



Havering

L O N D O N B O R O U G H

ENVIRONMENT OVERVIEW & SCRUTINY SUB-COMMITTEE AGENDA

7.00 pm

**Wednesday
21 July 2021**

**Council Chamber
Town Hall, Main Road,
Romford**

Members 6: Quorum 3

COUNCILLORS:

Maggie Themistocli (Chairman)
Michael Deon Burton (Vice-Chair)
Matt Sutton

Carole Beth
Darren Wise
Nic Dodin

**For information about the meeting please contact:
Richard Cursons - 01708 432430
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.

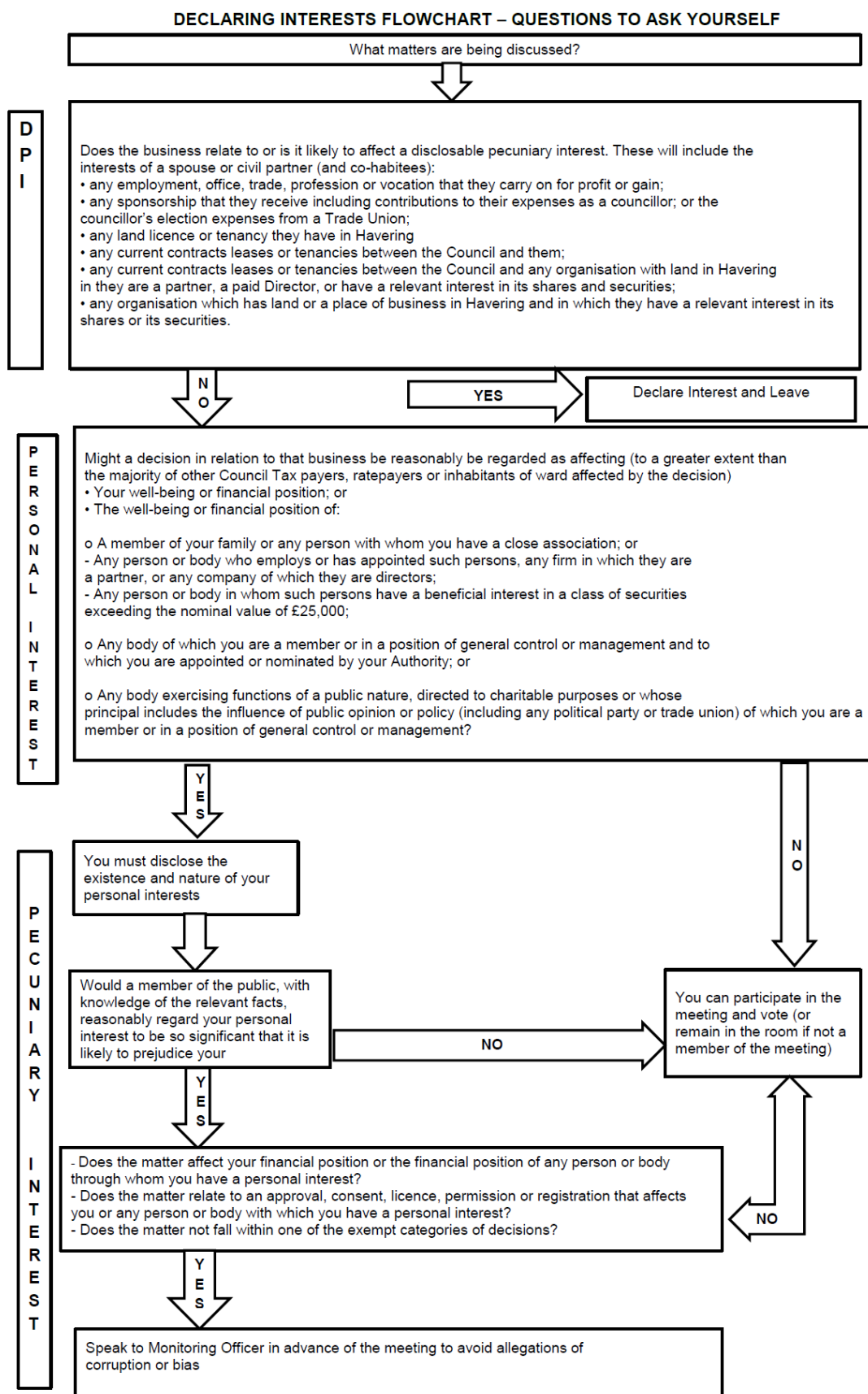
The sub-committees consider issues by receiving information from, and questioning, Cabinet Members, officers and external partners to develop an understanding of proposals, policy and practices. They can then develop recommendations that they believe will improve performance, or as a response to public 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 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) – received.

3 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.

4 MINUTES (Pages 1 - 6)

To approve as a correct record the Minutes of the meeting of the Committee held on 18 February 2021 and authorise the Chairman to sign them.

5 ENVIRONMENT OVERVIEW AND SCRUTINY SUB-COMMITTEE ANNUAL REPORT 2020/21 (Pages 7 - 14)

The Sub-Committee's annual report is attached for noting.

6 QUARTER FOUR 2020/21 - PERFORMANCE INFORMATION (Pages 15 - 28)

Report and presentation attached.

7 TRAFFIC & PARKING SAFETY SCHEMES 2021-22 (Pages 29 - 44)

Report attached.

8 RAINHAM CREEK - UPDATE (Pages 45 - 52)

Presentation attached.

9 WORK PROGRAMME

The Climate Change Topic Group has asked to set up a topic group looking at the recent flooding in the borough and in particular the problems with drainage in some areas.

Members are asked to discuss and include the item on the work programme.

**Andrew Beesley
Head of Democratic Services**

**MINUTES OF A MEETING OF THE
ENVIRONMENT OVERVIEW & SCRUTINY SUB-COMMITTEE
VIRTUAL MEETING
18 February 2021 (7.00 - 8.15 pm)**

Present:

Councillors Maggie Themistocli (Chairman), Michael Deon Burton (Vice-Chair), Matt Sutton, Carole Beth, Darren Wise and Nic Dodin

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

The Sub-Committee noted the protocol on the operation of meetings during the Covid 19 pandemic restrictions.

28 MINUTES

The minutes of the meeting held on 1 December 2020 were agreed as a correct record and would be signed by the Chairman at a later date.

29 CLIMATE CHANGE TOPIC GROUP - SCOPE

The Sub-Committee considered a report that detailed the scope of the Climate Change Topic Group.

The report was further to a recent decision to establish a Climate Change topic group. The scope of the topic group was required under the Overview and Scrutiny Procedure Rules to be presented to the Sub-Committee for approval.

The Sub-Committee approved the following scope for the Topic Group:

- To recommend what should the Council Policy be on Carbon Emissions in light of tackling change.
- That in view of other Councils having declared a Climate Emergency, to consider what action, if any, Havering should take in light of this trend.

- To consider if the Cabinet should have a lead portfolio holder for climate change or if should it be added to an existing portfolio or be part of every Cabinet Member role.
- To recommend what Council policies may need to be reviewed and refreshed.
- To investigate whether the themes of the overall Sustainability and Efficiency Policy correct or in anything should be added and to consider if the proposed actions under each theme are robust and measureable.
- To consider how the Council can develop a narrative with the community on the actions being taken by Havering Council to tackle climate change.
- To review any other related issues that may emerge as a result of the topic group's scrutiny.

