

Community Safety, Environment and Residents Services Policy and Accountability Committee

Agenda

Tuesday 13 January 2015

7.00 pm

Courtyard Room - Hammersmith Town Hall

MEMBERSHIP

Administration	Opposition	Co-optees
Councillor Iain Cassidy Councillor Larry Culhane (Chair) Councillor Sharon Holder	Councillor Steve Hamilton Councillor Harry Phibbs	

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<http://www.lbhf.gov.uk/Directory/Council and Democracy>

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Date Issued: 05 January 2015

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

13 January 2015

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3. DECLARATIONS OF INTEREST	
If a Committee member has any prejudicial or personal interest in a particular item they should declare the existence and 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 prejudicial 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 unless a dispensation has been obtained from the Standards Committee.	
Where Members of the public are not allowed to be in attendance, then the Councillor with a prejudicial interest should withdraw from the meeting whilst the matter is under consideration unless the disability has been removed by the Standards Committee.	
4. PUBLIC PARTICIPATION	
To invite questions from members of the public present. Questions relating to items later in the agenda will be taken as part of that item.	
Members of the public with more complex issues are invited to submit their questions in advance in order to allow a more substantive answer to be given. Questions can be sent to the contact officer shown on the front page of the agenda.	
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The following dates are proposed:

- Tuesday 3rd February 2015
- Tuesday 21st April 2015

Agenda Item 1



London Borough of Hammersmith & Fulham

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

Tuesday 4 November 2014

PRESENT

Committee members: Councillors Iain Cassidy, Larry Culhane (Chair), Steve Hamilton, Sharon Holder and Harry Phibbs

Other Councillors: Cllr Sue Fennimore and Cllr Wesley Harcourt

Officers: Chris Bainbridge (Head of Transport Policy & Network Management), Paul Baker (Senior Environmental Policy & Projects Officer), Craig Bowdery (Scrutiny Manager), Sue Harris (Bi-Borough Director for Cleaner, Greener & Cultural Services), Kathy May (Bi-Borough Head of Waste & Street Enforcement) and Peter Smith (Head of Policy & Strategy).

22. MINUTES

RESOLVED –

That the minutes of the meeting held on 2nd September 2014 be approved as a correct record and signed by the Chair.

23. APOLOGIES FOR ABSENCE

There were no apologies for absence.

24. DECLARATIONS OF INTEREST

Cllr Hamilton declared a personal interest in relation to item 5 as he was employed by Fujitsu, which was working with HS2.

25. PUBLIC PARTICIPATION

The Chair invited members of the public to make any comments in relation to issues on the agenda as part of that item.

In light of the large number of residents in attendance for item 8, it was agreed that the 'Establishment of a working group to assess Heathrow Airport expansion' would be taken as the first substantive item.

26. TFL CONSULTATION ON PROPOSED NEW OVERGROUND STATION AT OLD OAK COMMON

The Committee received a presentation from Peter Moth from Transport for London (TfL) on the proposals for a new overground railway station at Old Oak Common. Mr Moth explained that there were three options being consulted upon by TfL, and urged members of the public and community organisations to respond with their views on the plans.

It was asked whether TfL had consulted the Friends of Wormwood Scrubs on the proposals and Mr Moth explained that there had been constructive engagement for around a year now with at least quarterly meetings. The Friends were opposed to option A as this involved building new rail infrastructure over some of the Scrubs land. Chris Bainbridge, the Council's Head of Transport Policy & Network Management, reported that the Council supports the building of the station as it would be necessary to make the most of HS2. However like the Friends, the Council was opposed to option A due to the detrimental effect on the Scrubs. It was also acknowledged that the issues caused by option B that would require trains to reverse were not ideal. The Council was therefore likely to support option C, although even this option was not ideal as it would require a double station with the HS2 interchange being 650m away. However option C did appear to represent the best value for money. Members of the opposition on the Committee explained that they would also support option C, and suggested that the Committee should formally recommend that the Council support option C.

Andy Slaughter MP argued that there was a healthy consensus locally opposed to option B and supporting option C, and that option A should not be entertained due to its environmental impact. He asked whether the views of the West London Rail User Group had been considered, as their preference was to have a stacked station with interchanges for HS2, Crossrail and the overground on top of each other on the same site. Mr Moth reported that the West London User Group was involved in the early stages of planning. However the stacked station was not developed further as it would significantly increase the risk of HS2 not being delivered on time and in budget. It was also representative of the TfL, the Department for Transport (DfT) and HS2 all working separately, with DfT only willing to work on one major project at a time.

