

Community Safety, Environment and Residents Services Policy and Accountability Committee Minutes

Monday 24 April 2017

PRESENT

Committee members: Councillors Larry Culhane (Chair), Iain Cassidy and Steve Hamilton

Other Councillors: Stephen Cowan and Wesley Harcourt

Officers: Nick Boyle – Chief Transport Planner, Christiaan Uys – Traffic Orders Officer, Richard Evans – School Travel Adviser, Kathy May - Head of Waste and Street Enforcement, Georgio Tafla – Commercial Waste Manager.

40. MINUTES

RESOLVED

That the minutes of the meeting held on 1 March 2017 be approved as a correct record and signed by the Chair.

41. APOLOGIES FOR ABSENCE

Apologies for absence had been received from Councillors Dewhirst and Holder.

42. DECLARATIONS OF INTEREST

There were no declarations of interest.

43. SCHOOL TRAVEL PLANS

Richard Evans, School Travel Adviser, explained that the service supported 80 Hammersmith and Fulham schools in preparing school travel plans which aimed to reduce car use and increase active travel.

Mr Evans explained that there was evidence that an active journey to school, such as walking or cycling, could improve pupils' academic performance, as well as reducing congestion and air pollution. A third of 11 year olds were either overweight or obese and active travel would also help to reduce this. 75 of the borough's 344 places of education were within 150 metres of a road where the level of nitrogen dioxide was above the legal limit; reducing the number of cars travelling to these schools would help to improve the quality of air pupils were breathing.

The service used a wide range of incentives to get schools to complete travel plans and promote active travel including:

- Bike it sessions which were fun activities involving bicycles such as decorating bikes or using one to make smoothies.
- Small grants for environmental improvements to schools which would help encourage active travel. Grants had been spent on covered waiting areas, new access paths and cycle parking.
- Balance bikes being provided to younger classes to help teach them how to ride bicycles. All the balance bikes used were converted from unwanted old children's bicycles.
- Larger engineering projects such as traffic calming.
- Children's competitions such as designing the pictures accompanying 20mph zones or traffic calming.
- Car free days.
- Facilitated research projects for children at the Urban Studies Centre.
- Transport for London's Star Accreditation scheme.

Car use on the school run had fallen from 20% to 13% on average across all Hammersmith and Fulham schools since STPs were introduced in 2004-5. However, Mr Evans provided several examples of schools with small catchment areas where there are still high levels of car use, e.g. at St John's Primary School where 92% of pupils live within 2 kilometres of the school and yet 23% travel by car. At some schools car use continued to exceed 40%. Richard Evans felt that further reductions in car use could only be achieved if other more radical interventions were introduced, for example cameras to enforce keep clear markings could be used to deter parents from driving and parking dangerously, whilst at a school in Camden daily temporary road closures had been implemented to keep cars out and children safe.

Councillor Hamilton said that road closures would only be possible in some areas. Richard Evans agreed, and said that such measures could only be introduced with the support of the school and local residents. Councillor Harcourt asked whether members of the committee were happy with the idea of roads being closed. The Chair said that subject to local people's views on the detail of the closure the idea seemed a good one.

Councillor Hamilton noted that a proportion of pupils lived more than two kilometres away from their school and asked what alternatives to driving were promoted. Richard Evans explained that cycling and public transport were promoted, as were car sharing schemes and park and stride initiatives.

The Chair asked if police were enforcing no stopping markings and whether the new cameras to enforce these zig-zag markings had been used elsewhere. Richard Evans said that police did enforce the lines but that parents returned to bad habits when there were no police at a school; a significant trial of camera enforcement was underway across Hillingdon and their advice on how useful the system was would be sought.

The Chair noted that a number of schools did not engage in school travel planning and asked whether there were any common reasons for this. Richard Evans said that he did not know why schools failed to engage in the process but he did try to get them to, for example, by attending Headteachers meetings and promoting schemes on the schools' intranet. Where schools needed planning permission for changes to their buildings they could be required by planning officers to engage and develop a travel plan. Councillor Culhane asked what support was available to schools to make engaging easy. Richard Evans said that he had a budget to pay for supply cover for teachers working on school travel plans and that it only took one person at a school to take a lead on the issue to start the process; staff, parents and pupils could then be engaged through surveys etc.

Councillor Cassidy asked how it could be that all of the West London Free School's parents could have signed no car agreements and yet the school still had 23% of pupils being driven in. Richard Evans explained that the agreements were simply ignored by parents and that the school not enforce them.

