

Transport, Environment and Residents Services Select Committee

Agenda

Wednesday 12 February 2014

7.00 pm

Small Hall - Hammersmith Town Hall

MEMBERSHIP

Administration:	Opposition
Councillor Robert Iggulden Councillor Ali de Lisle Councillor Jane Law Councillor Gavin Donovan Councillor Steve Hamilton (Chairman) Councillor Michael Adam	Councillor Wesley Harcourt (Vice-Chairman) Councillor Lisa Homan Councillor Iain Coleman

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Members of the public are welcome to attend. A loop system for hearing impairment is provided, along with disabled access to the building.

Date Issued: 04 February 2014

Transport, Environment and Residents Services Select Committee Agenda

12 February 2014

<u>Item</u>		<u>Pages</u>
1. MINUTES AND ACTIONS		1 - 5
	To approve as an accurate record, and the Chairman to sign, the minutes of the meeting of the Committee held on 13 January 2014.	
2. APOLOGIES FOR ABSENCE		
3. DECLARATIONS OF INTEREST		
	If a Councillor has a disclosable pecuniary interest in a particular item, whether or not it is entered in the Authority's register of interests, or any other significant interest which they consider should be declared in the public interest, they should declare the existence and, unless it is a sensitive interest as defined in the Member Code of Conduct, the nature of the interest at the commencement of the consideration of that item or as soon as it becomes apparent.	
	At meetings where members of the public are allowed to be in attendance and speak, any Councillor with a disclosable pecuniary interest or other significant interest may also make representations, give evidence or answer questions about the matter. The Councillor must then withdraw immediately from the meeting before the matter is discussed and any vote taken.	
	Where Members of the public are not allowed to be in attendance and speak, then the Councillor with a disclosable pecuniary interest should withdraw from the meeting whilst the matter is under consideration. Councillors who have declared other significant interests should also withdraw from the meeting if they consider their continued participation in the matter would not be reasonable in the circumstances and may give rise to a perception of a conflict of interest.	
	Councillors are not obliged to withdraw from the meeting where a dispensation to that effect has been obtained from the Audit, Pensions and Standards Committee.	
4. HAMMERSMITH FLYUNDER FEASIBILITY STUDY		6 - 29
	This report sets out the results of the Hammersmith Flyunder Feasibility Study.	
5. TRADITIONAL PUBS IN THE BOROUGH		30 - 42
	This report, following a request from the Committee, sets out the	

position with regards to traditional pubs in the borough, and the Council policies that apply to them.

6. PERFORMANCE INDICATORS

43 - 51

The latest key performance indicators for services within the terms of reference of this Committee are set out at (**Appendix 1**). Members may wish to take account of issues arising from the indicators when considering the Committee's work programme for subsequent meetings.

7. WORK PROGRAMME AND FORWARD PLAN

52 - 69

The Committee's work programme for the current municipal year is set out at Appendix A to this report. The list of items has been drawn up in consultation with the Chairman, having regard to relevant items within the Forward Plan and actions and suggestions arising from previous meetings.

The Committee is requested to consider the items within the proposed work programme and suggest any amendments or additional topics to be included in the future, whether for report to Committee or as the subject of a Task Group review or single issue 'spotlight' meeting. Members might also like to consider whether it would be appropriate to invite residents, service users, partners or other relevant stakeholders to give evidence to the Committee in respect of any of the proposed reports.

Attached as Appendix B to this report is an extract of the Forward Plan items showing the decisions to be taken by the Executive at the Cabinet, including Key Decisions within the relevant Cabinet Members portfolio areas which will be open to scrutiny by this Committee should Members wish to include them within the work programme.

8. DATE OF NEXT MEETING

The Committee is asked to note the date of its next meeting, which is scheduled to be held on 24 March 2013.

Agenda Item 1



London Borough of Hammersmith & Fulham

Transport, Environment and Residents Services Select Committee Minutes

Monday 13 January 2014

PRESENT

Committee members: Councillors Steve Hamilton (Chairman), Michael Adam, Iain Coleman, Gavin Donovan, Robert Iggulden, Wesley Harcourt (Vice-Chairman) and Lisa Homan

Other Councillors: Councillors Botterill, Brocklebank-Fowler, Loveday and Smith.

Officers: Nigel Pallace, Bi-Borough Executive Director, Transport and Technical Services, Jane West, Executive Director, Finance and Corporate Governance, Mahmood Siddiqi, Bi-Borough Director, Transportation and Highways, Mark Jones, Director of Finance, Chris Bainbridge, Bi-Borough Head of Transport Policy and Network Management and Owen Rees, Committee Coordinator.

22. MINUTES AND ACTIONS

Councillor Homan asked for an update on Item 15. Western Riverside Waste Authority. Councillor Smith said that he was chairing the committee of authority members who were preparing recommendations. He said that the WRWA constitution needed to be updated to be brought in line with modern practice. He said that the changes, which he believed necessary, would be agreed by a vote amongst the appointed representatives.

RESOLVED THAT

The minutes of the meeting held on 4 November 2013 be agreed as true and accurate.

23. APOLOGIES FOR ABSENCE

Apologies were received from Councillors De Lisle and Law.

24. DECLARATIONS OF INTEREST

Minutes are subject to confirmation at the next meeting as a correct record of the proceedings and any amendments arising will be recorded in the minutes of that subsequent meeting.

There were no declarations of interest.

25. REVENUE BUDGET 2014/15

The Committee received a report on the revenue budget for 2014/15, accompanied by presentations from Jane West, Executive Director of Finance and Corporate Governance on the Council's budget and Mark Jones, Director of Finance, Transport and Technical Service and Environment, Leisure and Residents Services, on departmental budgets.

In relation to the overall budget, the Committee heard about the budget process, including the level of grant support offered by the Government, the assumptions in relation to wage and price inflation used in setting the budget, the agreed levels of fees and charges, the identified budget risks, and the identified growth areas and areas identified for saving. The presentation also focused on National Non-Domestic Rates, noting that the Council remained within the safety net. Ms. West also explained the ongoing issues with valuation appeals at Westfield. The Committee asked questions about the effect of the economic recovery on rates valuations at Westfield, and about the provisions made against future appeals and sought assurances that the Valuation Office had learnt lessons with regards to the Westfield extension.

The Committee also asked questions about the provisions for a Hammersmith SPD, and the total cash value of the Council Tax reduction: Ms. West agreed to supply the Committee with a separate response on the latter point.

In relation to the budgets for TTS and ELRS, the Committee heard information on the savings required and identified, the increase (RPI) agreed for fees and charges and the exceptions to that increase, and the financial risks identified, first in ELRS, and then in TTS.

In relation to ELRS, the Committee sought clarification as to the nature of the risk in relation to the all weather pitch, and heard that this was due to potential delays as a result of the planning process; questioned why a higher increase had been applied for park pitches hire to private schools, and heard from the portfolio holder that prices were based on an assessment of what the market would bear; and questioned whether separate charges for changing facilities at sports pitches was a new development. Officers undertook to give a response on the last point. The Committee also asked questions for clarification around the inclusion of parks services in the Safer Neighbourhoods directorate and the S106 funding for police enforcement.

In relation to TTS, members sought clarification around the potential impact of changes to driver behaviour, as was hoped for, leading to fewer contraventions and a consequent reduction in income from moving traffic offences, with officers confirming that there was a financial risk and it was of unknown quantum.

They also asked questions regarding the source of investment in Hammersmith Library, and why the Council levied a fee on filming income from community centres, with members told that this was S106 funding and as a result of finders fees respectively.

26. TRAFFIC CONGESTION IN HAMMERSMITH & FULHAM

The Committee received a report regarding traffic congestion in Hammersmith and Fulham, with an emphasis on the enforcement of parking and moving traffic offences. The report was presented by Chris Bainbridge, Head of Transport Policy and Network Management, and Mahmood Siddiqi, Director of Transport and Highways.

The Committee heard that traffic congestion was an issue in the borough and had been so for some time. There were a number of strands to the approach taken by the Council, namely Network Management, which was work undertaken to minimise the impact of road and utilities works on traffic via coordination and the London Permit Scheme, Planning, which was the work undertaken through the planning system to ensure that new development did not exacerbate the problem of congestion, Engineering, which was the work undertaken to improve road layout to reduced congestion, Education, which was the work undertaken to improve driver behaviour, and Enforcement, which was action taken against drivers who caused increased congestion by breaching the Highway Code. Officers argued that enforcement was necessary to give force to the other work undertaken.

The Committee heard that enforcement of parking had been in place since the 1990's with restrictions such as controlled parking zones being introduced as early as 1969 in parts of the borough. The Committee heard that statistics bore out that cameras had an effect, with a reduction in infringements over time. These had contributed to a reduction in bus journey times, the preferred measure of congestion.

Members asked questions about the congestion on Wandsworth Bridge Road and the works suggested for Carnwath Road, school travel plans and the reasons for the Council's success rate at the Parking Appeals Tribunal. On the subject of school travel plans, officers said that schools' enthusiasm had varied and had fluctuated, and that while the process was now embedded, the withdrawal of incentives by TfL would have an uncertain effect. On the subject of the Parking Appeals Tribunal, officers said that this reflected the quality of the Council's work, and the decision by some boroughs not to contest appeals.

Members asked about traffic around Hammersmith Broadway prior to Christmas in relation to cars bound for Westfield, comparative levels of enforcement at Fulham Cross and the Askew Road, and camera enforcement of loading bays. Officers said that 80% of customers arrived at Westfield by public transport, but that a closure of the West London line on the weekend before Christmas had increased traffic. Officers said that, in light of TfL's preference to encourage loading outside peak hours, loading bays were likely to require enforcement.

Members asked whether more could be done to regulate deliveries through the planning system. Officers said that it was doubtful that such conditions would be enforceable or stand up to appeal, and would require CCTV to police. Members asked about the process for CCTV monitoring and officers confirmed that there was no link between CCTV monitoring and the presence of Parking Enforcement officers.

Members asked officers to respond to the allegation that the Council refused to adjust the signals at the Bagley's Lane junction. Officers said that traffic signals were under the control of TfL, and the Scoot system varied timings based on levels of traffic; as such there was no Council involvement in signal timings.

Members also asked officers for an update on lane rental proposals, and heard that the scheme was being piloted by TfL and Kent County Council, with TfL due to report shortly on its initial success.

27. WORK PROGRAMME AND FORWARD PLAN

The Committee agreed the Work Programme for the remainder of the year.

28. DATE OF NEXT MEETING

The Committee noted that the next meeting had been rescheduled to be held on the 12th February 2014.

29. EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED THAT

That, under Section 100A (4) of the Local Government Act 1972, the public and press be excluded from the meeting during the consideration of the following items of business, on the grounds that they contain the likely disclosure of exempt information, as defined in paragraph 3 of Schedule 12A of the said Act, and that the public interest in maintaining the exemption currently outweighs the public interest in disclosing the information.

30. EXEMPT MINUTES OF THE PREVIOUS MEETING

RESOLVED THAT


The exempt minutes of the previous meeting be agreed.

Meeting started: 7.00 pm
Meeting ended: 8.35 pm

Chairman

Minutes are subject to confirmation at the next meeting as a correct record of the proceedings and any amendments arising will be recorded in the minutes of that subsequent meeting.

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 <p>the low tax borough</p>	<p>London Borough of Hammersmith & Fulham</p> <p>SELECT COMMITTEE 12 FEBRUARY 2014</p>
<p>HAMMERSMITH FLYUNDER FEASIBILITY STUDY</p>	
<p>Report of the Divisional Director</p>	
<p>Open Report</p>	
<p>Classification: For Scrutiny Review & Comment</p> <p>Key Decision: No</p>	
<p>Wards Affected: Hammersmith Broadway, Ravenscourt Park, Avonmore and Brook Green, Fulham Reach, North End</p>	
<p>Accountable Executive Director: Nigel Pallace – Bi-Borough Executive Director Transport and Technical Services</p>	
<p>Report Author: Nicholas Ruxton-Boyle – Transport and Development Manager</p>	<p>Contact Details: Tel: 020 8753 3069 E-mail: nick.boyle@lbhf.gov.uk</p>

AUTHORISED BY:

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DATE:

1. EXECUTIVE SUMMARY

- 1.1. The recent closures of Hammersmith Flyover for repairs has brought the long term viability of this structure to light. The flyover forms part of the A4 and is managed by Transport for London (TfL).
- 1.2. In 2013 the Mayoral Road Task Force report on the future of road policy in London recommended that tunnelling the A4 is explored. The council has undertaken a feasibility study into burying the flyover. This report is a draft of the findings and recommendations.
- 1.3. The final feasibility report will be published in March 2014 and issued to the Mayor with the sole purpose to encourage TfL to take the project through the next stages of development and eventually onto their forward plan.

2. RECOMMENDATIONS

- 2.1. Members are asked to review and comment on the key findings of this report with regards to the Council's Hammersmith Flyunder feasibility project as below:
 - There is a high level of local public support for removing the flyover, alongside concerns around traffic disruption and the local road network.
 - Both long and short tunnels were found to be geotechnically feasible to construct at a cost of £200m to £1700m
 - The degree to which Hammersmith Town Centre can be reimaged is dependent on the removal of the flyover but also on addressing the gyratory
 - The longer the tunnel the less traffic is likely to use it
 - Junctions from a main tunnel increase its use but considerable environmental and economic issues arise
 - Neighbouring Councils have been involved in the study from the outset and are broadly supportive of the Council's vision.
- 2.2. Members are asked to review and comment on the recommendations to TfL as below:
 - To establish strategic aspirations and concerns
 - To continue and take forward the feasibility study allowing a more strategic view and detailed analysis of such matters as alignment, portal location and junctions
 - To build on the collaborative work undertaken by the flyunder taskforce
 - To develop an appraisal framework in order to inform investment decisions with regards to road infrastructure projects.

3. INTRODUCTION AND BACKGROUND

- 3.1 There are three main reasons why the council have chosen to undertake a feasibility study into the burying of Hammersmith Flyover. The first is that

ongoing and future maintenance of this 50 year old structure causes traffic chaos across west London. The second is that a number of recent publications have suggested that it would be beneficial to residents and businesses in Hammersmith if the flyover were buried, transforming the urban space. Third and finally, TfL, as the highway authority for the A4, challenged the Council to be bold and transformative which matches our ambition.

3.2 On 23 October 2013 the full Council resolved to:

- Welcome the appointment of the borough's "Flyunder Champion" Neale Stevenson and the Council's taskforce on the Hammersmith Flyunder.
- Resolve to work towards a tunnel replacement for the Hammersmith Flyover.
- Recognise that it is important to run an effective cross-party campaign that demonstrates to the public and key government and GLA decision makers how all of the London Borough of Hammersmith and Fulham Council's elected representatives back the Hammersmith Flyunder project.

3.3 The feasibility study was initiated out of this resolution with the following terms of reference developed by the former joint Chief Executive in consultation with the Executive Director Transport and Technical Services and the Council's independent Flyunder Champion:.

- To establish, at a preliminary level, the aspirations and any concerns of local residents and businesses.
- To establish current traffic patterns to best understand this route in its wider traffic network context. This will mean liaising with other local traffic authorities in adjoining boroughs and with TfL.
- To establish the best available information including future projections for future traffic volumes, relevant to a new structure.
- To establish the best available information including future projections of the cost of maintaining the current flyover structure over a suitably long period.
- To consider options for a replacement tunnel, considering the length, depth, width and start and end points, liaising with adjoining boroughs as appropriate. In particular to examine the implications of a flyunder with or without junctions to north-south routes.
- To consider thereafter the nature, extent and potential value of any released surface land, bearing in mind existing planning policies and any potential from varied planning policies.
- To establish very approximate costs for various tunnel options, noting the variables which will affect confidence in such estimates.

