and will look for opportunities to strengthen further the controls on vehicle emissions which deliver both for the environment and for drivers.
33. We will also move forward with the transition to cleaner technologies and electric vehicles. Our new Automated and Electric Vehicles Bill will enable the UK to retain its position as a global leader in the market for electric vehicles. This will allow the government to require the installation of charge points for electric vehicles at motorway service areas and large fuel retailers, and to make it even easier to use electric vehicle chargepoints across the UK. This drive towards cleaner technology and zero emission transport will be reinforced by both the Clean Growth Plan and the Industrial Strategy, including investment in science and innovation through the Industrial Strategy Challenge Fund.

Summary of FPN's issued by Kingdom as of 31 August 2017

Description	Count	Total
FPN PAID	450	33750
PAYMENT DUE	149	11200
WRITTEN OFF	18	1350
CANCELLED	2	150
TOTAL:	619	46450
Age Binding	Age Binding Count	Percentage
16	1	0.16%
17	2	0.32%
18	8	1.29%
19	12	1.94%
20 - 29	160	25.85%
30 - 39	160	25.85%
40 - 49	117	18.90%
50 - 59	110	17.77%
60 - 69	28	4.52%
70 - 79	15	2.42%
Not known	6	0.97%
Total:	619	
Gender	Gender Count	Percentage
Female	202	32.63%
Male	417	67.37%
Total:	619	
Area	Area Count	Percentage
Addlestone	255	41.20%
Chertsey	100	16.16%
Egham	207	33.44%
Englefield Green	19	3.07%
New Haw	5	0.81%
Thorpe	2	0.32%
Virginia Water	31	5.01%
Total:	619	
Offence Type	Offence Type Count	Percentage
Dog Control-Fouling	1	0.16%
Litter Dep-Cigarette	590	95.32%
Litter Dep-Food	1	0.16%
Litter Dep-Other	5	0.81%
Litter Dep-Spitting	22	3.55%
Total:	619	