30 QUARTER THREE 2020/21 - PERFORMANCE INFORMATION

The Sub-Committee received the quarter three performance indicators (PIs) update. The PIs are the standards by which performance of services are measured within the Council.

Five Performance Indicators had previously been selected to be monitored by the Sub-Committee. A Red-Amber-Green (RAG) rating was only available for one indicator (Response rate for PCN Challenges and Representations) which was rated Green.

It was noted that the air quality data showed a dramatic decrease in Nitrogen Dioxide (NO₂) levels across the borough with significant drops in areas of concern, normally with readings markedly above the annual objective 40ug/m³).

It was explained that service delivery and performance was still being impacted by the COVID-19 pandemic.

Members were informed that the house in multiple occupation (HMO) license application issued during quarter 3 remained low as the majority of compliant landlords have already contacted the Council. It was stated that due to Covid, the number of enforcement operations had been significantly reduced which was reflected in the performance the quarter.

It was explained that the total Penalty Charge Notices (PCNs) issued in a month dropped significantly due to Covid Tiers restricting motorists to essential travel and the provision of free parking in Council car parks December 2020.

The Sub-Committee noted that due to lower issuance of PCNs, staff were able to respond to challenges and representations quicker which had resulted in improved responses and more individuals paying.

The report provided the following highlights areas of strong performance and potential areas for improvement:

During Quarter 3, there had been progress in the Air Quality Action Plan in a number of areas, including:

- The Council was exploring opportunities on spending on air quality monitoring as a permanent monitoring station would be too expensive to maintain given the amount of S106 funding available. Officer stated that further clarity was expected.
- The “Theatre in Education” programme took place in schools in November via online and virtual sessions with 20 schools participating.
- In late October, surveys were sent out to schools to monitor the modal shifts in transport. Results are expected soon.
- The Local Plan and the Supplementary Planning Guidance document on air quality would be issued during the last quarter. It was explained that the guidance document would deal with air quality neutrality, green spaces and combined heat and power.
- Members noted that a decision about the Town Hall electric vehicle charging point scheme was due soon. External funding was to be provided by OZEV (Office for Zero Emission Vehicles) starting from next financial year.
- In October 2020, the School Streets were introduced in four schools in three locations: Squirrels Heath Infant & Junior School, Branfil Primary School, Hylands Primary School. There are no current plans for expanding the scheme, although a significant amount of schools have expressed an interests in participating should external funding become available.

In response to the three school street scheme CCTV initiative, officers explained that there were still plans to implement the project in the new financial year.

A Member requested that officers provide the sub-committee with a breakdown of traffic analysis and the programme of work.

The Sub-Committee noted the performance update report.

31 PARKING FEES AND CHARGES 2021/22

At the request of Members, the Head of Highways, Traffic & Parking presented the Parking Tariffs 2020 to the sub-committee.

It was explained that during the financial year April 2020 to March 2021, the council had experienced changes to parking due to the Covid pandemic. It was stated that parking enforcement, fees and charges were suspended between April 2020 and September 2020.

The Sub-Committee was informed that in August 2020, fees and charges were reintroduced with pragmatic Covid 19 measures to support the local community and enforcement was reintroduced in September 2020.

Officer stated that enforcement of traffic contravention, obstructive and dangerous parking continued during the pandemic between April and September 2020.

It was explained that before the reintroduction of parking fees and enforcement the Council made the following changes due to the Covid pandemic:

- An Havering Hero Permit – this was for key workers such as carers and NHS staff and supports vulnerable residents to receive services at home
- One hour free parking on street
- A 20% discount in council car parks
- A better cashless parking service with Ringo

A member requested that the service consider the type of cashless parking machines that a installed during the replacement programme. It was suggested that a higher specification machine that was solar powered be considered.

A Member was of the view that the Ringo parking machines be adapted to support one hour free parking given the high proportion of elderly residents making trips across the borough. In response to pay and display, members were informed that there were no plans to phase out the pay and display system of payment.

The Sub-Committee noted the presentation.

32 RECYCLING FUTURE WAYS

The Sub-Committee received a report that outlined the current and future potential waste and recycling provision in Havering.

The presentation delivered by the Waste & External Contracts Manager and Group Manager Public Realm, Environment covered the following areas:

- Havering's current position, including Covid-19 impacts on recycling and waste generation.
- The addition of more materials to the recycling stream and other methods of material capture for recycling.
- Upcoming legislation that may impact on waste collection in Havering.
- Future service planning.

The Sub-Committee was informed that the service and East London Waste Authority responded to the draft Environment Bill published to include measures laid out in the Resources and Waste Strategy 2019. A further consultation was due in the spring with the following likely changes:

- Mandated separate weekly food waste collections by 2023
- Consistent set of materials for recycling
- Producer pay / compliance schemes / possible funding of collections
- Deposit return schemes introduced
- Introduction of a plastic tax
- Free garden waste collections being considered

It was explained that Havering was leading the way in the ELWA Waste Prevention Planning. The officer stated that more engagement were planned between Boroughs to consider ways to maximise reuse in the region, as well as focus on waste prevention activities.

In response to a question on the plan by ELWA to add more materials to kerbside collection including glass, it was stated that ELWA would need to review the current bags and its safe collection.

The Sub-Committee **noted** the presentation.

Chairman

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Environment Overview and Scrutiny Sub-Committee Annual Report 2020/2021

CHAIRMAN'S FOREWORD

I am pleased to write this foreword to the summary of the Sub-Committee's work during the 2020-2021 municipal year.

The Sub-Committee's work has, of course, been dominated by the impact of the Covid-19 pandemic. We have nevertheless sought to maximise the impact of the Sub-Committee's work whilst also being mindful of the increased workload on Council officers as a result of the pandemic.

I would like to take this opportunity to express my thanks to the other members of the Sub-Committee and all officers who supported our work during such a challenging time. I hope the report acts as a good summary of our work this year.

I commend this annual report and am pleased to submit it to the Overview and Scrutiny Board.

Councillor Maggie Themistocli
Chairman, Environment Overview and Scrutiny Sub-Committee

REMIT AND MEMBERSHIP OF THE COMMITTEE

Terms of Reference

The areas scrutinised by the Committee are:

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

SUB-COMMITTEE MEMBERSHIP

Councillor Maggie Themistocli (Chairman)
Councillor Michael Deon Burton (Vice-Chair)
Councillor Carole Beth
Councillor Nic Dodin
Councillor Dilip Patel
Councillor Darren Wise

COVID - 19 UPDATE FOR ENVIRONMENTAL SERVICES

The Sub-Committee received a presentation that detailed the impact of the Covid-19 pandemic and how this had required Environmental Services to change its level of service.

It was noted that Business Continuity plans had been enacted across services and that all office based staff were told to work from home. Some staff were moved to support other work areas within the Council and in some cases the Council made use of agency staff to cover those who were 'unable' to work.

It was noted that there had been a loss of income across the service, emanating largely from the Parking service. There had also been a loss of external funding, mainly from Transport for London (TfL).

With regards to Highways and Transport, TfL funding was now only available for schemes supporting safe cycling and walking. Consultation on small highways schemes had re-started.

It was stated that staffing levels are now back to normal, however, some services were still working with reduced staffing in vehicles and there was still reduced levels of cleansing in blocks.

The Sub-Committee placed on record their thanks to staff who had continued to provide a good service to residents of the borough during testing times.

