



# Havering

L O N D O N   B O R O U G H

## ENVIRONMENT OVERVIEW & SCRUTINY SUB-COMMITTEE AGENDA

<b>7.00 pm</b>	<b>Tuesday 8 September 2020</b>	<b>VIRTUAL MEETING</b>
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Members 6: Quorum 3

**COUNCILLORS:**

Carole Beth  
Matt Sutton  
Maggie Themistocli (Chairman)

Michael Deon Burton (Vice-Chair)  
Darren Wise  
Nic Dodin

**For information about the meeting please contact:  
Richard Cursons 01708 432430  
[richard.cursons@onesource.co.uk](mailto:richard.cursons@onesource.co.uk)**

## **Protocol for members of the public wishing to report on meetings of the London Borough of Havering**

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.

### **What is Overview & Scrutiny?**

Each local authority is required by law to establish an overview and scrutiny function to support and scrutinise the Council's executive arrangements. Each overview and scrutiny sub-committee has its own remit as set out in the terms of reference but they each meet to consider issues of local importance.

The sub-committees have a number of key roles:

1. Providing a critical friend challenge to policy and decision makers.
2. Driving improvement in public services.
3. Holding key local partners to account.
4. Enabling the voice and concerns to the public.

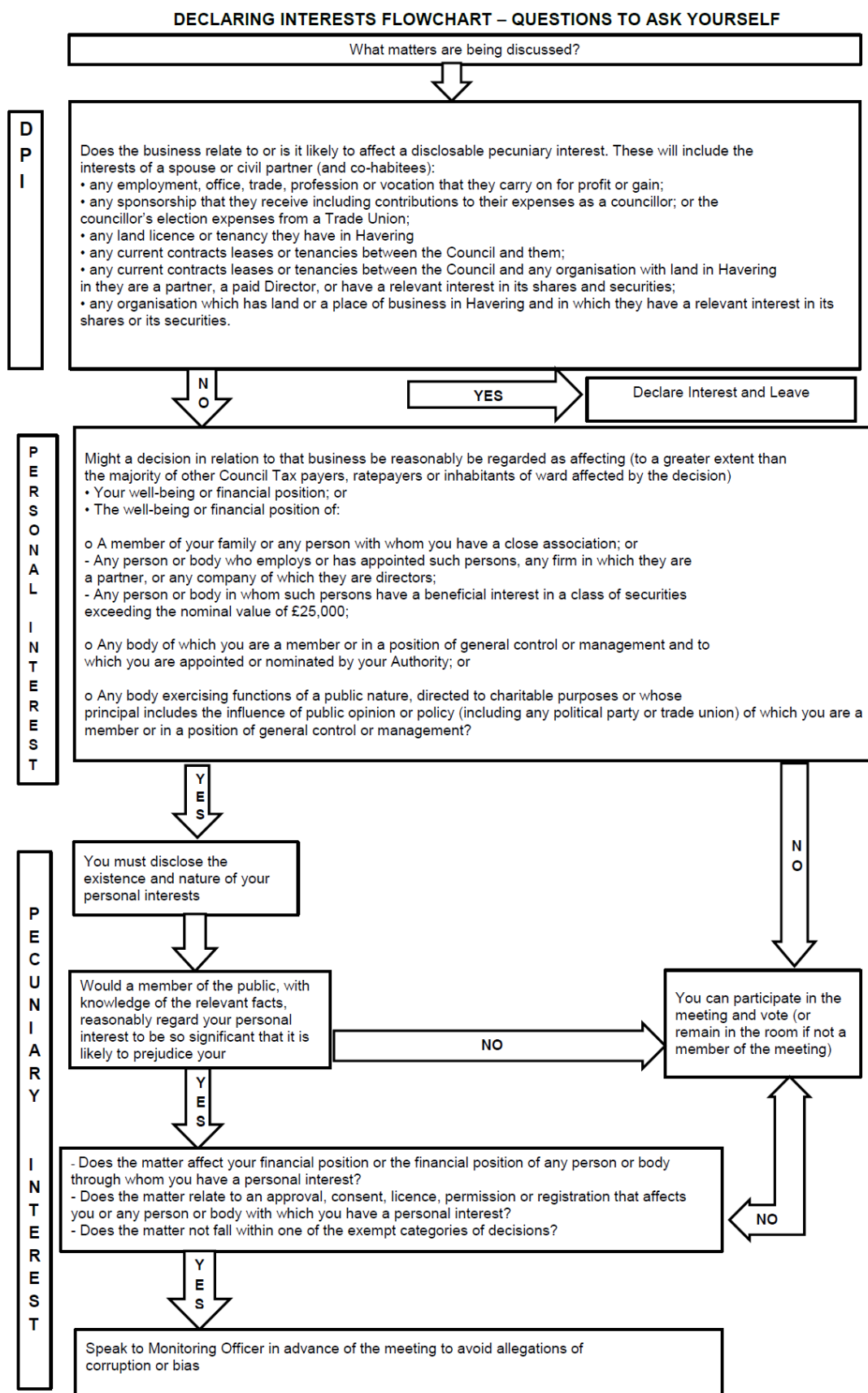
The sub-committees consider issues by receiving information from, and questioning, Cabinet Members, officers and external partners to develop an understanding of proposals, policy and practices. They can then develop recommendations that they believe will improve performance, or as a response to public consultations. These are considered by the Overview and Scrutiny Board and if approved, submitted for a response to Council, Cabinet and other relevant bodies.

Sub-Committees will often establish Topic Groups to examine specific areas in much greater detail. These groups consist of a number of Members and the review period can last for anything from a few weeks to a year or more to allow the Members to comprehensively examine an issue through interviewing expert witnesses, conducting research or undertaking site visits. Once the topic group has finished its work it will send a report to the Sub-Committee that created it and will often suggest recommendations for the Overview and Scrutiny Board to pass to the Council's Executive.

## **Terms of Reference**

The areas scrutinised by the Committee are:

- Environment
- Transport
- Environmental Strategy
- Community Safety
- Streetcare
- Parking
- Social Inclusion
- Councillor Call for Action



## **AGENDA ITEMS**

### **1 CHAIRMAN'S ANNOUNCEMENTS**

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

### **2 PROTOCOL ON THE OPERATION OF OVERVIEW & SCRUTINY SUB-COMMITTEE MEETINGS DURING THE COVID-19 PANDEMIC RESTRICTIONS** (Pages 1 - 4)

### **3 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS**

(if any) – received.

### **4 DISCLOSURE OF INTEREST**

Members are invited to disclose any interests in any of the items on the agenda at this point of the meeting.

*Members may still disclose any interests in an item at any time prior to the consideration of the matter.*

### **5 MINUTES** (Pages 5 - 8)

To approve as a correct record the Minutes of the meeting of the Committee held on 12 February 2020 and authorise the Chairman to sign them.

### **6 COVID - 19 UPDATE FOR ENVIRONMENTAL SERVICES** (Pages 9 - 24)

Presentation attached.

### **7 QUARTER 1 2020/21 PERFORMANCE REPORT** (Pages 25 - 38)

Report and appendix attached.

### **8 EAST LONDON JOINT RECYCLING AND WASTE STRATEGY AIMS AND OBJECTIVES - FORMAL ADOPTION BY CONSTITUENT COUNCILS** (Pages 39 - 52)

Report and appendices attached.

**9 COUNCILLOR CALL FOR ACTION - ENFORCEMENT OF WEIGHT LIMIT ZONE - RAINHAM VILLAGE** (Pages 53 - 68)

Reports and appendices attached.

**10 BRIEFING ON GREEN SPACE VERGE CONVERSIONS** (Pages 69 - 90)

Report and appendices attached.

**Andrew Beesley**  
**Head of Democratic Services**



## LONDON BOROUGH OF HAVERING

### PROTOCOL ON THE OPERATION OF OVERVIEW & SCRUTINY SUB- COMMITTEE MEETINGS DURING THE COVID-19 PANDEMIC RESTRICTIONS

#### 1. Introduction

In accordance with the Local Authority and Police Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panels Meetings (England and Wales) Regulations 2020, all meetings of Overview & Scrutiny Sub- Committee held during the Covid-19 restrictions will take place in a 'virtual' format. This document aims to give details on how the meetings will take place and establish some rules of procedure to ensure that all parties find the meetings productive.

#### 2. Notification of Meeting

Once the date for a meeting has been set, an electronic appointment will be sent to all relevant parties. This will include a link to access the virtual meeting as well as guidance on the use of the technology involved.

#### 3. Format

For the duration of the Covid-19 restrictions period, Overview & Scrutiny Sub- Committee meetings will be delivered through video conference call, using Zoom software. Instructions sent with meeting appointments will cover how to use the software. Additional IT support will also be provided to any Member requesting this in advance of the meeting.

#### 4. Structure of the Meeting

Although held in a virtual format, Overview & Scrutiny Sub-Committee Meeting will follow, as far as is possible, the standard procedure for these meetings, with the following principal stages:

- Chairnan's annoucements
- Apologies for absence
- Disclosures of interest
- Minutes of the previous meeting
- Presentation and consideration of reports

#### 5. Technology Issues

Agendas setting out the items for the meeting will be issued in advance in the normal way, to all parties, in accordance with statutory timetables. The agenda will also be published on the Council's website – [www.havering.gov.uk](http://www.havering.gov.uk) in the normal way. The guidance below explains how the meeting is to be conducted, including advice on what to do if participants cannot hear the speaker and etiquette of participants during the meeting.

Remote access for members of the public together with access for the Press will be provided via a webcast of the meeting at [www.havering.gov.uk](http://www.havering.gov.uk).

If the Chairman is made aware that the meeting is not accessible to the public through remote means, due to any technological or other failure of provision, then the Chairman shall temporarily adjourn the meeting immediately. If the provision of access through remote means cannot be restored within a reasonable period as determined by the Chairman in consultation with the Clerk, then the remaining business will be considered at a time and date fixed by the Chairman. If he or she does not fix a date, the remaining business will be considered at the next scheduled ordinary meeting of the Overview & Scrutiny Sub-Committee.

## **6. Management of Remote Meetings for Members**

The attendance of Members at the meeting will be recorded by the Democratic Services Officer clerking the meeting. The normal quorum requirements for meetings as set out in the Council's Constitution will also apply to a virtual meeting of Audit Committee.

Democratic Services Officers will monitor participant involvement during the virtual call to ensure that there are no drop outs. Members will be informed at the beginning of the meeting to use the chat function if they have missed part of the debate, and to request for the clerk or Chairman to recap briefly over what was said.

In the event that a Member's video feed has failed but he/she is able to hear what is being said then the Member should confirm as such using the chat function to the clerk.

In the event that a Member's audio and video feed has failed then the Chairman will invite the Committee to determine whether to proceed or adjourn the meeting to a later date.

## **7. Etiquette at the meeting**

For some participants, this will be their first virtual meeting. In order to make the hearing productive for everyone, the following rules must be adhered to and etiquette observed:

- The meeting will be presided over by the Chairman who will invite participants to speak individually at appropriate points. All other participants must remain silent or muted until invited to speak by the Chairman;
- If invited to contribute, participants should make their statement, then wait until invited to speak again if required;
- If it is possible, participants should find a quiet location to participate in the Zoom meeting where they will not be disturbed as background noise can affect participants.
- If there are intermittent technological faults during the meeting then the Chairman will ask the speaker to repeat from the point where the disruption started. Whilst intermittent disruption is frustrating, it is important that all participants remain professional and courteous.
- The Committee Procedure Rules as shown in the Council's Constitution will apply to the meeting in the normal way, as far as is practicable.

## **8. Meeting Procedures**

Democratic Services Officers will facilitate the meeting. Their role will be to control



conferencing technology employed for remote access and attendance and to administer Member interaction, engagement and connections on the instruction of the Chairman.

The Council has put in place a technological solution that will enable Members participating in meetings remotely to indicate their wish to speak via this solution. This will be via the 'raise hand' function in the Participants field of the Zoom software used for the meeting.

The Chairman will follow the rules set out in the Council's Constitution when determining who may speak, as well as the order and priority of speakers and the content and length of speeches in the normal way.

The Chairman, at the beginning of the meeting, will make reference to the protocol for the meeting.

Members are asked to adhere to the following etiquette during remote attendance at the meeting:

- All Councillors and participating officers are asked to join the meeting no later than twenty minutes before the start to allow themselves and Democratic Services Officers the opportunity to test the equipment.
- Any camera (video-feed) should show a non-descript background or, where possible, a virtual background relating to Havering and Members should be careful to not allow any exempt or confidential papers to be seen in the video-feed.
- During general discussion, rather than raising one's hand or rising to be recognised or to speak, Members attending remotely should avail themselves of the remote process for requesting to be heard and use the 'raise hand' function in the participants field of the Zoom software.
- Members may only speak when invited to by the Chairman of the meeting.
- Only one person may speak at any one time.
- All speakers and attendees, both Councillors and members of the public, are welcome to remain on the Zoom call until the conclusion of the meeting. The meeting will also be webcast so that it can be viewed by non-participants.
- When referring to a specific report, agenda page, or slide, participants should mention the report, page number, or slide so that all Members have a clear understanding of what is being discussed at all times

Any voting will be conducted by the Clerk asking Members of their voting intentions. The Democratic Services Officer will announce the result of the vote and the Chairman will then move on to the next agenda item.

A record of votes and how individual Members voted will be appended to the minutes, following the meeting.

Any Member participating in a remote meeting who declares a disclosable pecuniary interest, or other declarable interest, in any item of business that would normally require them to leave the room, must also leave the remote meeting. The Democratic Services Officer or meeting facilitator will move the Member to the Zoom waiting room until the item is complete, and then return them to the meeting.

## **9. Public Access to Meeting Documentation following the Meeting**

Members of the public may access minutes, decision notices and other relevant documents

through the Council's website. [www.havering.gov.uk](http://www.havering.gov.uk)

For any further information on the meeting, please contact  
richard.cursons@onesource.co.uk, tel: 01708 432430

**MINUTES OF A MEETING OF THE  
ENVIRONMENT OVERVIEW & SCRUTINY SUB-COMMITTEE  
Committee Room 3A - Town Hall  
12 February 2020 (7.00 - 8.15 pm)**

**Present:**

Councillors Jan Sargent, Carole Beth, Maggie Themistocli (Chairman) and  
+Philippa Crowder

Apologies for absence were received from Councillor John Mylod, Councillor Matt Sutton and Councillor Martin Goode

+Substitute members: Councillor Philippa Crowder (for John Mylod).