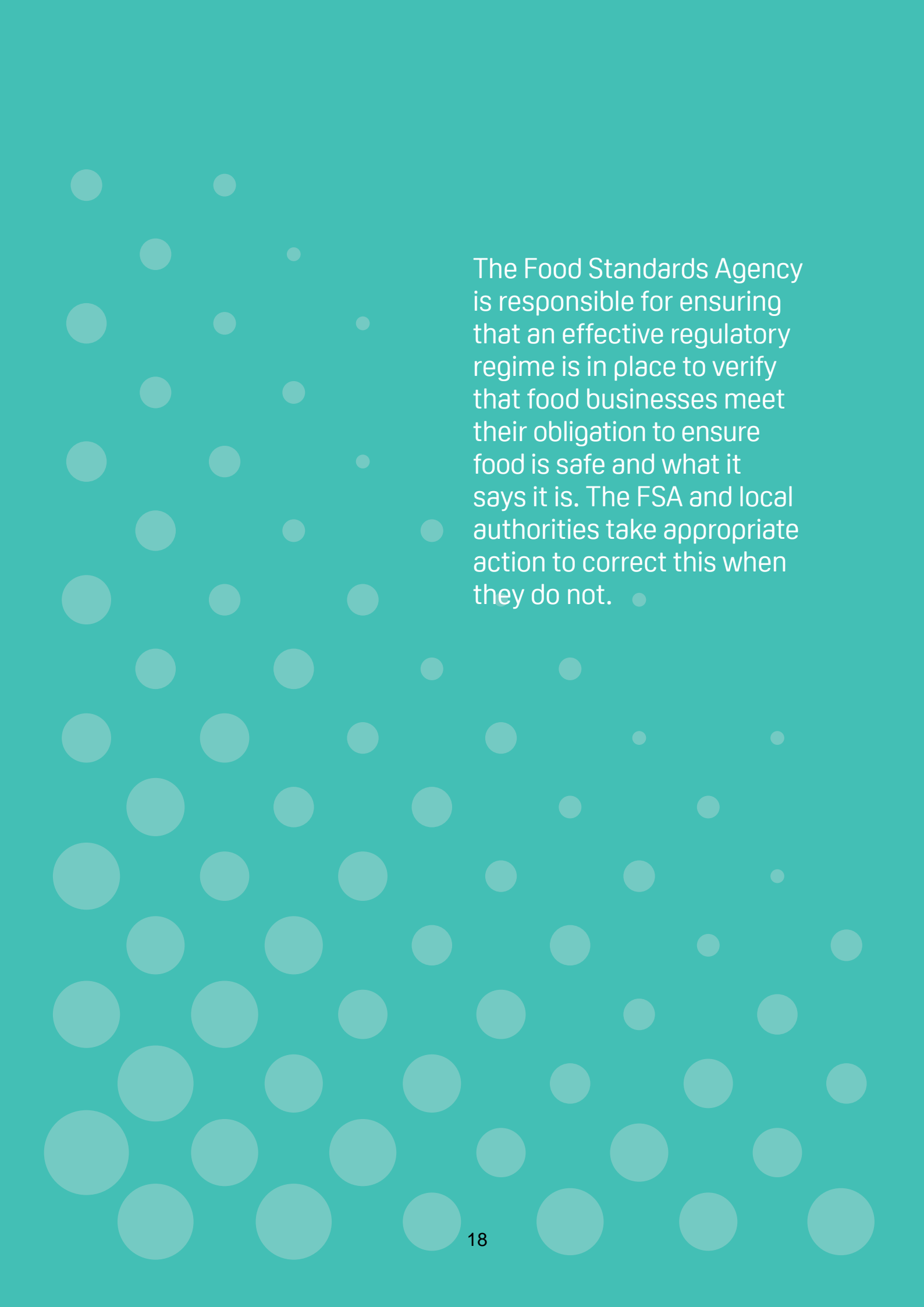


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REGULATING OUR FUTURE

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Why food regulation needs
to change and how we
are going to do it



The Food Standards Agency is responsible for ensuring that an effective regulatory regime is in place to verify that food businesses meet their obligation to ensure food is safe and what it says it is. The FSA and local authorities take appropriate action to correct this when they do not.

We have concluded that it's time to improve the way we deliver regulatory controls in food. This paper explains the direction we intend to take to create a modern, risk-based, proportionate, robust and resilient system.

It is important to say that this is about *how* we deliver regulatory assurance; it is *not* about changing the actual regulations that specify what businesses are required to do. We intend to improve delivery of controls across the food chain, including those for animal feed, but we are prioritising improvement where there has been no modernisation of the system in recent years and where it is most needed.

We see many opportunities to do things better. For the UK to continue to be a strong, credible player in the global food economy, the regulatory regime needs to keep pace with rapid changes in that economy. Leaving the EU will change patterns of food production, trade and consumption, emphasising the need for a flexible and responsive regulatory system.

It is important that we act now, rather than wait for the system to falter, risking damaging consequences for public health and for trust in food.



Since February 2016 we have been consulting and working with consumers, food businesses, other parts of local and national government,

and food regulators in other countries, to develop our future approach to food regulation in England, Wales and Northern Ireland. We are working closely with our colleagues in Food Standards Scotland; where appropriate we aim to ensure harmonisation of outcomes across the FSA's reforms and the Regulatory Strategy in Scotland.

We aim to ensure a sustainable approach to food safety regulation, one that brings about business behaviour change to benefit consumers. By 2020, we plan to have delivered a new regulatory model for food. It will be an approach that can flex and adapt to future circumstances. This paper describes what we expect that model will look like. We are setting this out now, so that we can take into account further feedback as we get into the detailed design stages.

We are planning fundamental changes to how we regulate. These changes can't all be delivered at once, and not all of them are in the hands of the FSA alone. That means that we need to take interim, progressive steps. Since we began this reform programme, the UK voted to leave the EU. As a result we are prioritising the elements of our new system that will enable us to reassure consumers and support the food industry from day one of being outside the EU. But that is only a staging post in implementing the full reforms we have identified to deliver a modern, robust, sustainable system.

We call on all involved in food and feed to join us on this ambitious journey.



REASONS FOR CHANGE

We are changing the existing approach to regulating the food industry because we believe it is outdated and becoming increasingly unsustainable.

It has been in place for more than 30 years and has served consumers well, but has not kept pace with technological change in the food industry, and is not flexible enough to adapt to the changing environment.