- To review options for meeting the construction costs including, but not limited to:
 - Future maintenance liability funding for the existing flyover redeployed
 - Capital funding from TfL
 - Capital funding from local councils
 - Captured value from developable land released
 - The possibility of modest user charges to contribute to any gap funding.
- To report at interim stage by March 2014:;
 - On local aspirations and concerns
 - On broad route options
 - On whether the tunnel must have junctions with other routes
 - On the preliminary views of neighbouring councils
 - On the geo-technical feasibility of a tunnel (bearing in mind other underground uses).
- This brief recognises that the most complex part of the task is to examine the possible and likely effects on the complex traffic system in the area. This work will need to be done by TfL and is likely to take some months. This work will therefore need to be done after the interim report beginning later in 2014.
- All this work will be done by existing LBHF council resources, TfL expertise, other contributions of expertise from neighbouring councils and other people of goodwill.
- However, one study will be commissioned from specialist engineers who will be needed to examine the geo-technical feasibility of a tunnel option.

4. THE FEASIBILITY PROJECT

- 4.1 Based on the above terms of reference the feasibility project was initiated and managed through linked work streams. The first 'engagement' work stream set out how all stakeholders would be involved in the study. The second 'geotechnical' work stream was to investigate and appraise a number of tunnelling options. The third 'traffic' work stream was to interrogate existing traffic data and models in order to establish the scale of impact of the various options. Finally 'master planning' was needed to explore the potential value from released developable land.
- 4.2 Each of these project areas are reported in the following paragraphs and will form the principal chapters in the feasibility report.
- 4.3 The project was managed using existing LBHF resources and funded using section 106 receipts from Hammersmith town centre development specifically secured to investigate traffic matters in the town centre.

5. ENGAGEMENT

- 5.1 At the outset of the project a stakeholder engagement strategy was developed which sought to ensure the wide range of stakeholders had the opportunity to get involved in the project.
- 5.2 Three distinct phases of the project were identified and engagement activities developed for each one. The project was launched with a flyunder summit held in Hammersmith Town Hall on 9 October 2013 attended by over 150 people. Throughout the project stakeholder groups have met to influence the work streams and the project will close with a second summit style public meeting and a formal handover of the findings and recommendations to the Mayor.
- 5.3 The flyunder summit saw presentations from the project team, West London Link Design (WLLD) group and TfL. It was used principally to establish a baseline of the public aspirations and concerns. A questionnaire was completed by those attending the summit and the results were combined with comments left on the council's dedicated flyunder web page www.lbhf.gov.uk/flyunder.
- 5.4 The questionnaire consisted of eight questions and formed the basis for developing the project work streams. Below is a summary of the responses and the full analysis can be found at appendix 1.

Question 1 - Do you agree with the council that Hammersmith Flyover should be replaced with a flyunder?

89% of respondents either strongly agreed or agreed with 10% disagreeing or strongly disagreeing and with 1% indifferent.

Question 2 - If you back a tunnel replacement, or 'flyunder', where do you think it should start and end?

A number of different options were provided for both western and eastern 'portal' locations. The most popular western portal location was Hogarth Roundabout and the most popular eastern portal location was Warwick Road.

Question 3 - Should the flyunder connect to any north-south links?

The two most popular answers were Fulham Palace Road at 32% and Shepherds Bush Road at 25%.

Question 4 - Do you think opportunities should be exploited to return Hammersmith Gyration to two way working?

46% of respondents either strongly agreed or agreed with 19% disagreeing or strongly disagreeing and with 36% indifferent.

Question 5 - What are the current problems that you would like to see the flyunder overcome?

The responses were spread relatively evenly across the five options that were presented for this question: air quality, noise, visual intrusion, town centre severance, river severance.

Question 6 - What are your main concerns for a flyunder?

The four main concerns for respondents in order of importance are traffic diversions, cost, A4 closure, construction lorries.

Question 7 - What should any land freed up by the removal of the flyover be used for?

There was equal support for open space, connections to the river and housing with less support for relief roads, offices and shops.

Question 8 - How should the flyunder be paid for?

A third of respondents considered over site development the best way to pay for the tunnel, with 20% considering the following suitable methods: national taxation, London-wide taxation and a user toll.

- 5.5 These responses helped to refine the tunnel options that were developed as part of the geotechnical work stream. Three alignments were tested alongside theoretical junction testing.
- 5.6 In order to drive and steer the project towards its challenging timeframes a number of workgroups were established.
- 5.7 The first group was a stakeholder group that met only once at the outset of the project. In addition to members of the technical group below invites were sent out to ward councillors of the five wards along the A4 and the 60 plus residents and tenants groups in these wards. Those that attended agreed that the wider stakeholders preferred a different method of engagement than this meeting could offer, namely evening summits/presentations and the website.
- 5.8 The second group was a technical group (known as the taskforce) which met on a monthly basis throughout the project. This group was attended by the three neighbouring local authorities: Hounslow, Richmond and Kensington and Chelsea. Other stakeholders included the GLA, TfL, WLLD, Hammersmith BID, Capco and Halcrow who were the engineering specialists commissioned to undertake the geotechnical study.
- 5.9 The third group was a TfL group which was established to bring together the various functions of the TfL family. Representatives from various parts of TfL including modelling, roads task force, forward planning and network management met with the project team on a regular basis in order to support the project.
- 5.10 Political stakeholder management was dealt with on a reactive basis with ad hoc meetings and updates arranged with both the administration and opposition members at LBHF and portfolio holders at the neighbouring boroughs.

5.1 The unprecedented support and feedback for this project, alongside constructive collaborative working with neighbouring boroughs, TfL and the private sector have established a sound platform to take this project forward.

6. GEOTECHNICAL

6.1 This fundamental part of the feasibility study was carried out by local engineering specialists Halcrow under existing contractual arrangements with the Council. Halcrow provided engineering support to the WLLD publication 'A chain of opportunities' in 2012.

6.2 The commission ran from October 2013 to February 2014 and was managed through the technical work group. The full Halcrow geotechnical report will be published as an appendix to the Council's feasibility report in March 2014.

6.3 The commission developed and considered a number of tunnel options based on the ambition of the Council and those comments received by the public. **Three tunnel alignments were tested and all three were found be feasible to construct.** Each of the alignments, as shown below, has its own set of economic and environmental challenges.

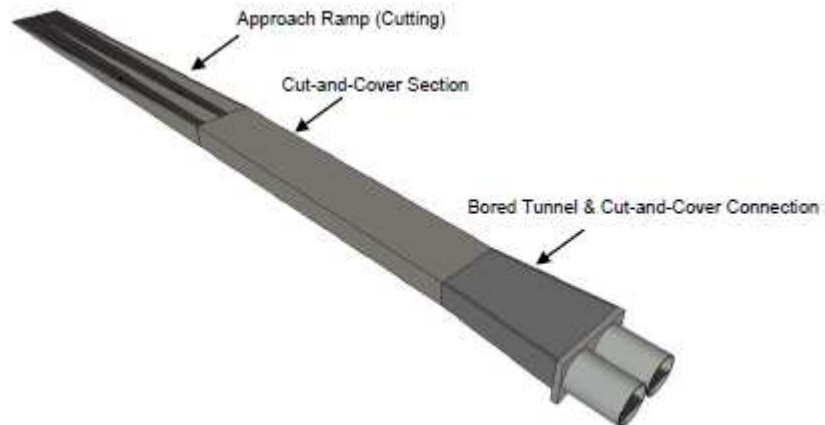


6.4 The below table is a summary of the alignment and portal locations for the three options tested;

option	alignment length	western portal	eastern portal
1	1.6km/ 1 mile	Furnivall Gardens	West London College
2	3.6km/ 2.2 miles	Sutton Court Road	North End Road
3	4.1km/ 2.5 miles	Sutton Court Road	Earls Court Road

6.5 Tunnel portals

The entrance to and exit from a tunnel are known as portals and are a common feature to all options. A portal will consist of a cutting where the road ramps down at the required gradient of 4%. This cutting would be approximately 200m in length and would be immediately followed by a structure to house ventilation equipment. The location of these portals vary with each option however their broad space requirements are the same. The image below shows an indicative layout of a tunnel portal.



6.6 Tunnel construction comparison

Below is a table setting out the main differences between the short (option 1) and long (options 2 and 3) tunnels. All options can be constructed in the thick band of London clay underneath Hammersmith and all have a similar construction time. The fundamental difference between the short and long option is the two methods of construction (cut and cover and tunnel boring machine) which both have their own well documented distinctive economic and environmental issues.

option	main construction method	depth	construction time
1	cut and cover	15m	3 years
2	tunnel boring machine	25m	2/3 years
3	tunnel boring machine	25m	2/3 years

6.7 Principal concerns

From the project engagement four principal concerns were identified: traffic redistribution, cost, traffic disruption and construction traffic.

6.8 Principal concern 1 – traffic redistribution

The traffic analysis that was carried out as part of this feasibility study is detailed in paragraph 7 below, alongside its limitations and assumptions. Traffic redistribution varies based on the length of a tunnel and its start and end points and in this instance the longer the tunnel the less traffic would be likely to use it. As such, opportunities to remove or reduce the existing surface road network diminish as tunnel length increases, primarily down to the current traffic distribution and proportion of through traffic. Smaller side road junction tunnels can provide opportunities for the main tunnel to pick up and distribute more traffic however this is one area in which much further and more detailed strategic analysis is required. This more sophisticated further traffic modelling would also forecast wider sub-regional impact such as local and strategic redistribution based on a new network. **Essentially the longer the tunnel, the less opportunity traffic has to turn on and off and hence less traffic is likely to use it.**

option	% of east-west traffic likely to use tunnel
1	100%
2	60%
3	50%

6.9 Principal concern 2 – cost

The cost of the construction alone (not including land acquisition, governance or mitigation) is a function of the length of the tunnel and construction methodology. The different construction methodologies between the long and short options affect their construction cost. The longer tunnel options are twin bore, i.e. there is a separate tunnel for each direction of traffic. This significantly increases cost. A single bore was considered, with traffic stacked inside, however the tunnel boring machine required to build such a tunnel would be one of the the largest in the world at 20m in diameter. **Notwithstanding other influences, the longer the tunnel, the more expensive the construction cost.**

option	construction methodology	total tunnel length	construction cost (2013 prices)
1	cut and cover	1.6km/ 1 mile	£218m
2	tunnel boring machine	7.4km/ 4.6 miles	£1,210m

3	tunnel boring machine	8.2km/5.1 miles	£1,297m
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6.10 Principal concern 3 – traffic disruption during construction

The three options considered as part of this study take broadly the same time to construct at three years. Again this is down to their length and different construction methodologies. Traffic flow along the A4 is assumed to be disrupted for approximately half the construction time. Disruption to the A4 is likely to entail lane closures, tidal flow and night time and weekend closures. The table below compares construction time and disruption time. It also established another fundamental difference in the long and short tunnels, namely the location of the disruption. For the short option the construction disruption will be in Hammersmith Town Centre whilst for the longer tunnel it will be spread across the portal locations and drive site. **All options have a broadly similar disruptive impact on the operation of the A4 however this disruption is located in different places.**

option	construction time	A4 disruption	location of main disruption
1	3 years	18 months	Hammersmith town centre
2	2/3 years	12/18months	portal locations and drive site
3	2/3 years	12/18 months	portal locations and drive site

6.11 Principal concern 4 – construction traffic

The amount of construction traffic created by any subterranean construction is a function of the material removed and the construction methodology. **Broadly speaking the longer the tunnel, the more spoil removed and more construction material required and therefore the more construction traffic. This, however, does not take into account the opportunity for river transport of certain materials that a tunnelling project adjacent to the river could explore.** This could reduce lorry movements significantly.

6.12 Translating the volume of material created and required for a tunnelling project into likely lorry movements is not straightforward. In addition the location of this traffic will be concentrated at different times and locations over the multi-year construction period. For the short option this is Hammersmith as it is the location for the four main construction areas: the two portals, the main tunnel and the removal of the flyover. The potential use of the river could reduce the number of surface lorry movements and

would have different levels of reduction for the different construction locations, as above. At Hammersmith, for example, the use of conveyor belts and catenary systems could potentially move spoil the short distance to the river without any significant use of road vehicles, although such a method would bring its own environmental impact issues. It is also possible that the great majority of any necessary lorry movements, for all options, would be via the A4 itself, thereby minimising the wider environmental impact. The table below shows the total volume of spoil for each option that would need be removed and an approximation of the daily lorry equivalent movements this spoil, and incoming material creates without using the river. Use of the river could greatly reduce these figures. 90% of main tunnel excavated material, tunnel lining precast segments and concrete aggregates can be transported by barge.

option	total tunnel length	volume of spoil to be disposed (M³)	Average daily lorry equivalents (with no river use)	Average daily lorry equivalents assuming use of river
1	1.6km/ 1 mile	430,000	150	28
2	7.4km/4.6 miles	1,000,000	320	50
3	8.2km/5.1 miles	1,140,000	375	61

6.13 Summary.

As reported at the start of this section, each of the three options can feasibly be built. However each option has differing economic and environmental issues to consider. Broadly speaking, the disruption to the operation of the A4 for all three options is similar. What is fundamentally different is the cost difference, construction traffic profile and traffic redistribution between the long and short options. The short tunnel costs considerably less than the long tunnel, would create fewer construction vehicle movements and would cause significantly less traffic redistribution.

7. TRAFFIC

7.1 The traffic analysis was carried out using TfL data including traffic counts and outputs from their strategic traffic model for West London. Both current actual and modelled traffic flows were reviewed from this data alongside forecasts for 2031 traffic flows based on the growth in jobs and population in the current London Plan and the planned transport network i.e. without a tunnel.

7.2 The traffic analysis was carried out to understand how much traffic would be likely to use the various tunnel options (which in turn has influenced

tunnel dimensions) and as a result how much would not and what surface network would be required. The traffic analysis was developed during the project to include investigating the Hammersmith Gyratory, the impacts on the various options and to explore opportunities to reduce the severance caused by the current one way system. This could include returning the gyratory to two way working which has been achieved at other similar gyratories in London.

- 7.3 All quoted modelled data is the rounded average evening peak traffic flow only. Flows in the inter-peak, weekend and morning peak periods are likely to be different.
- 7.4 In 2031 it is forecast that approximately 2,500 vehicles an hour will use the flyover in either direction, an increase in 14% on the current flow. Traffic flow to the east of the flyover is of a similar magnitude and to the west is considerably higher at 3,500 per hour. There is a similar volume of traffic travelling around Hammersmith Gyratory showing a similar increase over current flow. As the A4 travels into central London traffic flow generally decreases which is representative of a radial traffic corridor. Likewise as the A4 travels out of central London traffic flow increases.
- 7.5 As the A4 passes through the London Boroughs of Hounslow, Hammersmith & Fulham and the Royal Borough of Kensington and Chelsea it has junctions with a number of side roads and vehicles both join and leave the A4 to continue their journeys. Over the length of option 3 (Sutton Court Road to Earls Court) over half the traffic travelling east leaves the A4. A similar profile is found travelling westbound with traffic doubling in volume over the same stretch. **This is a fundamental finding as traffic that joins the A4 between the start and end points of a tunnel between Chiswick and Earls Court will have to use a surface network and should the flyover be removed be diverted around Hammersmith Gyratory.**
- 7.6 Option 1 would have no impact on traffic flow as it is a straight replacement of the flyover with a tunnel. All traffic that currently uses the flyover could and would use the tunnel and traffic leaving or joining the A4 via Hammersmith Gyratory would do so as it does today. Traffic flow around the gyratory would be unaffected.
- 7.7 Both longer options would require a surface road network to cater for up to 50% of the current A4 flow. Option 2 would allow slightly more traffic to join and leave a long tunnel alignment and hence a slightly higher percentage of traffic would use the tunnel than would be the case for the longer option 3. This could allow for a narrowing of the A4 however if the flyover were to be removed, this being the primary objective of this study, this traffic would be diverted through Hammersmith Gyratory. Any capacity increases that can be achieved at Hammersmith Gyratory, even if possible, would not be consistent with the vision for the improved town centre.
- 7.8 Given the importance of Hammersmith gyratory an additional tunnel scoping exercise was undertaken to see how traffic flow could be reduced. The main north-south route from Shepherds Bush Road to Fulham Palace

Road was considered as an additional tunnelled route. It was found that, again, this could feasibly be constructed but not without significant environmental and economic issues. In addition, basic traffic analysis was undertaken and found that the beneficial impact on traffic flow around the gyratory would not be sufficient to reallocate capacity. **Further analysis of the operation of the gyratory would need to be undertaken to support both the regeneration of the town centre and any A4 tunnel solution.**

- 7.9 In summary, the longer the tunnel, the less likely traffic would be to use it. If a tunnel only served a proportion of the corridor movement the remaining movement would be redistributed onto the surface network that would need sufficient capacity to function effectively.