Members asked if early consultation responses had indicated a preference from any of the options. Mr Moth explained that there was not a clear consensus yet, although option B was generally regarded as being the least preferred. He described that statutory bodies, including the Council, usually only responded at the very end of consultations.

RESOLVED –

That the Committee recommends that the Council's response to the consultation supports option C.

27. RECYCLING IN HAMMERSMITH & FULHAM

The Committee received a report and brief presentation from Kathy May, Bi-Borough Head of Waste and Street Enforcement and Sue Harris Director for Cleaner, Greener & Cultural Services, outlining current recycling arrangements and options for the future.

The Committee noted that recycling rates were a concern and that targets were not being met. It was suggested that the Council could explore implementing an incentive scheme similar to that used in Windsor & Maidenhead to encourage people to recycle more of their waste, although it was accepted that such an approach was easier with boroughs where wheeled bins were part of the collection regime. It was also argued that the Council's communications needed to include information on the financial cost of not recycling, alongside the environmental reasons. If people knew their actions had a direct impact on Council Tax levels, it was suggested that they would be more responsible with their waste.

It was asked whether there were any trends regarding which sort of households were better or worse at recycling. Officers explained that they had mapped this sort of information, and it was the estates and areas with a high level of transient population which tended to have lower recycling rates and higher levels of contaminated waste. As such the Council would be focussing resources to investigate and address the issues and complications involved in recycling on the estates. Members asked whether contaminated waste sacks were the result of user-error or laziness and officers explained that it varied. When waste was analysed at the MRF (Material Recycling Facility), it was sometimes apparent that people had tried to separate out recyclable waste and made mistakes, while others just used the free recycling sacks for all general waste.

It was highlighted that the Council used to fund initiatives such as garden composting and free re-usable nappies but had stopped. Officers explained that such schemes were funded by central Government and that when the funding had ceased the Council could not afford to meet all of the costs.

The Committee discussed the implications of the borough having a large transient population with 40% of homes privately rented. As tenants appeared to not be aware of requirements for recycling, it was asked whether the Council should focus on engaging with landlords and making it their

responsibility to communicate with their tenants. Officers agreed that this approach would help, but explained that it was very labour intensive as it would require constant reinforcement. The Committee asked for officers to provide further details on what information was currently going to landlords.

Action: Kathy May / Sue Harris

Members also noted that the report described that volunteers were going door-to-door to residents in underperforming areas to remind residents of their recycling responsibilities, but that this did not include flats or estate properties. It was asked why properties identified as being significant problem areas were being avoided. Officers explained that the Western Riverside Waste Authority (WRWA) wanted the volunteers to focus on curb-side collection, but the Council wanted to focus on the estates, so members' comments were appreciated. Cllr Harcourt explained that one issue with estates that needed to be overcome was silo working with greater coordination needed with the housing department.

Recognising the transient population and high numbers of people moving into the borough, it was asked how new residents were informed of recycling practises and suggested that information should be included whenever a new Council Tax liability was established. Officers stated that this was not currently done, but they undertook to explore the feasibility of doing so.

The Committee also discussed possible enforcement action for persistent offenders. Officers explained that it was often difficult to accurately establish the source of contaminated bags of waste. For example the contaminated bags would have to be collected from within a property's curtilage to be certain of the offending resident. If identification was possible, a section 48 notice could be issued which warned the offender. Once this notice was issued, prosecution became easier if the offender persisted. Numbered waste bags were suggested, but it was acknowledged that there would be cost and labour implications.

RESOLVED –

That the report be noted.

28. THE WASTE FRAMEWORK DIRECTIVE (TEEP REGULATIONS)

The Committee received a report from the Bi-Borough Waste Action Development Manager outlining the implications of the Waste (England and Wales) (Amendment) Regulations 2012. Officers apologised for the overly technical nature of the report and explained that the Committee was required only to note the report.

RESOLVED –

That the report be noted.

29. ESTABLISHMENT OF A WORKING GROUP TO ASSESS HEATHROW AIRPORT EXPANSION

The Committee received a report from the Head of Policy & Strategy proposing the establishment of a resident-led working group to gather evidence regarding the impacts of the proposed Heathrow Airport expansion.