The existing ‘one size fits all’ approach to regulating food businesses is ill-suited to the incredibly diverse nature of the industry. In recent years, we have witnessed large numbers of new players enter the global food and food safety landscape; for example, online retailers, food delivery services, private auditors, independent food safety certification schemes. These and many other developments have reduced risks, created different risks, increased risks. But the current regulatory approach doesn’t allow us easily to focus our effort on changing risks. It’s clunky, rather than flexible and agile.

There is a fundamental weakness in the current model as the FSA doesn’t know in real time how many food businesses actually exist or, who is operating them. We aren’t able to draw a complete picture, whether in a food incident or crisis, or just to make the best decisions. We need to address this by ensuring that have an overview of all food businesses rather than this important data just being held by individual local authorities as at present.

The regulatory environment is also going to change, with the UK preparing to leave the EU.

It will be critical for the FSA, as the Central Competent Authority for food safety, to demonstrate that a robust and effective regulatory model is in place.

This applies to all food businesses but control of food imports and businesses that export food will be critical. We need to be sure that all elements of our system inspire confidence in those who are deciding whether we provide adequate control of the feed and food chains.

Finally, the model is financially unsustainable, with taxpayers bearing the cost of food regulation in a way that is incompatible with wider regulatory policy. At the same time, local authorities who deliver most of the current activity are under increasing financial pressure, such that some are struggling to fully discharge their functions.



WE NEED TO BE SURE THAT ALL ELEMENTS OF OUR SYSTEM INSPIRE CONFIDENCE

¹ Cabinet Office Regulatory Futures Review <https://www.gov.uk/government/publications/regulatory-futures-review>

OUR APPROACH

At the outset, we consulted widely on the basis for a future regulatory system. There was widespread agreement about five principles.

Since then, we developed a blueprint to describe our ambition and ideas, at a very high level. We have been testing this blueprint, and the more detailed design of our overall approach, using an open policy making approach. This has involved everyone working in food – from consumer groups to private assurance scheme owners, local authorities to food businesses (of all sizes), food regulators in other countries to non-food regulators in the UK. We have identified best practice and lessons learned by others to enable us to develop the best possible regulatory model for food. We have undertaken some feasibility studies to test ideas and approaches, and learned from them; we will continue to do this and to trial ideas in real time through pathfinding as we get into more and more detailed development of the new regime.

This is not a one-off exercise. Our plan is to build a delivery model that will be dynamic and flexible to adapt as circumstances change and technology develops in the future.

