

**Committee:** Licensing and Environmental Health

**Date:**

**Title:** Cross Border Operations

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Item for information

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## Summary

1. This report is to inform members of the cross border operations work this service is undertaking with Essex Police and Transport for London.

## Recommendations

2. That members note the contents of this report.

## Financial Implications

3. None arising from this report.

## Background Papers

- 4 None

## Impact

- 5

Communication/Consultation	None
Community Safety	No direct impact on community
Equalities	No impact on equalities
Health and Safety	No impact on employee health and safety
Human Rights/Legal Implications	All intervention work is carried out in accordance with existing legislative framework and the Council's enforcement policy
Sustainability	None
Ward-specific impacts	No ward specific impact
Workforce/Workplace	Environmental Health

## Situation

- 6 Operation Cross Border is a cross border 'on street' compliance operation involving UDC, Essex Police and Transport for London (TFL) which commenced in June 2017. The original operation involved on foot and mobile patrols, which took place between June and September at Stansted, Heathrow and Gatwick airports, Southend, Brighton and Portsmouth. These took place on seven occasions at Stansted Airport.
- 7 These were pre-planned confidential operations led by TFL to ensure compliance with The Private Hire Vehicle (London) Act 1998 and to detect and report any illegal activities being undertaken by Licensed Private Hire Drivers and Vehicles operating outside the London area.
- 8 The operation was also intended to gather intelligence on operators, to assess whether these operators are predominantly using London Licensed Drivers to work outside the London Licensed area.
- 9 Public safety is at the heart of this operation. The core objectives of the operation were as follows:
  - To check for compliance within the licensing of Private Hire and hackney carriage Drivers and Vehicles
  - To enhance public safety and re-assurance
  - To detect and report drivers and vehicles who are non-compliant
  - To increase the overall intelligence picture within the London Private Hire and hackney carriage trade outside London
  - To ensure compliance with the smoking ban and associated requirements
  - To engage and work proactively with partner organisations to meet common goals
  - To demonstrate to the Private Hire and hackney carriage trade that UDC, TFL and Essex Police take non-compliance seriously.
- 10 The format of the day involved two UDC Enforcement Officers, who met with partner agencies in the morning and conducted checks at the McDonalds restaurant at Stansted Airport services at 07:30. Officers then moved onto Thremhall Avenue (the approach road to the terminal building) to target approaching taxis. The Police led in stopping vehicles and undertaking routine checks on compliance whilst licensing officers inspected vehicles and collated information on the taxi and its operator. The operations would end at approximately 14:00.
- 11 Since September, stop and compliance checks have continued, with Essex Police acting as lead agency. There have been operations in January, February and March. The success of these operational meetings and value of working with partner agencies is demonstrated within the table of offences given below.

Offence	Number of fines	
	29 <sup>th</sup> January	14 <sup>th</sup> February
Failure to wear a seat belt	61	88
Failure to hold a MOT	11	12
Driving without insurance	3	1
No insurance vehicle seizure	0	1
Use of mobile phone whilst driving	0	1
Defective tyres	1	0
Defective vehicles	3	0
Roadside Fines for Foreign Nationals	32	23
Untaxed vehicles seized	0	2
Fixed penalty notices issued by UDC	0	1
No of PHV inspected	77	50
Advisories issued by TFL	12	8
Unfit notices by TFL	5	8

13 Whilst multi-agency resources permit, it is the intention of the service to continue with this work.

14 Committee will be provided with updates on the success of future operations within the quarterly enforcement report.

### **Risk Analysis**

15. There are no risks attached to this report.