**12 MINUTES**

The minutes of the meeting held on 3 December 2019 were agreed as a correct record and signed by the Chairman.

**13 CORPORATE PERFORMANCE REPORT Q3**

The report before Members supplemented the presentation attached as Appendix 1, which set out the Council's performance within the remit of the Environment Overview and Scrutiny Sub-Committee for Quarter 3.

The Sub-Committee had previously chosen five performance indicators to measure, these were:

- Improve air quality in the borough by reducing the level of NO2
- HMO licenses issued
- HMOs enforced against
- Total Penalty Charge Notices (PCNs) issued in month
- Response rate for PCN Challenges and Representations

Air quality monitoring and reporting against air quality objectives are undertaken based on a calendar year. The Service has developed an Air Quality Action Plan (AQAP) to improve local air quality.

The service had its first anti-idling action day at Hilddene School on 31 January and St Josephs school on 5 February. This involved staff and trained volunteers talking to parents in vehicles at school pick up time and advising them on pollution associated with vehicles idling and asking them to switch off their engines.

The number of new HMO applications received had been very low as the compliant landlords had already come forward to licence, leaving those wishing to evade licensing or probably operating poor quality HMOs.

A consultation had been completed to extend the additional HMO licensing scheme to borough wide as well as introducing a small area targeted selective licensing scheme. Proposals would be reported to Cabinet in Spring 2020.

Enforcement of HMOs in Scheme 1 continues: 7 HMOs were issued final penalty notices in Quarter 3 equating to 15 separate penalty notices, 1 prosecution case, 3 Prohibition orders and 2 Improvement Notices issued.

There continued to be poor compliance levels in Moving Traffic Contraventions (MTC) locations (7,094 of 23,538 PCNs issued in Quarter Two for MTC) across the borough.

MTC PCN issuance dropped in December due to a technical issue between the camera supplier and Chipside. This had since been resolved and everything was working well again with issuance back up.

It is appropriate and important to monitor PCNs issued to identify trends and help ensure traffic and parking enforcement continued to contribute to road safety and smoothing traffic flow. However, it remained inappropriate to set a target for numbers of PCNs to be issued.

Action to be undertaken in 2019-20 would be the relocation of the MTC cameras to other sites from those sites where the council had achieved compliancy.

The Sub-Committee **noted** the report

## 14 HMO - OVERVIEW

The report before Members gave an overview of HMOs (Houses in Multiple Occupation) in Havering.

Members had previously raised concerns about HMOs and an increase in anti-social behaviour (noise, litter) etc. and also a decline in visual amenity through, for example, an increase in lettings boards, satellite dishes and poor maintenance of properties.

However, whilst there were local concerns, there was also an acknowledgement of the important contribution that HMOs make to housing supply through offering a source of accommodation to those who required

additional flexibility regarding length of tenancy or who were unable to purchase or rent self-contained accommodation.

Due to the transient nature of many HMO tenancies, where individuals may be vulnerable and strangers to each other, concerns can arise with the management of these properties. Poor management may impact on both the residents of HMOs, and the wider neighbourhood. Whilst most HMOs were reportedly well-managed, on a national basis, in some areas there remained a particular issue with management and the quality of accommodation.

The report highlighted that 256 licence applications had been made to date with 242 final licences issued and an income generation of £226,634.

The report also highlighted the number of enforcement actions that had taken place.

Havering introduced Additional Licensing in 12 out of 18 wards in March 2018 as a targeted intervention to address residents' concerns, mandating all HMOs under designation to licence. The scheme offered the authority new powers to tackle overcrowding, poor property management and ASB in HMO's. Enforcement of the scheme commenced in March 2018. The expectation for the first year was to achieve 50% compliance, currently compliance sits at 59.1%. 59.1% compliance was the figure as of January 2020's statistics.

Members noted that since March 2018 the authority had delivered the following:

- 166 – Financial Penalty Notices (FPNs)
- 1 – Housing Act Prosecution
- 2 – pending Housing Act Prosecutions
- £555,500 – value of FPNs
- 31 –Statutory Notices served to tackle hazards and disrepair
- 44 – Multiagency enforcement operations
- 1 - Cannabis Factory uncovered
- 6 – Cases of suspected modern slavery involving 50 people

Licences would last for 5 years unless the Council had concerns about the management, use, condition or occupation of the property, in which case the Council may grant a licence for a shorter period, the fee being the standard rate.

Where the Council takes enforcement action, the licence may be revoked. If this happens a new application will have to be made and a new licence fee paid.

Licences were not transferable. If a person wants to become the new licence holder for a property, they must apply for a new licence, and pay a new licence fee.

Application fees covered the Council's costs of processing, administration and validation of the application for a licence. The Part A application fee was due when an application for a license was made and application fees were non-refundable, regardless of whether the application was successful.

Once the license application had been processed and had been approved. The Part B fee would be payable before the licence was issued.

There were separate fees for specific enforcement action, charged under section 49 of the Housing Act 2004.

The Council would use civil penalty notices where appropriate as an alternative to prosecution. The maximum penalty was £30,000 per offence.

The fees for the licence were as follows:

Part A £550

Part B £350

Members were advised that All Member Briefings would take place in the future to keep Members advised on the progress of the scheme.

Members **noted** the contents of the report.

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**Chairman**



# Havering

LONDON BOROUGH

Cleaner, Safer, Prouder *Together*

[www.havering.gov.uk](http://www.havering.gov.uk)

# **ENVIRONMENT OVERVIEW & SCRUTINTY**

## **SEPT 2020**

### **Covid – 19 Update for Environmental Services**

Sue Harper- Interim AD, Environment

Paul Ellis – Group Manager, Public Realm

Nicolina Cooper – Interim Group Manager, H,T,P



## Immediate Impact : General

- Business Continuity plans enacted across services
- From late March, all office based staff told to work from home
- Some staff were moved to support other work areas within the Council
- % of staff were 'unable' to work – reduce service levels, stop some services, use of agency staff
- Loss of income – mainly Parking but others
- Loss of external funding – mainly TfL
- Change patterns of work to allow staff to social distance

## Highways & Transport: Initial Impact

- All office based staff wfh – some relocated to other services
- DSO still undertaking emergency works
- Highways contractor continued with safe working practices in place
- All TfL funded schemes stopped
- Supported re-opening of high streets during May

# Highways and Transport : Current Position

- TfL funding now only available for schemes supporting safe cycling and walking
- Restarted consultation on small schemes

# Parking : Initial Impact

- Decision made to make parking free in council-owned car parks, CPZ's and on-street
- Limited enforcement – mainly for dangerous parking and yellow lines
- Some CEO's moved to support other work
- Significant loss of income (£3.5M over period)

# Parking : Current Position

- Enforcement of CPZ's reintroduced 13 July
- Charging for car parks and on-street reintroduced with enforcement from 3<sup>rd</sup> August
- Introduction of new Ringo App for payment
- Introduced 1hr free parking on-street & 20% discount with Ringo in car parks to support high streets
- 'Havering Hero' permit introduced to support key workers
- CEO's – staggered start to working patterns to allow for social distancing

## Waste & Recycling – Immediate Impact

- Serco experienced initial 30% loss of staff; reliance on agency staff
- Waste and Recycling services maintained on weekly collections
- Garden waste and bulky waste collections ceased on 26<sup>th</sup> March in line with Business Continuity Plan
- Significant increase in tonnages collected (42% following May Bank Hol weekend)
- Gerpins Lane RRC closed (ELWA/Renewi)
- Corbet Tey toilets closed

## Waste & Recycling – Current Position

- Serco staffing levels back to normal; crews working in ‘bubbles’
- Waste & recycling tonnages reduced but remain high (10% extra) – Serco deploying more staff
- Garden waste collections reinstated 13<sup>th</sup> April
- Bulky waste collections reinstated 1<sup>st</sup> June; free collections for NHS shielding customers
- Gerpins Lane reopened on 11<sup>th</sup> May – new arrangements with less vehicles allowed on site and initially with traffic management in place

# Estates Cleansing Service – Immediate Impact

- Immediate loss of staffing (18%)
- New working arrangements to ensure staff safety – PPE & reduction of staff numbers in vehicles
- Reduced amount of cleansing inside blocks



## **Estates Cleansing Service – Current Position**

- Staff levels back to normal
- Still working with reduced staffing in vehicles
- Still working at reduced levels of cleansing in blocks

## Street Cleansing – Immediate Impact

- Immediate loss of staffing (22%)
- New working arrangements to ensure staff safety – PPE & reduction of staff numbers in vehicles
- Staggered staff start times to allow social distancing in depots
- ‘busing’ staff round Borough

## Street Cleansing – Current Position

- Staffing levels back to normal and 10 days sweeps in place
- Still with staggered staff start times to allow social distancing in depots
- Still ‘busing’ staff round Borough

# Grounds Maintenance & Parks – Immediate Impact

- All parks/open spaces & car parks remained open
- Significant increase in daily use of parks and open spaces
- Loss of GM staffing; remaining team used to cover problems elsewhere, mainly street cleansing and Cemetery Service
- Reduced levels of maintenance in park but additional emptying of bins
- Closure of parks facilities – sports pitches, play areas, MUGA's, etc and no events
- Additional patrolling in parks to address safety issues
- Some depots closed and staggered start times for staff

## **Grounds Maintenance & Parks – Current Position**

- Use of parks and open spaces remains high but has reduced
- Less bedding due to closure of nurseries
- Normal GM routines in place
- All depots re-opened but staff remain on staggered start times
- All parks facilities reopened and limited events and sports allowed

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## ENVIRONMENT OVERVIEW AND SCRUTINY SUB-COMMITTEE, 8 SEPTEMBER 2020

<b>Subject Heading:</b>	Quarter 1 2020/21 performance report
<b>SLT Lead:</b>	Jane West, Chief Operating Officer
<b>Report Author and contact details:</b>	Cynthujaa Satchithanathan, Customer Insight Officer, x4960
<b>Policy context:</b>	The report sets out Quarter 1 performance relevant to the remit of the Environment Overview and Scrutiny Sub-Committee
<b>Financial summary:</b>	<p>There are no direct financial implications arising from this report. However adverse performance against some performance indicators may have financial implications for the Council.</p> <p>All service directorates are required to achieve their performance targets within approved budgets. The Senior Leadership Team (SLT) is actively monitoring and managing resources to remain within budgets, although several service areas continue to experience financial pressure from demand led services.</p>

### The subject matter of this report deals with the following Council Objectives

Communities making Havering	<input type="checkbox"/>
Places making Havering	<input checked="" type="checkbox"/>
Opportunities making Havering	<input type="checkbox"/>
Connections making Havering	<input type="checkbox"/>

**SUMMARY**

This report supplements the presentation attached as **Appendix 1**, which sets out the Council's performance within the remit of the Environment Overview and Scrutiny Sub-Committee for Quarter 1 (April - June). The Performance metrics within this report were decided by the Environment Overview and Scrutiny Committee on 31<sup>st</sup> July 2019. Due to Covid-19, indicators for 2020/21 were not agreed and to ensure consistency, the same indicators are used.

**RECOMMENDATION**

That the Environment Overview and Scrutiny Sub-Committee **notes** the contents of the report and presentation and makes any recommendations for performance as appropriate.

**REPORT DETAIL**

1. The report and attached presentation provide an overview of the Council's performance against the performance indicators selected for monitoring by the Environment Overview and Scrutiny Sub-Committee. The presentation highlights areas of strong performance and potential areas for improvement.
2. The report and presentation identify where the Council is performing well (**Green**) and not so well (**Amber** and **Red**). The RAG ratings for the 2019/20 reports are as follows:
  - **Red** = more than the agreed tolerance off the quarterly target
  - **Amber** = within the agreed tolerance of the quarterly target
  - **Green** = on or better than the quarterly target
3. Also included in the presentation are Direction of Travel (DoT) columns, which compare:
  - Short-term direction of travel – with performance the previous quarter (Quarter 4 2019/20)
  - Long-term direction of travel – with performance the same time the previous year (Quarter 1 2019/20)



4. A green arrow (↑) means performance is better and a red arrow (↓) means performance is worse. An amber arrow (→) means that performance has remained the same.
5. Due to COVID-19, performance was not reported according to the original reporting schedule in order to prioritise service delivery. Performance for Quarter 4 2019/20 will be reported with Quarter 2020/21 to provide the opportunity to understand performance in this period.
6. It is important to note that though service delivery is returning to business as usual, there will be still be an impact on performance due to COVID-19.
7. Five Performance Indicators have been included in the Quarter 1 2020/21 presentation. However a RAG status is only available for one indicator, which has been assigned a 'Green' status.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

There are no direct financial implications arising from this report. However adverse performance against some performance indicators may have financial implications for the Council.

All service directorates are required to achieve their performance targets within approved budgets. The Senior Leadership Team (SLT) is actively monitoring and managing resources to remain within budgets.

### **Legal implications and risks:**

Whilst reporting of performance is not a statutory requirement, it is considered best practice to review the Council's progress against the Corporate Plan regularly.

### **Human Resources implications and risks:**

There are no HR implications or risks arising directly from this report.

### **Equalities implications and risks:**

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;

(iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

<b>BACKGROUND PAPERS</b>
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Environment Overview and Scrutiny Presentation



# Haverling

LONDON BOROUGH

# **Quarter 1 Performance Report 2020/21**

## **Environment Overview & Scrutiny Sub-Committee**

**September 2020**

## About the Environment O&S Committee Performance Report

- 5 Performance Indicators have been selected to be monitored by the Environment Overview & Scrutiny sub-committee:
  - Improve air quality in the borough by reducing the level of NO2
  - HMO licenses issued
  - HMOs enforced against
  - Total Penalty Charge Notices (PCNs) issued in month
  - Response rate for PCN Challenges and Representations
- An outturn for air quality is only available on an annual basis.
- A RAG rating is only available for one indicator (Response rate for PCN Challenges and Representations) and has been rated **Green**.
- Due to COVID-19, performance was not reported according to the original reporting schedule in order to prioritise service delivery. Performance for Quarter 4 2019/20 will be reported with Quarter 1 2020/21 to provide the opportunity to understand performance in this period.
- It is important to note that though service delivery is returning to business as usual, there will be still be an impact on performance due to COVID-19.