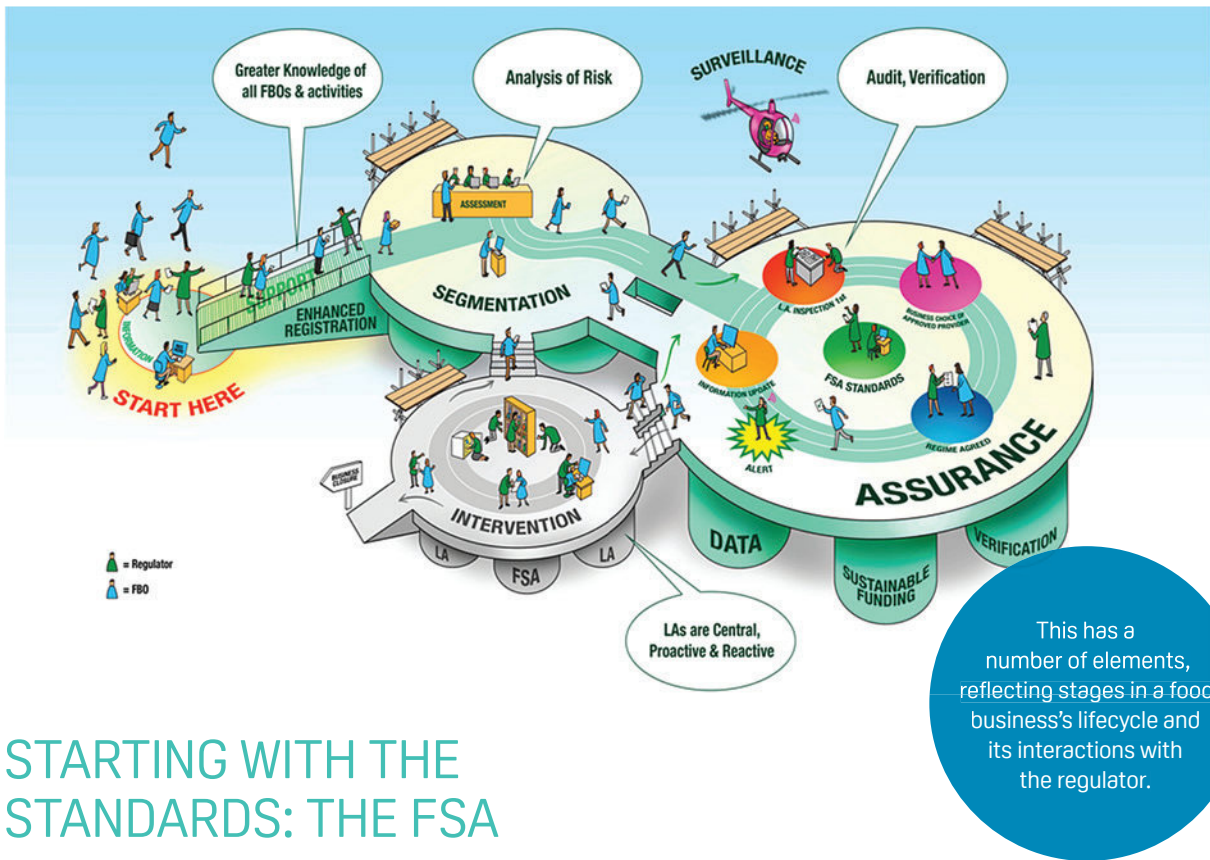
Food risks, business behaviours, consumer expectations, economic drivers (to name but a few) are changing constantly so keeping the system under review will be essential.

FIVE PRINCIPLES

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- Businesses are responsible for producing food that is safe and what it says it is, and should be able to demonstrate that they do so. Consumers have a right to information to help them make informed choices about the food they buy – businesses have a responsibility to be transparent and honest in their provision of that information.
-
- FSA and regulatory partners' decisions should be tailored, proportionate and based on a clear picture of UK food businesses.
-
- The regulator should take into account all available sources of information.
-
- Businesses doing the right thing for consumers should be recognised; action will be taken against those that do not.
-
- Businesses should meet the costs of regulation, which should be no more than they need to be.
-

WHAT WE ARE AIMING FOR

Coming out of all those workshops and consultations, we can now set out our target operating model.



STARTING WITH THE STANDARDS: THE FSA

We have always been clear that it is the responsibility of food businesses to produce food that is safe and what it says it is. This responsibility is laid down in law.² We at the FSA now intend to be more specific about our expectations of food businesses.

Many businesses have a detailed understanding of the risks they face, and are clear about the steps they need to take to mitigate them. Others may not be so clear, and a small number

persistently ignore their responsibilities: we want those businesses to be tackled quickly and effectively.

In the new regime, the *FSA will set standards* so that food businesses of all types understand what is required of them. We hope that this clarity will help the many valuable private standards operating along the food chain to avoid duplication or mixed messages to food businesses about what constitutes good levels of compliance with standards.

² Regulation (EC) No 178/2002 laying down the general principles and requirements of food law, establishing the European Food Safety Authority and laying down procedures in matters of food safety

GETTING IT RIGHT FROM THE START: BUSINESS START-UP/ENHANCED REGISTRATION

Helping new businesses understand their responsibilities for producing safe food, and how to meet those responsibilities, is a cornerstone of the new approach.

Businesses need to set up for success, getting things right from the start before bad practice creeps in putting consumers at risk. Under the current registration system many food businesses do not proactively register at start-up or notify the authorities of material changes that may affect the risk associated with their business. We will establish the reasons for this, and address any barriers identified so that it is easier for businesses to register as required by law.

Our ideal outcome is to have a Permit to Trade requirement placed on all food businesses. This would mean we capture everyone before they start producing, selling or serving food, and help them set off on the right foot. This would require new legislation, which could take several years to bring forward. So, in the meantime, we are going to do all we can to get close to the benefits of a Permit to Trade by enhancing the current registration system.