8. MASTERPLANNING

- 8.1 A theoretical exercise was undertaken in partnership with the Greater London Authority (GLA) in order to capture the land value from developable land released by the burying of the flyover in order to meet construction and other costs. In order to do this a master planning type piece of work was undertaken in Hammersmith town centre and along the A4 corridor to come to a reasonable assumption of the quantum of land released for suitable development. From this, assumptions were made on residential sales values, unit sizes and financial receipts.

- 8.2 The results of this indicate that between Hogarth roundabout in the east and Baron's Court Road in the west, there is the potential to accommodate 366,000sqm of Gross Internal Area (GIA) floor space through development of released land. Of this:

- 143,000sqm of this could be provided directly on land freed up by the removal of the A4, which would be in either LBHF or TfL freehold ownership and therefore after construction costs and other development costs, all net profit could go towards financing the flyover, were the project to be fully financed by the public sector.
- 30,000sqm could be provided, part on A4 land and part on adjacent landholdings. It is anticipated that a joint venture would be necessary with private owners to realise values in this circumstance. A sharing of profit has therefore been incorporated into the assumptions for this floor space.
- The remaining 193,000sqm would be provided from development off the A4 on land that could be brought forward in the areas around the A4 and in Hammersmith Town Centre, particularly to the south side of King Street, to open up connections between Hammersmith Town Centre and the River Thames.

- 8.3 The study looked at various sources of financing. For LBHF/TfL freehold, the overriding driver of value is net sales on return. For all land, total Community Infrastructure Levy (CIL) receipts have been assumed to be held to finance the A4 tunnel. Section 106 receipts have also been factored into the calculations for all public and private sector released land. For the purpose of this exercise, redevelopment has been assumed to be 100%

residential with no affordable housing provision, in order to optimise residential sales values and receipts.

8.4 Current estimates indicate that redevelopment could achieve in the order of £1billion some of which could form part of the flyunder financing package.

8.5 As well as financially assisting the delivery of the A4 tunnel, redevelopment could provide substantial benefits for Hammersmith Town Centre and its surrounds. These include:

- New homes, jobs and opportunities to expand the retail offer in Hammersmith Town Centre;
- Opportunities for new and improved open space
- Better, more pedestrian and cycle-friendly connections between Hammersmith and the River Thames; and
- Opportunities to unravel the Hammersmith Gyratory through the provision of a relief road on the current alignment of the A4.

8.6 Should it be necessary that a modest user charge is required to be explored further to fill any funding gap the economic benefit (income) would need to be considered in light of the environmental disbenefit of more traffic using the 'free' congested surface network in order to avoid the charge.

9. RECOMMENDATIONS TO TFL

9.1 The feasibility study was designed to report the following given that it is not in the Councils power to make any alterations to Hammersmith Flyover or the A4.

- On local aspirations and concerns
- On broad route options
- On whether the tunnel must have junctions with other routes
- On the preliminary views of neighbouring councils
- On the geo-technical feasibility of a tunnel (bearing in mind other underground uses)

9.2 Based on the feedback the Council has received both before and during the feasibility study there is strong support for a tunnel, however this is accompanied by concerns of how long the A4 will be disrupted for to build a tunnel, the impact of construction traffic, traffic displacement onto alternative routes and the high cost of a tunnel. **It is, however, recognised that the feedback received is considered to be local and a more strategic view should be sought by Tfl.**

9.3 Three route options were developed, based on the above feedback and sound engineering judgements. These are by no means the only options available to TfL as has been seen with the WLLD study. It is apparent from this study that as the tunnel length increases its usage and utility is likely to

decrease. As a result, the longer tunnelled options do not provide the opportunity to reduce the surface road network and could lead to worsening traffic conditions at Hammersmith Gyrotory. The route options with junctions go some way to address this, however there are a number of issues with regards to the junction portals. **TfL should refine the options and establish a project to explore the shortlist in greater detail.**

- 9.4 The neighbouring boroughs of Hounslow, Richmond and Kensington and Chelsea have been involved in and supported the feasibility study from the outset. Each borough is broadly supported of the Council's vision and ambition and have been invited to submit a written letter which shall form part of the feasibility report to be published and submitted to TfL. **Given the strategic and bold and transformative nature of an A4 tunnel, TfL should continue to engage with the taskforce of boroughs while taking this project forward.**
- 9.5 Each of the three tunnel options has its own unique set of geotechnical challenges, however there is a thick band of London clay in this part of the capital which is a well-known tunnelling medium. The options cover the two main techniques for tunnelling; top down cut and cover and the use of a tunnel boring machine. Each technique comes with its own set of issues, the two differences being surface disruption and cost with top down cut and cover being the least expensive but most disruptive as it geographically concentrates the disruption. **TfL should develop an appraisal matrix to allow a fully informed comparison and debate on the pros and cons of each tunnel route and construction methodology to enable future investment decisions to be made.**

10. NEXT STAGES

- 10.1 The final feasibility report will be published on our website and handed to the Mayor in the week commencing 10 March 2014. The feasibility report is the borough's response to the road task force suggestion to explore 'alternative tunnelled routes'.
- 10.2 A final technical group meeting will be scheduled following publication at which TfL have advised the taskforce that they will respond to the feasibility report. TfL's response shall be published alongside the feasibility report and its content will advise the boroughs (and other stakeholders) further work. It is, however, planned that the feasibility study be formally closed down at this stage and future work taken up through planned transport and planning-led projects and policy work.
- 10.3 During the feasibility study TfL announced that Hammersmith gyrotory was on a short list to receive significant funding for a cycling-led project to address some of the more complicated junctions that are seen to be obstacles to safe and comfortable cycling in London. This is one of the many project to be delivered through the Mayor's cycling vision. Should this project receive funding the flyunder feasibility study findings and recommendations shall form part of the project objectives and scope.

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS USED IN PREPARING THIS REPORT

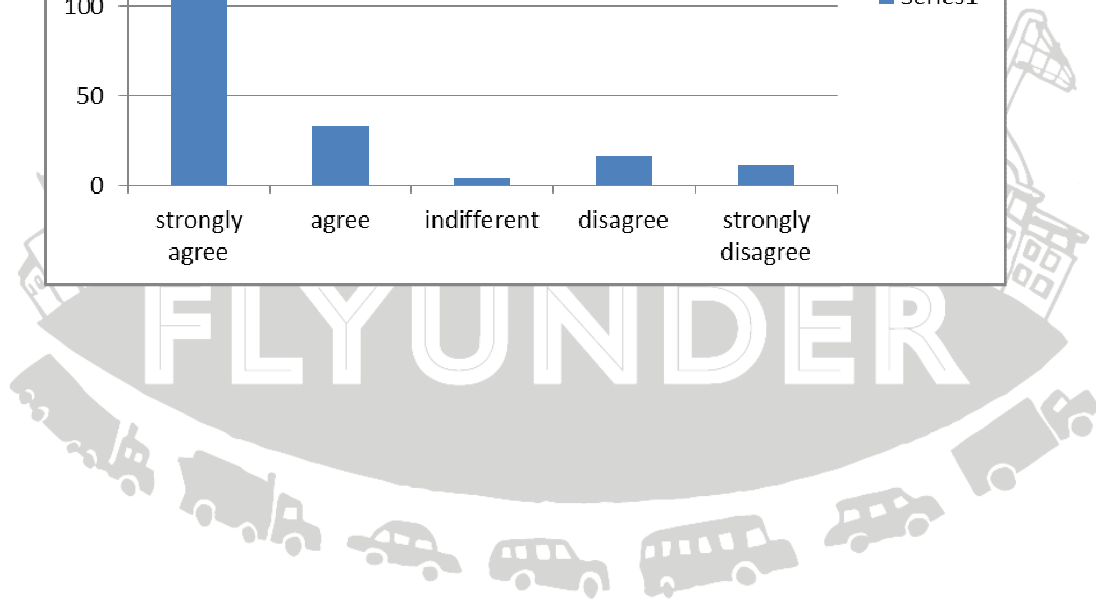
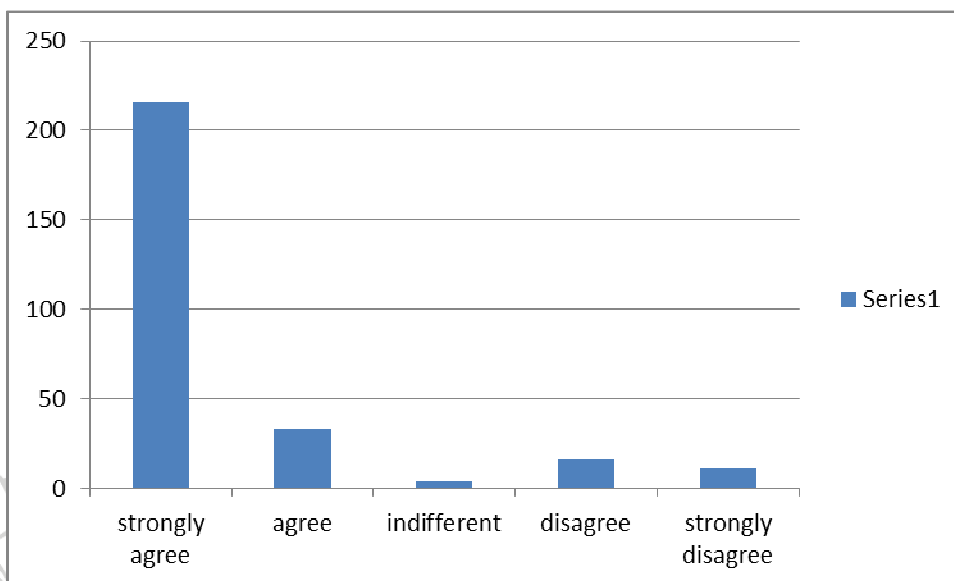
No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
1.	Hammersmith Flyunder feasibility Study – Tunnel and Geotechnical Engineering (Halcrow)	Nicholas Ruxton-Boyle x3069	TTS HTHX

LIST OF APPENDICES:

1. Summit questionnaire responses

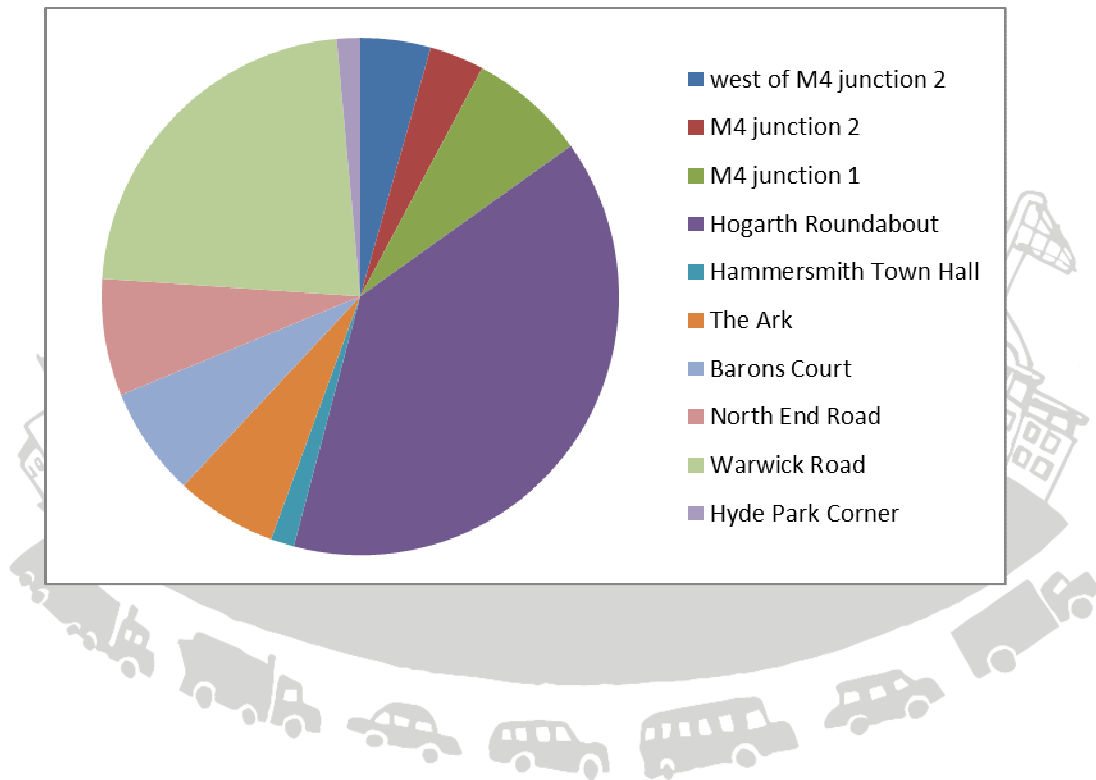
Q1) Do you agree with the council that Hammersmith Flyover should be replaced with a flyunder? (there is a map on the back of this questionnaire so feel free to sketch your preferred start and end points and tunnel route)

	summit	web	total	percent
strongly agree	58	158	216	77%
agree	9	24	33	12%
indifferent	4	0	4	1%
disagree	3	13	16	6%
strongly disagree	2	9	11	4%
	76	204	280	100%



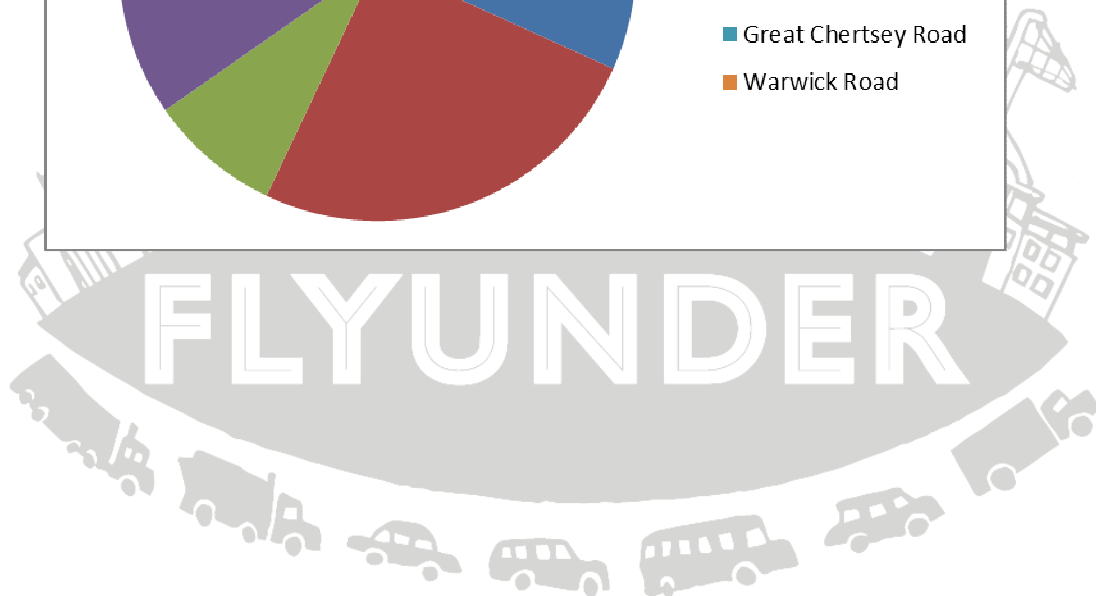
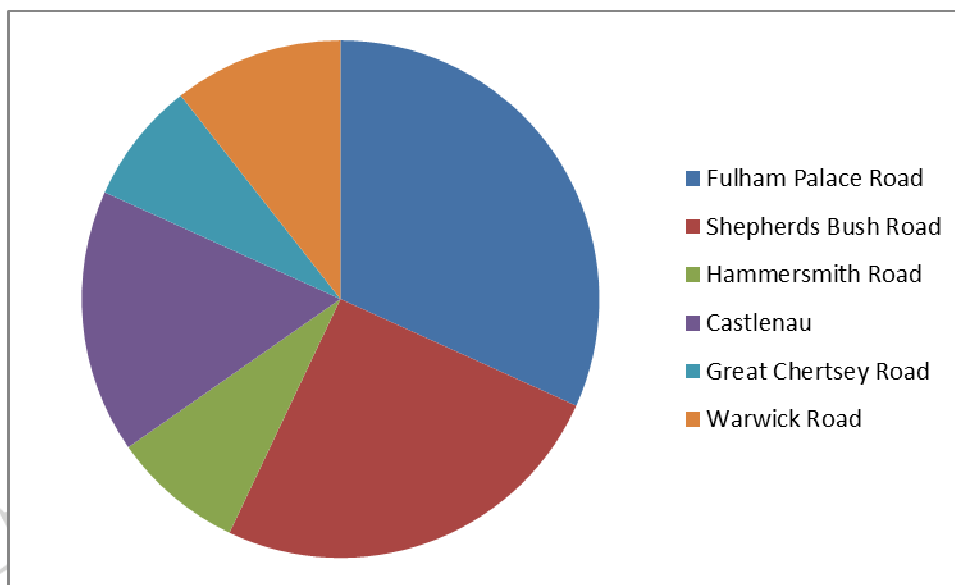
Q2) If you back a tunnel replacement, or 'flyunder', where do you think it should start and end?