EAST LONDON JOINT RECYCLING AND WASTE STRATEGY AIMS AND OBJECTIVES - FORMAL ADOPTION BY CONSTITUENT COUNCILS

Members received a report that provided 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 would be developed leading up to and beyond the end of the existing waste disposal contract in 2027.

The East London Waste Authority had formally approved a set of aims and objectives for the joint strategy, and these were now being brought to the Cabinets in the Constituent Councils for consideration and to confirm that all Partner Authorities were

in accord. The draft aims and objectives set out what it is the partners aimed to achieve together and provide a frame work within which the Partners can broadly seek to determine such factors as:

- What East London's waste was going to look like in the future;
- How much of it there will be;
- How much that can be reduced by;
- How much could be diverted for reuse;
- How much could be collected for recycling in a condition that meets market needs, and;
- What treatment solutions would be used to deal with what was left over.

COUNCILLOR CALL FOR ACTION - ENFORCEMENT OF WEIGHT LIMIT ZONE - RAINHAM VILLAGE

In accordance with Overview and Scrutiny Committee Procedure Rule 9, a Councillor Call for Action was received by the sub-committee.

The report before Members detailed a proposal 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 was understood the majority of these nuisance vehicles are traveling to and from the industrial estates on Ferry Lane and Lamson Road.

The Sub-Committee considered the report and agreed that the actions currently being taken by officers to address the issue were appropriate and made no further recommendations to the service.

BRIEFING ON GREEN SPACE VERGE CONVERSIONS

The Sub-Committee received a briefing concerning a number of complaints received by the service over the last few 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 were 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 were getting pressure from residents requesting verge conversion work. This information had been 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 had left 22 locations which were then scored. Locations were then scored based on various criteria as detailed in the draft report. The report detailed that eight locations were to be progressed.

CRM - GARDEN GREEN WASTE DISCOVERY- SHOW & TELL

The Sub-Committee received a presentation on garden green waste. It was noted that following support from an external company, the Green Waste service had received an excellent response from a recent user survey. As of 1st December 2020, work was being undertaken looking at how to optimise the service, addressing issues resulting from feedback of external and internal sources.

Overall aims of the service review included:

- Designing the service around a resident-centric approach
- Where possible automating manual tasks and functions
- Reducing carbon footprint by shifting paper processes to online or email

It was stated that, under the revised Green Waste Programme, digital information would be an opt-in service so paper based information would not be abolished completely, allowing residents without internet access to still use the service.

AIR QUALITY - ACTION PLAN

The Sub-Committee received a briefing on the air quality action plan that was approved by Cabinet in 2018. The purpose was to accomplish compliance with the national air quality goals. The plan outlined the actions Havering Council will take to improve air quality within the Borough between 2018 – 2023.

There were four main areas within the action plan:

- Air quality modelling and monitoring
- Public health awareness and encouraging smarter travel
- Building emissions and development
- Transport emissions

UPDATE ON THE ENVIRONMENTAL POLICIES AND CLIMATE CHANGE REVIEW

Members received a briefing on a number of Environmental and Climate change themed policies which needed to be updated and modernised to reflect the contemporary way Havering Council was operating.

It was stated that success was based on having outlined clear actions which can be measured by strong governance and effective consultation.

Member discussions had developed key emerging themes that there should be an emphasis on practical actions which benefit residents, businesses and the wider stakeholders in the Borough.

It was agreed that Members of the topic group on climate change would be sought both from the Sub-Committee and from any other non-executive Members who may be interested. The scope of the review would be agreed at the first meeting of the topic group and then brought to the Sub-Committee for approval.

PARKING FEES AND CHARGES 2021/22

Members received a presentation on the Parking Tariffs in 2020.

The Sub-Committee noted that during the financial year April 2020 to March 2021, the council had experienced changes to parking due to the Covid pandemic. It was stated that parking enforcement, fees and charges were suspended between April 2020 and September 2020.

The Sub-Committee was informed that in August 2020, fees and charges were reintroduced with pragmatic Covid 19 measures to support the local community and enforcement was reintroduced in September 2020.

It was explained that before the reintroduction of parking fees and enforcement the Council made the following changes due to the Covid pandemic:

- The Havering Hero Permit – this was for key workers such as carers and NHS staff and supports vulnerable residents to receive services at home
- One hour free parking on street
- A 20% discount in council car parks
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RECYCLING FUTURE WAYS

The Sub-Committee received a report that outlined the current and future potential waste and recycling provision in Havering.

The presentation covered the following areas:

- Havering's current position, including Covid-19 impacts on recycling and waste generation.
- The addition of more materials to the recycling stream and other methods of material capture for recycling.
- Upcoming legislation that may impact on waste collection in Havering.
- Future service planning.

The Sub-Committee was informed a further consultation was due in the spring with the following likely changes:

- Mandated separate weekly food waste collections by 2023
- Consistent set of materials for recycling
- Producer pay / compliance schemes / possible funding of collections
- Deposit return schemes introduced
- Introduction of a plastic tax
- Free garden waste collections being considered

CLIMATE CHANGE TOPIC GROUP – SCOPE

The Sub-Committee considered a report that detailed the scope of the Climate Change Topic Group.

The scope of the topic group was required under the Overview and Scrutiny Procedure Rules to be presented to the Sub-Committee for approval.

The Sub-Committee approved the following scope for the Topic Group:

- To recommend new Council policies on carbon emissions in light of tackling change.
- That in view of other Councils having declared a Climate Emergency, to consider what action, if any, Havering should take in light of this trend.
- To consider if the Cabinet should have a lead portfolio holder for climate change or if should it be added to an existing portfolio or be part of every Cabinet Member role.
- To recommend what Council policies may need to be reviewed and refreshed.
- To investigate whether the themes of the overall Sustainability and Efficiency Policy are sufficient or if in anything should be added and to consider if the proposed actions under each theme are robust and measureable.
- To consider how the Council can develop a narrative with the community on the actions being taken by Havering Council to tackle climate change.
- To review any other related issues that may emerge as a result of the topic group's scrutiny.

CORPORATE PERFORMANCE INDICATORS

Throughout the year the Sub-Committee continued to receive the quarterly performance reports that had previously been reported to Cabinet and Demand Pressure Dashboards which illustrated the growing demands on Council services and the context that the performance levels set out in the reports had been achieved within.

IMPLICATIONS AND RISKS

Financial implications and risks:

None – narrative report only.

Legal implications and risks:

None – narrative report only.

Human Resources implications and risks:

None – narrative report only.

Equalities implications and risks:

While the work of the Sub-Committee can impact on all members of the community, there are no implications arising from this specific report which is a narrative of the Sub-Committee's work over the past year.

BACKGROUND PAPERS

Minutes of meetings of Environment Communities Overview and Scrutiny Sub-Committee

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ENVIRONMENT OVERVIEW AND SCRUTINY SUB-COMMITTEE, 21 July 2021

Subject Heading:	Quarter 4 2020/21 performance report
SLT Lead:	Jane West, Chief Operating Officer
Report Author and contact details:	Cynthujaa Satchithanathan, Customer Insight Officer, x4960
Policy context:	The report sets out Quarter 4 performance relevant to the remit of the Environment Overview and Scrutiny Sub-Committee
Financial summary:	<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 4 (January – March). The Performance metrics within this report were decided by the Environment Overview and Scrutiny Committee on 31st 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 2020/21 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 3 2020/21)
 - Long-term direction of travel – with performance the same time the previous year (Quarter 4 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. 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.
6. Five Performance Indicators have been included in the Quarter 4 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.