We will introduce a new digitally-enabled approach that will make it easier for food businesses to get information and guidance to help them comply with safety and standards regulations before they start trading.

We will improve the approach to registration, to make it easier for new businesses to understand what is required of them.

We will work with others to incentivise registration, for example by developing strategic alliances with 3rd parties (e.g. online food ordering and delivery services, financial institutions and insurance companies) to ensure that new businesses are aware of the requirements. We want to create a hostile environment for those that don't proactively register.

We will maximise the value we derive from the registration information we have, by developing a digital solution for real time access to registration details of all food businesses in England, Wales and Northern Ireland.

This will enable the FSA in our role as Central Competent Authority³ to have oversight of all food businesses.



We'll have better information on which to identify and manage risk across the food chain. It will mean we, our delivery partners in local authorities, and others, can respond more quickly and effectively to food incidents, and improve consumer protection. Knowing more about a food business will enable us to make better judgments about regulating it.

³ Regulation (EC) No 882/2004 on official controls performed to ensure the verification of compliance with feed and food law, animal health and animal welfare rules



SEGMENTATION: FITTING BUSINESS INTO THE REGULATORY MODEL

There is enormous variation in the types of business in the food chain.

No single approach to regulation can satisfactorily cover the diversity of size, culture or risk (and any number of other characteristics). We need a system that is more sophisticated in dealing with this reality. We will introduce a new risk management framework that will determine the nature, frequency and intensity of the controls that a food business will be subject to.

The current approach focuses on the nature and scale of activity within the food business. We intend to build on this and use a range of risk indicators based on wider information about the business, including the information gathered at the point of registration and from other sources. For example, we will explore the potential to take into account compliance performance by a business in other regulatory areas beyond food, to judge the behaviour and culture within the business and the impact this may have on food safety compliance.

Using data in this way will for the first time give the FSA the ability to look across the population of food businesses as a whole.



WE WILL INTRODUCE NEW RISK MANAGEMENT

We'll be able to analyse the factors most closely correlated with poor food hygiene outcomes – some of these might not be about food itself, but might indicate poor management culture which is linked to generally low levels of compliance with any regulation or legal requirement. This, combined with available compliance information (including that made available to us by food businesses themselves and third parties), will help us develop a more sophisticated framework to define the intervention frequency and type for each business.

We intend to better recognise those businesses that can demonstrate sustained compliance, reducing the regulatory burden on them by ensuring that intervention is proportionate.

For some businesses, the risk will be so low that they do not merit inspection. For others, inspection could be more intrusive and rigorous than they have experienced until now. To ensure every business continues to be in the right category, we will seek confirmation of any changes in activity, so we can judge whether their risk rating has moved.

We also plan to simplify the delivery model by integrating the food hygiene and food standards elements to provide a more holistic approach to verifying that food businesses are meeting all of their food safety obligations.

ASSURANCE: GETTING THE EVIDENCE THAT BUSINESS IS DOING THE RIGHT THING

Knowing that businesses are meeting their food safety responsibilities is the most important part of the new model, and we intend to use a wider range of sources to help us develop that view.

We want to be confident that businesses are doing the right thing: we will introduce more options for the ways they can prove that.

Many businesses invest heavily in internal processes that provide them with assurance that they are managing their food safety and standards-related risks. They do this because of *their* duty to produce and provide safe and authentic food.

Where these processes are robust and where they meet the standards set by the FSA, we intend them to be the starting point in our new model. By allowing businesses to prove the ways in which they comply with the rules and regulations that protect the public, we can reduce the amount of duplication in checks and inspections that many businesses face. Depending on how good the information that businesses share is, including their past performance, we will set the frequency and type of inspection activity they face. This means good, responsible, compliant businesses will face a lower burden from regulation, and free up local authority resources to target the businesses that present the greatest (residual) risk to public health.

We will introduce digitally enabled technologies to enable assurance data to flow into the system, and – as far as possible – to have it in real time. As technology becomes smarter and cheaper, this should be as helpful to small businesses as it is to big firms.

