

Questions to the Cabinet Member for Environment and Conservation – for Overview and Scrutiny 20 April 2009

Page/ Point	Question/Observation	Answer (Where applicable)
	<u>Questions from Cllr Alexander</u>	
41	1. <i>Cleanliness targets</i> : Can you please supply the breakdown of the targets by ward. Which wards are still falling below the target?	<p>We do not specify targets on a ward basis for the NI195. However we do have a borough wide target of 12% for litter and 24% scoring for detritus.</p> <p>We will receive the full ENCAMS NI195 inspection results for 2008/09 during the annual meeting on the 6th of May. However, provisional results suggests that we have exceeded our targets for last year (2008/09).</p>
42-43	2. <i>Potholes</i> : How much has the council paid out in compensation over the past 12 months in respect of claims from residents whose vehicles have been damaged as a result of potholes?	<p>The Council paid out £1485.24 for two claims in the last year for damage to vehicles as a result of potholes. We are unable to confirm as to whether the claimants are residents.</p> <p>Investment in highways infrastructure over recent years has contributed to a 16% reduction in footway insurance claims between 2004/05 & 2007/08 and a 45% reduction carriageway insurance claims over the same period.</p>
43	3. <i>Food Recycling</i> : What percentage of residents are using the food waste recycling service? How are you encouraging a greater take up of this service where take up is low?	<p>The council is currently undertaking a trial project in association with WRAP to gain a better understanding of how many residents recycle their food waste and how this proportion can be improved. The project, which is trialling both targeted door-to-door canvassing and the provision of free compostable liners as methods of increasing participation, will be ongoing until June when the final report will be</p>

		produced, but initial survey results from January suggest around 25% of residents use the food waste collections offered as part of their weekly recycling service.
42	4. <i>Double yellow lines on all junctions:</i> Where is the council in respect of achieving this?	<p>As I am sure you will appreciate, there are high numbers of junctions in the borough without double yellow lines and this work is therefore being delivered on a rolling programme basis.</p> <p>Each location must be visited by an engineer to assess the problem and consider the extent of restriction required. The proposed restriction will then be subject to a statutory process prior to introducing the double yellow lines on site. This process takes approximately 6 months.</p> <p>Last year we introduced double yellow lines at over 130 locations, prioritising junctions where our refuse vehicles experience access problems and locations identified by the emergency services.</p> <p>We have also taken the opportunity to introduce double yellow lines through other programmes such as our Local Safety Schemes and 20mph Zone programmes.</p> <p>If you have any locations you feel would benefit from the introduction of double yellow lines please contact Frontline Services for your request to be considered further.</p>
43	5. <i>Public Transport Forum:</i> How will the membership of this body be made up and what will be their terms of reference and remit be?	<p>At the Council meeting on 30 March it was resolved to establish a Transport Forum which would be open to the public. The Forum will invite representatives from the Transport Police, Met Police, TfL such as Buses, Underground and Overground, local bus and rail companies as well as Sustainable Haringey, a body with membership including Haringey Cycling Campaign, Living Streets [representing pedestrians] and Friends of the Earth. There may also be scope for inviting residents bodies from around the borough. The terms of reference of the Forum are being drawn up for discussion at the first meeting scheduled for May 2009.</p>

43	<p>6. <i>Recycling – meeting stretch target of 32%:</i> If we have failed to meet the stretch target this year of 28%, taking into account the measures put in place to raise this is the cabinet member confident that the stretch target for 2009/10 of 32% will be reached?</p>	<p>Haringey's performance on recycling in 2008/9 was influenced by a number of factors, particularly an unexpected drop in reclaimed bulky waste tonnage apportioned by the North London Waste Authority. The reported performance is therefore below target, despite Haringey collecting more recycling than ever before.</p> <p>We have an action plan for increasing recycling in the coming year. This includes the new service being launched this year for flats above shops, the expansion of the Mixed Recycling Service to narrow-access streets, a trial of 'on the go' street recycling points, and a major drive to increase resident participation through a range of communication, education and door-stepping activities.</p>
43	<p>7. <i>Tougher action on dumping:</i> There are certainly issues with residents in flats above the shops at the end of the Ladder roads where they meet Green Lanes, N8 dumping bags of rubbish on the highway. They simply don't seem to have anywhere set aside to put their rubbish – how is this problem being addressed?</p>	<p>New timed collections will be rolled out at Green Lanes and other locations over the next few weeks. The new revised collection times for Green Lanes will be between 7.30am – 9.00am in the morning and 9.00pm to 11.00pm in the evening. Flats above shops in Green Lanes will continue to receive 14 collections per week.</p> <p>These new arrangements will be supported with a communication programme including mail-drops, new street signage and door-knocking.</p>
44	<p>8. <i>Developing the new waste management contract:</i> Has the council been satisfied with the service of the current provider, Enterprise?</p>	<p>At present the contractor has met all the performance standards as set out by the contract.</p>
42	<p>9. <i>Nuisance vehicle contract agreed:</i> How does the council pursue non-payment of parking fines issued to foreign registered cars?</p>	<p>In order to maximise the recovery of debts from foreign registered cars, the parking enforcement team will normally arrange the removal of vehicles that have been served with an on-street Penalty Charge Notice to the pound, where drivers can make payment to release a vehicle. The council is unable to obtain the address details for owners of vehicles registered in other countries which are required to proceed with debt recovery.</p>
	<p><i>Wightman Road, N4 & N8:</i> The cabinet member has said in the past in relation to CPZs that where residents don't want them, the council will listen. Does the same apply to the increasing strong call from residents to reduce the speed</p>	<p>As you are aware, we have been successful in securing funding to consider traffic calming measures along Wightman Road as part of our 2009/10 Local Safety Schemes programme. Although my officers have identified measures to reduce the level of recorded personal injury accidents, there is scope to change the proposals to address resident's views. I am in favour of 20mph zones, particularly</p>