Officers reported that the Airports Commission was established by Government in 2012 to consider how additional aviation capacity could be delivered for the UK. In December 2013 there were three options for expansion published – two at Heathrow and one at Gatwick. The Commission undertook to consult on the three options in the autumn of 2014, but this had not yet commenced. In order to inform the Council's response to the Commission it was proposed that a resident-led working group, chaired by Christina Smyth, would look at the evidence and report its findings to the PAC at its January 2015 meeting.

The Chair invited comments on the proposed terms of reference of the working group. A member of the public asked whether they could include reviewing the capacity of Stansted Airport. It was argued that if Crossrail was extended to Stansted and more flights were directed there, then Heathrow could be developed as a business hub without increasing the number of flights crossing the borough. Ms Smyth explained that whilst suggestions such as this would be collected and reported, the working group would need to focus on the shortlist prepared by the Airports Commission, and what the impact on Hammersmith & Fulham residents would be. In order for the working group's conclusions to have some weight, they would need to address issues such as health, noise, the economy, people and communities. Concerns regarding the capacity of local roads was also raised by members of the public and Ms Smyth confirmed that traffic increases during and post construction would be part of the investigations.

A member of the public expressed concern that increased flights over the borough would pose significant risks of an air disaster, especially as there were recent examples of near-misses. He cited incidents in June 2013 when flight BA A319 flew over the borough whilst on fire and in January 2008 when a large BA 777 flight crash-landed at Heathrow, as well as the fatal helicopter crash in Vauxhall. It was suggested that the working group might like to submit a Freedom of Information request for details of all near-misses in the area so that it could fully understand the risks. Members of the public expressed the view that a one in 100 year risk of a serious incident was too high for a heavily populated area.

Ms Smyth was asked whether the working group would include any environmental experts to fully analyse the evidence. She explained that the working group would not co-opt experts, but would be interviewing a number of them and weighing-up the evidence available. In particular, the working group would be seeking to interrogate the assertions made by the Airports Commission regarding noise levels, and comparing them against the guidelines published by Defra and the World Health Organisation. Cllr Holder informed Ms Smyth that as the Council's lead member for hospitals and health care, she would be able to help put the working group in contact with public health organisations.

A member of the public asked if the working group had a pre-set position on Heathrow expansion, and argued that many residents supported the plans to expand Heathrow, as shown by a recent Populus poll. Ms Smyth explained that the Council and local MPs would seek to reflect the prevailing public opinion. The working group would take an impartial approach to the evidence available to ascertain whether an expansion would have health impacts on local residents. So far evidence suggested that an expansion would be detrimental to local health, but the members of the group would be open to any evidence which suggested otherwise.

Ms Smyth explained that the comments made on the Council's website could not be used as primary evidence as they could not be verified and were not an accurate representation of the local community. However all comments were being read and used to guide the lines of inquiry for the working group by highlighting issues that require further investigation.

Ms Smyth was asked how residents would be made aware of the work and it was suggested that a leaflet should be included with Council Tax bills. It was confirmed however that the bills would be issued after the working group's work had been completed so this was not possible. The working group would be seeking to engage residents and would circulate information as widely as possible using the Council's communication channels.

The Chair invited members of the public present to share their views on the proposals, and the following points were raised:

- The targets for pollution levels along the M4 corridor were already not being met, so any expansion would only make this worse
- One member of the public explained that flights went over his house every 30-60 seconds which meant around 2,500 flights each month, starting at 4:30am each morning. The constant disturbances seriously affected the quality of his day-to-day life
- Another member of the public was moved due to ill health, but was now under the flight path. Being woken up every morning was having a serious impact on her health and she argued that the pollution had caused her daughter to develop asthma. Despite double glazing, the noise was unbearable already, so if there were more flights it would only get worse
- Claims made by the airline industry that new planes were quieter than previously needed to be interrogated as they were still extremely noisy, particularly their reverse thrusts
- Measurements of noise levels needed to take into account the weather. For example when it was overcast the noise was much greater as the clouds held the sound in
- The potential for expanded operating hours needed to be considered. Ms Smyth agreed and highlighted Heathrow's aspiration to be an international hub airport. She speculated that it was therefore possible that the airport would seek to operate 24 hours a day at some point in the future
- Given the questions surrounding the Airport Commission's noise numbers and the use of average levels per hour rather than per incidence, could the Council commission an independent study? Ms Smyth explained that this was unlikely to be possible given the timescales. Current evidence would be weighed up and its validity considered