There are already many private assurance schemes in food. These add value to business in several ways: help them keep up with new requirements and good practice; evidence the quality of their food processes, to consumers or the supply chain; evidence their compliance with regulatory standards; and meet other ethical, quality standards or expectations of particular consumer groups. We see an expanded, formal role for the private assurance schemes already operating in food safety and standards, and we want to incorporate the assurance they can provide in a structured way.

These schemes have an important part to play in our new model, because they can be part of the evidence that business is achieving the right standards.



We will continue to inspect and assure each scheme to be confident that its standards, independence and trustworthiness meet our expectations, being clear that this use of regulated private assurance is not self-regulation.

We would like to see such schemes operate across the whole food industry, as they help to drive up standards and performance. The bigger the population of businesses who are vested in doing the right thing, and proving they are doing the right thing, the more likely it is that they call out those businesses who undermine public trust and compromise public health.

For multi-site operators, we will put an increased focus on the controls that operate at business level rather than each individual outlet.

We will do this by enhancing the Primary Authority scheme and the National Inspection Strategy approach.



We are working with the Department for Business, Energy and Industrial Strategy, Primary Authorities and the businesses they work with to develop the criteria for National Inspection Strategies for food and the standards required to ensure that these will be fit for purpose.

In this approach, assurance that the business is meeting its responsibilities will be determined by its Primary Authority. This will give us much better information about the management and performance of a whole business. It should

reduce the level and frequency of intervention required from local authorities at individual outlets, and so reduce the regulatory burden on the business when it has evidenced good robust levels of compliance. But, it also raises the stakes if a business fails to perform. Rather than a single outlet being the focus of extra attention to get things right, it will be the whole business that needs to respond effectively. We believe this will help keep food safety, authenticity and public health at the front of mind with the leaders of bigger, more complex businesses.

Local authorities will continue to undertake a full range of controls at businesses that do not have formal, recognised assurance systems in place, alongside their other responsibilities for enforcement intervention. We hope that freeing up local authority resources through this new approach will also mean they can do even more to support businesses in the food sector, with advice and guidance.

We also see the potential for using Certified Regulatory Auditors (CRA) within our model. These auditors would be people working in the private sector, who are certified as meeting competency standards set by the FSA. Their evidence of business assurance would be official in nature. Introducing this role would increase assurance capacity, offer choice for food businesses as to where they obtain their



assurance from, and could also provide competent resource to assess compliance within more complex and specialist food businesses, where it is becoming more difficult for local authorities to maintain such competencies.

Furthermore, we see a clear role for the consumer in driving better business behaviour. We have evidence for how effective this is from our experience with the FHRS scheme in Wales and Northern Ireland. That is why we will integrate this extended range of assurance sources, including the CRA, into our transparency approaches.

We hope that freeing up local authority resources through this new approach will also mean they can do even more to support businesses in the food sector, with advice and guidance.

We understand, and want to harness the power of, consumers and commentators having information on business compliance.

Strengthening the robustness and resilience of the Food Hygiene Rating Scheme is a key goal, including ensuring that it is sustainable and that there is mandatory display legislation in England.

A key benefit of this new approach to assurance is that we will have a more complete view of business compliance. We will therefore need a new approach to collecting and reporting performance data to reflect this. This will develop as more information sources that meet our standards become available and we will need to be able to control for this when reporting year-on-year trends in business performance. We will also need a new approach to checking that all parts of the model are operating independently, to the right standards. There is more on what this means in the section “What changes for the FSA”.

INTERVENING WHEN THINGS AREN'T RIGHT

Having a clearer view of what businesses are doing will make it much easier to spot when problems arise.

Using a wider range of assurance sources will free up capacity within local authorities to support new businesses, take appropriate and timely action against non-compliant businesses, and continue to undertake a full range of controls at businesses that do not have formal, recognised assurance systems in place.

There are other sources of information we can use to help us identify where issues are occurring or – preferably – give us warning of where they are likely to occur. We are developing a new strategic approach to surveillance and horizon scanning, to identify emerging risks and see where we need to intervene to protect consumers.

We are strengthening our relationships with our international partners, and food businesses operating internationally, so we can benefit from their intelligence, reflecting the globalised nature of the food chain.

Our ambition to broaden and deepen the role of the National Food Crime Unit will also make a difference here, if we secure the resources and powers needed to develop that Unit beyond its current, limited scope and scale.