	<p>limit on Wightman Road to 20mph to bring it into line with the other ladder roads and make it a safer route to school in line with the school travel plans of North and South Harringay School?</p>	<p>in the vicinity of schools to improve safety and encourage walking and cycling.</p>
	<p>10. <i>“Green Cities”</i>: In today’s Independent newspaper (8th April) Gordon Brown said that councils will be invited to bid to become Britain’s first “Green Cities”. How is Haringey Council working towards this?</p>	<p>Many of the initiatives outlined in the article, such as “smart meters”, jobs in green industries and electric cars are being addressed through delivery of the council’s Greenest Borough Strategy. With regards to electric vehicles, we are installing 13 electric charging points in off street car parks at Shopping City East and West, Bury Road, Summerland Gardens, Crouch Hall Road and Stoneleigh Road in May. We are planning to put charging points on-street in 2009/10. Investment in these projects amounts to about £65k over the two years. In addition the Council has bought 3 electric Smart vehicles for use by staff as part of the Council’s staff travel plan.</p>

	<u>Questions from Cllr Martin Newton</u>																													
Better Haringey	<p>11. Pollution What are the locations of the monitoring sites for nitrogen dioxide in the borough and what are the individual outputs at each location. What proposals are there to reduce levels at all locations in the borough to 40 g/m before 2010?</p>	<p>Automatic air monitoring for NO2 we have two 2 sites within the borough one road side and one background location. Latest published results are -</p> <table border="1" data-bbox="987 355 1630 544"> <thead> <tr> <th>Location</th> <th>ug/cuM (annual mean)</th> </tr> </thead> <tbody> <tr> <td>High Road N17</td> <td>42</td> </tr> <tr> <td>Priory Park N8</td> <td>32</td> </tr> </tbody> </table> <p>Passive diffusion tube monitoring for Nitrogen Dioxide is carried out at 10 sites around the borough (both background & roadside). Latest published results are -</p> <table border="1" data-bbox="972 695 1621 1187"> <thead> <tr> <th>Location</th> <th>ug/cuM (annual mean)</th> </tr> </thead> <tbody> <tr> <td>ARCHWAY RD, N6</td> <td>78</td> </tr> <tr> <td>ASHLEY RD, N17</td> <td>42</td> </tr> <tr> <td>MYDDELTON RD, N8</td> <td>34</td> </tr> <tr> <td>HIGH RD, N22</td> <td>43</td> </tr> <tr> <td>TURNPIKE LANE, N8</td> <td>87</td> </tr> <tr> <td>HIGH RD, N17</td> <td>43</td> </tr> <tr> <td>MUSWELL HILL BDY, N10</td> <td>63</td> </tr> <tr> <td>FERRY LANE, N17</td> <td>68</td> </tr> <tr> <td>HIGH RD, N22</td> <td>102</td> </tr> <tr> <td>HIGH RD, N22</td> <td>69</td> </tr> </tbody> </table> <p>The Council has an Air Quality Action Plan which has been approved by DEFRA and the GLA. Each year the council is required to submit Air Quality progress reports to DEFRA for approval. A new action plan is scheduled for 2010.</p> <p>The main source of NO2 pollution is from motor vehicles – an issue over which the council has limited controls available.</p>	Location	ug/cuM (annual mean)	High Road N17	42	Priory Park N8	32	Location	ug/cuM (annual mean)	ARCHWAY RD, N6	78	ASHLEY RD, N17	42	MYDDELTON RD, N8	34	HIGH RD, N22	43	TURNPIKE LANE, N8	87	HIGH RD, N17	43	MUSWELL HILL BDY, N10	63	FERRY LANE, N17	68	HIGH RD, N22	102	HIGH RD, N22	69
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		<p>The Council have implemented a number of strategies to reduce the levels of NO2 within the borough. These are</p> <ul style="list-style-type: none"> • the Council's fleet achieving 100% LEZ compliance; • reservation of land for alternative fuelling – Pinkham Way; • the provision of alternative refuelling facilities within new developments • car free development and directing major developments towards transport hubs; • supporting improved public transport; and alternative transport methods.
<p>Better Haringey</p>	<p>12. Compact Fluorescent Lights (CFLs) containing mercury What is the Council doing to inform residents not to recycle CFLs and not to dispose of them in household refuse? Is the Council giving any advice to residents what to do if they accidentally drop one given that DEFRA advises they should evacuate the room? How are CFLs dealt with at Haringey's two Reuse & Recycling Centres to make sure that residents or employees are not exposed to mercury? Are Council employees being made aware of safety issues?</p>	<p>What is the Council doing to inform residents not to recycle CFLs and not to dispose of them in household refuse?