# Quarter 1 Performance

Indicator	Value	20.21 Annual Target	20/21 Q1 Target	20/21 Q1 Performance	Short Term DOT 19/20 Q4	Long Term DOT 19/20 Q1
Improve air quality in the borough by reducing the level of NO <sub>2</sub> µgm-3 (micrograms per cubic metre of air)	Smaller is Better	40	(Annual)	19.7 (Langtons) to 49.4 (Gallows Corner) 2019	19.7 (Langtons) to 49.4 (Gallows Corner) 2019	(Annual) 17.3 (Langtons) to 71.4 (Battis) 2018
HMO licenses issued	Bigger is better	N/A	N/A	28	33	13
HMOs enforced against	Bigger is better	N/A	N/A	6	7	11
Total Penalty Charge Notices (PCNs) issued in month (including PCNs for moving traffic contraventions (MTC))	Demand Pressure	N/A	N/A	13,795	22,541	31,428
Response rate for PCN Challenges and Representations (days in current backlog as per end of month)	Smaller is better	35 days	35 days	9 days GREEN	29 days GREEN	11 days GREEN

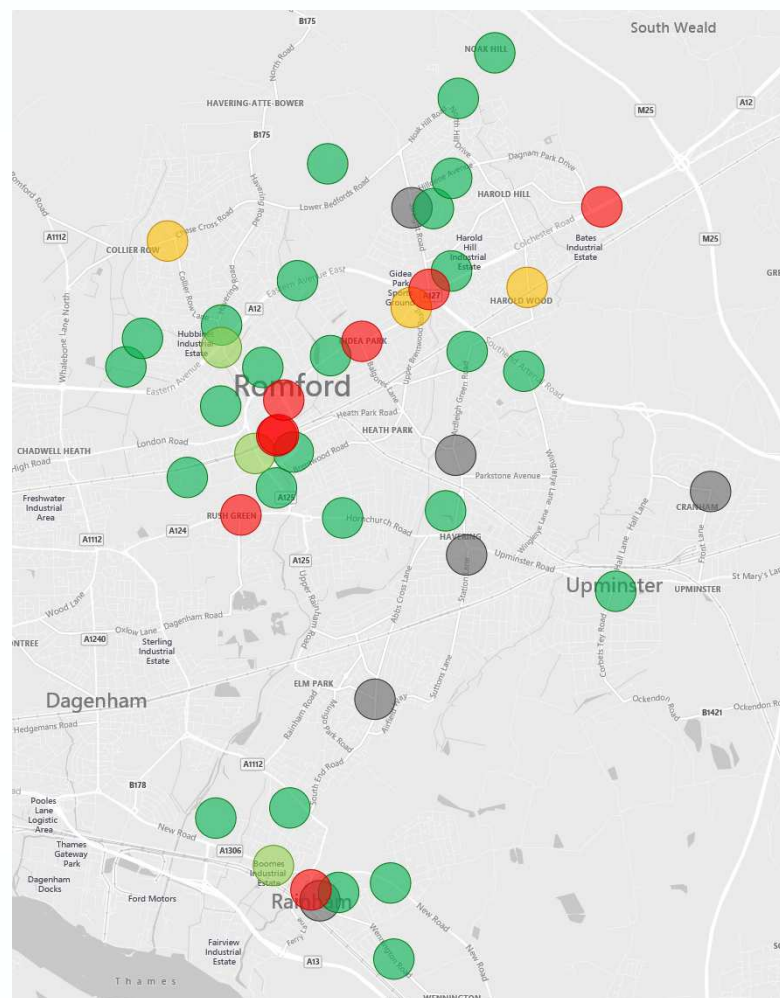
- Due to the COVID-19 pandemic, DEFRA advised local authorities not to collect diffusion tubes over the three month period of full lockdown. Consequently tubes were put out on 4<sup>th</sup>/5<sup>th</sup> March and collected on 9<sup>th</sup>/10<sup>th</sup> June.
- The data shows a dramatic decrease in NO<sub>2</sub> levels across the borough with significant drops in areas of concern (i.e. normally with readings markedly above the annual objective 40ug/m<sup>3</sup>). Though this shows an average NO<sub>2</sub> reading over the three month period rather than quarterly breakdown.

The vast majority of locations were well under the annual objective during this three month period with areas such as Romford Battis, Gallows Corner and Rush Green Road that would normally have NO<sub>2</sub> levels of around 60/70+ mg/m<sup>3</sup> showing (raw data) readings of just borderline exceedances.

- For the anti-idling campaign, it has been slowed down because of the changes in the preferences and the behaviours of people because of the virus. However, leaders of the campaign are offering educating training courses to fleet drivers. The Council's own fleet drivers have been receiving similar trainings by the Council itself.
- School Streets project is going ahead, as the Council has received funding for 18 schools in 13 locations. The project is currently at the consultation stage. Upon completion, roads school areas will be temporally closed when pupils are going to and leaving from schools.



# Havering's NO2 monitoring sites



# Houses of Multiple Occupation (HMO)

- A house in multiple occupation (HMO) is a property rented out by at least 3 people who are not from 1 'household' (for example a family) but share facilities like the bathroom and kitchen.
- During Quarter 4, the number of licenses issued increased as Licensing Officers were concentrating on processing applications ahead of implementation of our new software which went live on 1st June 2020. There was also an increased number of applications received during this period. Covid-19 has not yet adversely affected the number of new applications received.

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The number of enforcement operations were reduced from January 2020 and ceased from the end of March due to COVID-19. As a result no enforcement action in the form of FPNs has been taken for unlicensed HMOs.

- However our team has been concentrating their efforts on desktop conditional audits for licensed premises with financial penalties being issued where landlords have failed to comply; i.e. licence conditions have been breached. this has enabled us to maintain a steady flow of FPN cases.

# Penalty Charge Notices (PCNs)

Penalty Charge Notices are issued to people parking illegally, or committing moving traffic offences like wrongly using bus lanes or making a banned turn. The management of traffic and parking is essential to keep Havering moving.

- Quarter 4 performance for total PCNs issued in a month is 22,541, similar to Quarter 3 2019/20 performance (23,538). During this period, there continues to be poor compliance levels in Moving Traffic Contraventions (MTC).
- Quarter 4 performance for response rate for PCN challenges and representations improved from the previous quarter, with performance six days below target.
- Quarter 1 performance for total PCNs issued in a month dropped significantly due to parking restrictions reduced during COVID-19 lockdown, therefore issuance decreased.
- Performance in Quarter 1 dramatically improved for response rate for PCN challenges and representations. Due to COVID-19 lockdown, there was less parking enforcement activity and a reduction in PCN issue, this were able to concentrate on reducing backlog and improve on response times.
- Parking restrictions were reintroduced in August (Quarter 2) and therefore we expect to see an increase in the number of PCNs issued.

# Any questions?





## Environment Overview & Scrutiny Sub-Committee 8 September 2020

### Subject Heading:

East London Joint Recycling and Waste  
Strategy Aims and Objectives – Formal  
Adoption by Constituent Councils

### Report Author

Jacki Ager, Ext. 3363,  
jacki.ager@havering.gov.uk

### SUMMARY

Attached is a Cabinet Report detailing the aims and objectives of the East London Joint Recycling and Waste Strategy. The East London Waste Authority is seeking formal adoption of these aims and objectives by its Constituent Councils.

### RECOMMENDATIONS

The Board is requested to consider the Cabinet Report and provide any comments.

### IMPLICATIONS AND RISKS

**Financial implications and risks:** None of this covering report.

**Legal implications and risks:** None of this covering report.

**Human Resources implications and risks:** None of this covering report.

**Equalities implications and risks:** None of this covering report.

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## CABINET

**Subject Heading:**

East London Joint Recycling and Waste Strategy Aims and Objectives – Formal Adoption by Constituent Councils

**Cabinet Member:**

Councillor Dervish

**SLT Lead:**

Barry Francis

**Report Author and contact details:**

Jacki Ager, Ext. 3363,  
jacki.ager@haverling.gov.uk

**Policy context:**

Havering's Municipal Solid Waste Strategy is due for renewal. The previous Strategy fell in line with ELWA's last Strategy, and should therefore reflect the upcoming one.

**Financial summary:**

ELWA has set up a Strategy Reserve to cover the costs arising out of the development and planning for post 2027 waste disposal arrangements. Consequently, there is no separate strategy expenditure included in the budget and levy approved by the Authority on 4 February 2019.

**Is this a Key Decision?**

**Yes**

***(c) Significant effect on two or more Wards***

**When should this matter be reviewed?**

N/A. Once the Strategy Aims and Objectives have been agreed, phase A of the strategy will then be presented to Cabinet for approval.

**Reviewing OSC:**

Environment OSC

### The subject matter of this report deals with the following Council Objectives

Communities making Havering  
Places making Havering  
Opportunities making Havering  
Connections making Havering

☐  
☒  
☐  
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## **SUMMARY**

1. This report provides an overview of the rationale for developing a new East London Joint Resources and Waste Strategy (ELJRWS) that will set out how waste and recycling services in Barking and Dagenham, Havering, Newham and Redbridge will be developed leading up to and beyond the end of the existing waste disposal contract in 2027.
- 1.1. The East London Waste Authority has formally approved a set of Aims and Objectives for the joint strategy, and these are now being brought to Cabinet and the Cabinets in the other three Constituent Councils for consideration, to confirm that all five Partner Authorities are in accord. The draft Aims and Objectives set out what it is we might aim to achieve together and provide a frame work within which the Partners can broadly seek to determine such factors as:
  - East London's waste is going to look like in the future;
  - How much of it there will be;
  - How much that can be reduced by;
  - How much can be diverted for reuse;
  - How much can be collected for recycling in a condition that meets market needs, and;
  - What treatment solutions will be used to deal with what is left over.

## **RECOMMENDATIONS**

2. The Cabinet is recommended to:
  - (i) agree the Aims and Objectives for the East London Joint Resources and Waste Strategy as set out in this report; and
  - (ii) note the progress on developing the joint resources and waste strategy, and the indicated timescales for its drafting, consultation, finalisation and adoption in 2020.

## **REPORT DETAIL**

### **3. Introduction and Background**

- 3.1. Havering Council is a 'waste collection authority' under the Environmental Protection Act and is required to deliver the wastes it collects to facilities as directed by the East London Waste Authority, the 'waste disposal authority'



under the same Act for the Council and three other London Boroughs (Barking and Dagenham, Newham and Redbridge).

- 3.2. The initial term of ELWA's twenty-five year Integrated Waste Management Services (IWMS) contract ends during December 2027, and it is therefore necessary to plan for successor arrangements, which will require a reconsideration of the nature of these services in order to achieve new objectives in relation to such matters as resource management, climate change mitigation/adaptation, social value and, of course, financial cost.
- 3.3. The background to the proposals in this report is set out in greater detail at Appendix A, which provides information on the background to waste management services in East London, including:
  - 3.3.1. the roles and responsibilities of the four borough councils (Barking and Dagenham, Havering, Newham and Redbridge) and the East London Waste Authority (ELWA), including the IWMS contract;
  - 3.3.2. background and information on the IWMS contract for waste treatment and disposal (noting that reviewing this contract is not within the scope of this report.); and the rationale and background to the development of a new East London Joint Resources and Waste Strategy (ELJRWS), and its proposed three-part structure.
- 3.4. Current Status of Strategy Development
- 3.5. Work is progressing on Part A of the ELJRWS, which will lead to the development of a joint Waste Reduction, Reuse and Recycling Strategy for East London.
- 3.6. ELWA is leading on the project, with directors and waste officers from the Constituent Councils sitting on the Project Board and Project Team respectively.
- 3.7. An environmental consultancy called Ricardo Energy and Environment ('Ricardo') has been engaged by ELWA to deliver much of the work on the development of this Part A strategy. The consultancy services are being funded from ELWA's Strategy Reserve.
- 3.8. Waste officers from each borough have been closely involved in the procurement of Ricardo's services and in the waste forecasting and modelling work, and it is planned that there will be further close working with the Constituent Councils to build a consensus informed by stakeholder engagement and Member workshops, and to then successfully deliver the public consultation work in 2020, leading to adoption of Part A of the ELJRWS, ideally by the end of 2020.
- 3.9. Ricardo is initially undertaking forecasting and modelling work, and will subsequently be drafting the strategy and impact assessment documents,

supporting engagement work with key stakeholders, and coordinating public consultation activities.

- 3.10. The Waste Reduction, Reuse and Recycling Strategy will be brought forward for formal adoption by ELWA and the Constituent Councils before the end of the 2020/21 financial year. The current plan is for this to happen during the December 2020 cycle of Authority and Cabinet meetings.

#### **4. Proposals and Issues**

##### **4.1. Aims and Objectives**

- 4.2. A set of draft Aims and Objectives for the ELJRWS was brought to the 28 June 2019 East London Waste Authority Meeting for consideration by the ELWA Members, with a minor amendment approved at its 2 December 2019 meeting. ELWA has approved the following Aims and Objectives.
- 4.3. As the ELJRWS is to be a joint strategy, these Aims and Objectives are being taken to the Cabinets of the four Constituent Councils for approval. This will demonstrate to stakeholders that the development of an ELJRWS is supported by all five waste authorities, and will pave the way for a successful adoption of the ELJRWS (and its constituent Part A, B and C strategies) from late 2020 onwards.

##### **4.4. The Aims of the ELJRWS are:**

- a) to promote and implement sustainable municipal resources and wastes management policies in East London;
- b) to minimise the overall environmental impacts of resources and wastes management;
- c) to engage residents, community groups, local business and any other interested parties in the development and implementation of the above resources and wastes management policies; and
- d) to provide customer-focused, cost-effective, best value services.