When businesses aren't meeting their responsibilities, we will be firm and quick in dealing with them, whether their non-compliance relates to food safety, authenticity, or in any other area of interest to us. We believe

that additional sanctions could complement our existing enforcement tools, encouraging a quick return to the right behaviour by businesses. For example using, civil sanctions such as fixed penalty notices could incentivise the right behaviour, and reduce the burden on regulatory authorities and the legal system.

We see a greater role for businesses in providing insight or information to us that helps the FSA make the right interventions.

This could be information about their own supply chains if they have concerns, or information from elsewhere about potential fraud or malpractice. We want to build a new relationship with the food industry based on mutual trust. We are realistic that this will take time and for all sides to enter into discussions with an open and collaborative attitude.



WE WANT TO BUILD A NEW RELATIONSHIP WITH THE FOOD INDUSTRY BASED ON MUTUAL TRUST



BEING OPEN AND RESPECTING DATA

The more information that we can draw into our new model, the more effective it will be.

An effective regulatory regime benefits consumers and good businesses alike. Consumers want to be confident that the food they are buying is safe and what it says it is, and businesses benefit from that consumer confidence – domestically and in international markets. Of course, there is a balance for us to strike between providing consumers with information that gives them confidence about the food they are buying, and respecting business concerns around sharing commercially sensitive data.

We believe that the interests of the consumer will be better served by an effective regulatory regime in which food businesses feel confident to share data with us in confidence, rather than by the routine publication of all and any data we are able to access. Under no circumstances will we share any data without the express permission of its owner, and we will be working closely with food businesses, their lawyers and ours to establish protocols that are compliant with relevant legislation (e.g. on data protection) and will satisfy the needs of everyone involved. We hope that, alongside these steps, food businesses can become more directly open with their own customers about how they ensure that food is safe and trustworthy.

SUSTAINABLE FUNDING FOR A BETTER REGIME

Many businesses already incur costs for assurance activity, whether it's through government charging for official controls for meat, or for private audits to assure themselves about their food safety performance, or associated with membership of a particular standard or scheme. We will manage the overall cost of regulatory assurance to business and aim to drive positive business behaviour through our funding model.

Successive governments have been clear that business should bear the cost of regulation. This is reflected in our five principles for transforming food regulation. We appreciate that the FSA has an obligation to deliver an efficient and effective regulatory regime, so businesses don't face unwarranted costs or duplication.

Alongside working to make our model financially efficient, we will introduce a new funding model to ensure the future sustainability of the system. This will involve a transparent charging regime. The businesses that require the most intervention from government will bear the highest costs. The new approach we will take to assurance will allow businesses choice about how they demonstrate compliance (where the law allows this), which will determine the costs involved (and who is paid). However, we will implement measures that mitigate against the risks of any provider, public or private, cutting compliance corners, in the interest of higher margins, or to win and retain business and revenue.



WHAT CHANGES FOR THE FSA?

This new system for food regulation doesn't just mean change for food businesses, local authorities, and the many others involved today and in the future. It means major changes for the leadership and the roles performed by the FSA. Leaving the EU will also see a changed role for us as we will need to take on a number of tasks currently performed by EU institutions.

We will need new skills to help us deal with the different types of data we expect to receive. We will need to become more commercially astute, to help us manage the contracts that we will be putting in place with the new, extended range of delivery partners we anticipate working with (including local authorities and independent providers of auditors).

Keeping the system up-to-date and flexible will require us to keep abreast of innovations and developments in the food system, and develop proportionate regulatory responses.

This will mean developing and maintaining close relationships with the food industry. Our position outside the EU may make us a more attractive destination for food innovators, so we need the skills and capacity to embrace that and help keep UK food competitive (and safe).

We are clear that a model that takes into account data from a wide range of assurance sources will have to be robustly regulated if it is to protect consumers effectively, and for them to have confidence in it. One of the most important areas of focus will be how we – the FSA – audit, inspect and assure the authorities and organisations that are themselves inspecting, verifying, and assuring the data that our new model depends upon. This will require us to develop and implement new arrangements to verify that all assurance providers, both in the private and public sectors, are meeting the standards that we will set and we will take timely and firm action when the evidence shows that they are not. This is an additional important area for openness and transparency.