BACKGROUND PAPERS

Environment Overview and Scrutiny Presentation



Havering

LONDON BOROUGH

Quarter 4 Performance Report 2020/21

Environment Overview & Scrutiny Sub-Committee

July 2021

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**.
- 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 4 Performance

Indicator	Value	20/21 Annual Target	20/21 Annual Performance	20/21 Q3 Target	20/21 Q4 Performance	Short Term DOT 20/21 Q3	Long Term DOT 19/20 Q4
Improve air quality in the borough by reducing the level of NO ₂ µgm-3 (micrograms per cubic metre of air)	Smaller is Better	40	16.6 (Ravensbourne School) to 66.9 (Battis) 2020	(Annual)	16.6 (Ravensbourne School) to 66.9 (Battis) 2020	19.7 (Langtons) to 49.4 (Gallows Corner) 2019	19.7 (Langtons) to 49.4 (Gallows Corner) 2019
HMV licenses issued	Bigger is better	N/A	61	N/A	11	10↑	33↓
HMVs enforced against	Bigger is better	N/A	14	N/A	0	7↓	7↓
Total Penalty Charge Notices (PCNs) issued in month (including PCNs for moving traffic contraventions (MTC))	Demand Pressure	N/A	83819	N/A	22209	23189↓	31445↓
Response rate for PCN Challenges and Representations (days in current backlog as per end of month)	Smaller is better	35 days	11.7 days	35 days	6.6 days GREEN	7 days↑	25 days↑

The team reviewed the NO₂ annual means for the past seven years (2014 - 2020), with the following observations made:

- For the vast majority of the sites (33 of the 39) NO₂ concentrations have been consistently decreasing since 2017.
- For 17 sites the decrease was greater than 10% relative to 2019.
- The number of sites exceeding the annual mean objective has been reducing. In 2020 only four sites exceeded the objective, comparing to sixteen in 2017.
- Three sites (Mercury Gardens, Colchester Road and Main Road) met the legal limit for the first time since 2014.

- During Quarter 4, there has been progress in the AQAP in a number of areas, including:
 - A permanent monitoring station in Rainham will not be installed due to the high operational costs and limited S106 funding available. However, as part of the Breathe London Project, Imperial College University is intending to trial a PM2.5 sensor in Romford.
 - Housing services are producing a net-zero strategy for the public housing stock (around 12 thousand properties) and it is due to be issued in the coming weeks.
- The Council has started to use a software tool, ClimateView, that can help evaluate methods of reducing carbon footprint and strive for carbon neutrality NRMM (for the whole year). All sites complied with the requirements (23 audits were done in 20 sites altogether) - 36% were self-compliant; 64% complied after interaction with officers

- 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.
- The service continues to receive a low volume of new licence applications but prioritise the processing of HMO applications.
- Annual performance for number licenses issued is lower than the previous year as the majority of compliant landlords have already contacted the Council and licences are usually valid for five years.
- Enforcement operations ceased from December due to lockdown. Operations have only recently resumed and therefore no HMOs were enforced during this quarter.
- Annual performance for enforcement of HMOs is lower than the previous year due to the COVID-19 pandemic impacting upon safe working practices, lockdowns and supporting COVID enforcement activities.

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.

- PCN issuance is lower due to COVID-19 with recent lockdown and tiers restricting motorists to essential travel.
- Due to lower issuance, staff are able to respond to challenges and representations quicker and has meant more individuals are paying.
- The recent loosening of restrictions is likely to see in an increase in PCN issuance and therefore an increase in response times to challenges and representations.

Any questions?



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ENVIRONMENT OVERVIEW AND SCRUTINY SUB COMMITTEE

Subject Heading:

**Traffic & Parking Safety Schemes
2021_22.**

SLT Lead:

Councillor Osman Dervish

Report Author and contact details:

**Diane Bourne
diane.bourne@havering.gov.uk**

Policy context:

**London Borough of Havering's
Highways Improvement Plan (HIP),
Transport for London's (TfLs) Local
Implementation Plan (LIP) and S106 /
CIL (Developer) Funded Traffic and
Parking Road Safety Schemes
Overview for 2021/22**

SUMMARY

- 1.1 In line with Transport for London's (TfL's) actions for local authorities with high levels of transport use such as Havering, the Mayor's Transport Strategy (MTS) sets out objectives including healthy streets and provision of a good transport experience as key parts of the MTS policy framework. The Local Implementation Plan (LIP) is an allocation of funding to the London boroughs by TfL to spend on projects that support the MTS and shape London's social and economic development to encourage active travel and make provisions for both walking and cycling.
- 1.2 The council recognises there are additional measures that could be implemented to improve the environmental aspects of areas in Havering to improve road safety to reduce casualties of all road users on both Transport for London Road Network (TLRN) and borough roads, especially in the vicinity of schools.
- 1.3 Havering is investing significant levels of its' LIP funding on physical infrastructure measures to encourage modal shift. A substantial element of LIP funding is also spent on measures focused on securing behaviour change and presenting alternative travel choices for journeys.

- 1.4 These measures often encompass educational initiatives delivered in schools, to businesses and other community groups to encourage people to consider making choices involving smarter travel and road safety education initiatives. The aim of these is to encourage people to walk, cycle or use public transport to/from their destination and ultimately see a reduction in journeys by private vehicles.
- 1.5 School Street schemes which are funded by TfL, offers a proactive solution for school communities to tackle air pollution, poor health, and road danger reduction. A School Street scheme will encourage a healthier lifestyle, active travel to school for families and lead to a better environment for everyone. These schemes are a preferred choice as they are in the main self-enforcing with the use of Closed-circuit television (CCTV) at timed closures points operational during school drop off and pick up times.
- 1.6 In line with these funding streams this report sets out the types of schemes these funds are allocated to.

RECOMMENDATIONS

- 2.0 That the contents of this report are for presentation purposes only at the Environment Overview & Scrutiny Sub Committee.

REPORT DETAIL

- 3.0 Highways, Traffic and Parking receives funding in several ways. The Local Implementation Plan (LIP) money is allocated by the Department for Transport (DfT) to the London boroughs, via TFL, to spend on projects that support the Mayor's Transport Strategy. Financial support is provided for schemes to improve transport networks such as principal road maintenance, school streets, moving traffic contraventions, bridge strengthening, neighbourhoods and supporting measures, traffic signal modernisation for sites on borough roads and major schemes. More details of LIP funding are provided under item 4 below.
- 3.1 Part of the developer agreement includes conditions for allocations of S106 / CIL money, which is funding made to the council by developers when there may be a requirement for the council to adopt roads or carry out the legal process for implementing parking controls.
- 3.2 The council also allocates capital funding for approved schemes such as the Highways' Improvement Plan (HIP) where investment is allocated to make improvements on borough's roads, footpaths and street lights.

