

**MINUTES OF A MEETING OF THE  
ENVIRONMENT OVERVIEW & SCRUTINY SUB-COMMITTEE  
Town Hall, Main Road, Romford  
3 November 2016 (7.30 - 9.05 pm)**

**Present:**

Councillors Linda Hawthorn (Chairman), Carol Smith (Vice-Chair), Nic Dodin and Patricia Rumble

Apologies for absence were received from Councillor Keith Darvill and Councillor Garry Pain

**5 MINUTES**

The minutes of the meeting of the Sub-Committee held on 26 July 2016 were agreed and signed by the Chairman.

**6 PARKING REVIEW OVERVIEW**

The Sub-Committee received an overview on Parking issue and review within the borough.

**Moving Traffic Contraventions** – The council had been enforcing moving traffic contraventions since September 2015 via mobile CCTV vehicles. The Council was seeking to enhance the enforcement activity by introducing re-deployable cameras at various locations in the borough. 20 locations had been identified and priorities in order of road safety, improved traffic flow and non-compliance. The roll out would be in phases with the first to commence on 16 November 2016.

The locations would include:

- Straight Road/ Harold Hill Section 1 – Bus Lane
- Straight Road/ Harold Hill Section 2 – Bus Lane
- London Road – Eastbound Bus Lane
- Western Road into Asda Car Park – No Right Turn
- Western Road into Asda Loading Bay – No Right Turn
- North Street, Romford – Bus Lane
- Main Road (into and out of Havering Town Hall) – Banned Right Turns

Officers explained that redeployable cameras could be moved, and it was about changing the behaviours of motorist. Initially the enforcement would be relaxed, and all signage had been renewed to ensure that motorist were

aware of the contraventions. Any money raised from the contraventions was ringfenced for parking and highways.

**Public Space Protection Orders (PSPO)** – Due to the number of parking complaints occurring in various locations around schools concerning dangerous driving activities it was decided to pursue the introduction of a PSPO to help increase the safety of children.

Four schools were part of the PSPO pilot, these were:

- Wykenham
- James Oglethorpe
- Parsonage Farm
- Engayne (January 2017)

The infrastructure was in place in preparation with the first school going live on 7 November 2016.

Officers explained that the PSPO would make it an offence to drop off or pick up children in the designated area. This would be monitored by cameras and there would be three checks of verification before any fine was issued. The fine would be a Fixed Penalty Notice of £100.

Members noted that the proposals that had been agreed had been more complex with residents having to get permits for carers and deliveries etc. Officer explained that this was a simpler scheme with camera and enforcement officers checking that the PSPO was being adhered to. A letter had been sent to all residents in each of the PSPO areas, informing them of changes. It was felt this would be more customer-friendly.

Officers agreed to provide a copy of the letter to all members so they were also informed of the changes to the scheme.

**Obstructive Parking** – The blocking of dropped kerbs was an issue for many residents of the borough. The legislation allowed the Council to enforce, but only if requested by the resident, and this had always been the case in Havering. This was currently enforceable by the issue of a PCN.

Officers explained that the legislation allowed for vehicles to be immobilised or removed in certain circumstances, however the removal of a vehicle causing an obstruction had a financial risk (£40 per day storage). This could be costly for the borough as the vehicle has to be kept for up to 30 days before being scrapped or crushed.

A relocation service of a vehicle causing an obstruction was being explored by officers. There were no existing arrangements or contract in place for the relocation of vehicles causing obstruction. Officers stated that the current removal service of untaxed vehicles was shared with other

boroughs, but if the new proposal was agreed the cost effectiveness of having a vehicles as part of the fleet would need to be considered.

Members asked for details of a direct line should residents need to report parking issues. Officers agreed to circulate this number, and explained that out of hours this number transferred direct to a mobile number held by the duty enforcement officer.

Officers explained that residents expectations of the service was very high, and given the size of the borough enforcement staff would have to travel to the location, however there were two based at the north and two based at the south of the borough so during evening hours, officer should be able to reach a location within 15 minutes.

**Parking at Queens Hospital** – Officers informed the Sub-Committee that conversations had taken place with the Chief Executive at Queens Hospital. It was noted that this was a high priority for the hospital and they were liaising with Transport for London.

With the growth of population in the borough and surrounding areas there were large demands on the hospital. Since the loss of the parking at the ice-rink the parking at the hospital was becoming an increasing issue. Officers stated that there was still a planning approval for the multi-storey car park to be extended to deal with the parking provision; however this would also have implications on the traffic light junction to accommodate the increase in traffic.

It was noted that half of the current allocated parking was used by staff. Officers had encouraged administrative staff to park off site, and there was the possibility for these staff to purchase a permit for the Angel Way car park, which would free up the hospital site. Officers reported that 90-100 spaces had been allocated for hospital staff, however to date only 15 people were using this car park.

Members raised concern that this had been raised as an issue at the original planning application stage of the hospital.

## **7 CORPORATE PERFORMANCE INFORMATION (Q2)**

The Sub-Committee considered the Corporate Performance report for Quarter 2.

The report identified where the Council was performing well (Green rating) and not so well (Amber and Red rating). It noted that where RAG rating was Red, "Corrective Action" was included in the report, this highlighted the actions the Council would take to address poor performance.

There were 3 Corporate Indicators that fell under the remit of the Environment Overview and Scrutiny Sub-Committee. These related to the Clean goal

The indicators were:

- Levy waste tonnage
- Average number of days taken to remove streetcare flytips
- The number of parts with Green Flag status

The highlights included the average number of days to remove streetcare flytips being better than shown, performance of 1.8 days and a target of 1 day. However there was continuing issues with recording accurate data. The introduction of in-cab technology would alleviate this. An order had been placed to equip the street cleansing fleet with “In-cab” devices and should be operational from January 2017.

The improvements required for the removal of flytips included:

- A number of large-scale fly-tips occurred in rural areas of the borough last quarter. This added extra demand and pressure onto the service. These flytips often contain contaminated waste which required a specialist contractor to clear and therefore took longer to remove.
- In some rural roads, waste was dumped in ditches, which also required a specialist team to remove and increased the time taken to clear. Large-scale flytips could also be part of an organised crime network.
- Covert operations would be taking place as well as partnership work with the Police and Environment Agency to tackle these issues. Rural roads were checked by the enforcement team on a daily basis.

The improvements required for the levy waste tonnage included:

- Provisional data for July and August 2016 suggested that the levy tonnages were 2106 tonnes up compared to July and August 2015. There had been 21 events that the waste team had attended and supported to promote waste minimisation during the last quarter. These included Love Food Hate Waste Cookery workshops, Love Your Clothes campaign, Recycle Week Roadshow, Restart Parties and Composting Workshops
- This was in addition to the Green Points Scheme and Identifying excessive waste producers.

The Sub-Committee noted the Demand Pressures graphs against the population estimates.

Members were keen to be informed when workshops and events were taking place so they could promote these to residents.

The Sub-Committee NOTED the presentation.

---

**Chairman**