	summit	web	total	percent
west of M4 junction 2	4	5	9	4%
M4 junction 2	2	5	7	3%
M4 junction 1	14	1	15	7%
hogarth roundabout	53	27	80	39%
hammersmith town hall	1	2	3	1%
the ark	9	4	13	6%
barons court	14	0	14	7%
north end road	10	5	15	7%
warwick road	32	14	46	22%
hyde park corner	3	0	3	1%
	142	63	205	97%*



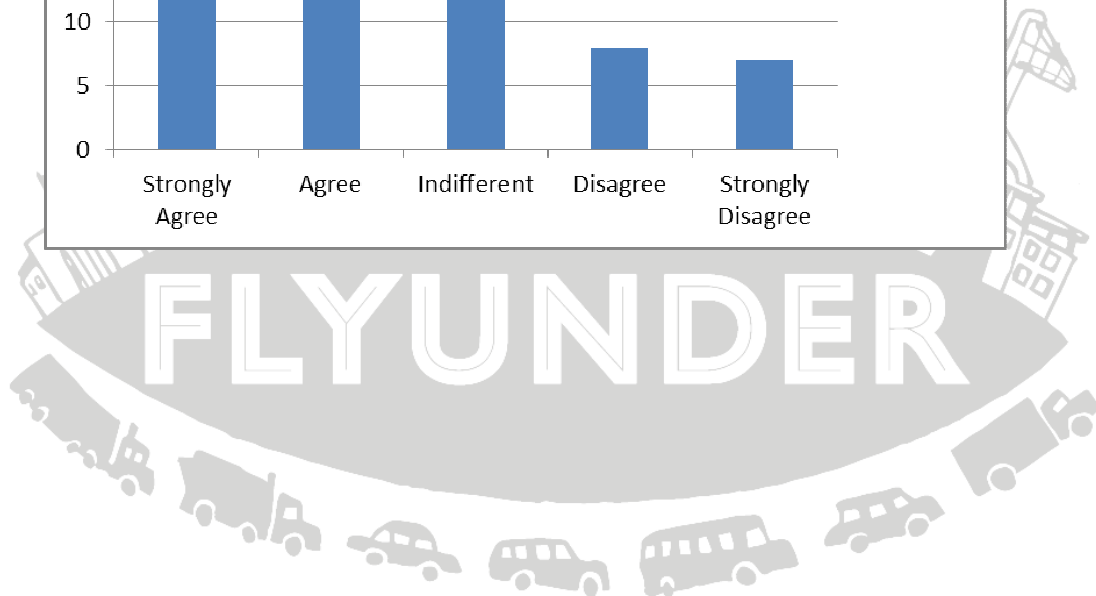
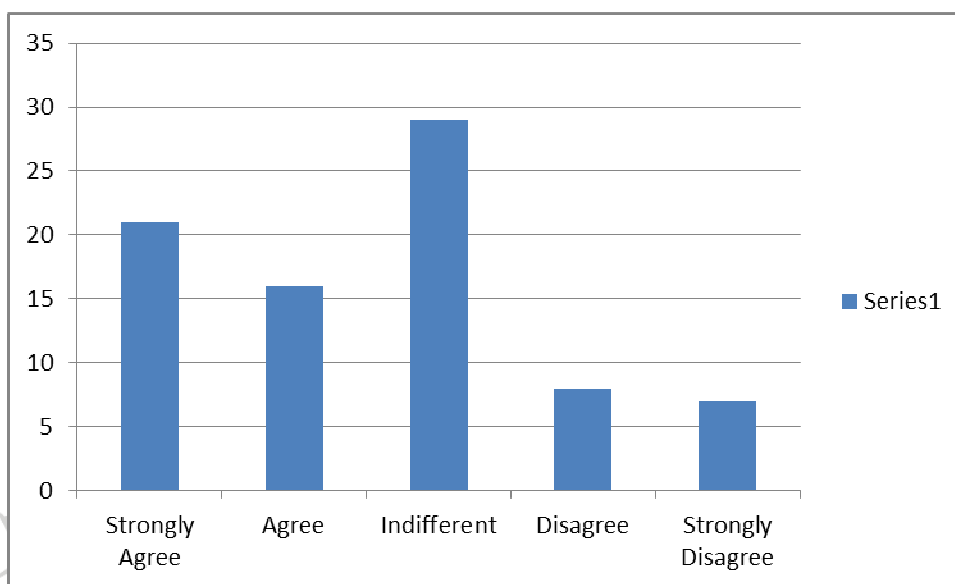
Q3) Should the flyunder connect to any north-south links?

	summit	web	total	percent
Fulham Palace Road	53	1	54	32%
Shepherds Bush Road	42	1	43	25%
Hammersmith Road	14	0	14	8%
Castlenau	26	2	28	16%
Great Chertsey Road	13	0	13	8%
Warwick Road	18	0	18	11%
	166	4	170	100%



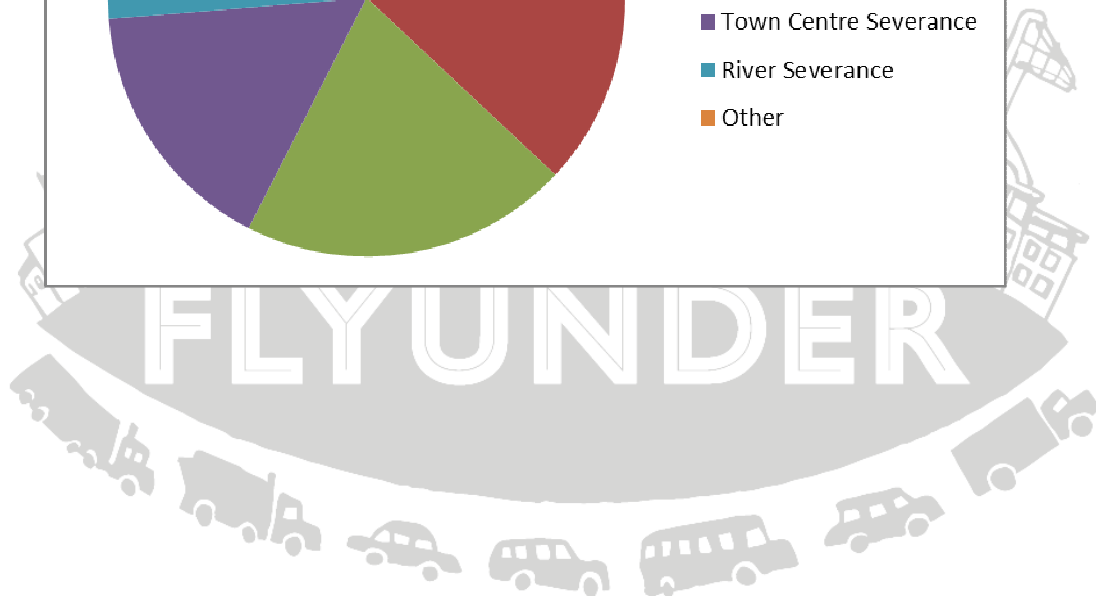
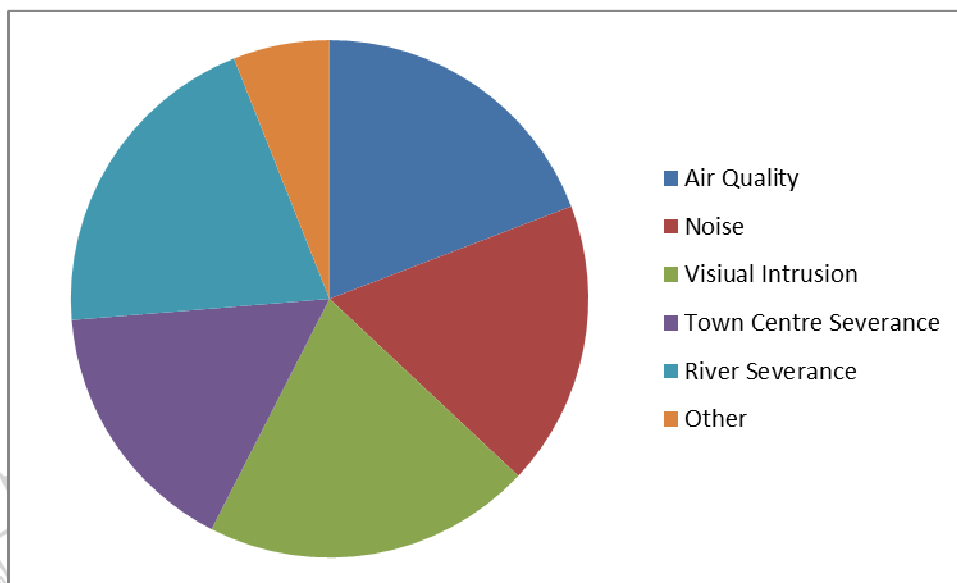
Q4) Do you think opportunities should be exploited to return Hammersmith Gyratory to two way working?

	summit	web	total	percent
Strongly agree	16	5	21	26%
Agree	16	0	16	20%
Indifferent	29	0	29	36%
Disagree	8	0	8	10%
Strongly Disagree	7	0	7	9%
	76	5	81	101%*



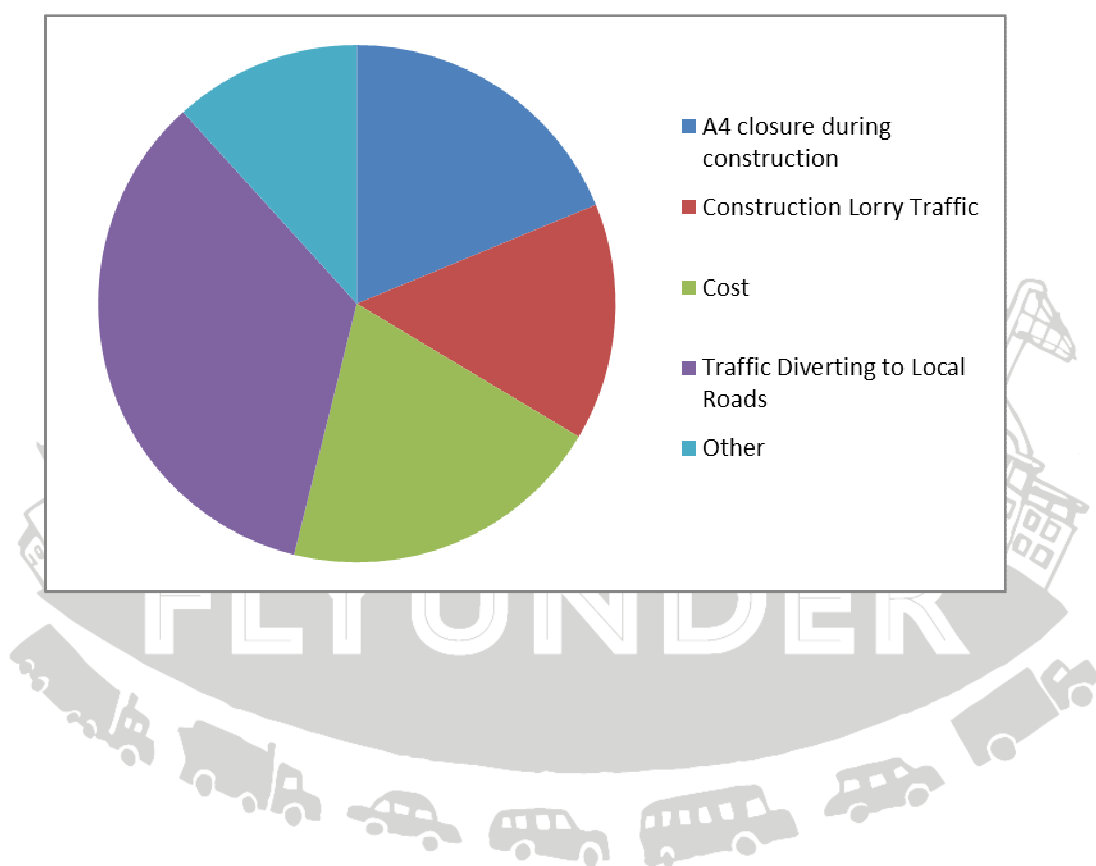
Q5) What are the current problems that you would like to see the flyunder overcome?

	summit	web	total	percent
Air quality	54	16	70	19%
Noise	52	13	65	18%
Visual intrusion	51	24	75	21%
Town Centre Severance	48	11	59	16%
River Severance	56	18	74	20%
Other	20	2	22	6%
	281	84	365	100%



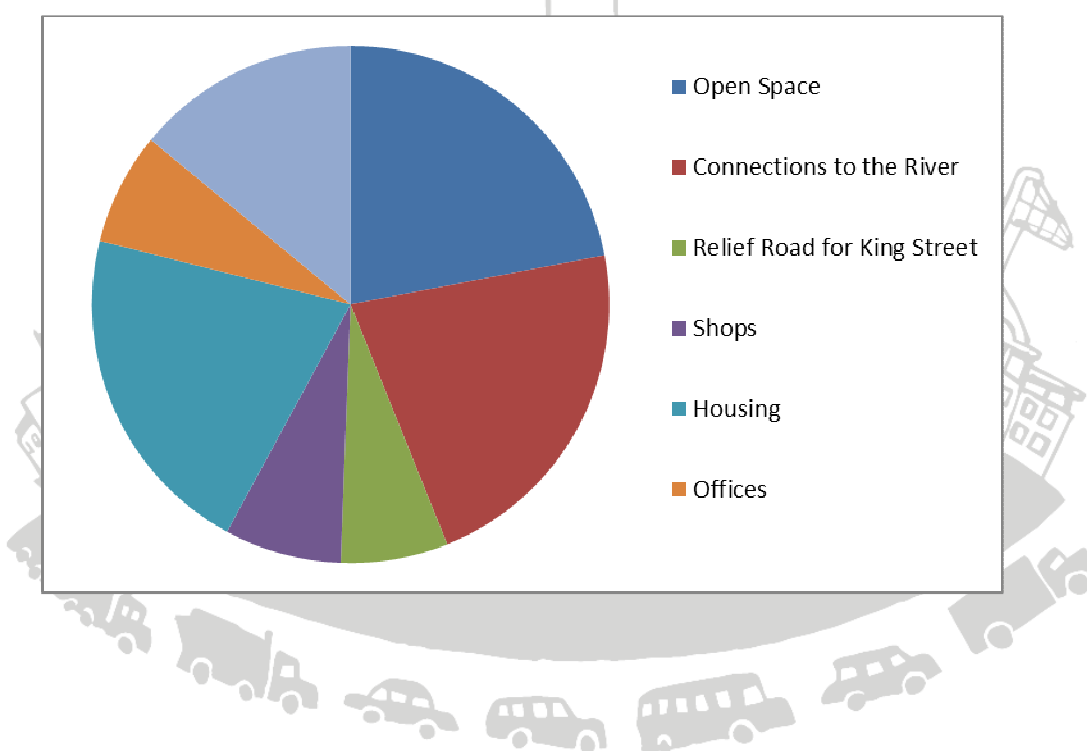
Q6) What are your main concerns for a flyunder?