</p> <p>A new 'A to Z' page is being designed for Haringey's website that will provide information on how to recycle or dispose of a wide range of items and materials, and this will include CFLs. Haringey will also be working with the North London Waste Authority and its partner boroughs to develop communications materials regarding safe disposal of electrical and hazardous waste items.</p> <p>Is the Council giving any advice to residents what to do if they accidentally drop one given that DEFRA advises they should evacuate the room?</p> <p>Information regarding this issue will be considered for use in any communications materials that are produced relating to CFLs. Mercury is used in very small amounts in CFLs, and DEFRA notes that this is unlikely to cause harm even if the lamp should be broken. DEFRA also notes that CFLs are actually harder to break than traditional bulbs, as their smaller size makes them stronger. According to figures quoted by DEFRA, breakage rates are less than 1%.</p> <p>How are CFLs dealt with at Haringey's two Reuse & Recycling Centres to make sure that residents or employees are not exposed to mercury? Are Council employees being made aware of safety issues?</p> <p>All recycling operatives who work in our Reuse & Recycling Centres are fully trained with regards to safe handling, storage and disposal of CFLs.</p>

		Facilities Management require that no staff other than specially trained officers remove or replace lightbulbs within council properties. All the CFLs which are collected by Facilities Management are sent to a specialist contractor for appropriate disposal.
Better Haringey	<p>13. Digital Britain Muswell Hill is a pilot for this fast broadband project and 49 telecom boxes are being installed before the end of this month but the sites chosen for the new telecom boxes do not take into consideration any local concerns. I understand that the Telecoms industry has a general licence to site boxes where they want. However, why is the Council not taking more control to ensure telecoms boxes are located where they do not impede the footway, add to streetclutter and impact on the architectural heritage?</p>	As BT has a statutory right to place their apparatus in the street we cannot prevent them from doing so. Haringey's Streetscape Design manual specifies a minimum footway width of 1.2m, however, legally we can only insist that their equipment is placed in such a position so as to ensure that at least 1 metre width of unobstructed footway is available to pedestrians and that the equipment is maintained in a safe condition under the New Roads and Streetworks Act (NRSWA). Meetings have been held between council officers and BT and their contractors to try and ensure cabinets are placed where they have the least impact but this is constrained by the engineering difficulties posed by other underground equipment and connection to BTs existing cables.
Street Lighting	<p>14. Street Lighting Why are standard street lighting columns being installed in Conservation areas when Chapter 5 of Haringey's Streetscape Manual specifies that a different style of lighting column will be used for Conservation Areas?</p>	We have discussed at length with English Heritage the need to use expensive decorative columns in all conservation areas. Over 4 years ago it was agreed that in locations where the roads are wide and traffic and pedestrian safety are paramount, high performance street lights that are the standard for the majority of residential roads should continue to be used for these conservation area roads. This means that only around 200 decorative columns have been used in residential roads in consultation with residents. We have agreed with English Heritage to trial the reuse of existing cast iron columns in two locations in the borough. The streetscape manual needs to be revised to reflect this agreed approach.
Highways	<p>15. Disabled Parking Bays I understand that the processes for the provision of disabled bays within the borough is currently being reviewed and that applications for new disabled bays are currently not being progressed. What is the Council doing in the meantime for residents</p>	I can confirm that we are currently reviewing our processes for the provision of disabled bays within the borough to reduce the level of bays provided and to ensure that residents in most need are prioritised. As part of this process we have sought advice from the Mobility Forum and our Equalities Section. They have advised that as part of the EIA we should consult widely on the proposed changes to identify who would be affected and what impact the change in criteria would have.