4.0 Local Implementation Plan

- 4.1 A Local Implementation Plan (LIP) is a statutory document prepared under Section 145 of the Greater London Authority (GLA) Act 1999. Its purpose is to set out to Transport for London (TfL) how Havering intends to deliver the Mayor of London's Transport Strategy (MTS) at a local level.
- 4.2 A LIP is required if the Council is to receive annual financial funding from TfL. The Mayor of London intends that this financial support will allow the borough to implement schemes to improve the transport network in line with Mayoral requirements and regarding local circumstances, priorities, and resources.
- 4.3 A key part of the LIP is the three-year delivery plan which sets out:
- a) how the Council intends to spend indicative allocations received from the Mayor of London.
 - b) broad packages of schemes that would be delivered over specific time periods.
- 4.4 The Council's LIP was approved by the Deputy Mayor for Transport in June 2019 and the three-year delivery plan contained within it covers the years 2019/20, 2020/21 and 2021/22.
- 4.5 Under normal circumstances, every year, the Council must make a LIP Annual Spending Submission (ASS) to TfL to secure funding for transportation initiatives and programmes that will be delivered across the Borough in the following financial year. Each year boroughs are given indicative funding allocations based on a funding formula, and the purpose of the funding submission is to set out how that funding will be spent.
- 4.6 Each year TfL advises London Boroughs to develop their spending submissions based on its LIP funding guidance and the requirements for this include:
- a) Supporting the Mayor's Healthy Streets Initiative and the important Vision Zero road safety initiative.
 - b) Encourage measures that affect significant modal shift from the private car to walking, cycling and public transport in line with the overarching objective of the MTS.
 - c) Reflect the Mayor's three core priorities of Healthy Streets and Healthy People, A Good Public Transport Experience, and New Homes and Jobs as set out in the Mayor's Transport Strategy.
 - d) Work towards delivering LIP targets as set out in borough Local Implementation Plans (LIP3).
 - e) Reflect the Council's own priorities and strategies and objectives as set out in our Local Implementation Plan (LIP), and other strategies such as the Council's emerging Local Plan.

5.0 Funding during Covid 19 Pandemic.

5.1 The last 12 to 15 months have seen a marked change in the way in which TfL allocates funding to London Boroughs. TfL have received three government bailouts since the start of the Pandemic. This is because TfL are reliant of revenue it generates through passengers using public transport. Given the significant reduction in passenger transport use for a substantial period of the last 12 to 15 months, this has affected the level of revenue that gets generated for TfL. As result the government has had to provide TfL with financial assistance.

5.2 The most recent financial settlements cover the period 1st June to 11th December 2021 where TfL have received £1.08 billion from the Government. TfL are presently discussing with boroughs how much funding will be allocated to deliver transport schemes over the next 6 months up to 11th December. There is no certainty over funding beyond this date. At the time of writing this report, it is not yet known what schemes will be delivered over the next few months.

5.3 Financial Summary Details are provided in Traffic Safety Schemes Presentation - Appendix A

IMPLICATIONS AND RISKS

Financial implications and risks: N/A - Full details are individually provided on approval for each scheme.

Legal implications and risks: N/A - Full details are individually provided on approval for each scheme.

Human Resources implications and risks: N/A - Full details are individually provided on approval for each scheme.

Equalities implications and risks: These will be individually provided on approval for each scheme.

Business Partners: Full details are individually provided on approval for each scheme.

BACKGROUND PAPERS

- Local Implementation Plan (LIP) and Local Development Framework and Strategic Transport.
https://www.havering.gov.uk/downloads/download/728/havering_local_implementation_plan_transport_strategy
- Mayor's Transport Strategy (MTS) and Transport for London (TfL)
<https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy>

Traffic and Parking Safety Schemes 2021_22.

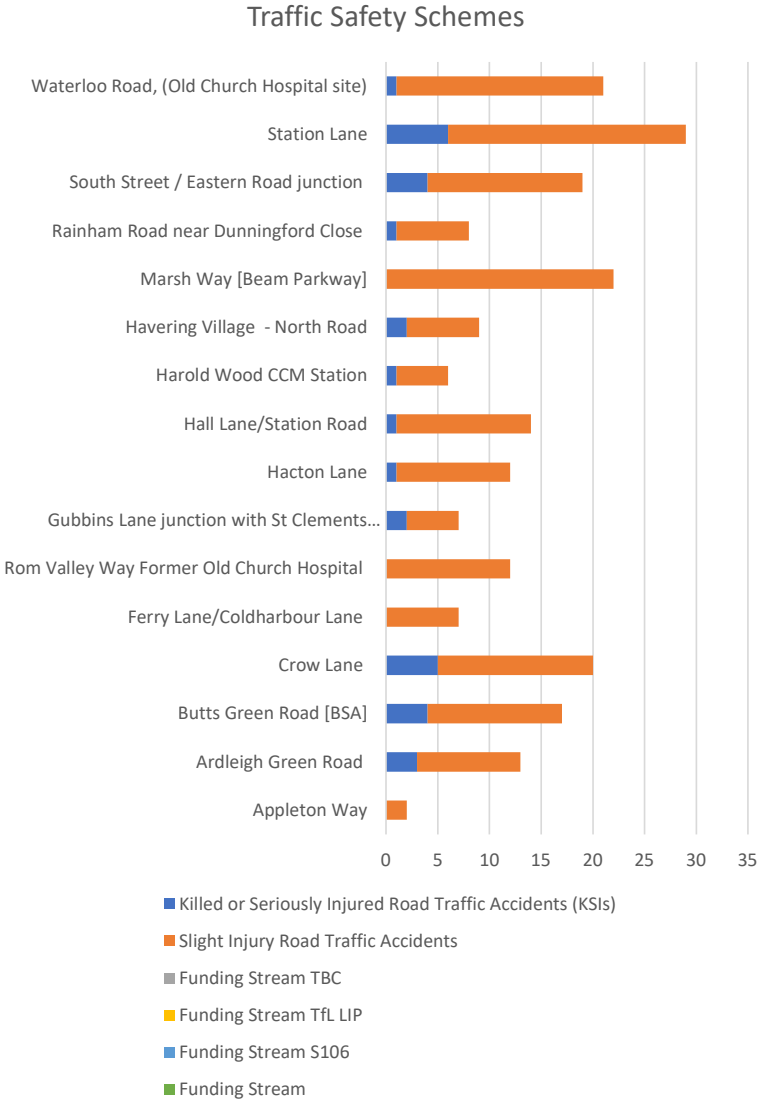
Appendix A

Killed or Seriously Injured Road Traffic Accidents (KSIs) and
Financial Summary Details