	count	web	total	percentage
A4 closure during construction	19	5	24	19%
Construction lorry traffic	13	6	19	15%
Cost	20	6	26	20%
Traffic Diverting to local roads	41	3	44	34%
Other	15	0	15	12%
	108	20	128	100%



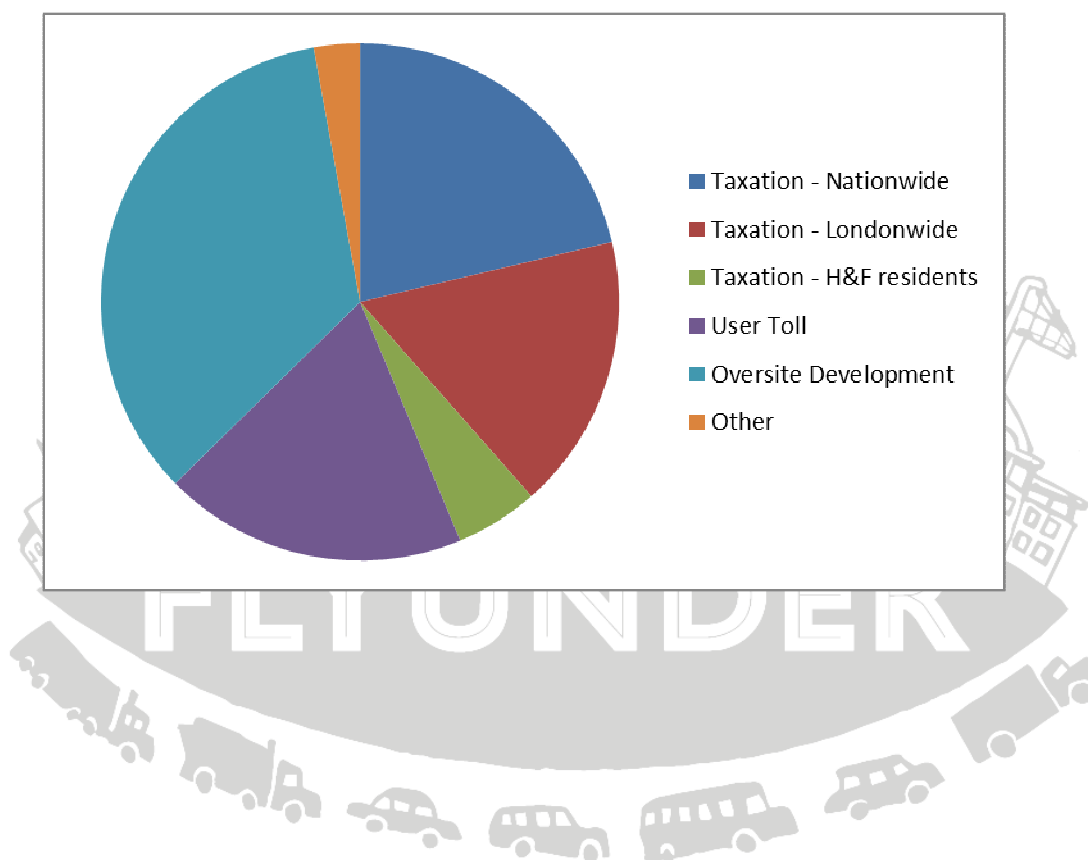
Q7) What should any land freed up by the removal of the flyover be used for?

	summit	web	total	percentage
Open space	52	20	72	22%
Connections to the river	62	10	72	22%
Relief Road for King Street	22	0	22	7%
Shops	22	2	24	7%
Housing	46	23	69	21%
Offices	20	3	23	7%
Leisure and Community uses	45	1	46	14%
	269	59	328	100%



Q8) How should the flyunder be paid for?

	summit	web	total	percentage
Taxation - nationwide	35	2	37	21%
Taxation - Londonwide	29	1	30	17%
Taxation – H&F residents	9	0	9	5%
User Toll	29	4	33	19%
Oversite Development	35	25	60	35%
Other	4	1	5	3%
	141	33	174	100%



 <p>h&f the low tax borough</p>	<p>London Borough of Hammersmith & Fulham</p> <p>TRANSPORT, ENVIRONMENT AND RESIDENTS SERVICES SELECT COMMITTEE</p> <p>12 February 2014</p>
<p>TRADITIONAL PUBLIC HOUSES IN THE BOROUGH</p>	
<p>Report of the Head of Governance and Scrutiny</p>	
<p>Open Report</p>	
<p>Classification: For Scrutiny Review & Comment</p> <p>Key Decision: No</p>	
<p>Wards Affected: ALL</p>	
<p>Accountable Executive Director: Executive Director for Transport and Technical Services</p>	
<p>Report Author: Owen Rees Committee Coordinator</p>	<p>Contact Details: Tel: 020 7532088E-mail: owen.rees@lbhf.gov.uk</p>

1. EXECUTIVE SUMMARY

- 1.1. This report, following a request from the Committee, sets out the position with regards to traditional pubs in the borough, and the Council policies that apply to them.
- 1.2. Officers have also sought input from those working in the pub trade and those who campaign on issues relating to it, to give members the fullest possible picture.

2. RECOMMENDATIONS

- 2.1. That the Committee review the report and decide whether any recommendations are necessary.

3. INTRODUCTION AND BACKGROUND

- 3.1. Following up on the resolution made by Full Council at its meeting on Wednesday 28th October 2009 (attached as appendix 1), which recognised that “such establishments have long been a valuable

community asset, providing a focus for many communities which satisfies their social needs and offers a means of support for many people the Committee” asked for an item reviewing the position of traditional pubs in the borough, with a view to identifying what, if anything, could be done to help protect traditional pubs.

Traditional pubs

- 3.2. A traditional pub could be defined in a number of ways. In planning terms, pubs come under the A4. Drinking Establishment use classification; however, this would also include premises that operate as bars and wine bars. For the purposes of this report, the Council’s Licensing Team have checked the database of licensed premises in the borough, and, having discounted those premises which operate as bars and clubs, identified 109 traditional pubs in the borough.
- 3.3. A list of those pubs is attached as appendix 2, and is broken down by ward and areas (between the north, south and the middle of the borough). It includes pubs based in town centres and in residential areas.
- 3.4. The assessment made by Licensing officers is subjective, and should not be considered be considered definitive or exhaustive.

4. PUBS AND THE PLANNING SYSTEM

- 4.1. In the Council's Development Management Local Plan, pubs have been included within the definition of community services on the basis that some pubs provide a community use, and policy D1 seeks to retain such uses unless there is no longer an identified need.
- 4.2. However, whilst this allows for some consideration of the future of pubs when a change of use is applied for, the Council must be able to provide evidence to counter any evidence supplied by developers and their clients which show falling sales and suggest that the pub is not viable. Appendix 3 shows a list of pubs closed as a result of applications for change of use since 2007. The Licensing team estimate that, in all, 15 traditional pubs have closed since 2009.
- 4.3. The Council’s Development Management Local Plan also includes policies which seek to manage the length of frontage in town and local centres that can change use to non-A1 uses. In theory, this could preclude the provision of additional drinking establishments (A4 uses) in those frontages where the maximum amount of non-A1 frontage has already been met; in prime retail frontages in town centres no more than 2 adjoining premises or a frontage in excess of 15 metres, whichever is the lesser width of frontage, will be allowed to be used by uses other than those within class A1. The Development Management Local Plan also includes a policy that seeks to control hours of operation of uses such as pubs. As stated above, however, A4 use encompasses bars and wine bars, and these provisions may have little effect on those wishing to operate traditional pubs.

- 4.4. Further, the council cannot control change of use where there are permitted development rights. The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. Pubs (Use Class A4) have a permitted change to a shop (Use Class A1), a financial or professional service (Use Class A2) or a restaurant or cafe (Use Class A3). In addition, since 2013, buildings under 150 metres within Class A1- A5, B1, D1 and D2 are permitted to change to a flexible use falling within Class A1 (shops), A2 (financial and professional services), A3 (restaurants) or B1 (business) for a temporary period of two years.

Permitted development rights for a public house (class A4) include change to classes A1 (shops), A2 (financial and professional services) and A3 (food and drink premises) without the need for planning consent. Appendix 3 does not include premises where such a change has occurred .

- 4.5. Boroughs including Barking and Dagenham and Lewisham are considering creating further guidance on public houses; this is not currently proposed in Hammersmith & Fulham.

4.6 It should be noted that the Mayor of London published Further Alterations to the London Plan (FALP) in January 2014, with consultation until April. A new policy has been included to prevent the loss of “valued local community assets justified by robust evidence”. The Mayor notes that community assets can include public houses, and boroughs are encouraged to bring forward policies to maintain, manage and enhance public houses where there is sufficient evidence of need, community asset value and viability in pub use.

Compiled by: Trevor Harvey, Principal Officer (Development Plans)

5. LICENSING AND TRADITIONAL PUBS

- 5.1. Under the Licensing Act 2003, the Council has responsibility for issuing licences for the sale of alcohol, along with other activities regulated under that Act.
- 5.2. The act sets out four licensing objectives which must be taken into account when a local authority carries out its functions. They are:
- the prevention of crime and disorder,
 - public safety,
 - prevention of public nuisance, and
 - the protection of children from harm
- 5.3. The act has the presumption that applications will be allowed, with those objecting to a Licensing application required to demonstrate that one of those objectives will be infringed if it is to be refused.
- 5.4. The Council established Cumulative Impact Policies in Shepherds Bush Town Centre in June 2011 and Fulham Town Centre in May 2009. Both

policies were introduced to deal with a high volume of anti-social behaviour, and, after both areas were thoroughly researched prior to their introduction, they were held to be saturated with licensable activity. The policies require that any applicant seeking an increase in licensable activity, including hours for the sale of alcohol or a new premises licence, must demonstrate that the objectives would not be infringed were the licence to be granted.

- 5.5. While these policies could affect the prospects of a new pub opening in the areas encompassed by the Cumulative Impact Policies, they do not affect the licences of existing pubs, nor do they have an effect outside their limited areas.

Compiled by: Patrick Crowley, Bi-Borough Licensing Manager

6. THE NATIONAL POSITION

- 6.1. According to research conducted by the British Beer and Pub Association, across Britain, there were 17,000 fewer pubs in 2011 than in 1982. Pubs continue to close in high numbers each year.

- 6.2. A number of factors have been cited by lobby groups as contributing to these closures, including:

- Levels of duty on beer, and in particular the Beer Duty Escalator introduced in 2008 and removed in 2012.
- The ban on smoking in public places initiated by the Health Act 2006.
- Supermarket pricing strategies, with off-sales cheaper for customers than on-sales.
- The policies of pub companies towards tenant landlords.
- Changing social habits, with a greater range of alternatives available to younger drinkers and an emphasis on weekend drinking.
- The state of the wider economy, particularly in the period after the financial crisis.

- 6.3 Officers have invited the Campaign for Real Ale and the British Beer and Pubs Association if they wish to contribute to the meeting. CAMRA's contribution is attached as Appendix 4; BBPA's is forthcoming. The general manager of the Sands End pub has agreed to attend on the night to give the perspective of a local operator.

LOCAL GOVERNMENT ACT 2000

LIST OF BACKGROUND PAPERS USED IN PREPARING THIS REPORT

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
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1.			
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LIST OF APPENDICES:

APPENDIX 1 – Council Resolution of 28th October 2009

APPENDIX 2 - List of Traditional Pubs in The Borough

APPENDIX 3 - List of Pubs who have surrendered A4 licences, excluding those who have exercised their permitted development rights.

APPENDIX 4 – Submission from the Campaign for Real Ale (CAMRA)

APPENDIX 5 – Submission from BBPA- to follow

Appendix 1- Special Motion agreed at the meeting of Full Council on 29th October 2009

25.8 Special Motion No. 8 - Traditional Public Houses

9.50pm - Councillor Wesley Harcourt moved, seconded by Councillor Colin Aherne, the special motion standing in their names:

“This Council notes the number of traditional public houses that are closing. Such establishments have long been a valuable community asset, providing a focus for many communities which satisfies their social needs and offers a means of support for many people. Council resolves, therefore, to develop a local planning guidance that aims to preserve our traditional public house which is a much-loved aspect of our heritage.”

Speeches on the motion were made by Councillors Harcourt and Aherne (for the Opposition) and Councillor Gore (for the Administration) before it was put to the vote:

FOR Unanimous
AGAINST 0
ABSTENTIONS 0

The motion was declared CARRIED.

Appendix 2- List of Traditional-style Pubs in the Borough compiled by the Licensing Team

ADDRESS	WARD
Pavilion Hotel, Wood Lane, London, W12 0HQ	College Park and Old Oak
British Queen, 434 Uxbridge Road, London, W12 0NS	Wormholt and White City
Queen Adelaide, 412 Uxbridge Road, London, W12 0NR	Wormholt and White City
The Bull, Unit 1033, Westfield London Shopping Centre, Ariel Way, London, W12 7GA	Shepherds Bush Green
Shepherd And Flock, 84 Goldhawk Road, London, W12 8HA	Shepherds Bush Green
Defectors Weld, 170 Uxbridge Road, London, W12 8AA	Shepherds Bush Green
White Horse, 31 Uxbridge Road, London, W12 8LH	Shepherds Bush Green
The Springbok, 51 South Africa Road, London, W12 7PA	Shepherds Bush Green
O'Neill's, 2 Goldhawk Road, London, W12 8QD	Shepherds Bush Green
The Green, 172 - 174 Uxbridge Road, London, W12 7JP	Shepherds Bush Green
Crown And Sceptre, 57 Melina Road, London, W12 9HY	Askew
Tommy Flynn's, 269 Uxbridge Road, London, W12 9DS	Askew
Princess Victoria, 217 Uxbridge Road, London, W12 9DH	Askew
The Greyhound, 49 Becklow Road, London, W12 9ER	Askew
The Eagle, 215 Askew Road, London, W12 9AZ	Askew
Coningham Arms, 191 Uxbridge Road, London, W12 9RA	Askew
O'Donaghue's, 174 Goldhawk Road, London, W12 8HJ	Askew
West 12, The Broadway, Shepherd's Bush Green, London, W12 8PP	Addison
Duke Of Edinburgh, 1 Richmond Way, London, W12 8LW	Addison
The Richmond, 55 Shepherd's Bush Road, London, W6 7LU	Addison
The Havelock, 57 Masbro' Road, London, W14 0LS	Addison
The Underbrook, 58 Milson Road, London, W14 0LB	Addison
Old Parr's Head, 120 Blythe Road, London, W14 0HD	Addison
Bird In Hand, 88 Masbro' Road, London, W14 0LR	Addison
Cumberland Arms, 29 North End Road, London, W14 8SZ	Avonmore and Brook Green
The Albion, 121 Hammersmith Road, London, W14 0QL	A and BG
Hand And Flower, 1 Hammersmith Road, London, W14 8XJ	A and BG
Queens Head, 13 Brook Green, London, W6 7BL	A and BG
The Jameson, 43 Blythe Road, London, W14 0HR	A and BG
Live And Let Live, 37 North End Road, London, W14 8SZ	A and BG
Latymers, 157 Hammersmith Road, London, W6 8BS	A and BG
Orchard Tavern, 136 Askew Road, London, W12 9BP	Ravenscourt Park
The Oak, 243 Goldhawk Road, London, W12 8EU	Ravenscourt Park
The Duchess Of Cambridge, 320 Goldhawk Road, London, W6 0XF	Ravenscourt Park
The Raven, 375 Goldhawk Road, London, W6 0SA	Ravenscourt Park
Anglesea Arms, 35 Wingate Road, London, W6 0UR	Ravenscourt Park
Old Ship, 25 Upper Mall, London, W6 9TD	Ravenscourt Park
The Black Lion, 2 South Black Lion Lane, London, W6 9TJ	Ravenscourt Park
The Carpenters Arms, 89 - 91 Black Lion Lane, London, W6 9BG	Ravenscourt Park
The Egerton, 73 Dalling Road, London, W6 0JD	Ravenscourt Park
Andover Arms, 57 Aldensley Road, London, W6 0DL	Ravenscourt Park
The Cross Keys, 57 Black Lion Lane, London, W6 9BG	Ravenscourt Park
The Ravenscourt Arms, 257 King Street, London, W6 9LU	Ravenscourt Park
Thatched House, 115 Dalling Road, London, W6 0ET	Ravenscourt Park
The Dove, 19 Upper Mall, London, W6 9TA	Ravenscourt Park
The Rutland, 15 Lower Mall, London, W6 9DJ	Hammersmith Broadway
Dartmouth Castle, 26 Glenthorne Road, London, W6 0LS	Hammersmith Broadway
Laurie Arms, 238 Shepherd's Bush Road, London, W6 7NL	Hammersmith Broadway
Blue Anchor, 13 Lower Mall, London, W6 9DJ	Hammersmith Broadway
The Salutation, 154 King Street, London, W6 0QU	Hammersmith Broadway
Distillers Arms, 64 Fulham Palace Road, London, W6 9PH	Hammersmith Broadway
The Old City Arms, 107 Hammersmith Bridge Road, London, W6 9DA	Hammersmith Broadway
The Swan, 46 Hammersmith Broadway, London, W6 0DZ	Hammersmith Broadway
The Chancellors, 25 Crisp Road, London, W6 9RL	Hammersmith Broadway
Plough And Harrow, 122 King Street, London, W6 0QU	Hammersmith Broadway
Finnegan's Wake, 48 Fulham Palace Road, London, W6 9PH	Hammersmith Broadway

