



## **Environment Overview and Scrutiny Sub-Committee Summary of work undertaken 2019/20**

### **INTRODUCTION**

This report is the annual report of the Sub-Committee, summarising the Sub-Committee's activities during its year of operation ended May 2020.

It is planned for this report to stand as a public record of achievement for the year and enable Members and others to have a record of the Sub-Committee's activities and performance.

### **SUB-COMMITTEE MEMBERSHIP**

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

During the year under review, the Sub-Committee dealt with the following issues:

### **HIGHWAYS INVESTMENT PROGRAMME**

Members received a presentation on the Highways Investment Programme.

Havering's aspiration was to deliver one of the biggest investments to local roads and pavements in London, following an investment of £3.2 million in 2018/19. The £40m investment comes in response to residents' concerns around increased congestion, as well as demands to upgrade roads and fix potholes. Work on the resurfacing programme commenced in May 2019, with 53 carriageways and 96 footways/footpaths identified for the 2019/20 programme. The 2020-23 list had been generated and engineers were due to commence site validation and the final list for 2021-21 was expected in December 2019.

The level of capital spend on the programme provided an opportunity for all material aspects of streetscape to be considered in the roads where improvements were being considered, including dropped kerbs, street trees, sign posts and street lighting.

It was expected that the 2019-20 programme would be delivered on time and to budget and any adverse impact on traffic and the general public would be kept to a minimum.

## **PARKS & OPEN SPACES STRATEGY 2020-2025**

Members received a presentation on the 2020-25 Parks and Open Spaces Strategy.

There was a great collection of parks and open spaces in the borough with varying landscapes, which were rated very highly by residents. By implementing the strategy, the Council would ensure that key park assets were enhanced and continued to make Havering a great place to live and work in. The purpose of the strategy was to 'provide focus and added value to the efforts of everyone involved in the planning and provision of parks and open spaces, linked to a very clear view of what will be achieved by 2025'. Set against the Havering Plan and the themes and outcomes within that, the Strategy provided a framework for action to continue to provide and manage accessible, safe, clean, attractive, and welcoming parks and open spaces for everyone. Members congratulated the team on their organisation of the Harold Hill event.

During discussion, Members sought clarification on what was and was not public open space and a definition would be circulated; and the impact on the parks enforcement service as part of the enforcement service review.

## **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.

Member's views were sought on the potential new performance indicators that could be monitored for the 2019/20 financial year. Members agreed that all performance indicators would be reported to the next meeting, however members indicated an interest in the following indicators:

- Total household waste per head of population (kg), to include information on tracking HMOs

- Number of new HMO licenses issues

- Number of HMOs enforced against

- PCN appeals response rate (and issues), to include the number of appeals won against the Local Authority, categories and the plans to train officers to deal with the issuing of PCN's in order to reduce the number of successful appeals.

## **RESOURCE AND WASTE STRATEGY - CONSULTATION SUMMARY**

In September 2019 Members received a detailed consultation summary of the resource and waste strategy.

The Government's Resource and Waste Strategy had been published in December 2018. From this, four consultations had been released in February 2019, and Havering had responded to these in May 2019. The consultations were as follows:

Consistency in Household and Business Recycling Collections  
Introducing a Deposit Return Scheme  
Reforming the UK Packaging Producer Responsibility System  
Introducing a Plastic Packaging Tax

The Government had now published its summaries of all responses gathered, with proposed next steps. Outlined in the summary were those parts of the responses pertinent to Havering and its waste collection and street cleansing services.

## **BEHAVIOUR INSIGHTS PROJECT INCLUDING THE TWO BAG TRIAL**

The report and presentation before members gave an overview of the Council's Behavioural Insights trial project.

Members were advised that the Council currently paid approximately £130 per tonne to dispose of waste regardless of whether it was refuse or recycling.

The aim of the project was to reduce total waste collected from households in high waste producing areas.

A scoping study had taken place to ascertain kerbside waste, which areas to target and what intervention options were possible.

Co-design workshops had taken place and residents were identified and recruited to take part in the pilot.

The main focus of the pilot was to reduce the levels of waste left at the kerbside, by limiting households to two bags of refuse a week.

Members were advised that conversations between council staff and Serco operative staff (Keep Britain Tidy) were ongoing.

Members noted that phase two of programme, which included design of communications and engagement approaches would be live in September and October and phase three when the two bag trial would be implemented would be in place between November and January 2020.

## **SCHOOL PARKING SAFETY MEASURES**

In February 2020 The Interim Parking Manager explained most parking issues related to primary schools in Havering. Some 70% of primary school children in Havering went to school by vehicle and one quarter of all morning journeys were for the school run. This led to higher levels of childhood obesity and higher numbers of children being injured on roads. Higher levels of pollution were also an issue.

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

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

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

There was no cap on the number of permits that could be purchased in Havering but few households in fact had more than two permits. Additional permits, specific to a particular vehicle, required a proof of address to be shown in order to obtain them. CPZs could be requested via a petition or by residents speaking to their ward Councillors. Officers would usually consider the introduction of a CPZ if more than 50% of residents supported this.

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

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

## **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.

<b>BACKGROUND PAPERS</b>
--------------------------

Minutes of meetings of Environment Overview and Scrutiny Sub-Committee 2019/20