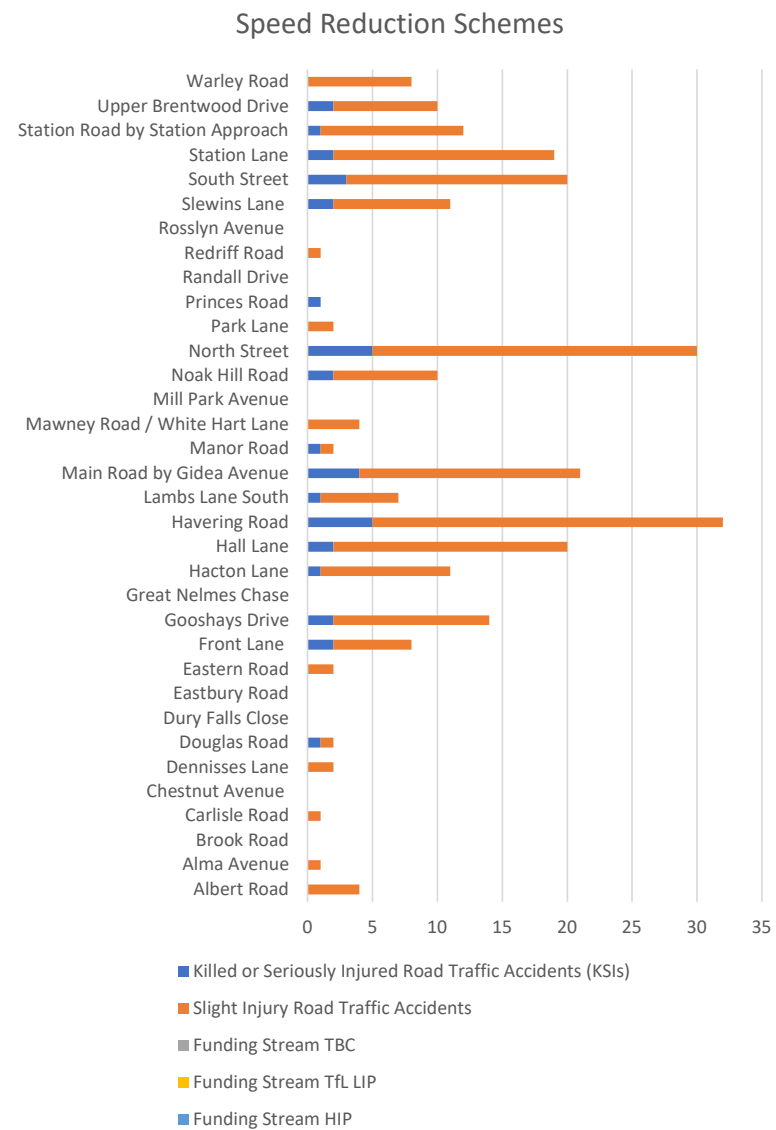
Traffic and Parking Safety Schemes 2021_22 - Financial Summary Details
(Please note TBC = Item has recently been added to the programme but funding stream has yet to be identified)

Traffic and Safety Schemes by Ward							Number of KSIs by Ward		Funding Streams by Ward			
Ward	Traffic Safety Schemes	Speed Reduction Schemes	HGV Safety Scheme Investigations	LIP Funded School Streets Safety Schemes	Moving Traffic Contavention Safety Schemes	Total Number of Schemes in Each Ward	Killed or Seriously Injured Road Traffic Accidents (KSIs)	Slight Injury Road Traffic Accidents	Funding Stream TBC	Funding Stream TfL LIP	Funding Stream S106 / CIL	Funding Stream HIP
Borough-wide	0	1	0	0	0	1	0	0	0	1	0	0
Brooklands	1	2	1	0	0	4	7	29	1	0	1	2
Brooklands & Romford Town	1	0	0	0	0	1	1	20	0	1	0	0
Cranham	0	1	1	2	0	4	7	45	0	4	0	0
Elm Park	0	0	0	0	0	0	0	0	0	0	0	0
Emerson Park	2	2	1	0	0	5	9	32	3	1	1	0
Gooshays	0	1	1	0	0	2	4	24	1	0	1	0
Hacton	0	1	0	0	0	1	0	0	0	0	0	1
Harold Hill	0	0	0	0	0	0	0	0	0	0	0	0
Harold Wood	2	2	1	0	1	6	3	35	3	2	1	0
Havering Park	1	1	0	0	0	2	7	34	1	1	0	0
Heaton	0	1	1	0	0	2	4	16	2	0	0	0
Hornchurch	0	2	0	0	0	2	0	1	1	1	0	0
Hylands	0	1	1	0	1	3	1	2	2	1	0	0
Hylands & St Andrews	0	0	0	0	0	0	0	0	0	0	0	0
Mawneys	0	1	1	0	0	2	0	2	2	0	0	0
Pettits	0	2	0	0	1	3	5	26	2	0	1	0
Rainham	0	0	0	0	0	0	0	0	0	0	0	0
Rainham & Wennington	2	1	1	0	2	6	4	38	2	2	2	0
Romford	0	0	0	2	0	2	0	2	0	2	0	0
Romford Town	2	9	0	0	4	15	10	66	8	6	1	0
Romford Town & Hylands	0	0	0	0	0	0	0	0	0	0	0	0
South Hornchurch	1	1	1	0	4	7	6	91	1	6	0	0
Squirrels Heath	0	1	0	1	1	3	4	10	1	2	0	0
St Andrews	3	3	0	0	1	7	10	67	2	5	0	0
St Andrews and Elm Park	0	0	0	0	0	0	0	0	0	0	0	0
Upminster	1	2	1	9	0	13	12	56	3	10	0	0
TOTALS	16	35	11	14	15	91	94	596	35	45	8	3

Traffic Safety Schemes							
Location	Ward	Type of Safety Scheme	Killed or Seriously Injured Road Traffic Accidents (KSIs)	Slight Injury Road Traffic Accidents	Funding Stream TBC	Funding Stream TfL LIP	Funding Stream S106
Appleton Way	St Andrews	Pedestrian Safety	0	2			
Ardleigh Green Road	Emerson Park	Accident Reduction	3	10			
Butts Green Road [BSA]	Emerson Park	BSA	4	13			
Crow Lane	Brooklands	Pedestrian Safety	5	15			
Ferry Lane/Coldharbour Lane	Rainham & Wennington	Pedestrian Safety	0	7			
Rom Valley Way Former Old Church Hospital	Romford Town	Pedestrian Safety	0	12			
Gubbins Lane junction with St Clements Avenue	Harold Wood	Pedestrian Safety	2	5			
Hacton Lane	St Andrews	Accident Reduction	1	11			
Hall Lane/Station Road	Upminster	Accident Reduction	1	13			
Harold Wood CCM Station	Harold Wood	Pedestrian Safety	1	5			
Havering Village - North Road	Havering Park	Speeding	2	7			
Marsh Way [Beam Parkway]	South Hornchurch	Bus Stop Accessibility	0	22			
Rainham Road near Dunningford Close	Rainham & Wennington	Pedestrian Safety	1	7			
South Street / Eastern Road junction	Romford Town	Accident Reduction	4	15			
Station Lane	St Andrews	Accident Reduction	6	23			
Waterloo Road, (Old Church Hospital site)	Brooklands & Romford Town	Pedestrian Safety	1	20			
Total KSIs			31	187			