The William Morris 2 - 4 King Street, London, W6 0QA	Hammersmith Broadway
The Trout, Unit 17-18, Broadway Shopping Centre, Hammersmith Broadway, London, W6 9YD	Hammersmith Broadway
Stonemasons Arms, 54 Cambridge Grove, London, W6 0LA	Hammersmith Broadway
The Hammersmith Ram, 81 King Street, London, W6 9HW	Hammersmith Broadway
Hop Poles, 17 - 19 King Street, London, W6 9HR	Hammersmith Broadway
Southern Bell, 175 - 177 Fulham Palace Road, London, W6 8QT	Fulham Reach
Crabtree Public House, Rainville Road, London, W6 9HJ	Fulham Reach
Queens Arms, 171 Greyhound Road, London, W6 8NL	Fulham Reach
Pear Tree, 14 Margravine Road, London, W6 8HJ	Fulham Reach
Old Suffolk Punch, 80 Fulham Palace Road, London, W6 9PL	Fulham Reach
The Frog Inn The Bedford, 204 Dawes Road, London, SW6 7RQ	Munster
The Wilton Arms, 203 - 205 Dawes Road, London, SW6 7QY	Munster
The Imperial, 8 Lillie Road, London, SW6 1TU	North End
The Clarence, 148 North End Road, London, W14 9PP	North End
Prince Of Wales, 14 Lillie Road, London, SW6 1TU	North End
The Curtains Up, 28A Comeragh Road, London, W14 9HR	North End
The Colton Arms, 187 Greyhound Road, London, W14 9SD	North End
Three Kings, 171 North End Road, London, W14 9NL	North End
The Old Oak, 180 North End Road, London, W14 9NX	North End
The Elm, 206 North End Road, London, W14 9NX	North End
Eight Bells, 89 Fulham High Street, London, SW6 3JS	Palace Riverside
The Temperance, 90 Fulham High Street, London, SW6 3LF	Palace Riverside
Larrik, 425 New King's Road, London, SW6 4RN	Palace Riverside
The Wellington, 56 Haldane Road, London, SW6 7EU	Fulham Broadway
The Anchor, 131 Lillie Road, London, SW6 7SX	Fulham Broadway
Cock Tavern, 360 North End Road, London, SW6 1LY	Fulham Broadway
Broadway Bar And Grill, 474 - 478 Fulham Road, London, SW6 1BY	Fulham Broadway
The Lillie Langtry, 19 Lillie Road, London, SW6 1UE	Fulham Broadway
Jolly Maltster, 17 Vanston Place, London, SW6 1AY	Fulham Broadway
The Barrow Boy, 308 - 310 North End Road, London, SW6 1NQ	Fulham Broadway
The Mitre, 81 Dawes Road, London, SW6 7DU	Fulham Broadway
Harwood Arms, Walham Grove, London, SW6 1QP	Fulham Broadway
The Goose And Granite, 248 North End Road, London, SW6 1NL	Fulham Broadway
The Atlas, 16 Seagrave Road, London, SW6 1RX	Fulham Broadway
Pavilion Hotel, Wood Lane, London, W12 0HQ	Parsons Green and Walham
White Horse, 1 - 3 Parsons Green, London, SW6 4UL	PG and W
Imperial Arms, 577 King's Road, London, SW6 2EH	PG and W
The Pelican, 22 Waterford Road, London, SW6 2DR	PG and W
The Rose, 1 Harwood Terrace, London, SW6 2AF	PG and W
The Jam Tree, 541 King's Road, London, SW6 2EB	PG and W
Greene Room, 477 Fulham Road, London, SW6 1HL	PG and W
Fulham Royal British Legion Club, 247 - 249 New King's Road, London, SW6 4XG	PG and W
The Southern Cross, 65 New King's Road, London, SW6 4SG	PG and W
Duke On The Green, 235 New King's Road, London, SW6 4XG	PG and W
Queen Elizabeth, 58 Bagley's Lane, London, SW6 2BH	PG and W
Hand And Flower, 617 King's Road, London, SW6 2ES	PG and W
The Waterside, Unit 2, Riverside Tower, The Boulevard, London, SW6 2SU	Sands End
The Sands End, 135 Stephendale Road, London, SW6 2PR	Sands End
Wandsworth Bridge Tavern, 360 Wandsworth Bridge Road, London, SW6 2TZ	Sands End
The Durell, 704 Fulham Road, London, SW6 5SB	Town
Golden Lion, 57 Fulham High Street, London, SW6 3JJ	Town
Bootsy Brogans, 1 Fulham Broadway, London, SW6 1AA	Town

Appendix 3- List of pubs closed since 2007 with their subsequent use and status. NB does not include premises where A4 use had changed under permitted development rights.

Public House	Type of change	Understood Status
575 King's Road	Change of use to A1 retail with residential above. , A1 subsequently changed to restaurant (Class A3)	Completed
The Cottage, 21 Colehill Lane	Change of use of the existing public house into 6 residential units.	Completed
Olive Tree, 2 Perrers Road	Change of use of public house into 5 self-contained residential units.	Completed
The Pump House, 99 Rylston Road	Demolition of the existing building and the redevelopment to provide 12 self-contained flats.	Completed
Seven Stars, 253 North End Road	Erection of additional floor and extensions in connection with the conversion to 24 student accommodation units on the upper floors; and two retail units on the ground floor with ancillary storage at basement level.	Under construction
The Oxford and the Cambridge, 70-72 Hammersmith Bridge Road	Redevelopment comprising 9 flats.	Under construction
The Wheatsheaf, 582 Fulham Road	Change of use of part of the ground floor to residential. Remaining part has been converted to Sainsburys.	Completed,
The Favourite, 27 St Ann's Road	Redevelopment for 84 student housing studios and a Class A1 shop unit at ground floor level on the St Ann's Road frontage. The pub had already been demolished.	Not started
171 Greyhound Road	Change of use from Pub/Restaurant (Class A4 and Class A3) to 8x self contained flats.	Not started
82 -84 Glenthorne Road	Change of use of No.84 to a single family dwellinghouse and erection of a two storey plus basement dwellinghouse at No.82 . Premises have not been used as a pub in the last 10 years.	Refused
The Morrison, 648 King's Road	Demolition of the vacant public house and the erection of a building for a mixed use scheme comprising retail floorspace (Class A1/A2), one 3 bedroom house and 7 self-contained flats.	Withdrawn and one appeal dismissed
Windmill Restaurant, 486 Fulham Road	Change of use of part of the first floor level from bar (Class A4) to 1 flat (Class C3); change of use of the ground floor level from bar (Class A4) to shop (Class A1).	Pending consideration
Duke of Edinburgh, 1 Richmond Way	Change of use from Class A4 to create 7 self contained flats. However included retention of ground floor A4 use.	Application going to PAC in Nov '13.
Hope and Anchor, Macbeth Street	Erection of an extension at first floor level and conversion of the upper floors to five self contained flats; Conversion of the ground floor to residential (Class C3) or as a cafe (Class A1).	Pre-application
The Goldhawk 122 - 124 Goldhawk Road	Change of use and other building works to provide 10 flats.	Application
314 - 316 Lillie Road	Change of use to 4 flats	Application
The Sun PH, 120 Askew Road	Demolition and erection of a part 1, part 4 storey building in connection with retail use at ground floor level (Class A1) and 9 self-contained residential units (Class C3) on upper floors	Approved



**Response to Committee Coordinator, Committee Services,
London Borough of Hammersmith and Fulham.
30th January 2014**

Q a. The national position in relation to pubs as CAMRA sees it
Response from CAMRA West London branch:

We believe that nationally 26 pubs are still closing every week. Amongst the main causes are:

(a) debt-ridden pub property companies (Pubco's) anxious to sell off pubs; often these are deliberately run down beforehand to make them less commercially attractive to those wishing to take them on as pubs. (CAMRA has its own pub viability test).

(b) conversions to supermarket convenience stores; around 100 have been lost in the last year alone.

(c) national planning loopholes that allow pubs to be converted to other uses or demolished without planning permission. The demolition of pubs is classed as "permitted development" meaning planning permission is not required. Between 2003 and 2012, 414 former pubs were demolished in London alone. Too many pubs are also being converted to betting shops which do not provide the same community amenity as pubs.

(d) the disinclination of councils to use Article 4 Directions to remove permitted development rights, which currently allows the conversion of pubs to other A class uses (but not vice versa), without planning approval. While in some cases restaurants or cafés may provide a similar community space to a pub, conversion to a restaurant (open only to diners) is a significant change from a pub where any adult can enjoy a drink without ordering food. In discussions with Government CAMRA has been advised to encourage local planning authorities to use Article Directions to protect pubs. Our understanding is that Regulations introduced in 2010 enable Council's to give 12 months' notice of Article 4 Directions taking effect, following which there would be no liability to pay compensation.

(e) the planning application "Trojan Horse": Pub use and future potential is always weakened by mixed use developments – consented or otherwise! Proposals to build accommodation above pubs rarely "works" in the long-term. The freehold is devalued.

CAMRA regards this as the thin end of the wedge towards extinguishing pub use on the premises.

(f) other developer tricks to bamboozle local councils including:
Demolishing the pub!

Using addresses in planning applications and avoiding the word "pub".

Land banking – e.g. the Hope & Anchor (W6, very close to Town Hall).

Simply closing the pub and waiting.

Agreeing to A4 use as a planning condition then using Permitted Development after the event, backed up with noise complaints etc.

There is also a particular problem with Pubco restrictive covenants: according to the most recent figures, almost 600 pubs owned by large chains were permanently lost in just five years through being sold with restrictive covenants); the Local Government Association is arguing that not only do these covenants restrict competition but also undermine the Government's "Right to Buy" Policy. Page 40

In London pubs continue to be closed and converted to residential and other uses at an alarming rate all across London, with Enterprise and Punch the main culprits. Anyone interested in looking at the numbers' detail is advised to investigate the website www.closedpubs.co.uk which can be searched by postcode. The combined list for SW6, W6, and W12 makes dismal reading!

Q b. What does CAMRA feel can be done nationally and locally to address the closure of traditional public houses.

Response from CAMRA West London branch:

1. CAMRA nationally is aiming for a goal of getting 300 pubs successfully listed as Assets of Community Value (ACV). As at end of January 2014 there are now 280 pubs listed. Pubs are the most listed community building. We believe that ACV listing can be a powerful tool and has been used as a material consideration in several planning cases. For instance, in October 2013 the Chesham Arms (Hackney Council area) was the subject of a landmark legal success. The developer tried to overturn the ACV listing by Hackney Council, and took the Council to First Tier Tribunal. The Judge ruled that the ACV listing stands which sets a powerful non-binding precedent.

2. As Secretariat to the cross-party parliamentary Save the Pub Group, CAMRA has sent a letter and survey to every Council Leader in England. The survey asks questions to gain an overview of Local Plans, pub protection by Councils, views regarding the use of Article 4 Directions and Assets of Community Value. This information will be used to contact those Councils lacking adequate pub protection and highlight examples of best practice.

3. In 2014 CAMRA nationally will be stepping up its campaign to persuade councils to nominate assets; working with local MPs to nominate pubs valued by their local communities; working with the relevant Government departments to iron out ongoing issues with Councils and encourage wider take-up of the community rights; working with other community-led organisations to promote the community rights available; encouraging Councils to grant business rate relief to pubs and other assets that have been listed as ACVs.

4. CAMRA is also building support from English Councils for its campaign to close the national planning loopholes that allow pubs to be converted to other uses or demolished without planning permission. One way CAMRA is taking this forward is by encouraging Councils and parish councils to submit proposals under the Sustainable Communities Act. The Sustainable Communities Act is a law that allows people to demand action from Government to help their community. This campaign seeks to use the Act to make Government make the change to planning law that CAMRA believes is needed. The Act is the perfect tool to do this because Government cannot just say "no" to ideas that are put forward; they must negotiate and reach agreement with an independent panel.

So far, CAMRA knows of 25 Councils, which have resolved to write to the Government putting forward proposals under the Sustainable Communities Act to make these reforms, with many more due to debate a motion in the coming months. (See next response).

Q c. What other local authorities are doing on pub protection, over and above the measures that Mr Harvey identifies below, and whether those efforts have so far met with any success.

Response from CAMRA West London branch:

There are very many local authority areas in England and their support for pub protection varies! But concentrating on councils in London:

1. Mayor Boris Johnson has very recently said that London councils should be actively introducing policies to protect pubs and he wants them to do more to safeguard locals from property developers. In the latest planning guidelines for the capital Mr. Johnson recognises "the important role London's public houses can play in the social fabric of communities". And he says "where there is sufficient evidence of need, community asset value and viability in pub use, boroughs are encouraged to bring forward policies to manage and enhance public houses."

2. An adjacent Council area, Ealing, on 15 October 2013 passed the following motion:

Ealing Council notes the possibility of submitting the following proposal to the government under the Sustainable Communities Act:

That the Secretary of State help protect community pubs in England by ensuring that planning permission and community consultation are required before community pubs are allowed to be converted to betting shops, supermarkets and pay-day loan stores or other uses, or are allowed to be demolished.

The Council notes that if this power was acquired it would allow the council to determine if pubs should be demolished or converted into other uses and could save many valued community pubs.

The Council resolves to submit the proposal to the government under the Sustainable Communities Act and to work together with Local Works and the Campaign for Real Ale to gain support for the proposal from other councils in the region and across the country.

3. Another adjacent Council area, Kensington & Chelsea, has lost well over a third of its pubs since 1980. It faces a particular problem with “desertification” of its richer areas through overseas property buying; and relating to pubs, the ability of Chinese billionaires or Russian oligarchs to pay anything for the footprint of land on which a pub stands, to convert it to a luxury (and generally unused!) private residence.

K & C has recently been at the forefront in London of pub protection. In March 2012 it circulated a consultation Issues & Options paper for public houses, and in June 2012 issued a Public Houses Sustainability Appraisal and a Public House Draft Planning Policy. The Government's Planning Inspector approved this planning policy giving the Borough the power to stop pubs being converted to residential use where they make an important contribution to the community. CAMRA was involved in this work and submits that the example of K & C is well worth following. It is already bearing fruit in, for instance, the very high-profile recent success in stopping the Cross Keys (Chelsea, SW3) being sold for development and its reopening as a pub later in 2014.

4. Within London, CAMRA believes that Lewisham, Islington, Merton, Westminster, K&C, Southwark all have draft or adopted pub protection policies and Tower Hamlets is working on one.

5. CAMRA’s vision for pub protection in London is:

A tougher National Planning Policy Framework.