##### **4.5. The Objectives of the ELJRWS are:**

- e) to minimise the amount of municipal wastes arising;
- f) to maximise reuse, recycling and composting rates;
- g) to maximise the diversion of resources and wastes from landfill, particularly organic wastes that would produce greenhouse gases;
- h) to co-ordinate and continuously improve municipal wastes minimisation and management policies in East London;

- i) to manage municipal wastes in the most environmentally benign and economically efficient ways possible through the provision and co-ordination of appropriate resources and wastes management facilities and services;
- j) to ensure that services and information are fully accessible to all members of the community;
- k) to maximise all opportunities for local regeneration; and
- l) to ensure an equitable distribution of costs, so that those who produce or manage the waste pay for it.

4.6. Cabinet is asked to consider these Aims and Objectives for formal approval.

<b>REASONS AND OPTIONS</b>
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**5. Reasons for the decision:**

- 5.1. The ELJRWS is being developed primarily to inform the nature of future local authority services for the minimisation, collection and treatment of resources and wastes in East London. It will itself contain a number of options appraisals as it considers the optimal ways of developing and implementing such services.
- 5.2. As such, it is important that all Partner Authorities are clearly in agreement about their Aims and Objectives from as early a stage as possible, and that such consensus is maintained as the options are considered and decided upon. Structured input from key stakeholders and the community will be a key part of this process.
- 5.3. It is further proposed that the ELJRWS will be developed through a structured process of stakeholder engagement and public consultation in order to ensure it meets the needs and aspirations of all locally in the best way possible.

**5.4. Other options considered:**

- 5.5. Aims and Objectives have been formed through consultation with all ELWA Board Members and Partner Authorities, taking into account London and national strategies.
- 5.6. Given the cost of the current Levy to Boroughs, the option to do nothing would cause the constituent Boroughs to potentially incur increasing costs year on year, whilst allowing their recycling rates to stagnate.

- 5.7. Whilst additional consultation is likely to take place, proposals within the national Resources and Waste Strategy are likely to be legislated. Should the Constituent Councils opt to do nothing, this may risk contravening

## **IMPLICATIONS AND RISKS**

### **6. Financial implications and risks:**

- 6.1. ELWA's annual budget is set in February each year, and its operational costs factored into an annual Levy, payable by the Constituent Councils. Apportionment of the levy is based on tonnes of household waste collected and delivered to ELWA, and the proportion of Band D properties in each Borough. Havering's levy apportionment for 2019/20 was circa £17m, although set to reduce in 2020/21 to £16.7m.
- 6.2. ELWA has set up a Strategy Reserve to cover the costs arising out of the development and planning for post-2027 waste disposal arrangements, including procurement and other costs of transitioning to a new post-IWMS contract services. Consequently, there is no separate strategy expenditure included in the budget and levy approved by the Authority on 4 February 2019.
- 6.3. ELWA's audited accounts are published in June/July each year and include the forecasted vs actual tonnage of waste processed that would then inform the levy position. Any underspend enables the Strategy Reserve and Business Risk Reserve to be increased.

### **6.4. Legal implications and risks:**

- 6.5. The Environmental Protection Act 1990 places a duty on a waste collection authority to deliver its waste to location(s) specified by the waste disposal authority. It is the waste disposal authority's duty to arrange for the disposal of controlled waste within its area. It is clear from this that the duties of the two authorities are closely intertwined, and that the governance and funding of ELWA as a levying body are also fully integrated with Havering and ELWA's other three Constituent Councils. Working in partnership on future services for the management of resources and wastes is the best way to arrive at optimal 'whole-system' solutions for East London.
- 6.6. The development of a joint resources and waste strategy is itself a way of ensuring that the risks associated with these services are clearly identified and managed at the most appropriate level, with all parties having a clear understanding of their roles and interactions / co-dependencies with others.

6.7. Proposals within the Government's Resources and Waste Strategy 2019 and the London Environment Strategy 2018 indicate a desire to increase recycling rates through additional materials being collected from households, via more standardised collection systems. Whilst it will not be within ELWA's gift to dictate collection systems to individual boroughs, it is important that options are reviewed and recommendations made that will help the Constituent Councils make informed decisions to fulfil future requirements.

**6.8. Human Resources implications and risks:**

6.9. At the current time, Havering has commenced the procurement for its Integrated Public Realm Contract (IPRC). Whilst clearly the IPRC and ELJWRS will not be aligned at the start, the IPRC seeks to build in flexibility to assist in fulfilling requirements laid out by the GLA, which will also be reflected within the ELJRWS. Staff transferred through the IPRC contract will be protected under TUPE regulations.

6.10. There are therefore no HR implications envisaged at this stage of the ELJRWS. The Council will continue to review this position, where current officer resource to feed into the strategy development may become more stretched as the project progresses.

6.11. ELWA contract matters are outlined at Appendix A. The outcome of Havering's IPRC Procurement is due to go to Cabinet for approval around December 2020, about the same time as Phase A of the ELJRWS. Any overlapping matters will therefore be considered accordingly, and covered off in those respective reports to Cabinet.

**6.12. Equalities implications and risks:**

6.13. The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

6.14. The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In

addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

- 6.15. Equalities issues will be considered within the Integrated Impacts Assessment proposed as part of the Strategy development process; the Integrated Impact Assessment will also cover social value, finance and environmental impacts.

#### **6.16. Health and Wellbeing implications and Risks**

- 6.17. Health and wellbeing issues will be considered within the Integrated Impacts Assessment proposed as part of the Strategy development process.

<b>BACKGROUND PAPERS</b>
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## Appendix A – Background to Waste Management and Joint Strategy Development in East London

### Roles and Responsibilities

- 1.1. The London Borough of Havering is a 'waste collection authority', and has a statutory duty to arrange for the collection of household waste and, when requested, to provide commercial waste collection services for businesses (which are charged for). The Council has additional duties to undertake street cleansing and clear up fly-tipping, and its duties as a waste collection authority extend to removing the wastes generated during those activities.
- 1.2. The treatment and disposal of the wastes collected by Havering is the responsibility of East London Waste Authority (ELWA), the joint 'waste disposal authority' for the four boroughs of LBBD, Havering, Newham and Redbridge (the 'Constituent Councils'). ELWA is also responsible for providing the Reuse and Recycling Centres in East London, including the site at Gerpins Lane.
- 1.3. ELWA is governed by eight Members nominated by the Constituent Councils (two from each), who meet four or more times a year at Authority Meetings. The portfolio holder for environment is one of the nominees from each of the Constituent Councils.
- 1.4. Within the governance structure of ELWA there is also an advisory Management Board, membership of which includes the environment director or assistant director from each Constituent Council.
- 1.5. ELWA has a small team of officers responsible for strategy, governance, contract management and operations. Two other statutory officer roles and the provision of support services are covered under service level agreements with two of the Constituent Councils:
  - 1.5.1. Redbridge provide finance services, and the Redbridge Corporate Director of Resources serves as ELWA's statutory Finance Director.
  - 1.5.2. Barking and Dagenham provide ICT and legal services, and LBBD's Director of Law, Governance and Human Resources services as ELWA's statutory Monitoring Officer.
- 1.6. ELWA is funded primarily through an annual levy, which is apportioned to the four Constituent Councils using the standard model set out in The Joint Waste Disposal Authorities (Levies) (England) Regulations 2006. The ELWA budget and levy is agreed by the eight ELWA Members at the Authority Meeting each February.

### IWMS PFI Contract

- 1.7. In 2002 ELWA let a 25-year Private Finance Initiative (PFI) contract, called the Integrated Waste Management Services (IWMS) contract, with Shanks East London (now Renewi) appointed as the Operator.

- 1.8. This contract delivered a new treatment solution for East London's residual waste, enabling high landfill diversion rates to be achieved at a time when that was the primary legislative driver in waste management. The waste undergoes some recovery operations to extract recyclable materials, before being converted into fuels for use in high-efficiency energy-from-waste facilities (mostly on the European mainland).
- 1.9. The IWMS contract has created some restrictions on ELWA and the Constituent Councils to respond to increased targets for recycling, in part because any savings made on recycling are retained by the Operator. This means that the financial drivers for local authorities to increase recycling that exist in most other parts of the country are not present in East London.
- 1.10. In addition, the IWMS contract requires that all waste collected by the Constituent Councils is delivered to the Operator, limiting opportunities for flexibility or innovation in how household waste is managed in East London. The IWMS contract has been extensively reviewed, and ELWA is continuing to discuss improvement opportunities with all parties involved.
- 1.11. The IWMS contract comes to an end in late 2027, and as such there needs to be arrangements in place for how waste treatment and disposal will be managed after that point. The lead-in times for developing new infrastructure are long, owing to factors such as the choice of options, complexity of planning processes and the time needed for construction and testing. Determining the post-2027 arrangements therefore needs to get underway now.

#### Joint Strategy Development

- 1.12. In order to plan infrastructure for waste management, it is important to have an understanding of what types and sizes of facility are likely to be needed. This will ensure that any capital investment and/or long-term contractual commitments made by the local authorities deliver value for money.
- 1.13. Work therefore first needs to be done to forecast how much waste there is going to be to manage, and what materials might be in that waste. Changes in housing and population will impact on this, as will consumer behaviour, packaging and product design. Initiatives like the Government's proposed Deposit Return Scheme for drinks containers could have an impact, as consumers will be more likely to use non-local authority services to dispose of waste items.
- 1.14. In addition to global/national initiatives that might reduce waste generation, it will be possible for the local authorities to promote waste reduction through consumer campaigns, public engagement and the introduction of new policies relating to waste collection services. The impacts of these interventions need to be modelled to get a true picture of how much material might be presented for collection by residents and businesses.



- 1.15. It will then be necessary to understand how much of the waste that consumers still need to dispose of could or will be separated for reuse and recycling, either through local authority collections or by means of other services (such as the Reuse and Recycling Centres). The design of the services available to consumers will have a strong influence on how much reuse and recycling takes place, and there will need to be consideration of the benefits and drawbacks of different designs of service based on factors such as their cost and environmental impacts.
- 1.16. Once there is an understanding of how much waste there will be to manage, and how well separated it will be for reuse and recycling, it will then be possible to look at the different technologies that could be used to treat the materials. As with the collection services, it will be necessary to appraise the different options to ensure the best overall set of solutions is chosen.
- 1.17. The way that these technologies are accessed will then need to be looked at, with everything from buying spare capacity in existing facilities to commissioning the construction of entirely new facilities needing to be considered so that decisions can be taken on which options represent best value.
- 1.18. Identifying, appraising and making choices on all the different options around reducing waste, encouraging reuse, provision of recycling services and delivery of infrastructure to manage waste materials will only be effective if the five East London waste authorities (LBBD, Havering, Newham, Redbridge and ELWA) work together to find the best overall solutions. This can be accomplished through the development of a new joint waste management strategy.
- 1.19. The development of a joint strategy was approved by the ELWA Members at the Authority Meeting on 29 June 2018, with ELWA taking a central role and recruiting a Head of Strategy and Development to lead the project (this role was taken up from January 2019).
- 1.20. The joint strategy is being developed under the working title of East London Joint Resources and Waste Strategy, or ELJRWS.
- 1.21. The ELJRWS is planned to be delivered in three stages:  
  
Part A: Maximising Waste Reduction, Reuse and Recycling  
Part B: Managing Residual Waste  
Part C: Delivering Infrastructure
- 1.22. It is planned that each of these stages will comprise a separate strategy, which will be taken through formal consultation processes and then put to each of the five waste authorities in East London for adoption.
- 1.23. Each stage follows on from the last, but there are opportunities for work to progress on the different phases simultaneously as long as any amendments

to findings or outcomes that may arise during consultation or adoption are properly incorporated into the in-progress next stage.

- 1.24. Work has commenced on the development of Part A, which will result in a Waste Reduction, Reuse and Recycling Strategy for East London.

# Environment Sub-Committee

8 September 2020

## REPORT

**Subject Heading:**

Councillor Call for Action – Enforcement of HGV movements in Rainham Village

**SLT Lead:**

Barry Francis – Director of Neighbourhoods

**Report Author and contact details:**

Richard Cursons – Democratic Services Officer  
richard.cursons@onesource.co.uk

**Policy context:**

Enforcement of HGV movements in Rainham Village

**Financial summary:**

N/A

**The subject matter of this report deals with the following Council Objectives**

Communities making Havering	[X]
Places making Havering	[X]
Opportunities making Havering	[ ]
Connections making Havering	[ ]

<b>SUMMARY</b>
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The Sub-Committee is invited to consider the Councillor Call for Action on this matter and take any action it considers appropriate.

**RECOMMENDATION**

**That the Sub-Committee considers the Councillor Call for Action, scrutinises the attached report and decides what, if any, comments it wishes to make to the service on this matter.**

**REPORT DETAIL**

In accordance with Overview and Scrutiny Committee Procedure Rule 9, a Councillor Call for Action was received from Councillor Durant on 10 August 2020..

The Sub-Committee is required to scrutinise the attached report and officers will be in attendance in order to facilitate this. The Sub-Committee has the option to pass its comments and views on the proposals back to the service for consideration. Members will need to agree, at the meeting, any response to be fed back on behalf of the Sub-Committee as well as any other action that the Sub-Committee wishes to take. Members may for example wish to agree to take an update on how this is performing in say, a year's time and agree to add this to the work programme.

**Appendices**

Appendix A – Grounds for requisition and response by Council officers

Hello councillor

I will ask that the matter be added to the next meeting of the committee as a councillor call for action detailing the information below

Andy

**From:** CouncillorDavid Durant <[CouncillorDavid.Durant@havering.gov.uk](mailto:CouncillorDavid.Durant@havering.gov.uk)>

**Sent:** 10 August 2020 21:55

**To:** Andrew Beesley <[Andrew.Beesley@oneSource.co.uk](mailto:Andrew.Beesley@oneSource.co.uk)>

**Cc:** Anthony Clements <[Anthony.Clements@oneSource.co.uk](mailto:Anthony.Clements@oneSource.co.uk)>; Debra Marlow <[Debra.Marlow@onesource.co.uk](mailto:Debra.Marlow@onesource.co.uk)>; Richard Cursons <[Richard.Cursons@oneSource.co.uk](mailto:Richard.Cursons@oneSource.co.uk)>; Luke Phimister <[Luke.Phimister@Onesource.co.uk](mailto:Luke.Phimister@Onesource.co.uk)>; Taiwo Adeoye <[Taiwo.Adeoye@oneSource.co.uk](mailto:Taiwo.Adeoye@oneSource.co.uk)>

**Subject:** install CCTV cameras at the Bridge Road/Lansom Road roundabout, Rainham.

Dear Andrew,

The IRG raised a motion at council, see below, but withdrew it to progress the Administration amendment of raising the matter at committee. You advised the Environment committee would be the relevant committee. Therefore I would like an item added to the next Environment committee agenda on 8<sup>th</sup> Sept about installing CCTV cameras at the Bridge Road/Lansom Road roundabout, Rainham, as per the Administration amendment.

