

**MINUTES OF A MEETING OF THE  
ENVIRONMENT OVERVIEW & SCRUTINY SUB-COMMITTEE  
Committee Room 3A - Town Hall  
3 December 2019 (7.05 - 8.15 pm)**

**Present:**

Councillors Jan Sargent, Carole Beth, Martin Goode and Nisha Patel (substituting for Councillor John Mylod).

Apologies for absence were received from Councillor John Mylod, Councillor Matt Sutton and Councillor Maggie Themistocli.

In the absence of the Chairman and Vice-Chair, Members agreed that Councillor Martin Goode should chair the meeting on this occasion.

**9 MINUTES**

The minutes of the meeting of the Sub-Committee held on 10 September 2019 were agreed as a correct record and signed by the Chairman.

**10 QUARTER 2 2019/20 PERFORMANCE REPORT**

Whilst the new figures for the improving air quality indicator would not be available until quarter 1 of next year, five additional diffusion tube sites had been added in Havering. 64% of buses in Havering were also now Ultra Low Emission Zone compliant.

Whilst the overall number of licenses issued for Houses of Multiple Occupation had reduced slightly, some 56.2% of landlords had been licensed since the scheme was introduced. Consultation results re the licensing scheme were due to be reported back at the next meeting. Clarity would also be given over whether buildings classified as social HMOs needed a licence. Members agreed that a number of HMO properties were in a poor condition any reports of poor living conditions could be made to the Public Protection Manager.

The number of Penalty Charge Notices (PCNs) issued continued to rise over the longer term. The response rate to PCH challenges and representations was ahead of target.

It was suggested that presentations on air quality should be given in schools and this would be fed back to the service for consideration. Members also praised a presentation by pupils on air quality that had been given at Mead Primary School and felt that this could be introduced at schools elsewhere in Havering.

Tree officers worked closely with the Public Protection Manager around planting more trees by schools to improve air quality. It was accepted that more charging points for electric cars were needed and the council's planning department dealt with the policy on this. There were issues to be resolved over the maintenance costs for charging points. The Council's parking vehicles fleet was also looking to switch to electric cars and it was hoped that their charging points in the Angel Way car park could also be made available to the public. It was hoped to make this change at some point in 2020.

The use of electric vehicles for the Council's pool cars was also under consideration as was the replacement of diesel with gas to liquid fuels although funding from the Greater London Authority would be required for this. Officers would supply further details of gas to liquid fuels and of electric charging points in Havering.

The Sub-Committee noted the performance report.

## **11 SCHOOL PARKING SAFETY MEASURES**

The Interim Parking Manager explained most parking issues related to primary schools in Havering. Some 70% of primary school children in Havering went to school by vehicle and one quarter of all morning journeys were for the school run. This led to higher levels of childhood obesity and higher numbers of children being injured on roads. Higher levels of pollution were also an issue.

These issues had been addressed at four schools by the introduction of Public Space Protection Orders (PSPOs) whereby failure to pay parking penalties applied would result in a criminal record. Havering was the only Council in the UK to use PSPOs to address school parking. There was no appeal process for PSPO fines and any representations could only be made as an interview under caution.

Another measure used was School Streets where funding was received to prohibit any vehicles at a school location at drop-off and pick-up times. Residents or deliveries etc were exempted. Failure to comply was dealt with as a civil offence and hence the scheme required fewer resources to implement.

Controlled parking zones (CPZs) could be introduced if there was demand from local residents. This meant parking on a road near a school was only permissible with a permit. Blue badge holders were also allowed to park within a CPZ. Officers were trying to move away from the use of single yellow lines as these also prevented residents from parking.

There was no cap on the number of permits that could be purchased in Havering but few households in fact had more than two permits. Additional permits, specific to a particular vehicle, required a proof of address to be

shown in order to obtain them. CPZs could be requested via a petition or by residents speaking to their ward Councillors. Officers would usually consider the introduction of a CPZ if more than 50% of residents supported this.

Support measures to reduce school parking included school crossing patrols and the introduction pedestrian refuges, speed humps or 20 mph zones. Park and stride and walking bus schemes also served to reduce the amount of parking issues near schools.

Reduced parking by schools had a number of benefits including lower pollution more exercise for children, a safer environment and improved academic performance due to children undertaking more physical activity.

Members felt that the Council should have a more proactive policy on schools parking, It was felt that enforcement by both traffic wardens and cameras should be increased. It was noted that parking on someone's else's drive was illegal and should be reported to the Police. An obstructed driveway should be reported to the Council. There only a very small number of private disabled parking bays in Havering. Another car parked in any of these bays would receive a parking ticket if the bay was on a public highway.

Members also felt that schools should be more proactive in dealing with parking issues and that it was important for example for schools to have their own fully developed travel plans. The Sub-Committee also agreed that school keep clear areas should be enforced by fixed cameras where possible. Officers added that cameras could be concentrated on specific locations until parking compliance was taking place. It was also suggested that display units showing car registration numbers could be used more for enforcement of school parking.

Members also felt that the use of air pollution monitors near schools should be encouraged and officers would check it was possible to also locate monitors inside schools. It was also noted that the choice of 20 mph zones and whether these should be located outside schools was a matter for the Highways Advisory Committee.

The Sub-Committee agreed that the Council should seek, subject to the standard decision making processes, to adopt a policy and strategy for school parking issues.

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**Chairman**

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