HOW CAN WE MEASURE SUCCESS?

Our role is to protect public health in relation to food; we want the public to trust that food is safe, and that food is what it says it is.

Being able clearly to demonstrate the outcomes the regulatory system delivers helps build public confidence.

It also gives our trading partners evidence about the effectiveness of our regulatory system. The FSA will develop a clearer set of long term measures to track the impact that we (and others) have on public trust and confidence in relation to food.



Improving public confidence doesn't happen overnight, so while we track our longer term impact, we will also report on more immediate outcomes that indicate whether we are moving in the right direction. **These will include:**

Outcomes about protecting public health and preserving food safety and authenticity, such as:

- Trends in food borne disease, incidents and hospital admissions for food allergies
- Improvements in food businesses compliance with regulations
- Improving standards in more risky food businesses, whether that's because they don't comply with the law or because they involve other food related hazards

Outcomes about public trust and consumer confidence, such as:

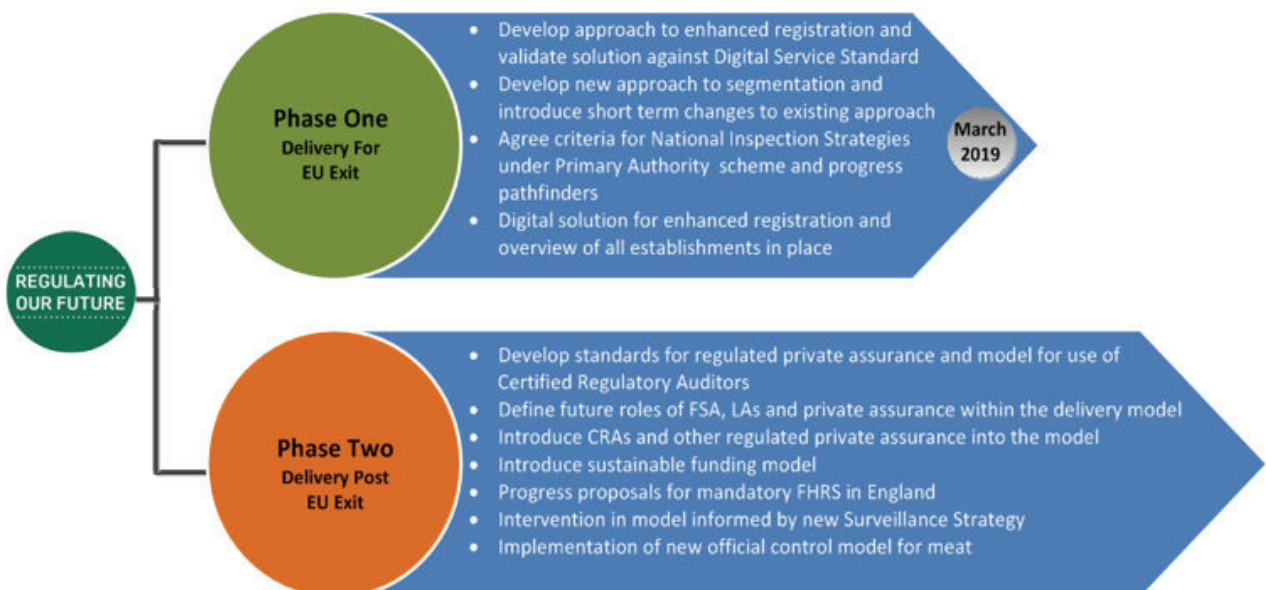
- Public trust in food regulation
- Improvements in the number of businesses that meet minimum compliance levels and in the number evidencing very good standards of compliance
- Enforcement action against food businesses that fail to fulfil their obligations

Outcomes that show we are becoming a better regulator, such as:

- Improving business confidence in the FSA, which delivers to us more and better insight and intelligence
- Applying our improved knowledge to anticipate and plan for future changes in business practice, consumer behaviour or food risks
- Increased efficiency and effectiveness in driving regulatory compliance so that the cost to the public purse comes down
- Reducing the administrative burden for businesses who demonstrate they are compliant with food law

WHAT HAPPENS NEXT?

We are proceeding in two phases around the time line of EU Exit as detailed below.



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