**Please can this be arranged.**

Regards

B. CCTV CAMERAS – RAINHAM VILLAGE Motion on behalf of the Independent Residents' Group

The new Havering Local Plan seeks to strengthen the protection of our Conservation Areas and the Executive are promoting investments in the Rainham area, including a new swimming pool and leisure centre in Rainham Village. In view of this our Council calls upon the Executive to install CCTV cameras at the Bridge Road junctions to safeguard the Rainham Village Conservation Area and London Bid area and protect these investments and to deter Wennington Road, Upminster Road South and Rainham Village constantly and increasingly being illegally used as a short cut for HGVs 40 ton muck lorries accessing Ferry Lane industrial area.

Amendment on behalf of the Conservative Group

The Council refers the issue of heavy good vehicles using prohibited roads within the South of Havering to the relevant Overview and Scrutiny Committee for an investigation, outlining issues faced and possible solutions.

## OVERVIEW & SCRUTINY COMMITTEE

8 September 2020

<b>Subject Heading:</b>	Enforcement of weight limit zone – Rainham Village
<b>SLT Lead:</b>	Barry Francis Director of Neighbourhoods
<b>Report Author and contact details:</b>	Name: Gareth Nunn Position: Engineering Technician Email: Gareth.nunn@havering.gov.uk
<b>Policy context:</b>	Havering Local Development Framework (2008)
<b>Financial summary:</b>	The estimated cost of this scheme is £41,250 (if cameras are purchased separately). Funding source yet to be confirmed.

### The subject matter of this report deals with the following Council Objectives

Communities making Havering	<input checked="" type="checkbox"/>
Places making Havering	<input type="checkbox"/>
Opportunities making Havering	<input type="checkbox"/>
Connections making Havering	<input type="checkbox"/>

## SUMMARY

This proposal has been considered following a request from Ward Councillors to consider an appropriate solution to the high volume of complaints being received regarding the speed and frequency of Heavy Goods Vehicles (HGV's) travelling through Rainham Village (Upminster Road South and Wennington Road.) It is understood the majority of these nuisance vehicles are traveling to and from the industrial estates on Ferry Lane and Lamson Road.

There is already a maximum weight limit of 7.5t zone currently present on these problem roads (and almost all roads in Rainham to the south west of New Road/A1306) but this zone does not extend to Lamson Road and Ferry Lane (plan showing this zone is attached as **Appendix A**)

This existing weight limit zone restricts HGV's from using these roads and due to alternative routes to Ferry Lane and Lamson Road being available (A13 and New Road) there is no 'access exemption' to vehicles travelling to these industrial estates.

However with no enforcement of the restrictions currently taking place, this has not deterred all HGV drivers from using these routes when travelling to or from the industrial estates on Ferry Lane and Lamson Road.

## RECOMMENDATIONS

To resolve the issues and achieve an acceptable level of compliance of the existing restrictions, a high level of enforcement will be required. For this reason it is recommended that the use of static CCTV cameras to enforce the existing weight limit restrictions in Rainham and Wennington is progressed and funding sought.

Enforcement via camera would see CCTV cameras installed on existing lamp columns (subject to structural testing) at a particular location/s which would capture the vehicle registrations of each vehicle entering or exiting the restricted zone. This data would be processed and confirmation of the weight of each vehicle would be requested from the DVLA. If a vehicle is found to exceed the weight limit, a Penalty Charge Notice (PCN) would be issued.

Should high levels of compliance be achieved, these cameras could be moved to a different location to enforce an alternative existing or newly implemented restriction. The cameras would effectively be added to our pool of cameras for the enforcement of moving traffic contraventions (if acquired separately).

An ideal location for the camera/s to be located has previously been identified as Bridge Road near to the junction with Viking Way and Lamson Road. Cameras at this location would be best placed to capture details of vehicles entering/exiting the zone which have travelled to or from the industrial estates on Ferry Lane and Lamson Road

\*A Visual aid to how enforcement by camera would work is attached as Appendix B



<b>REPORT DETAIL</b>
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### **Exemptions**

The existing weight restriction permits 'access' meaning that any vehicle entering the zone to access a property within the zone is able to do so. Other exemptions may apply to vehicles working on or near the roads in question, emergency service and military vehicles, buses, coaches and other public service vehicles such as refuse vehicles.

Should enforcement of the restriction take place, a 'white list' would be created containing the vehicle registrations of known exempt vehicles which would prevent them being issued a PCN. Any vehicle unknown to be exempt would receive a PCN but this would be cancelled upon appeal subject to the relevant proof of exemption provided such as a delivery note.

### **Signage**

With the scheme and traffic order already in place, the weight restriction should already be signed accordingly. However a review of the signage would take place should this scheme be pursued which is likely to result in some additional signs being installed to give prior notice and advise of the alternative routes to the industrial sites on Ferry Lane and Lamson Road.

### **Camera & Software**

3 different providers have been contacted regarding the solutions they can provide for camera enforcement for weight restrictions (Vidalert, TES and Siemens). Static cameras will use Automated Number Plate Recognition (ANPR) to capture the vehicle registrations of vehicles entering/exiting the restricted area. These number plates are then cross referenced against DVLA data to determine if they exceed the weight limit permitted. If they do, this data will be sent to Chipside (our existing PCN processors) to be reviewed and if necessary a PCN issued.

A service comparison chart will need to be created to consider both the short and long term benefits and costs of each service. For this to happen, site meetings will be required with all 3 service providers to ascertain accurate requirements and costings.

A summary of the key differences between the potential service providers known at this stage is as follows:

#### Vidalert

Vidalert cameras will capture the VRM for every vehicle and a real-time DVLA look up is performed to determine classification and gross weight of the vehicle. This means that DVLA look ups will be performed on every vehicle entering or exiting the zone. DVLA look ups can be charged for individually or an annual fee can be paid to Vidalert which would provide us with up to 25k looks up per month. The estimated cost for x1 Vidalert camera, accompanying hardware and the necessary software (excluding DVLA lookups) is 19k.

#### TES

TES can provide cameras with technology that can measure the width, height and length of every vehicle in real time. Any vehicle that the camera "thinks" is oversize will have a DVLA lookup performed. By only looking up those it thinks is oversize it reduces overhead data and DVLA lookup charges. The estimated cost for x1 TES camera, accompanying hardware and necessary software (excluding DVLA lookups) is 24.5k. Whilst as mentioned above, site meetings will be required with service providers to ascertain accurate requirements and costings. However it is worth noting that the reduced amount of DVLA lookups required using this technology could result in significant and ongoing savings when compared to either paying an annual flat rate or 0.5p for every individual vehicle lookup.

#### Siemens

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Siemens cameras would operate in a similar way to Vidalert. The estimated initial cost for 1 Siemens camera, accompanying hardware and necessary software is 26.5k (excluding DVLA lookups). The DVLA look ups are charged on a tier basis dependant on the amount of lookups completed. This price ranges from 4p a vehicle to 29p a vehicle.

## **Risks/Concerns**

### **Unenforced parts of the zone:**

Given the large size of the existing weight limit zone it would not be possible to enforce it all without an expensive and sophisticated network of cameras. The proposal to only enforce a particular exit/entrance to the zone targeting what is believed to be the most frequent offenders (HGV's travelling to the industrial estates) means it is likely that other parts of the zone will still be liable to potential unenforced breaches of the restriction.

However, with the option to redeploy CCTV cameras and the likelihood that the Council will obtain a pool of CCTV cameras for moving traffic contraventions, any locations found to have a low level of compliance with existing restrictions can be considered for camera enforcement until high compliance levels are achieved.

### **Exempt Vehicles:**

Some HGV's entering the zone will be doing so compliantly. As mentioned in the exemptions part of this paper, a 'white list' would be created containing the vehicle registrations of known exempt vehicles which would prevent them being issued a PCN.

However, vehicles over 7.5t that have not been added to a white list would receive a PCN. This would be cancelled subject to the relevant proof of exemption provided such as a delivery note but would require the recipient of the PCN to formally appeal against it. This inconvenience to drivers may result in complaints being received.

Please note that deliveries to the large supermarket (Tesco) do not need to travel through the zone to make deliveries and therefore should be unaffected by the enforcement of the restriction. It is currently unclear how many businesses within the zone are likely to require deliveries from vehicles over 7.5t. Should it be decided to progress with the enforcement of this restriction via CCTV cameras, further investigation will be required to ensure a white list is as comprehensive as possible before the enforcement went live to mitigate the risk of exempt vehicles receiving PCN's and in turn having to appeal them.

### **Time frame**

As the weight limit scheme is already present, this saves considerable time as a major design will not be required with only a review of the existing scheme necessary. From when formal agreement and commitment to spend is agreed, we can then start the review of the existing scheme and arrange site meetings with camera providers to ascertain exactly what would be required (how many cameras, software etc.)

Any amendment to the existing scheme will require formal advertisement and consultation. This is a possibility due to another issue with HGV's which has been highlighted in another area within the existing zone (East Hall Lane). This could result in a proposal which removes East Hall Lane from this weight limit zone and it would need to be decided if this was incorporated in to this scheme. Further details on this potential amendment to the zone are given later in this document under the title 'possible amendment to existing zone'.

As previously mentioned, the Council are in the process of considering obtaining a 'pool of CCTV cameras' which would be re-deployable and therefore used at multiple locations where compliance with moving traffic contraventions is low. Depending on finances, a decision will need to be made as to whether the cameras used for this proposal are from the 'pool' or if cameras are purchased

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specifically for this scheme which could later be added to the pool when acceptable levels of compliance are achieved at this location.

Should it be decided to use cameras from the Councils pool, the timeframe of when enforcement at this location could start would be dependent on when these cameras are obtained and are deployable.

An estimated timeframe from when formal agreement is received on the basis that new cameras are obtained (not part of the pool) and East Hall Lane is addressed separately is as follows:

within 30 days	<ul style="list-style-type: none"><li>• Site visits with camera suppliers undertaken</li><li>• Review of existing scheme complete with any additional signage or amendments identified</li></ul>
Within 60 days	<ul style="list-style-type: none"><li>• Signs ordered and received</li><li>• Camera supplier comparison list complete with preferred supplier identified</li></ul>
90-120 days	<ul style="list-style-type: none"><li>• Additional signage erected and any amendments complete</li><li>• Cameras received and erected</li><li>• Public notification of new enforcement process</li><li>• Enforcement goes live (1 week warning notices)</li></ul>

To meet the timeframes of the above table, initial works of site meetings, signing orders and quotations can take place without significant financial cost (only staff resourcing). However towards the end of the first 30 days, materials will need to be ordered meaning a commitment to a financial spend.

Guidance will be required to determine if committed financial spend is made before formal agreement for the proposal to be implemented.

### **Possible amendment to existing zone (East Hall Lane)**

A further issue within the existing 7.5t weight restriction zone in Rainham has previously been raised regarding HGV's delivering to a business or businesses on East Hall Lane.

East Hall Lane is within the weight restriction zone and therefore any vehicles travelling to or from premises in this road are exempt from the restriction. It has been brought to our attention that an unacceptable amount of HGV's have been using Wennington Road to access East Hall Lane, however this is a permitted and compliant route.

A preferred route for these vehicles to use to access East Hall Lane would be via the more appropriate A1306 (New Road). A solution to this has previously been suggested by removing East Hall Lane from the weight restriction zone. This would mean that as there is an alternative route to East Hall Lane (via A1306), vehicles would no longer be exempt if they continued to use Wennington Road and would be liable for a Penalty Charge Notice. This location would then be added to the list of roads for enforcement by the pool of CCTV cameras.

However, it has come to light that in recent weeks there has been some concerns regarding the safety of the road surface near to its junction with the A1306. This has resulted in a temporary closure of this junction why remedial works are identified and undertaken. This will then be monitored accordingly.

In the circumstances it is recommended that any changes to traffic orders that result in further traffic on East Hall Lane are postponed until the Council is satisfied with the condition of the

carriageway and this proposal to enforce the existing scheme (as it is) is progressed as a separate scheme should it be decided to progress at all.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

At this stage the expected costs are very much estimates, upon completion of site visits with camera providers and a review of existing signing has been completed, a more accurate estimate can be made. However, an early estimate on the basis that cameras are acquired for this scheme rather than using cameras from the 'pool' is for the installation/year 1 cost of this scheme to be approximately £41,250, this estimate has considered the following expected costs:

- Cameras (including equipment, software, hosting and Installation)
- DVLA data look up (flat rate option)
- Signage (including posts, installation and illumination)
- Consultation (leaflet drop)
- Safety Audit should any amendments to existing scheme be required

A breakdown of how this estimated cost has been determined is attached to this report as Appendix C.

### **Legal implications and risks:**

LB Havering have had the powers to enforce moving traffic contraventions since 13 November 2014 following TEC approval and currently enforce restrictions such as 'one way streets' and 'no right turns' via static CCTV cameras.

This TEC approval also enables us to enforce 'weight limits' (sign 622.1A) under contravention code 52(g)

### **Human Resources implications and risks:**

The proposal can be delivered within the standard resourcing within Street Management, and has no specific impact on staffing/HR issues.