	with genuine need whose quality of life is being seriously undermined by this delay?	<p>A consultation document will be distributed in May and will include questions to assess how residents view the process of applying for a bay.</p> <p>This has inevitably resulted in delays in processing new applications as the new criteria will not be in place until completion of consultation. I appreciate that this may hinder residents with genuine need for this service and can assure you that in the meantime each application will be assessed on a needs basis to ensure that a level of service is maintained to those residents most in need.</p>
Highways	<p>16. Footways What progress has there been with the review of footways to make sure the space available complies with departmental guidance and allows sufficient width of pavement for wheelchair and mobility scooter users to be able to pass parked cars?</p>	Haringey's Streetscape Design manual specifies a minimum footway width of 1.2m. There is not a specific budget to carry out a review of footways, however, we endeavour to design all new schemes so that 1.8m of footway is retained for pedestrians.
Highways	<p>17. Road Traffic Injuries What progress has there been with the joint initiative with Enfield, launched in March 2008, to tackle at a local level the relatively higher rates of road traffic injuries among ethnic minority groups and individuals living in areas of high deprivation?</p>	We have made substantial progress on this project. Two staff are specifically working on this project. Two high profile events have taken place with a large number of attendees from the local community at Edmonton mosque. We have undertaken workshops with families and young drivers and distributed promotional material such as specially designed calendar to the local community. The two year project funded by the Department for Transport is due to be completed in March 2010.
CPZ	<p>18. Fast Track What is the current timescale from receipt of petition from a majority of residents for parking controls to implementation of any scheme under the Fast Track process?</p>	<p>Since the fast track process was introduced in July 2008 we have used it twice. We have introduced the Green Lane CPZ B extension within seven months and the Wood Green Outer CPZ extension in eight months. Before this the normal length of time to introduce a CPZ extension was at least fourteen months from commencement of the process.</p> <p>The approved report detailing the approach clearly states that a criteria for prioritising schemes is required, as the level of requests may exceed the funding available. We are currently prioritising requests for extensions on the basis of areas which have experienced displacement parking problems the longest.</p>

		The Parking Programme for 2009/10 has now been approved and includes the implementation of extensions in Fortis Green, Bounds Green and Highgate West through the fast track approach. Residents in Fortis Green and Bounds Green have been asking for these extensions for a year and the residents in Highgate West have been waiting about 18 months. The budget for these extensions is £95,000.
CPZ	19. Bruce Grove and West Green What is the current status of the Bruce Grove and West Green Parking on your street consultation and what were the reasons for changing the consultation end date from 3 April to 27 April?	The consultation process is ongoing with a revised closing date of 27 April. The consultation period has been extended as a number of residents reported not receiving the consultation document during the initial distribution process. Distribution audits and door knocking exercises have been carried out in the area to identify roads with low or no responses. Documents have been redistributed to these roads to encourage residents to respond.
Highways	20. Guard railing What progress is being made by the Council to reduce the amount of guard railing in the borough?	There is not a specific budget for this work, however, all new schemes aim to remove excess clutter including guard railing where it is deemed to be safe. An example of this is Tottenham Town centre scheme, where minimum lengths of guardrail is maintained at crossing points.
	<u>Questions from Cllr David Winskill</u>	
41	21. Reference is made to “controlled presence of litter picking “: please explain.	The phrase ‘controlled presence’ refers to a additionally sweeping/litter picking on gateway locations and town centres timed to coincide with periods of high footfall. This has been part of a recent re-design of the service in these areas to improve performance in terms of reducing the levels of litter/detritus and also improve public perception.
42	22. Clamping and removal: last year it was announced that removal was only to be used as a last resort. Please tell us what effect this policy change has had on the number of vehicles removed compared to the same period last year.	There was a 31.83% reduction in the number of vehicles removed in 2008/09 compared with 2007/08. During the period 01/04/2007 to 31/03/2008 there was a total of 4,958 vehicles removed following clamping. During the period 01/04/2008 to 31/03/2009 there was a total of 3,380 vehicles removed without clamping.