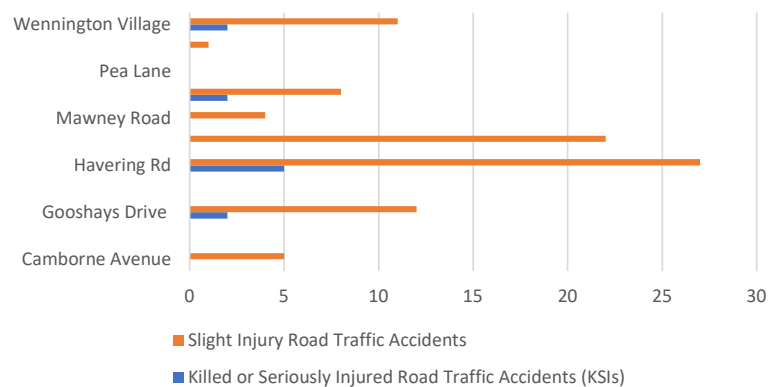


Speed Reduction Schemes						
Location	Ward	Killed or Seriously Injured Road Traffic Accidents (KSIs)	Slight Injury Road Traffic Accidents	Funding Stream TBC	Funding Stream TfL LIP	Funding Stream HIP
20mph Zones	Boroughwide					
Albert Road	Romford Town	0	4			
Alma Avenue	Hornchurch	0	1			
Brook Road	Pettits	0	0			
Carlisle Road	Romford Town	0	1			
Chestnut Avenue	Hylands	0	0			
Dennisses Lane	Upminster	0	2			
Douglas Road	Romford Town	1	1			
Dury Falls Close	Hornchurch	0	0			
Eastbury Road	Romford Town	0	0			
Eastern Road	Romford Town	0	2			
Front Lane	Brooklands	2	6			
Gooshays Drive	Gooshays	2	12			
Great Nelmes Chase	Emerson Park	0	0			
Hacton Lane	St Andrews	1	10			
Hall Lane	Cranham	2	18			
Havering Road	Havering Park	5	27			
Lambs Lane South	Rainham & Wennington	1	6			
Main Road by Gidea Avenue	South Hornchurch	4	17			
Manor Road	Romford Town	1	1			
Mawney Road / White Hart Lane	Brooklands	0	4			
Mill Park Avenue	St Andrews	0	0			
Noak Hill Road	Heaton	2	8			
North Street	Pettits	5	25			
Park Lane	Romford Town	0	2			
Princes Road	Romford Town	1	0			
Randall Drive	Hacton	0	0			
Redriff Road	Mawneys	0	1			
Rosslyn Avenue	Harold Wood	0	0			
Slewins Lane	Emerson Park	2	9			
South Street	Romford Town	3	17			
Station Lane	St Andrews	2	17			
Station Road by Station Approach	Upminster	1	11			
Upper Brentwood Drive	Squirrels Heath	2	8			
Warley Road	Harold Wood	0	8			
Total KSIs		37	218			

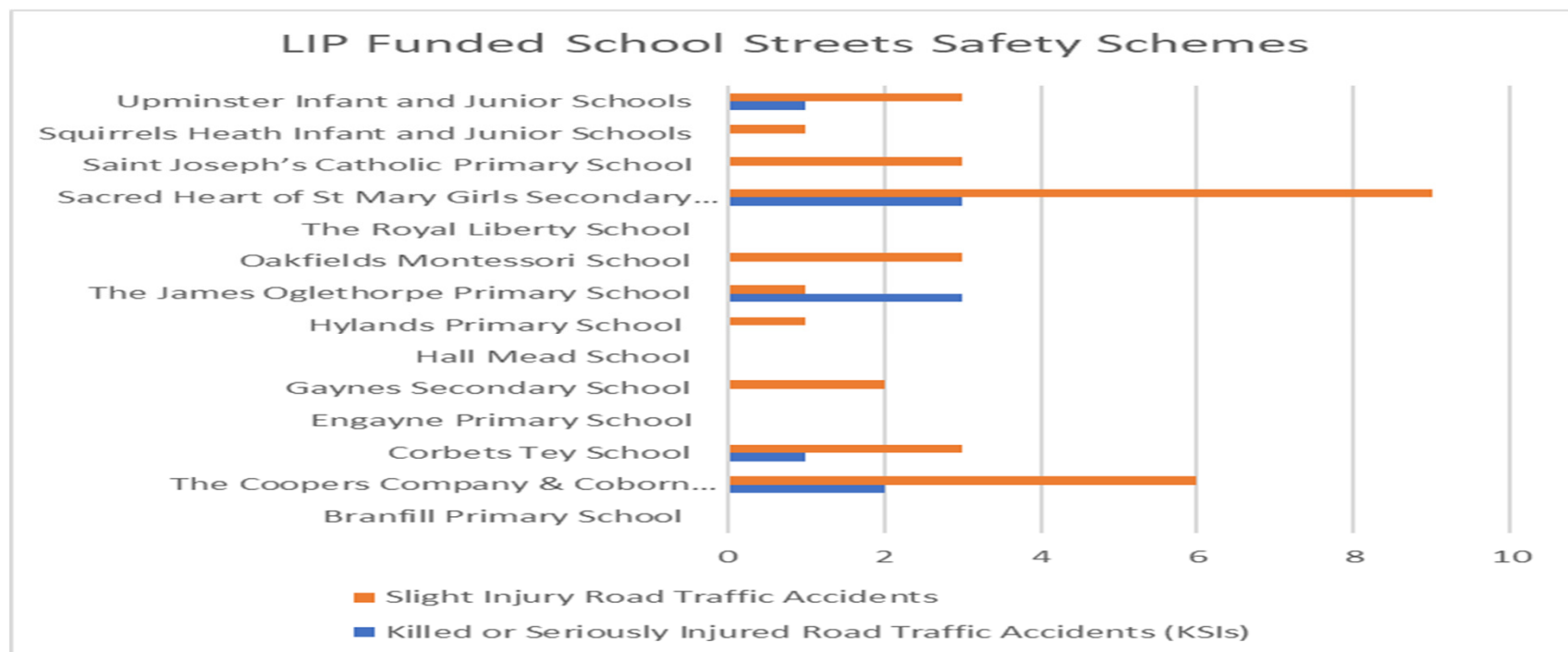


HGV Safety Scheme Investigations								
Location	Ward	Description	Killed or Seriously Injured Road Traffic Accidents (KSIs)	Slight Injury Road Traffic Accidents	Funding Stream TBC	Funding Stream TfL LIP	Funding Stream S106	Funding Stream HIP
Camborne Avenue	Harold Wood	7.5t Weight Limit	0	5				
Chestnut Avenue	Hylands	7.5t Weight Limit	0	0				
Gooshays Drive	Gooshays	7.5t Weight Limit	2	12				
Great Nelves Chase	Emerson Park	7.5t Weight Limit	0	0				
Havering Rd	Cranham	Traffic Calming	5	27				
Marsh Way	South Hornchurch	Traffic Calming	0	22				
Mawney Road	Brooklands	7.5t Weight Limit	0	4				
Noak Hill Road	Heaton	7.5t Weight Limit	2	8				
Pea Lane	Upminster	7.5t Weight Limit	0	0				
Redriff Road	Mawneys	7.5t Weight Limit	0	1				
Wennington Village	Rainham & Wennington	7.5t Weight Limit	2	11				
Total KSIs			11	90				