### **Equalities implications and risks:**

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

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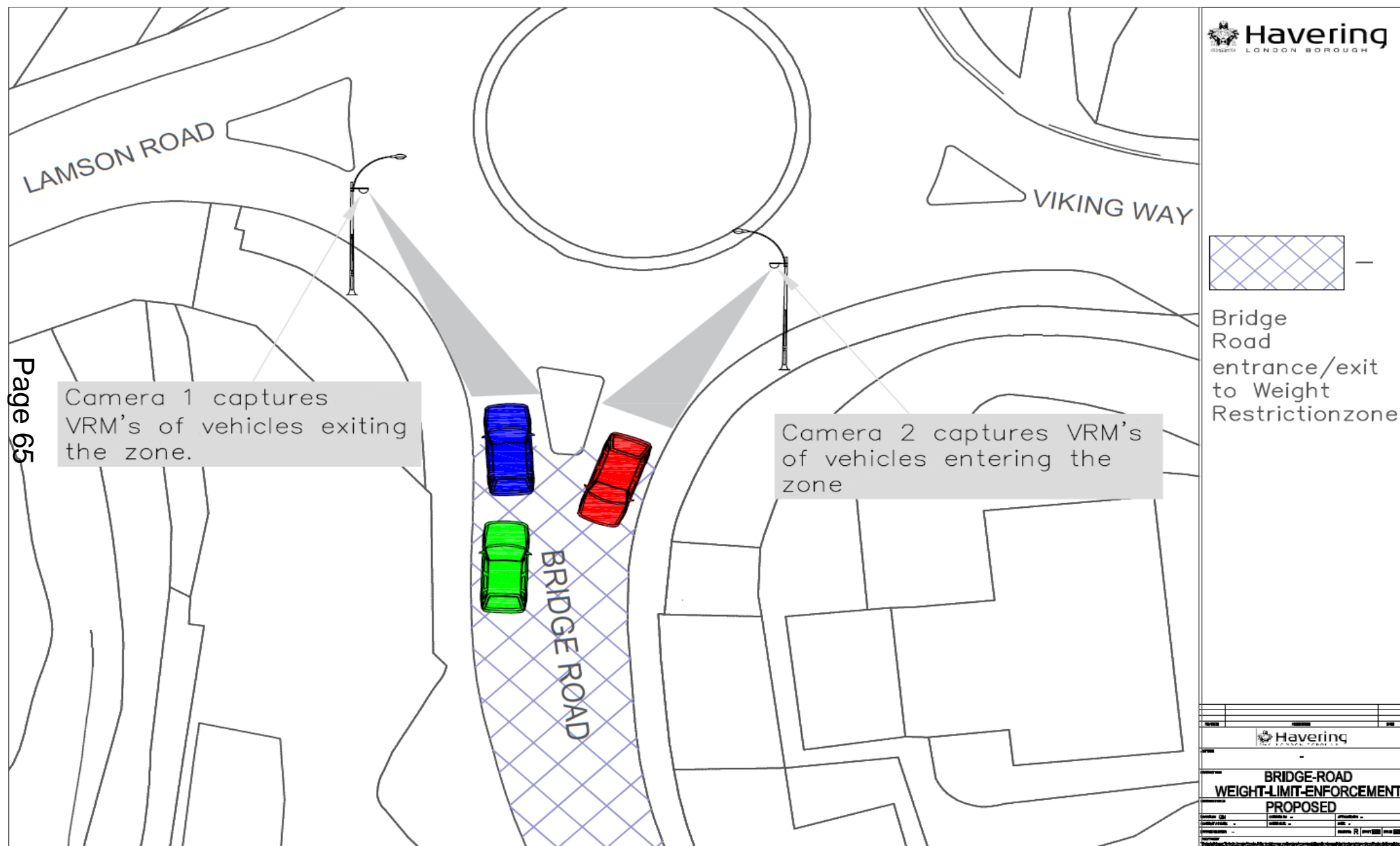
The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.



## Appendices

### Appendix A – Plan showing existing weight restriction and compliant routes to industrial estates.





**Appendix C – Breakdown of estimated cost**

purchase/rent and installation of cameras and software	Recent discussions with camera providers regarding weight limit schemes have been used to determine an estimated cost for this scheme. However site visits and further discussions with software providers will be required to determine the exact requirements including how many cameras are required. For the purpose of an estimated cost, we are assuming 2 cameras will be needed.	Cost to deploy a single camera to enforce the Weight Limit Restriction would be approx. £19,000, comprising: • equipment, • software • hosting • Installation Additional camera (close by) estimated at approximately an additional £5000	£24,000
DVLA data look up	Annual cost of 'flat rate' data look up costs from Vidalert used for purpose of estimated cost.	£7200 per annum (up to 25k look ups per month)	£7,200
Chipside costs	Still awaiting comments from Chipside. However it is expected that they can receive data packs from camera supplier and review and issue PCN's in the same way they currently do other MTC's. Chipside are currently paid a fee per PCN.	No initial fees to be paid to Chipside have been identified at this stage.	no cost determined or expected at this stage
Challenges/appeals and other tasks required in the PCN process by Council officers	It is believed the challenge team would be able to incorporate additional PCN's in to existing workloads without the need for further resources.	n/a	no cost determined or expected at this stage
Signage and installation	Various different signage will be required and a full survey will be needed to determine the extent of the area giving prior warning of the restriction. Depending on the sign required the cost will vary from £60 - £160 per sign. A standard post and its installation would cost £140. However a number of these signs will require illumination, the cost of purchase and installation of an illuminated post is approximately £950. For the purpose of an estimated cost I have anticipated that 50 signs and posts will be required at an average cost of £110 per sign, 10 of which illuminated. Please note that it is likely the full signing survey will highlight existing street furniture that can be used to mount signs meaning less posts are required.	10 signs at £110 = £1,100  10 standard posts and installation at £140 = £1,400  5 illuminated posts and installation at £950 = £4,750	£7,250



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Consultation and resident engagement	Should no changes be made to the traffic order, formal consultation will not be required. However some level of residential engagement via leafleting will be necessary	Informal leaflet drop and online comms.	£1,000
Safety audits	Recent discussions with safety audit providers have been used for the purpose of this estimated cost (only required if changes to TRO are made)	A competitive quote received is £1800	£1,800
<b>TOTAL</b>			<b>£41,250</b>

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## OVERVIEW & SCRUTINY COMMITTEE 8 September 2020

**Subject Heading:**

Briefing on Green Space Verge Conversions

**SLT Lead:**

Barry Francis, Director of Neighbourhoods

**Report Author and contact details:**

Gurch Durhailay, Business Unit Manager,  
HT&P

[Gurch.durhailay@havering.gov.uk](mailto:Gurch.durhailay@havering.gov.uk)

**Policy context:**

Parking Strategy agreed in December 2018

**Financial summary:**

Highways Improvement Programme, Capital  
Budget Allocation of £806,000 (A3000)

### The subject matter of this report deals with the following Council Objectives

Communities making Havering  
Places making Havering  
Opportunities making Havering  
Connections making Havering

[x]  
[x]  
[]  
[]

<b>SUMMARY</b>
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Due to the number of complaints received by the service over a period of years from members of the public and requests to Councillors asking that green space be converted to parking bays, it was decided that areas from which requests are being received be considered for this work and funds be found for converting green space to hard standing parking areas.

The service contacted all councillors and asked them to provide details of areas where they are getting pressure from residents requesting verge conversion work. This information was collated along with direct requests from residents. An external consultancy was commissioned to carry out a review of over 70 locations and to provide a report on the findings with recommendations for each location. Out of the 70 locations, 48 were found not to need conversion to hard standing, some of these would however benefit from the addition of yellow lines to aid access etc. This left 22 locations which were then scored. Locations were then scored based on various criteria as detailed in the draft report appended to this briefing.

The scoring was based on criteria which includes:

- Parking/traffic/safety issues,
- Complaints from public and refuse collection difficulties,
- A simple scoring method was also used in order to assist and evaluate the sites. Benefit for residents are scored as well as verified delays to refuse collection. Scores were lost for utility underground connections, as each underground utility item poses extra cost which in some case more than double cost of a scheme.

The final list of locations that will be progressed as per the ED report are:

- 1- LODGE COURT,
- 2- KINGSBRIDGE CLOSE,
- 3- PENZANCE GARDENS,
- 4- DAVENTRY GREEN (off Hailsham Rd),
- 5- KINGSBRIDGE CIRCUS, NEW,
- 6- REDRUTH WALK,
- 7- DAGNAM PARK SQUARE,
- 8- HALESWORTH CLOSE, NEW

An ED report has been drafted to request that green space in areas where it has been demonstrated that there is a need for parking are converted to hard standing parking. The report has been circulated to business partners and comments received and included as part of this report. The next step is to revise the report based on comments received and submit to theme board.

The report and its progression through the Council's decision making process has been put on hold due to Covid and has been programmed to progress in November/December 2020.

## RECOMMENDATIONS

It is recommended to the committee that a report progresses through the decision making process from November/December this year in regards to green verge conversions.

## REPORT DETAIL

A report is currently being drafted which will be progressed through the decision making process. The report details the locations that were considered, the scoring process, costs, the number of parking spaces before and after the works and the locations which will be subject to a local consultation with residents to seek their view before any work is done.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

This project investigated 70 locations where complaints were received. Of these 70 locations, this paper has identified the top scoring locations. The highlighted green locations are 8 items which amounts to estimated civil works of £733,000. This scheme will also attract other costs estimated at £73,000. The HIP Capital Budget 2020-21 has allocated £806,000 to meet the estimated costs of this project. The Scheme has already incurred expenditure of £63,000 in 2019/20, this has been met from the HIP Capital Budget in 2019/20.

All future schemes relating to the 70 locations will be subject to further Key ED's and will at that point, detail the corresponding funding arrangements.

### **Legal implications and risks:**

We do not require a TMO for the civil works element for converting verges into hardstanding areas. However, we would require a new TMO for proposed for short lengths of Double Yellow Lines at junctions/bends in order to improve road safety and access. Also, the proposed parking bays are advisory bay markings and are not enforceable, therefore this element would not require a new TMO.

The Council's power to make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

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In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984. This section provides for the exercise of the Council's powers for highways functions.

Local Authorities also have a general power of competence to undertake matters which an individual may undertake in accordance with Section 1 of the Localism Act 2011.

### **Human Resources implications and risks:**

The proposal can be delivered within the standard resourcing within Street Management, and has no specific impact on staffing/HR issues.

### **Equalities implications and risks:**

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:

- (i) The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) The need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) Foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

It is both Council policy and recently renewed SLT direction/expectation that EqHIAs (Equality and Health Impact Assessments) are carried out when appropriate and in sufficient time to enable informed decision-making. As a basic rule, one should be undertaken whenever staff, service users, or the wider public are impacted by decisions or the intended or planned activity. The relevant template with guidance is available from [diversity@haverling.gov.uk](mailto:diversity@haverling.gov.uk) and the intranet and its purpose is to ensure a systematic approach to the task and to evidence that due regard is paid to any adverse impact on affected parties with protected characteristics. In addition to the nine protected characteristics, the assessment also looks at matters pertaining to health and socio-economics, respectively.

Another accepted way to demonstrate due regard is to produce minutes of meetings which clearly show equality implications of the intended activity were fully discussed and understood by decision-makers. The status of EqHIAs can be 'completed' or 'under development', with a view to completion before any final decisions are reached. Where legal challenges occur, completed EqHIAs can often become items of evidence in related proceedings. Finally, if an EqHIA is not to be carried out authors should state the reason in the equality section of their report. Do consult the corporate diversity advisor if clarification or support is needed.

### **Consultation**

Consultation with affected parties is essential to good practice. In terms of administrative law this has a specific meaning, and if done should be proportionate, fair, and inclusive. Sufficient time and information should be afforded to allow consultees to comment meaningfully on the matter in hand and the responses taken conscientiously into account by the decision maker.

## **HEALTH AND WELLBEING IMPLICATIONS AND RISKS**

The proposal will address vehicular access issues giving improved accessibility for emergency and service vehicles for the identified 8 areas which are mainly residential.

The proposals will improve parking supply enabling further parking areas for residents to park. However, this may increase traffic movements and may not meet parking demand.

### **APPENDICES**

Appendix A –List of initial 70 Locations

Appendix B – Detailed design of the final locations

Appendix C – Scoring for schemes

## Appendix A –Initial 70 Locations

Location	Ward Area	desktop exercise/observations
AMERSHAM CLOSE	Harold Wood	Need DYL on junction and on both sides of road, and then consider 90 degree parking bays on grass verge.
CATHERINE ROAD	Squirrels Heath	can not see any parking issues
DUNSTER CRESCENT	Cranham	Need DYL on junctions and bends, and would benefit One-way operation
EVELYN SHARP CLOSE	Squirrels Heath	Need DYL on junction and footway markings
HITCHIN CLOSE	Heaton	Need new DYL on Hitchen Close j/w Taunton Rd, need to mark out footway parking bays, need more DYL on junctions,
INGREBOURNE GARDENS	Cranham	Long road, need DYL on junctions, mark out parking bays within yellow lines, to slow traffic and prevent grass areas.
KERRY DRIVE	Cranham	need DYL for private access roads entrances and bend, and end of cul-de sac. Also consider Footway bay markings.
LONDONS CLOSE	Upminster	Review current DYL on junction, need DYL on private access entrances, and at the turning head at end of road
MACDONALD WAY	Squirrels Heath	Need DYL on junction, relocate footway parking on the opposite side of road , as you should get one more parking space, also there are no footway covers or columns/posts.
MURFITT WAY	Upminster	Consider DYL at the end of cul-de sac and footway bays markings
ROWAN WALK	Squirrels Heath	The google maps are 5 years old , need DYL on junction, and on bends, review single yellow lines to DYL. Could not see any parking on verges or evidence on-screen.
THE COBBLES	Cranham	can not see any parking issues
THE MOUNT	Heaton	Review current DYL on junction. Refresh Give-way markings, review current drop-kerbs as there are mud - possibly widen drop-kerbs. Review and extend current footway parking markings - only on tarmacked footways. Tarmac the two grass verges at the end of road to allow large vehicles to turn around.
WOODLANDS AVENUE	Emmerson Park	Need DYL on junctions and possible footway markings - too many off-street parking
BROSELEY ROAD	Gooshays	Yes - needs review to look at possible options.
DAGNAM PARK SQUARE	Gooshays	Yes - grass verge, DYLs
DORKING RISE	Gooshays	Needs further review before taking forward
ELM PARK AVENUE	ST ANDREWS	Is a bus route, consider footway parking bays.
NORTH HILL GREEN	Gooshays	Yes - needs review to look at possible options.