<p>42</p>	<p>23. CE CPZ – mention is made of positive feedback.</p> <ul style="list-style-type: none"> • Please tell us how many letters, email and telephone calls there have been with negative feedback or requesting more information on the working of the scheme. • During the consultation period, much was made of the new “fast track process”. This was billed as allowing residents who had originally decided not to be included in one of the Zones, the ability to opt in without the delays associated with the original consultation process. Please tell me how many requests have been made for the fast track process and how long you envisage the process to take. Is there adequate budget for the process? 	<p>1. Since the Crouch End A and B and extended Highgate Station (Outer) CPZs became operational we have received in excess of 40 e-mails/letters, mainly from residents just outside of the zone, reporting parking displacement. The majority have requested inclusion in the zones to prioritise parking for residents and have come from Cecile Park. It is not possible to provide information related to telephone enquiries, as not all will be recorded due to responses being provided over the telephone.</p> <p>2. The “fast track process” was designed to speed up the delivery of CPZ extensions whereby the council would move straight to statutory consultation rather than first entering into a formal stage of consultation. Prior to this process being adopted the average time for this work was approximately fourteen months from inception to implementation. The fast track approach reduces this time to around seven months.</p> <p>As I am sure you will appreciate, this does not mean that we will be able to consider every request immediately on receiving a petition. Work of this nature must be programmed and resources, both staffing and budgetary must be secured. This was clearly stated in the report approved by Cabinet, detailing the “fast track approach”. Our 2009/10 Parking Programme contains three zones where extensions will be delivered under the fast track process, Fortis Green, Bounds Green and Highgate Station. The cost of this work is estimated to be £95,000 and has been prioritised according to when the requests was received.</p> <p>Since the Crouch End A and B and extended Highgate Station (Outer) CPZs became operational we have received petitions from Dashwood Road and Gladwell Road requesting inclusion under the fast track process. We have also received a number of individual requests from residents of Coolhurst Road, Crouch Hall Road, Ferme Park Road, Mount View Road, Cecile Park, Gladwell Road and Dashwood Road, but to date not all these roads have provided sufficient evidence of support.</p> <p>It should also be noted that petitions from roads were also received prior to the zones being introduced and will not be consider under the fast track approach.</p>
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42	<p>24. Improving Lines and signs.</p> <ul style="list-style-type: none"> • Please tell us how many have been modified. • How many (best estimate) are left to do and, if possible, please give ward figures. 	<p>Through ongoing reviews we have identified a number of non-compliant issues that require attention. This is a common theme amongst most London Boroughs and we have prioritised CPZs and moving traffic offences to ensure that they do comply with the current regulations.</p> <p>To date we have already addressed issues relating to the Spurs Match Day CPZ, Seven Sisters CPZ, Green Lanes CPZ, Finsbury Park CPZ, Taxi ranks and Box junctions.</p> <p>This year we will be addressing issues related to The Hale CPZ, Disabled bays and general borough wide waiting and loading restrictions. This list is not the complete programme as we are still reviewing various restrictions within the borough and will update the list and amend restrictions on a rolling programme basis.</p>
43	25. Pothole Blitz – how many holes would have normally have been repaired without the blitz and how many additional because of the blitz?	In recent years the council has repaired on average 1225 potholes per year. During the pothole blitz programme between April 2008 and March 2009, 2623 potholes were repaired. This includes a significant number of potholes that appeared after the recent snow and cold conditions in February this year when some of the road surfaces deteriorated rapidly.
43	26. Public Transport Forum: will pedestrians and cyclists be allowed to participate in this forum?	Yes, pedestrians and cyclists will be allowed to participate in the Forum. Please see response to question from Cllr Alexander about the Public Transport Forum.
43	<p>27. Dumping –</p> <ul style="list-style-type: none"> • how many incidents of flytipping were reported 2008/09? • How many of these reports were passed on to Enforcement for investigation and possible action? 	There were 28,260 reported fly tip incidents between April 2008 and February 2009. Figures for March 2009 are currently being collated. 6812 incidences were investigated by the Enforcement Service.
44	28. <i>The existing waste management contract with Enterprise, due to end in December 2009, will be extended to April 2011 to allow</i>	Public Realm Commissioning Strategy (Option Appraisal), approved by Cabinet on 15/7/2008, included; “... an extension to the existing waste management contract with Haringey

	<p><i>time for procurement.</i></p> <ul style="list-style-type: none">• It was clear that the existing contract was due to expire 12/09 – why has it been extended?	<p>Enterprise Ltd by a period of 16 months (with a new end date of April 2011), is necessary in order to pursue the proposed route of the Competitive Dialogue process for procurement of the specialised waste management contract (option 2) and to gain the maximum benefit from this procedure”</p>
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