A tougher London Plan.

Pub Protection Policies in all London Boroughs.

A default state of positive RESISTANCE.


CAMRA Pub Viability Test in every planning officer’s back pocket!

London-wide Article 4 Directions on Community Facilities.

A presumption of REFUSAL for Change of Use.

A clear message to developers – Hands Off Our Pubs!

Agenda Item 6

	London Borough of Hammersmith & Fulham TRANSPORT, ENVIRONMENT & RESIDENTS SERVICES SELECT COMMITTEE 12 FEBRUARY 2014
Performance Indicators – 2013/14 Mid Year Update	
Report of the Head of Governance & Scrutiny	
Report Status; Open	
For Scrutiny Review & Comment Key Decision: No	
Wards Affected: All	
Accountable Executive Director: Jane West, Executive Director of Finance and Corporate Services	
Report Author: Owen Rees, Committee Coordinator	Contact Details: Tel: 0208 753 2088 E-mail: owen.rees@lbhf.gov.uk

1. Executive Summary

- 1.1 The report sets out the 2013/14 data in respect of those key performance indicators for the Transport and Technical Services and Environment, Leisure and Residents Services Departments identified by this Committee for review and monitoring.

2. Recommendation

- 2.1 The performance be noted and comments directed to Service Heads; and
- 2.2 More detailed reports be requested in respect of any of the relevant areas of service if desired; and

3. Report

- 3.1 The purpose of this report is to set out the 2013/14 mid-year position in respect of those performance indicators which relate to key areas of service provided by both the Environment, Leisure and Residents Services and Transport and Technical Services Departments and

which have been previously identified by this Committee for review and monitoring.

- 3.2 At its meeting in July 2010 the Committee agreed a set of key performance indicators, drawn from data already collected for established local and national indicators, which could be monitored on a regular basis. This small set of core indicators is designed to enable the timely identification by Members of under performance or high achievement in priority areas of service and allow more detailed reports to be commissioned on specific topics where it is considered desirable to do so. The outturn data for 2012/13 is now presented at Appendix A.
- 3.3 Members are asked to comment on the data. If the Committee is minded to require additional performance information it is recommended that this be drawn from existing local and/or national indicators in order not to add to the burden of collection and collation.

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
	None		

YTD Colour Coding:

Green = Target Met

Amber = Within Tolerance

Red = Outside Tolerance

Trend is against last year's outturn unless PI accumulates (marked *) then comparison is with this time last year

Transport, Environment and Residents Services Select Committee Performance Report Mid Year 2013/14

Cleaner Streets

No & Description	2012/13 Outturn	Frequency / Latest Data	2013/14 Mid Year Outturn	Target	Trend	Comments
NI195a Relevant land and highways assessed as having unacceptable levels of litter (%)	4.55%	April 2013 to Sep 2013	2.14%	4%	Improving	Quarter two target exceeded.
NI195b Relevant land and highways assessed as having unacceptable levels of detritus (%)	2.36%	April 2013 to Sep 2013	3.31%	2%	Not Improving	Quarter two performance is just outside the target, but is still excellent performance.
NI195c Relevant land and highways assessed as having unacceptable levels of graffiti (%)	8.28%	April 2013 to Sep 2013	6.41%	6%	Improving	The graffiti figure has improved compared to last year by just under 2%. This has been achieved by the Graffiti Action Team working efficiently to remove graffiti quickly. Street Scene Enforcement (SSE) officers have also been working with private property owners to clean up areas of land or vulnerable properties blighted by graffiti.

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Trend is against last year's outturn
 unless PI accumulates (marked *)
 then comparison is with this time last year

No & Description	2012/13 Outturn	Frequency / Latest Data	2013/14 Mid Year Outturn	Target	Trend	Comments
NI195d Relevant land and highways assessed as having unacceptable levels of fly-posting (%)	6.63%	April 2013 to Sep 2013	1.64%	4%	Improving	The level of fly posting at mid-year has improved compared to last year by 5 percentage points. This was achieved by the Graffiti Action Team working efficiently to remove fly posting quickly. SSE officers have also been working with private property owners, especially vacant shop fronts, to remove fly posting and keep it clear. SSE has also taken action against organised fly posting issuing more than 12 FPNs to companies for offences. There also appears to have been a seasonal drop in fly posting in the late summer months.
Number of Fly-Tipping investigations	1674	April 2013 to Sep 2013	906	No Target	Improving*	The number of fly-tips investigated is decreasing, as is the number of incidents. The number of incidents reported from April to September is 1799. Resulting in a 50% investigation rate.
Percentage of fly-posting complaints cleared in 5 working days	96.86%	April 2013 to Sep 2013	97%	95%	Improving	The level of fly posting has remained similar to Q1 but the graffiti Action Team has again removed these quicker than in Q1. This was possible owing to the slight drop in graffiti incidents in Q2, enabling the team to redeploy resources in this area.
Percentage of graffiti complaints cleared in 5 working days	92%	April 2013 to Sep 2013	98%	95%	Improving	There has been a slight drop in the amount of graffiti reported, which has enabled the Graffiti Action Team to engage and remove incidents quicker than in Q1. This has led to an improvement in the level of graffiti visible in the Borough.

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Waste Management

No & Description	2012/13 Outturn	Frequency / Latest Data	2013/14 Mid Year Outturn	Target	Trend	Comments
NI192 Percentage of household waste sent for reuse, recycling or composting.	25.00%	April 2013 to Sep 2013	21.46%	23.40%	Not Improving	Forecast on target accounting for seasonal variation, however, down on previous year's outturn due to contamination and tonnage collected
Contamination rate.	20.75%	April 2013 to Sep 2013	18.40%	19.20%	Improving	The rate for August was particularly high but the nature of the sampling methodology means a rate of that magnitude was inevitable at some point. Although the rates for July and September were far lower, a potential volatility in results is anticipated, despite the work currently being undertaken to reduce contamination.

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Parks Services

No & Description	2012/13 Outturn	Frequency / Latest Data	2013/14 Mid Year Outturn	Target	Trend	Comments
Resident satisfaction with parks & open spaces. From 'Resident' surveys	80%	Annual	n/a	79%	-	Results of this year's survey are yet to be released.

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Highway Maintenance

No & Description	2012/13 Outturn	Frequency / Latest Data	2013/14 Mid Year Outturn	Target	Trend	Comments
NI 168 Principal classified roads where maintenance should be considered.	11%	Annual	n/a	10%	-	Results of this year's survey are yet to be released.
NI 169 Non-principal classified roads where maintenance should be considered.	11%	Annual	n/a	10%	-	

Planning

No & Description	2012/13 Outturn	Frequency / Latest Data	2013/14 Mid Year Outturn	Target	Trend	Comments
NI 157a - Processing of planning applications. Major within 13 weeks.	n/a	April 2013 to Sep 2013	n/a	60%	-	No longer reported.
NI 157b - Processing of planning applications. Minor within 8 weeks.	85.00%	April 2013 to Sep 2013	90.00%	65%	Improving	
NI 157c - Processing of planning applications. Other within 8 weeks.	94.00%	April 2013 to Sep 2013	95.50%	80%	Improving	
Percentage of enforcement cases resolved within 2 months.	86.00%	April 2013 to Sep 2013	85.00%	55%	Not Improving	
Percentage of enforcement cases resolved within 6 months.	97.00%	April 2013 to Sep 2013	97.00%	90%	Static	

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Trend is against last year's outturn unless PI accumulates (marked *) then comparison is with this time last year

Noise Nuisance

No & Description	2012/13 Outturn	Frequency / Latest Data	2013/14 Mid Year Outturn	Target	Trend	Comments
Percentage responses to resolve noise nuisance within 2 hours during office hours.	95.40%	April 2013 to Sep 2013	97.00%	93%	Improving	
Percentage responses to resolve noise nuisance within 60 minutes outside office hours.	95.40%	April 2013 to Sep 2013	96.00%	95%	Improving	

Safer Neighbourhoods

No & Description	2012/13 Outturn	Frequency / Latest Data	2013/14 Mid Year Outturn	Target	Trend	Comment
Violence against the person crime rate per 1,000 population (LIS 15)	23.38	April 2013 to Sep 2013	10.7	No target	Improving *	Replaces measure LIS1 (NI 15) Serious violent crime rate per 1,000 population which is no longer centrally collected.
Robbery, dwelling burglary, and theft of/from a motor vehicle crime rate per 1,000 population (LIS 16)	24.96	April 2013 to Sep 2013	10.87	No target	Improving *	Replaces previous measure (LIS 16) Serious acquisitive crime rate per 1,000 population which is no longer centrally collected.

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Trend is against last year's outturn unless PI accumulates (marked *) then comparison is with this time last year

No & Description	2012/13 Outturn	Frequency / Latest Data	2013/14 Mid Year Outturn	Target	Trend	Comment
Total notifiable crime rate per 1,000 population (LIS 3)	119.16	April 2013 to Sep 2013	52.24	No target	Improving *	The number of Total Notifiable Offences for the period April to September 2013 is the lowest number on record (9479 offences in period compared to 15,053 between April – September 2003; 11,264 between April – September 2008; and 11,471 between April – September 2012).
No of Controlled Drinking Area interventions by Parks Police	304	April 2013 to Sep 2013	214	No target	Not Improving *	Slight increase in numbers for the same period last year
No of Controlled Drinking Area engagements by Neighbourhood Wardens	93	April 2013 to Sep 2013	98	No target	Improving *	Measure reflects engagement by neighbourhood wardens, 2012/13 outturn has been amended to 93 and performance has already exceeded last years outturn
No of street scene fixed penalty enforcement notice actions by Streetscene Enforcement	1368	April 2013 to Sep 2013	667	No target	Static *	
% of complainants satisfied with outcome of their ASB complaint	82%	April 2013 to Sep 2013	63%	68%	Not Improving	Q1&Q2 show that 20 out of 32 respondents were satisfied. All cases have been reviewed where complainants were not satisfied. Negative responses are given even when we have evicted perpetrators. One of the complaints was judged to be vexatious after investigation.
CCTV operator initiated incidents resulting in arrests	214	April 2013 to Sep 2013	70	150	No trend available	Newly introduced dataset and no previous mid year performance not available. Expected to exceed year end targets.

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Trend is against last year's outturn unless PI accumulates (marked *) then comparison is with this time last year

Contact Centre

No & Description	2012/13 Outturn	Frequency / Latest Data	2013/14 Mid Year Outturn	Target	Trend	Comments
Cleaner Greener contacts by email as percentage of contacts by phone, email & eform.	22%	April 2013 to Sep 2013	19%	N/A	Not Improving	
Cleaner Greener contacts by eform as percentage of contacts by phone, email & eform.	12%	April 2013 to Sep 2013	12%	N/A	Static	

 <p>the low tax borough</p>	<p align="center">London Borough of Hammersmith & Fulham</p> <p align="center">TRANSPORT, ENVIRONMENT & RESIDENTS SERVICES SELECT COMMITTEE</p> <p align="center">12 FEBRUARY 2014</p>	
<p>WORK PROGRAMME AND FORWARD PLAN</p>		
<p>Report of the Head of Governance & Scrutiny</p>		
<p>Report Status; Open</p>		
<p>For Scrutiny Review & Comment Key Decision: No</p>		
<p>Wards Affected: All</p>		
<p>Accountable Executive Director: Jane West, Executive Director of Finance and Corporate Services</p>		
<p>Report Author: Owen Rees, Committee Coordinator</p>	<p>Contact Details: Tel: 0208 753 2088 E-mail: owen.rees@lbhf.gov.uk</p>	

1. Executive Summary

- 1.1 The Committee is asked to review its work programme for the 2013-14 municipal year. Details of forthcoming Key Decisions which are due to be taken by the Cabinet are provided in order to enable the Committee to identify those items where it may wish to request reports.

2. Recommendation

- 2.1 That the Committee reviews and agrees its work programme, subject to update at subsequent meetings.

3. Report

- 3.1 The Committee's work programme for the current municipal year is set out at Appendix 1. The list of items has been drawn up in consultation with the Chairman, having regard to previous decisions of this Committee, relevant items within the Key Decisions List (previously entitled the Forward Plan) and actions and suggestions arising from previous meetings.

3.2 The Committee is requested to consider the items within the work programme and suggest any amendments or additional topics to be included in the future, whether for a brief report to Committee or as the subject of a time limited Task Group review or single issue ‘spotlight’ meeting. Members might also like to consider whether it would be appropriate to invite residents, service users, partners or other relevant stakeholders to give evidence to the Committee in respect of any of the proposed reports.

4. Future Key Decisions

4.1 Attached at Appendix 2 to this report is the Key Decision List showing the decisions to be taken by the Executive at the Cabinet, including Key Decisions within the relevant Cabinet Members portfolio areas which will be open to scrutiny by this Committee should Members wish to include them within the work programme. Items within the Committee’s remit are italicised.

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
	None		

Transport, Environment & Residents Services Select Committee –Work Programme 2013/14

June 2013	Offender Management	Response to Scrutiny Recommendations and presentation on support for prison leavers (deferred from April 2012)
	Service Reviews- Environmental Health	
	Civil Enforcement Officer Safety Update	
September 2013	Performance Indicators 2011/12 Outturn	
	Planned Maintenance (Roads)	
	Markets Service Review	
	Works in the Public Highway	
November 2013	SERCO Waste Management Review	
	Western Riverside Waste Authority Review	
	Service Reviews- Street Scene	
	Blue Badge Enforcement	
January 2014	Budget & Council Tax	Review of 14-15 Budget Proposals
	Departmental Business Plans	
	Moving Traffic Violations and Congestion	
February 2014	Hammersmith Flyunder	
	Performance Indicators – Mid Year	
	Pubs*	Review of pubs in the borough
March 2014	Annual Review of use of Surveillance Powers (RIPA)	Annual monitoring report

	Old Oak/Crossrail	Report on proposals and their effect on the borough
	Offender Management	Update on previous issues
	Parks Capital Review	

***Items are allocated tentative dates.**

Unallocated Items

Items on agreed work programme not allocated to a specific meeting date

Item	Detail
Thames Water Tideway Tunnel	To be submitted once the proposed sites are made known
Town Centre Management	
Contact Centre – Review of the Customer Experience	
Heathrow Operational Freedoms	To be revisited in the event of any consultation on permanent change

Possible Task Groups

Item	Detail	Comment

NOTICE OF CONSIDERATION OF A KEY DECISION

In accordance with paragraph 9 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the Cabinet hereby gives notice of Key Decisions which it intends to consider at its next meeting and at future meetings. The list may change between the date of publication of this list and the date of future Cabinet meetings.

NOTICE OF THE INTENTION TO CONDUCT BUSINESS IN PRIVATE

The Cabinet also hereby gives notice in accordance with paragraph 5 of the above Regulations that it intends to meet in private after its public meeting to consider Key Decisions which may contain confidential or exempt information. The private meeting of the Cabinet is open only to Members of the Cabinet, other Councillors and Council officers.

Reports relating to key decisions which the Cabinet will take at its private meeting are indicated in the list of Key Decisions below, with the reasons for the decision being made in private. Any person is able to make representations to the Cabinet if he/she believes the decision should instead be made in the public Cabinet meeting. If you want to make such representations, please e-mail Katia Richardson on katia.richardson@lbhf.gov.uk. You will then be sent a response in reply to your representations. Both your representations and the Executive's response will be published on the Council's website at least 5 working days before the Cabinet meeting.

KEY DECISIONS PROPOSED TO BE MADE BY CABINET ON 3 MARCH 2014 AND AT FUTURE CABINET MEETINGS UNTIL JUNE 2014

The following is a list of Key Decisions which the Authority proposes to take at the above Cabinet meeting and future meetings. The list may change over the next few weeks. A further notice will be published no less than 5 working days before the date of the Cabinet meeting showing the final list of Key Decisions to be considered at that meeting.

KEY DECISIONS are those which are likely to result in one or more of the following:

- Any expenditure or savings which are significant (ie. in excess of £100,000) in relation to the Council's budget for the service function to which the decision relates;
- Anything affecting communities living or working in an area comprising two or more wards in the borough;
- Anything significantly affecting communities within one ward (where practicable);
- Anything affecting the budget and policy framework set by the Council.