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PENRITH ROAD	Gooshays	Triangle section of green can be looked at parking
PENZANCE GARDENS	Gooshays	Yes - grass verge, DYLS
PRIORY ROAD	Gooshays	Yes - needs review to look at possible options.
REDRUTH WALK	Gooshays	Yes - needs review to look at possible options.
SACKVILLE CRESCENT	Squirrels Heath	review/ consider footway parking
SOUTH VIEW DRIVE	Upminster	review Single Yellow Lines, and consider formal parking bays
SPRINGFIELD GARDENS	Upminster	long road, consider removal of grass verge and concrete for parking, consider marking out parking bays
SWINDON GARDENS	Gooshays	Yes - needs review to look at possible options.
WIGTON ROAD	Gooshays	Yes - needs review to look at possible options.
WIGTON WAY	Gooshays	Yes - grass verge, DYLS
APPLEBY GREEN - off Hailsham Road	Heaton	Consider DYL on one future entrance, look parking on grass areas.
BARNESLEY ROAD	Harold Wood	Consider DYL, and possible footway bay markings
BARNSTAPLE PATH - off Montgomery Crescent	Harold Wood	Consider DYL, a section of footway is been driven on, consider access road - and parking on grass verge
DAVENTRY GREEN (off Hailsham Rd))	Heaton	Consider DYL on one future entrance, look grass areas as access road onto front gardens.
HALL LANE	Harold Wood	road too long, side service roads
KINGSBRIDGE CLOSE	Harold Wood	Review current DYL, and extended where needed, consider 90 degree parking on grass verges. Also measure width of carriageway and consider widening road to 5m minimum.
MELKSHAM CLOSE	Harold Wood	Consider DYL, a section of footway is been driven on, consider access road - and parking on grass verge
MESSANT CLOSE	Harold Wood	Consider DYL, and possible footway bay markings
RUTLEY CLOSE	Harold Wood	Consider DYL on both sides, to access rear buildings/car park.
SUNNYDENE CLOSE	Harold Wood	Review current yellow lines, and outline areas of parking stress
DOWNHAM CLOSE	Mawneys	Consider DYL on junction and turning area, and parking on grass verge
GABRIEL CLOSE	Havering Park	Consider DYL or parking on footway
NOAK HILL ROAD	Heaton	Consider DYL on junction and turning area, and parking on grass verge
NORTH ROAD	Havering Park	road too long need info of parking issues
ROBIN CLOSE	Havering Park	Consider DYL on turning area, set back by 1m the green railings, repair/replace with wooden posts consider more parking in the grass verge area.

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ST JOHNS ROAD	Havering Park	Consider DYL on junctions, consider footway parking, consider 2-4 wheel parking on grass verge. Stagger parking so that vehicles speeds do not increase.
ASTRA CLOSE	Elm Park	Consider DYL and footway parking bays.
BENJAMIN CLOSE	Romford Town	Review SYL and consider DYL
BIDEFORD CLOSE	Heaton	Consider DYL especially on narrow private road, consider grass verge parking
BURNHAM ROAD	Brooklands	Review current SYL into DYL.
HAYSOMS CLOSE	Romford Town	Consider DYL and footway parking bays.
LONGTOWN ROAD	Heaton	Congested road, consider DYL and mark out footway parking bays width 1.8m.
MARINA GARDENS	Brooklands	Consider DYL and footway parking bays.
FONTWELL PARK GARDENS	Hacton	Consider DYL on western side of street. Cut back vegetation on eastern section of road and consider footway parking. Consider new footway on western section flank wall of 15A Newmarket Way.
HAZEL CLOSE	St Andrews	Consider DYL and footway parking bays.
HORNCHURCH ROAD	St Andrews	road too long
LANGHAM COURT	St Andrews	Consider DYL and footway parking bays.
LODGE COURT	St Andrews	Consider DYL and parking on the middle grass verge track refuse vehicle turning circle.
MIRAMAR WAY	Hacton	Consider DYL on entrances & junction. Consider footway parking bays
RAVENSCOURT GROVE	St Andrews	Road too long, consider DYL, and parking bay markings, and 2 wheels on grass verges.
ANCHOR DRIVE	Rainham And Wennington	Consider DYL across private entrances, and allow two wheel footway parking
CHURCH VIEW	Upminster	Consider DYL, and allow two wheel footway parking - on two sections across driveways
HALESWORTH CLOSE,	Rainham And Wennington	Local residents & Leader wanted more parking and able to park on large roundabout. The area as parking needs to be identified. And formalise the two road entrances onto roundabout with a TMO for One-way around roundabout.
LITTLE GAYNES LANE	Upminster	Road too long, review grass verges at drop kerbs - as they may need widening. There is a need to install/review kerbstones and informal gravel driveways.
LIVINGSTONE TERRACE - off Stanley Road North	South Hornchurch	not able to provide parking as its become a narrow walking path
OCKENDON ROAD	Upminster	not able to locate issues
THE GLEN	Rainham And Wennington	Consider DYL. Consider two wheel footway parking and running strip on grass verge

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- LEGEND**

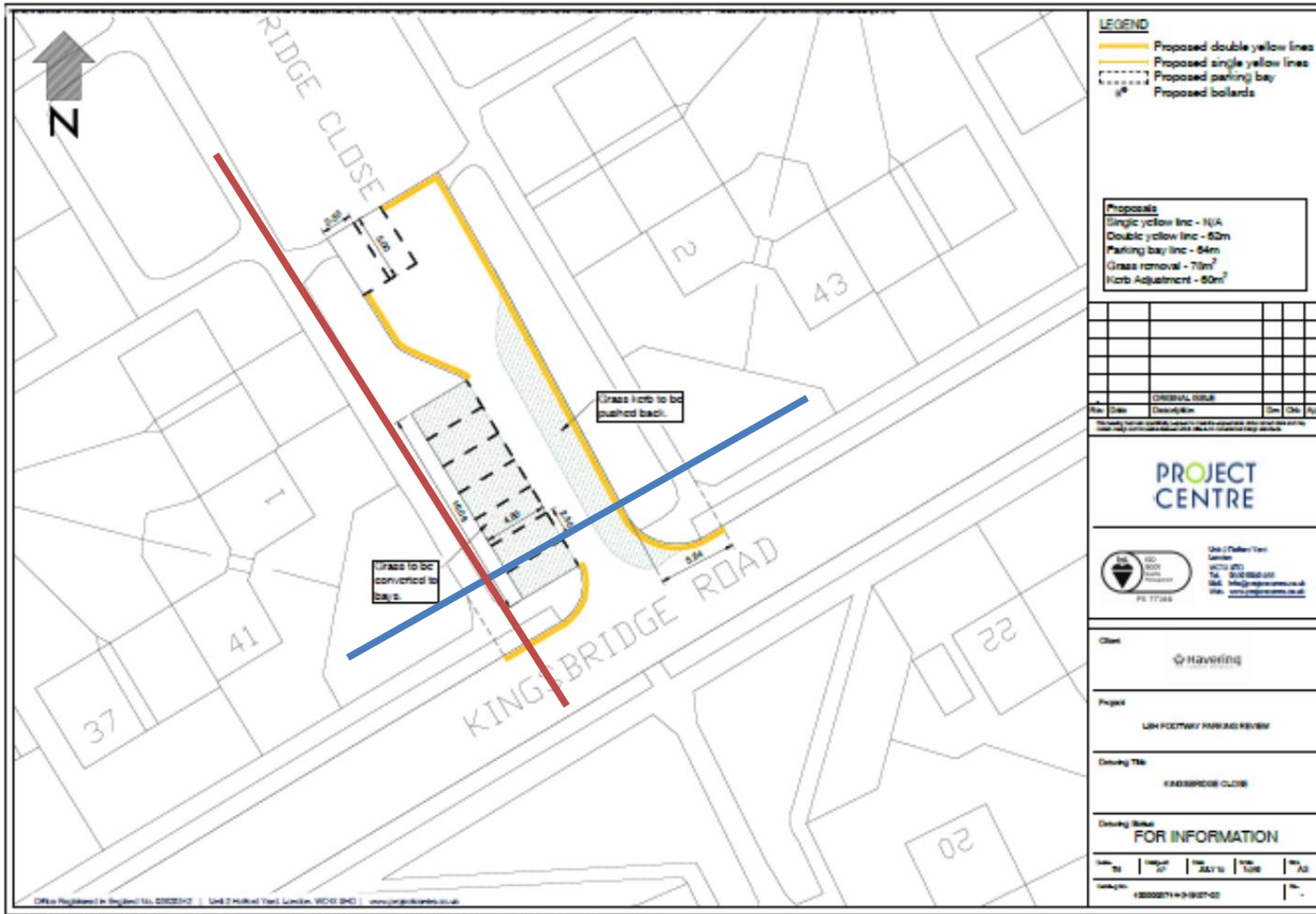
  - Proposed double yellow lines
  - Proposed single yellow lines
  - Proposed parking bay
  - Proposed bollards

**Proposals**

  - Single yellow line - N/A
  - Double yellow line - 60m
  - Parking bay line - 250m
  - Grass removal - 147m<sup>2</sup>
  - Verb Adjustment - N/A

CRITICAL ISSUE		Date		App	
Rev	Issue	Comment	Rev	Date	App
1	1	1	1	1	1
2	2	2	2	2	2
3	3	3	3	3	3
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2 **KINGSBRIDGE CLOSE**, New Parking area in boxes and shaded area, widened carriageway. Proposed Double Yellow ( Gas red, electric blue line)



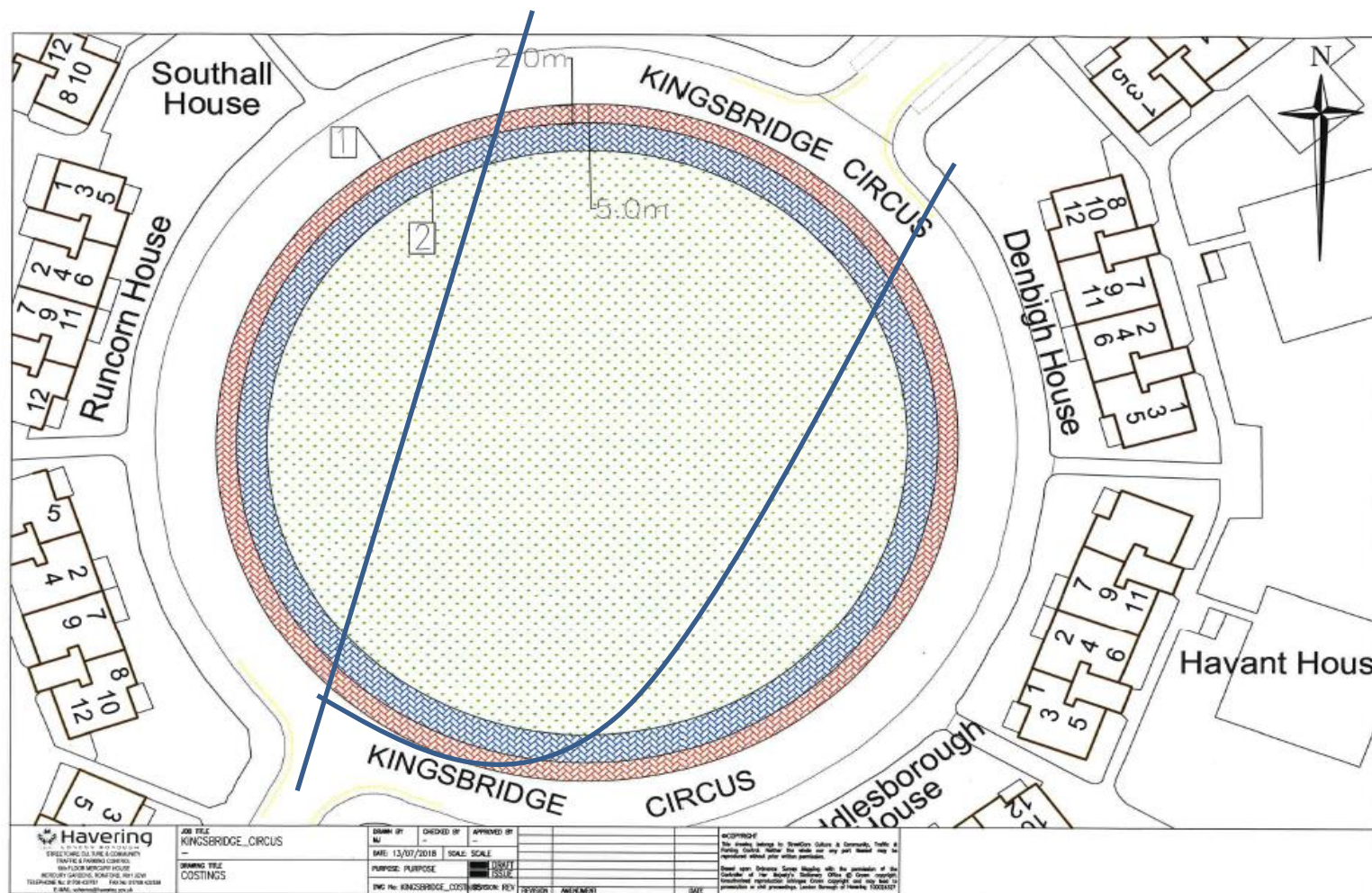
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- 4 DAVENTRY GREEN (off Hailsham Rd), Red Line new parking area (Gas blue line, electric yellow line) Proposed Double Yellow Lines