The Chair thanked Richard Evans for his work to improve travel to school and wished the service well in continuing to increase rates of active travel.

44. THE FUTURE OF PARKING IN HAMMERSMITH AND FULHAM

Nick Boyle explained that a number of significant parking projects been delivered recently and further improvements were planned for 2017-18.

150 on street electric vehicle charging points had been introduced and every home in Hammersmith and Fulham would be within 400m of their nearest charging point. There were plans for rapid charging points and the installation of trickle charge points in lamp columns was being planned.

The Council had supported the expansion of car clubs in the borough, including getting free membership for all residents of the Bluecity electric vehicle car club.

Pay by phone had been introduced and the borough wide roll out was nearly complete. New parking ticket machines would be installed over the coming

months and these would allow residents to pay by card at the machine, as well as accommodating the new £1 coin.

The programme of review for controlled parking zones would carry on to ensure that zones continued to meet the needs of residents. Each zone had now been reviewed three or four times since it was introduced and so there were rarely any changes needed. There would need to be further reviews around the Chelsea FC stadium as that was redeveloped.

Councillor Harcourt said that providing good electric vehicle charging facilities was an important part of the Council's plan to improve air quality. He explained that rapid charging points would be very important in the future, especially for taxis and commercial vehicles, whilst lamp column charging points would be great for residents who wanted to charge their vehicles overnight.

Councillor Hamilton asked whether the street lighting network had sufficient capacity to charge electric vehicles. Nick Boyle explained that UK Power Networks had confirmed that the network would be able to cope with significant numbers of electric vehicles being charged across the borough. Trials were already taking place in Hounslow and in Kensington and Chelsea. The Council was starting to identify where there was demand for the installation of lamp column charging equipment.

The Chair asked whether residents were being told of the improvements which were planned. Nick Boyle said that they were and Councillor Harcourt added that good early communications were important as they might encourage people to swap for an electric vehicle. The Chair asked whether data on usage of charging points and electric vehicle ownership was being collected to use when lobbying government. Nick Boyle said that a range of data was being collected to help persuade government of the value of electric charging points.

The Chair asked when the pay by phone roll out would be completed. Christiaan Uys explained that there were three zones left to complete, which would be finished in the coming weeks. The programme had been delayed slightly because of problems with the signage contractor failing to complete the necessary works however the programme had only slipped by a short period of time. The Chair asked how popular pay by phone had been where it had been rolled out. Christiaan Uys said that about two-thirds of those parking now used pay by phone. This would increase further once visitor permit parking could be added to the system. Councillor Harcourt said that pay by phone was very convenient and he was pleased that it was now available to residents.

Councillor Cassidy asked then the reconsultation of part of Zone T would take place. Nick Boyle explained that the consultation would start in late Summer or Autumn.

45. COMMERCIAL WASTE SERVICE

Kathy May explained that the Council's Commercial Waste Service collected business waste from 2,200 businesses across the borough. Every business had to make arrangements for their waste to be collected by a registered waste carrier and there were also a number of commercial organisations which provided this service. The Council had introduced its own Commercial Waste Service to generate income and to ensure that collections were done properly.

For 2016/17 income had been slightly below the target set for the service, however, there had still been an increase of £140,000 over 2015/16. The income of the service was sufficient to cover the cost of providing it, although it was hard to accurately measure the cost of disposing of trade waste as this was collected alongside residents' domestic waste to save on collection costs.

A night time enforcement team had been set up to ensure that trade waste was being correctly disposed of and these officers had not only helped to reduce the amount of waste being dumped on the streets but also increased the amount of business the commercial waste service had.

Councillor Hamilton noted that the number of night time enforcement officers had been reduced since the scheme's launch. Kathy May explained that after the initial pilot it had been felt that two officers would be sufficient to carry on the service. The viability of the service was regularly reviewed.

The Chair asked what the problems commonly encountered with other commercial waste contractors were. Georgio Tafla explained that some contractors regularly missed collections, whilst others failed to use marked bags which meant they might be collected by the wrong carrier, or by the Council as part of its general street cleansing. Kathy May said that where poor practice was impacting on the streets the Council would contact the waste carrier and the business to ensure that arrangements were improved.

46. WORK PROGRAMME AND DATES OF FUTURE MEETINGS

The work programme was noted.

Meeting started: 7.00 pm
Meeting ended: 8.10 pm

Chair

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