- Ms Smyth highlighted that the working group would be a commission and not a campaign, but acknowledged the potential for the topic to become an election issue in the upcoming General Election

Andy Slaughter MP addressed the Committee and argued that the majority of local opinion was against any sort of expansion at Heathrow. He also criticised the decision to have the Airports Commission not publish its final report until after the election, highlighting that its chair, Sir Howard Davies, had conceded that it could be ready beforehand. Mr Slaughter urged all local candidates to be open about their position on airport expansion. He also argued that Mr Davies had been helpful with his interim report as it had debunked many myths such as the commercial imperative for Heathrow to become a hub airport. Mr Slaughter felt that the interim report suggested that expansion at Gatwick was now the most economically advantageous option. He also explained that there was an all-party group at Parliament opposing Heathrow expansion and that he believed the momentum was with their position. Finally he stated that not being in favour of expansion was not the same as being pro-closure of Heathrow. He acknowledged the positive impacts on the local economy and the importance of the airport to industry, and argued that these would continue without further expansion.

The Chair informed those present that the working group's final report would be received by the Committee at its meeting on 13th January, and would be available on the Council's website five working days beforehand. He thanked the members of the public for attending and sharing their views with the Committee, which would be fed into the investigations of the working group.

RESOLVED –

- i) That the CSERS PAC appoint a resident-led working group to assess the impact of Heathrow expansion, working with the Terms of Reference set out in the report; and
- ii) That the working group should report its recommendations to the PAC on 13th January which, if approved, will help form the Council's current and future policy position in relation to Heathrow expansion.

A short adjournment was agreed while some members of the public left the meeting

30. WORK PROGRAMMING

RESOLVED –

That the work programme be noted and agreed.

31. DATES OF FUTURE MEETINGS

The future meetings were agreed as follows:

- Tuesday 13th January 2015
- Tuesday 3rd February 2015

- Tuesday 21st April 2015


Meeting started: 7.00 pm

Meeting ended: 9.08 pm

Chairman

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Agenda Item 5

	<p>London Borough of Hammersmith & Fulham</p> <p>COMMUNITY SAFETY, ENVIRONMENT AND RESIDENTS' SERVICES POLICY & ADVISORY COMMITTEE</p> <p>13 JANUARY 2015</p>
<p>THE RESIDENTS' COMMISSION RESPONSE TO THE AIRPORTS COMMISSION CONSULTATION ON ITS SHORT-LISTED OPTIONS FOR ADDITIONAL RUNWAY CAPACITY IN THE SOUTH-EAST OF ENGLAND</p>	
<p>Report of the Divisional Director</p>	
<p>Open Report</p>	
<p>Classification - For Policy & Advisory Committee review & comment Key Decision: No</p>	
<p>Wards Affected: All</p>	
<p>Accountable Executive Director: Jane West, Executive Director of Finance and Corporate Governance</p>	
<p>Report Author: Tom Conniffe, Principal Policy & Strategy Officer</p>	<p>Contact Details: 020 8753 2195 tom.conniffe@lbhf.gov.uk</p>

1. EXECUTIVE SUMMARY

- 1.1. A group of Hammersmith & Fulham residents formed a local commission, the Hammersmith & Fulham Commission on Airport Expansion, to:
 - assess the impact on H&F of the two Heathrow-based proposals for airport expansion as set out in the Airports Commission (AC) interim report of December 2013, and
 - provide a response to the AC's consultation on its final shortlisted options, which was launched on 11 November 2014 with a deadline for responses of 3 February 2015.
- 1.2. At its meeting on 4 November 2014, the Community Safety, Environment and Residents' Services (CSERS) PAC agreed to the establishment of the H&F Commission, approved its terms of reference and voted to provide it with a secretariat and small budget. As part of this, the Commission was required to report back with its findings in January 2015.