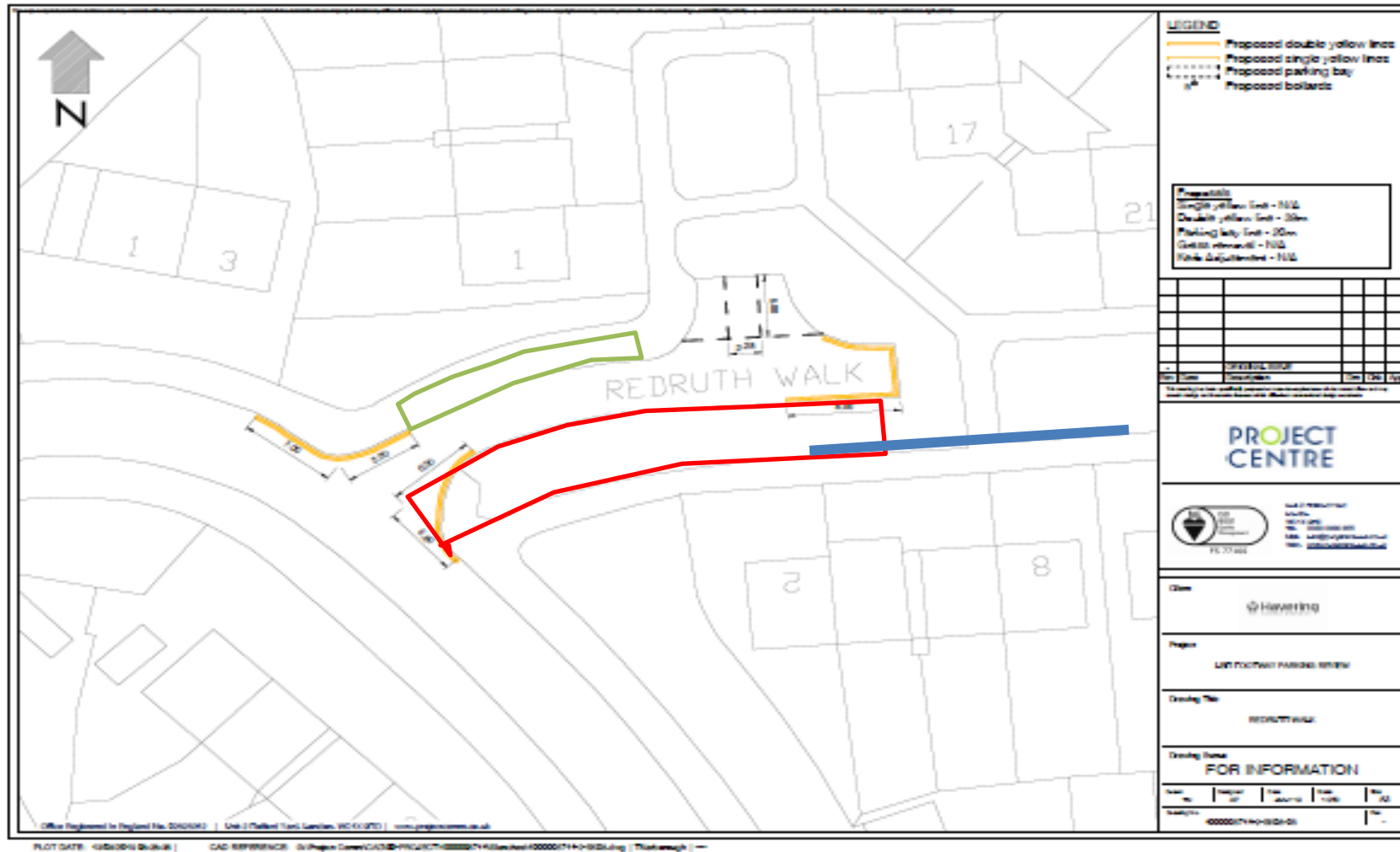


- 5 KINGSBRIDGE CIRCUS, NEW, - red section 3m wide hardstanding (Water blue line), proposed formal One-way operation & Double Yellow Lines



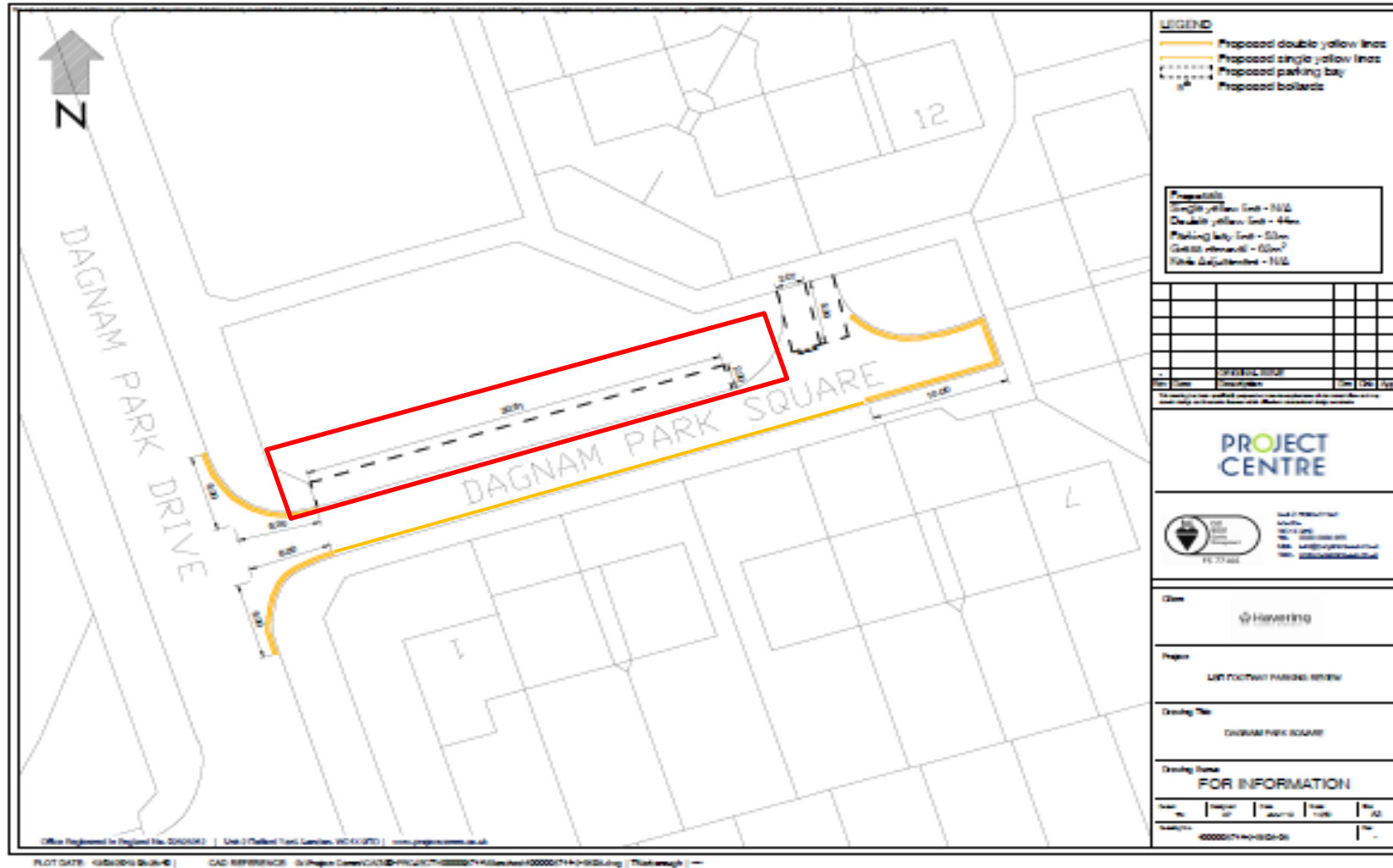


- 6 REDRUTH WALK, proposed Double Yellow Lines - Red line area new parking area, existing parking in green area (Gas blue line)

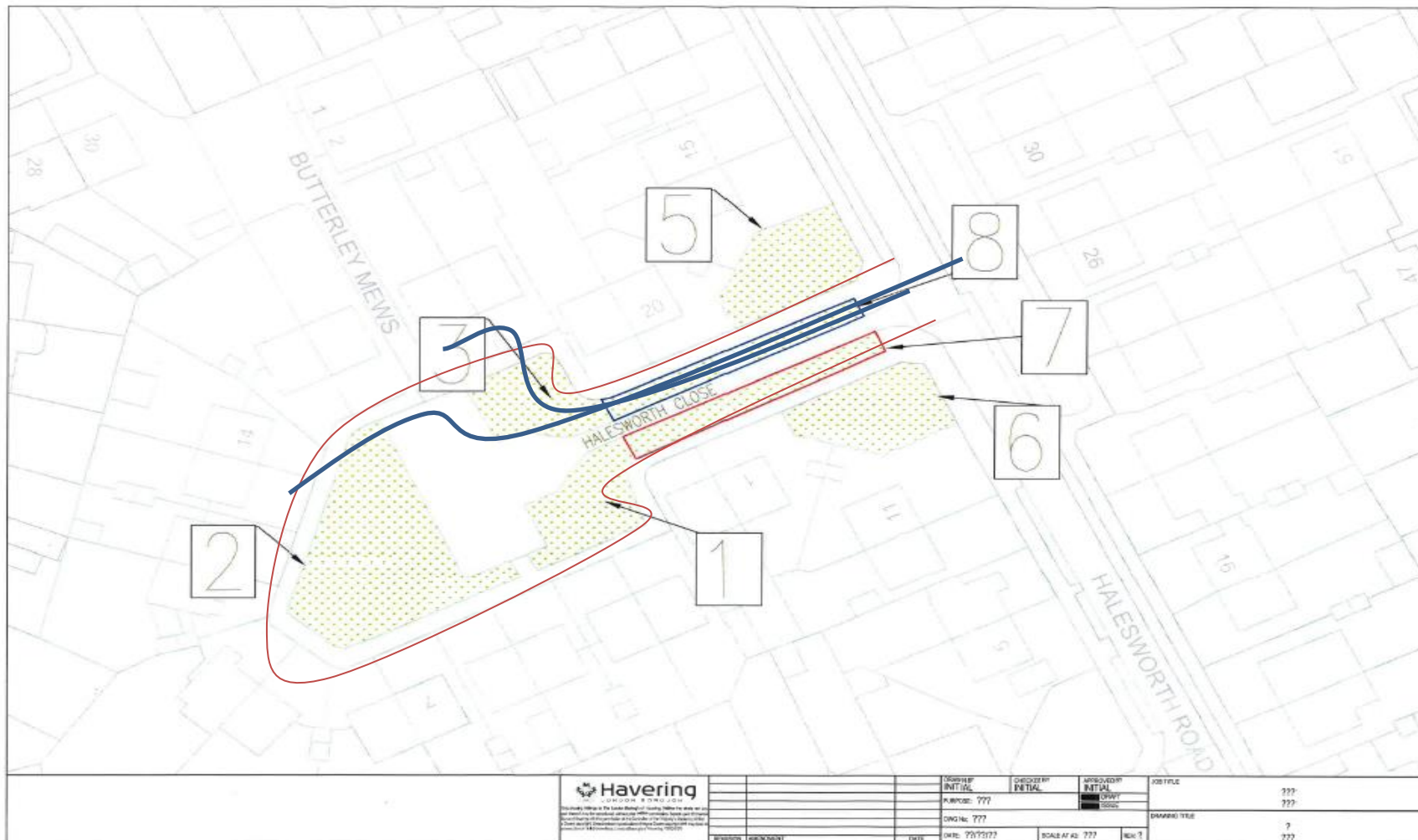




7 DAGNAM PARK SQUARE, Proposed Double Yellow lines, Red Line area is for new parking area, no utilities.



- 8 HALESWORTH CLOSE, Proposed parking areas are no1, 2 & 7 also need SUDs, (BT & Water Blue Lines, Gas is red line), also need double yellow lines



Appendix C – Scoring for schemes (green are the 8 chosen schemes)

Location	Ward	Issue	Existing spaces	Proposed additional new spaces	Number of Complaints (5 years) from environment	Number of Complaints from environment services	Impact waste collection/access issues	Impact on residents	Utility STAT -100	overall Score (max 200)	Estimated Cost
LODGE COURT	St Andrews	increase parking capacity & access	22	36	3 (includes reports of difficulties of access for waste vehicles)	None	100	100	0	200	£ 76,750
KINGSBRIDGE CLOSE	Harold Wood	poor access and lack of parking	3	8	3	None	90	90	0	180	£ 44,500
PENZANCE GARDENS	Gooshays	increase parking capacity & access	0	20	2	None	100	80	0	180	£ 165,000
DAVENTRY GREEN (off Hailsham Rd)	Heaton	increase parking capacity & access	2	20	0	None	80	70	0	150	£ 55,000
KINGSBRIDGE CIRCUS,	Harold Wood	increase parking capacity & access	38	54	1	None – but fly tipping reported at 5 Ulverston House	80	100	-30	150	£ 180,000
REDRUTH WALK	Gooshays	increase parking capacity & access	2	10	2 (there is a church in the immediate locale)	None	100	70	-20	150	£ 31,250

DAGNAM PARK SQUARE	Gooshays	increase parking capacity & access	3	6	2 (there is a school on this road)	None	80	60	0	140	£	20,500
HALESWORTH CLOSE,	Harold wood	increase parking capacity & access	10	25	8 (issue exacerbated due to limited parking spaces in car park. Housing land?	None	80	100	-50	130	£	160,000
WIGTON WAY	Gooshay	increase parking capacity & access	7	7	1	None	80	70	-30	120	£	47,500
BARNSTAPLE PATH - off Montgomery Crescent	Harold Wood	increase parking capacity & access	2	20	0	04/01/2019 vehicles parking on Montgomery Crescent (Oundle House)causing access issues	80	70	-30	120	£	135,000
ROMNEY CHASE,	Emerson Park	increase parking capacity	7	11	2	None	40	100	-20	120	£	10,000

AMERSHAM CLOSE	Harold wood	poor access and lack of parking	3	8	1	Serco reported back - 7.5 tonn vehicle causing access issues which Mounted the kerb/ verge to exit the close 23 Jan 2019	90	70	-50	110	£	55,000
SWINDON GARDENS	Gooshay	increase parking capacity & access	6	12	2	We have had issues with Swindon Close tight corners vehicles have crossed over the grass	100	100	-100	100	£	80,000
FONTWELL PARK GARDENS	Hacton	improve access	6	6	0	There was pavement works prevent access for collection crews this ended up as a stage 2 complaint	50	70	-50	70	£	17,500

[illegible]





# Havering

LONDON BOROUGH