The Key Decisions List will be updated and published on the Council's website on a monthly basis.

NB: Key Decisions will generally be taken by the Executive at the Cabinet.

*If you have any queries on this Key Decisions List, please contact
Katia Richardson on 020 8753 2368 or by e-mail to katia.richardson@lbhf.gov.uk*

Access to Cabinet reports and other relevant documents

Reports and documents relevant to matters to be considered at the Cabinet's public meeting will be available on the Council's website (www.lbhf.org.uk) a minimum of 5 working days before the meeting. Further information, and other relevant documents as they become available, can be obtained from the contact officer shown in column 4 of the list below.

Decisions

All decisions taken by Cabinet may be implemented 5 working days after the relevant Cabinet meeting, unless called in by Councillors.

Making your Views Heard

You can comment on any of the items in this list by contacting the officer shown in column 4. You can also submit a deputation to the Cabinet. Full details of how to do this (and the date by which a deputation must be submitted) will be shown in the Cabinet agenda.

LONDON BOROUGH OF HAMMERSMITH & FULHAM: CABINET 2013/14

Leader (+ Regeneration, Asset Management and IT):	Councillor Nicholas Botterill
Deputy Leader (+ Residents Services):	Councillor Greg Smith
Cabinet Member for Children's Services:	Councillor Helen Binmore
Cabinet member for Communications:	Councillor Mark Loveday
Cabinet Member for Community Care:	Councillor Marcus Ginn
Cabinet Member for Housing:	Councillor Andrew Johnson
Cabinet Member for Transport and Technical Services:	Councillor Victoria Brocklebank-Fowler
Cabinet Member for Education:	Councillor Georgie Cooney

Key Decisions List No. 17 (published 31 January 2014)

KEY DECISIONS LIST - CABINET ON 3 MARCH 2014

The list also includes decisions proposed to be made by future Cabinet meetings

Where column 3 shows a report as EXEMPT, the report for this proposed decision will be considered at the private Cabinet meeting. Anybody may make representations to the Cabinet to the effect that the report should be considered at the open Cabinet meeting (see above).

* All these decisions may be called in by Councillors; If a decision is called in, it will not be capable of implementation until a final decision is made.

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet <i>(other relevant documents may be submitted)</i>
March 2014				
Cabinet	3 Mar 2014	Economic Development priorities This report seeks Members' approval for future economic development priorities which respond to the borough's longer term economic growth and regeneration vision and makes recommendations on use of Section 106 funds to achieve key outcomes.	Leader of the Council (+Regeneration, Asset Management and IT)	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000		Ward(s): All Wards	
		Contact officer: Kim Dero Tel: 020 8753 6320 kim.dero@lbhf.gov.uk		
Cabinet	3 Mar 2014	Schools Organisation Strategy To approve the updated Schools Organisation Strategy.	Cabinet Member for Education	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Affects 2 or more wards		Ward(s): All Wards	
		Contact officer: Ian Heggs Tel: 020 7745 6458 ian.heggs@lbhf.gov.uk		
Cabinet	3 Mar 2014	High Level Capital Budget Monitoring Report, 2013/14 Quarter 3 Quarterly capital monitor.	Leader of the Council (+Regeneration, Asset Management and IT)	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background
	Reason: Expenditure more than £100,000		Ward(s): All Wards	
		PART OPEN PART PRIVATE Part of this report is exempt from disclosure on the grounds that it	Contact officer: Jane West Tel: 0208 753 1900	

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (<i>other relevant documents may be submitted</i>)
		contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.	jane.west@lbhf.gov.uk	papers to be considered.
Cabinet	3 Mar 2014 Reason: Expenditure more than £100,000	Tri-borough ICT strategy programme management Approval for funding of the continuation of the tri-borough ICT strategy programme management	Leader of the Council (+Regeneration, Asset Management and IT) Ward(s): All Wards Contact officer: Jackie Hudson Tel: 020 8753 2946 Jackie.Hudson@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	3 Mar 2014 Reason: Expenditure more than £100,000	Procurement of non half hourly quarterly electricity supplies (NHHQ) Procurement Via Framework PART OPEN PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.	Cabinet Member for Transport and Technical Services Ward(s): All Wards Contact officer: Vassia Paloumbi Tel: 020 8753 3912 Vassia.Paloumbi@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet <i>(other relevant documents may be submitted)</i>
Cabinet	3 Mar 2014	Procurement of a Contractor for the Springvale New Build Scheme	Cabinet Member for Housing	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000	Procurement of a building contractor through a competitive tendering exercise to deliver the new build housing scheme on the Springvale estate.	Ward(s): Avonmore and Brook Green Contact officer: Matin Miah Tel: 0208753 3480 matin.miah@lbhf.gov.uk	
Cabinet	3 Mar 2014	Corporate Planned Maintenance 2014/2015 Programme	Leader of the Council (+Regeneration, Asset Management and IT)	
	Reason: Expenditure more than £100,000	To provide proposals and gain approval for the 2014/2015 Corporate Planned Maintenance Programme.	Ward(s): All Wards Contact officer: Mike Cosgrave Tel: 020 8753 4849 mike.cosgrave@lbhf.gov.uk	
Cabinet	3 Mar 2014	Enhanced Revenue Collection Contract	Leader of the Council (+Regeneration, Asset Management and IT)	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000	<p>This report seeks agreement from Cabinet to take the necessary steps to expand the scope of the Enhanced Revenue Collection Contract with Agilisys to include Council Tax, national non domestic rate and Council rents debts.</p> <p>PART OPEN</p> <p>PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption</p>	Ward(s): All Wards Contact officer: Jane West Tel: 0208 753 1900 jane.west@lbhf.gov.uk	

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (<i>other relevant documents may be submitted</i>)
		outweighs the public interest in disclosing the information.		
Cabinet	3 Mar 2014 Reason: Affects 2 or more wards	Furthering the Borough of Opportunity: A Shared Vision for Hammersmith and Fulham 2014-22 A new draft Community Strategy for H&F has been the subject of recent public consultation. A revised draft now needs to be agreed for publication by the Council and its key partners.	Leader of the Council (+Regeneration, Asset Management and IT) Ward(s): All Wards Contact officer: Simon Jones Tel: 020 8753 2086 simon.jones@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	3 Mar 2014 Reason: Affects 2 or more wards	Right to Buy Part and Tenants Reward and Purchase Scheme To promote home ownership buy introducing an opportunity for an existing tenant to buy a part-share of their home as well as a reward for an exemplary tenancy record in the form of a payment to assist with the purchase of a home in the private sector.	Cabinet Member for Housing Ward(s): All Wards Contact officer: Mike England Tel: 020 8753 5344 mike.england@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	3 Mar 2014 Reason: Affects 2 or more wards	Appointment of Service Provider to deliver the Impact Project In March 2013 the Council, in conjunction with Shepherds Bush Housing Group and ADVANCE made an application to the LCPF for funds to deliver the Impact Project. The project's key outcomes are to reduce re-offending, increase conviction rates, reduce the total number of cases being lost or failing at court and increase the number of cases taken forward even where the victim is afraid to give evidence. This report asks for agreement of the appointment of SBHG and ADVANCE to deliver the Impact Project in Hammersmith & Fulham from 2013/14 to 2016/17 at a year one cost of £188k (£752k over 4	Deputy Leader (+ Residents Services) Ward(s): All Wards Contact officer: Lyn Carpenter lyn.carpenter@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (<i>other relevant documents may be submitted</i>)
		years), all of which is to be funded from external sources.		
Cabinet	3 Mar 2014 Reason: Expenditure more than £100,000	Approval to award a temporary stationery contract for a nine month period (1st April 2014 to 31st December 2014) plus a possible extension up to 3 months A temporary arrangement for the supply of stationery (business as usual)	Leader of the Council (+Regeneration, Asset Management and IT) Ward(s): All Wards Contact officer: Jane West, Joanna Angelides, Mark Cottis Tel: 0208 753 1900, Tel: 020 8753 2586, Tel: 020 8753 2757 jane.west@lbhf.gov.uk, Joanna.Angelides@lbhf.gov.uk, Mark.Cottis@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	3 Mar 2014 Reason: Expenditure more than £100,000	Carnwath Road Industrial Estate - Sale to Thames Water To seek Cabinet approval to enter into a conditional contract to dispose to Carnwath Road Industrial Estate to Thames Water only on the condition that Thames Water secures a Development Consent order (DCO) for the Super Sewer and is granted powers to acquire the site site under CPO. This does not affect the Council's right to object to the Thames Water application, but supports the Council's fiduciary duty in obtaining best consideration for the land. PART OPEN PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption	Leader of the Council (+Regeneration, Asset Management and IT) Ward(s): Sands End Contact officer: Maureen McDonald-Khan maureen.mcdonald-khan@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (<i>other relevant documents may be submitted</i>)
		outweighs the public interest in disclosing the information.		
April 2014				
Cabinet	7 Apr 2014	Special Guardianship Allowance Policy To agree a revised policy for allowances to carers.	Cabinet Member for Children's Services	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000		Ward(s): All Wards Contact officer: Andrew Christie Tel: 020 7361 2300 andrew.christie@lbhf.gov.uk	
Cabinet	7 Apr 2014	Proposed Outsourcing of Commercial Property Management Function Lot 1 of New Property Contract.	Leader of the Council (+Regeneration, Asset Management and IT)	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000	PART OPEN PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.	Ward(s): All Wards Contact officer: Miles Hooton Tel: 020 8753 2835 Miles.Hooton@lbhf.gov.uk	
Cabinet	7 Apr 2014	Dementia Day Services - contract award To approve the award of a contract for Dementia Day and Outreach services in LBHF.	Cabinet Member for Community Care	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000	PART OPEN PART PRIVATE Part of this report is exempt from disclosure on the grounds that it	Ward(s): All Wards Contact officer: Martin Waddington Tel: 020 8753 6235 martin.waddington@lbhf.gov.uk	

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		contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.		considered.
Cabinet	7 Apr 2014 Reason: Expenditure more than £100,000	<p>Hammersmith Park</p> <p>Refurbishment of the existing Quadron Welfare Block for occupation by the Quadron and Serco Grounds Maintenance Teams.</p> <p>PART OPEN</p> <p>PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.</p>	<p>Leader of the Council (+Regeneration, Asset Management and IT)</p> <p>Ward(s): Shepherds Bush Green</p> <p>Contact officer: Mike Cosgrave Tel: 020 8753 4849 mike.cosgrave@lbhf.gov.uk</p>	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	7 Apr 2014 Reason: Expenditure more than £100,000	<p>Highways Maintenance Programme 2014/15</p> <p>Report on carriageway and footway maintenance programme for 2014/2015.</p>	<p>Cabinet Member for Transport and Technical Services</p> <p>Ward(s): All Wards</p> <p>Contact officer: Ian Hawthorn Tel: 020 8753 3058 ian.hawthorn@lbhf.gov.uk</p>	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (<i>other relevant documents may be submitted</i>)
Cabinet	7 Apr 2014	Business Intelligence Business case setting out the recommended option to establish a Tri-borough business intelligence service.	Deputy Leader (+ Residents Services), Leader of the Council (+Regeneration, Asset Management and IT)	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000	PART OPEN PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.	Ward(s): All Wards Contact officer: Jane West Tel: 0208 753 1900 jane.west@lbhf.gov.uk	
Cabinet	7 Apr 2014	Revenue budget 2013/14 - month 10 amendments Report on the projected outturn for both the General Fund and the Housing Revenue Account for 2013_14.	Leader of the Council (+Regeneration, Asset Management and IT)	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Affects 2 or more wards		Ward(s): All Wards Contact officer: Jane West Tel: 0208 753 1900 jane.west@lbhf.gov.uk	
Cabinet	7 Apr 2014	Bi-Borough procurement of a parking management information system Seeking authority to go out to tender under OJEU rules for a shared Parking Management Information System between RBKC and H&F.	Cabinet Member for Transport and Technical Services	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000	PART OPEN PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the	Ward(s): All Wards Contact officer: Matt Caswell Tel: 020 8753 2708 Matt.Caswell@lbhf.gov.uk	

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (other relevant documents may be submitted)
		financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.		
Cabinet	7 Apr 2014 Reason: Expenditure more than £100,000	<p>Procurement of Home Care Services</p> <p>The Procurement of a Home Care Service for Eligible Adults in Adult Social Care Across the Tri-Borough of London Borough of Hammersmith and Fulham (LBHF); Royal Borough of Kensington and Chelsea (RBKC) and Westminster City Council (WCC).</p> <p>PART OPEN</p> <p>PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.</p>	Cabinet Member for Community Care Ward(s): All Wards Contact officer: Martin Waddington, Tim Lothian Tel: 020 8753 6235, Tel: 020 8753 5377 martin.waddington@lbhf.gov.uk, tim.lothian@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	7 Apr 2014 Reason: Affects 2 or more wards	<p>Housing Asbestos Surveys</p> <p>Re-tender of contract for Housing Asbestos Surveys, Sampling & Monitoring.</p> <p>PART OPEN</p> <p>PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a</p>	Cabinet Member for Housing Ward(s): All Wards Contact officer: Stephen Kirrage Tel: 020 8753 6374 stephen.kirrage@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet <i>(other relevant documents may be submitted)</i>
		particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.		
Cabinet	7 Apr 2014 Reason: Affects 2 or more wards	HRA Housing Capital Programme 2014/15 to 2016/17 This report provides specific details of the proposed 2014/15 housing capital programme and proposes budget envelopes for the following two years	Cabinet Member for Housing Ward(s): All Wards Contact officer: Stephen Kirrage Tel: 020 8753 6374 stephen.kirrage@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	7 Apr 2014 Reason: Expenditure more than £100,000	Cash in Transit and Cash Processing Services contract review Contract for cash and valuables in transit services for specified sites within and outside of the borough. The Contractor will also be required to process and deposit the cash collected and act as a transit service between the Council and their bankers for the deposit of cheques and postal orders. PART OPEN PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in	Leader of the Council (+Regeneration, Asset Management and IT) Ward(s): All Wards Contact officer: Sue Evans Tel: 020 8753 1852 Sue.Evans@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet <i>(other relevant documents may be submitted)</i>
		disclosing the information.		
Cabinet	7 Apr 2014 Reason: Expenditure more than £100,000	Better Care Fund 2014-2016 Final Plan Submission The Council is required to submit to the Department of Health a plan for the use of Better Care Funding for integration of health and social care for the period 2014 - 2016.	Cabinet Member for Community Care Ward(s): All Wards Contact officer: Cath Attlee, David Evans Cath.Attlee@inwl.nhs.uk, david.evans@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	7 Apr 2014 Reason: Expenditure more than £100,000	Street Lighting Policy Programme Seeking approval for the 2014/15 planned capital street light column replacement programme, and maintenance work on highway assets	Cabinet Member for Transport and Technical Services Ward(s): All Wards Contact officer: Ian Hawthorn Tel: 020 8753 3058 ian.hawthorn@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	7 Apr 2014 Reason: Expenditure more than £100,000	Tri-borough Corporate Services review A proposal and business case for a re-organisation of Tri-borough Corporate Services to drive efficiency savings and simplify corporate support arrangements for Tri, Bi and Single Borough services.	Leader of the Council (+Regeneration, Asset Management and IT) Ward(s): All Wards Contact officer: Jane West, Andrew Richards Tel: 0208 753 1900, Tel: 020 8753 5989 jane.west@lbhf.gov.uk, andrew.richards@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
June (date to be confirmed)				
Cabinet	Jun 2014	Future of Coverdale Road Residential Care Home	Cabinet Member for Community Care	A detailed report for this item will be available at least

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	Reason: Expenditure more than £100,000	<p>The report will make recommendations and share outcomes regarding the consultation on the future of Coverdale Road - which is an H&F run residential care home for people with learning disabilities in Shepherds Bush.</p> <p>PART OPEN</p> <p>PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.</p>	<p>Ward(s): All Wards</p> <hr/> <p>Contact officer: Christine Baker Tel: 020 8753 1447 Christine.Baker@lbhf.gov.uk</p>	<p>five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.</p>