HGV Safety Scheme Investigations

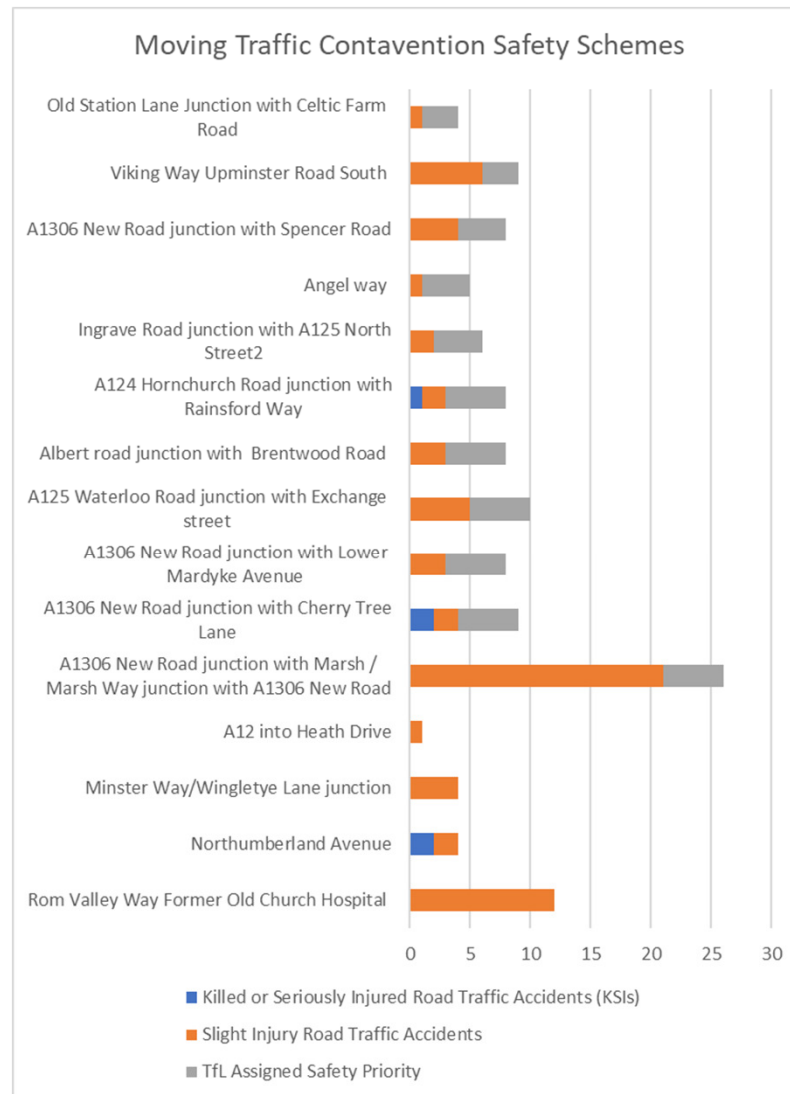


LIP Funded School Streets Safety Schemes				
School Name	Location	Ward	Killed or Seriously Injured Road Traffic Accidents (KSIs)	Slight Injury Road Traffic Accidents
Branfill Primary School	Cedar Avenue	Upminster	0	0
The Coopers Company & Coborn Secondary School	St. Mary's Lane	Upminster	2	6
Corbets Tey School	Harwood Hall Lane	Upminster	1	3
Engayne Primary School	Severn Drive	Cranham	0	0
Gaynes Secondary School	Cranston Park Avenue	Upminster	0	2
Hall Mead School	Marlborough Gardens	Cranham	0	0
Hylands Primary School	Benjamin Close	Romford	0	1
The James Oglethorpe Primary School	St. Mary's Lane	Upminster	3	1
Oakfields Montessori School	Harwood Hall Lane	Upminster	0	3
The Royal Liberty School	South Drive	Squirrels Heath	0	0
Sacred Heart of St Mary Girls Secondary School	St. Mary's Lane	Upminster	3	9
Saint Joseph's Catholic Primary School	St. Mary's Lane	Upminster	0	3
Squirrels Heath Infant and Junior Schools	Salisbury Road	Romford	0	1
Upminster Infant and Junior Schools	St. Mary's Lane	Upminster	1	3
Total KSIs			10	32



Moving Traffic Contavention Safety Schemes

Location	Ward	Killed or Seriously Injured Road Traffic Accidents (KSIs)	Slight Injury Road Traffic Accidents	Funding Stream TfL LIP	Funding Stream S106	One Way	NLT	NRT	MTC No U-Turn	Bus Area	TfL Assigned Safety Priority
Rom Valley Way Former Old Church Hospital	Harold Wood	0	12								TBC
Northumberland Avenue	Squirrels Heath	2	2								TBC
Minster Way/Wingletye Lane junction	St Andrews	0	4								TBC
A12 into Heath Drive	Pettits	0	1								TBC
A1306 New Road junction with Marsh / Marsh Way junction with A1306 New Road	South Hornchurch	0	21								5
A1306 New Road junction with Cherry Tree Lane	South Hornchurch	2	2								5
A1306 New Road junction with Lower Mardyke Avenue	South Hornchurch	0	3								5
A125 Waterloo Road junction with Exchange street	Romford Town	0	5								5
Albert road junction with Brentwood Road	Romford Town	0	3								5
A124 Hornchurch Road junction with Rainsford Way	Hylands	1	2								5
Ingrave Road junction with A125 North Street ²	Romford Town	0	2								4
Angel way	Romford Town	0	1								4
A1306 New Road junction with Spencer Road	South Hornchurch	0	4								4
Viking Way Upminster Road South	Rainham & Wennington	0	6								3
Old Station Lane Junction with Celtic Farm Road	Rainham & Wennington	0	1								3
Total KSIs		5	69								



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ENVIRONMENT OVERVIEW AND SCRUTINY SUB-COMMITTEE

14 JULY 2021

Subject Heading:

Rainham Creek

Report Author and contact details:

**Anthony Clements, Principal
Democratic Services Officer, London
Borough of Havering**

Policy context:

**Council officers will give details of
clean-up issues at Rainham Creek.**

Financial summary:

**No impact of presenting information
itself.**

SUMMARY

Council officers will update Members at the meeting on progress with the clean up of the Rainham creek area. This is in response to a motion agreed at full Council on 24 March 2021.

RECOMMENDATIONS

That the Sub-Committee notes the information presented and takes any action it considers appropriate in order to develop a set of recommendations to be submitted to a future meeting of Cabinet.

REPORT DETAIL

Officers from the Council's environment department will give details of work to improve and clean up the Rainham Creek area. This is in response to the following motion that was agreed at full Council on 24 March 2021:

The Council requests that the Environment Overview and Scrutiny Committee undertakes a review of Rainham Creek and the surrounding area and brings forward a set of recommendations to a future Cabinet meeting.

Further details are given in the attached presentation. The Sub-Committee may therefore wish to consider establishing a topic group on this matter to consider the issues around this subject in more detail and formulate any recommendations to be considered by Cabinet.

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.

BACKGROUND PAPERS

None.



Haverling

LONDON BOROUGH

Rainham Creek

21 July 2021

Nicolina Cooper
Assistant Director – Public Realm

Current issue

A build-up of various aquatic species is choking the waterway, as well as items of litter.

Whilst some waterways fall under the Environment Agency, this particular section falls within Havering's remit to maintain.

LBH staff are unable to undertake a full clean-up operation themselves due to the specialist equipment, training and vaccinations required.

Despite this, it is clear that more needs to be done to keep the area clean and safe.



Remedial work

Given the in-house limitations, Havering officers are looking to arrange an annual clean-up using a specialist contractor.

The ideal time to do this in order to minimise impact on users would be September / October.

In the meantime, the DSO has arranged an interim clean-up operation for this w/c 12th July to clear as much material as they can from the channel, safely.



Ongoing maintenance

Maintenance is required for the surrounding area, as well as the channel itself.

Havering's Grounds Maintenance team undertakes regular scheduled maintenance of the surrounding land / footpaths.

This includes:

- Grass cutting, every 10 days;
- Shrub pruning, normally twice a year (but more frequently where required);
- Litter picking, twice a week;
- Litter bin emptying, twice a week.



Creekside path

Thank you

Questions / comments?

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