2. RECOMMENDATIONS

- 2.1. A near-final draft of the H&F Commission's report that, when finalised, will form the response to the Airports Commission consultation, is appended to this report. Its main findings are that the impact on Hammersmith & Fulham of expansion at Heathrow would be as follows:
 - Hammersmith & Fulham would enjoy limited economic benefits by way of inward investment and new jobs and apprenticeships. Given other developments in the borough, these benefits are not essential to our prosperity.
 - Safety considerations cast uncertainty on all other assumptions.
 - There would be additional flights, additional flight paths and additional noise.
 - Congestion would increase and access to public transport, already problematic, would deteriorate further.
 - Air quality, already exceeding EU limits, would deteriorate further.
 - Residents' health and quality of life would be adversely affected.
- 2.2. Despite extensive publicity from "Back Heathrow", a majority of H&F residents responding to calls for feedback and evidence continue to oppose expansion at Heathrow.
- 2.3. CSERS PAC members are invited to review and comment upon the report and its contents.

3. INTRODUCTION AND BACKGROUND

- 3.1. The Airports Commission (AC) was set up by Government in September 2012 to examine the scale and timing of any requirement for additional capacity to maintain the UK's position as Europe's most important aviation hub and to identify and evaluate how any need for additional capacity should be met in the short, medium and long term.
- 3.2. It was charged with:
 - identifying and recommending options for maintaining the UK's status as an international hub for aviation and immediate actions to improve the use of existing runway capacity in the next 5 years by the end of 2013 (Interim Report)
 - assessing the environmental, economic and social costs and benefits of various solutions to increase airport capacity – considering operational, commercial and technical viability – by summer 2015 (Final Report)
- 3.3. The Interim Report was published on 17 December 2013, announcing that three options would be subject to further detailed study. One option was for a new south runway at Gatwick Airport. Two options were Heathrow-based: one was for a new 3,500m runway to the northwest of the northern

runway at Heathrow Airport (Heathrow Airport Ltd.) and the other for an extension to the existing northern runway to at least 6,000m, enabling the extended runway to be operated as two independent runways (Heathrow Hub).

- 3.4. On 2 April 2014 the AC published its Appraisal Framework for assessing the three options for additional capacity shortlisted in the Interim Report. The Appraisal Framework explains how the AC expects scheme designs to be developed, and how it will appraise the schemes.
- 3.5. A separate exercise, to evaluate proposals for a new airport in the inner Thames Estuary, was carried out by the AC during 2014. On 2 September, the AC announced its decision not to add this airport proposal to its shortlist of options.
- 3.6. On 11 November 2014, the AC published its consultation on the three short-listed options with a deadline for responses of 3 February 2015. This prescribed a set of questions relating to all options. On the same day, the H&F Commission met for the first time to begin the process of responding to the consultation. The attached near-final draft report will, when finalised, form its response to the Airports Commission consultation.

4. PROPOSAL AND ISSUES

- 4.1. The Council will need to formally respond to the appraisal on shortlisted options while setting out a longer-term policy position on Heathrow expansion.
- 4.2. The Council's previous position has been to oppose Heathrow expansion on the grounds that it would severely impact on the quality of life of our residents. The attached H&F Commission report, produced after gathering and analysing evidence from residents, the business community, expert witnesses and other stakeholders, can inform both the Council's position and its response to the Airports Commission consultation.

5. CONSULTATION

- 5.1. As part of the process of evidence gathering, the H&F Commission wrote on 21 November to over 250 residents' associations, civic societies and community groups inviting them to submit written evidence by 13 December. Additionally, a news page on the Council website was given prolonged prominence in order to encourage individual submissions.
- 5.2. Expert witnesses from eight stakeholder organisations – Heathrow Airport Ltd., Heathrow Hub, HACAN, Friends of the Earth, West London Business, H&F Chamber of Commerce, Transport for London and the Civil Aviation Authority – were invited to attend an oral evidence hearing on 10 December. Six of these organisations accepted and sent representatives to answer questions set by the H&F Commission. This evidence hearing was open to the public.

- 5.3. The attached report is in near-final draft state and its inclusion on the CSERS PAC agenda forms the latest stage of consultation.

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.	None		

LIST OF APPENDICES:

Appendix A:

Response to the Airports Commission Consultation on its Short-listed Options for Additional Runway Capacity in the South-East of England – A report by the Hammersmith & Fulham Commission on Airport Expansion. (Near-final Draft, 31 December 2014)

Response to the Airports Commission Consultation on its Short-listed Options for Additional Runway Capacity in the South-East of England

A report by the Hammersmith & Fulham Commission on Airport Expansion

Near-final Draft, 31 December 2014

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1 Executive Summary

Introduction

The Airports Commission (AC) was set up in November 2012 to recommend necessary steps to maintain the UK's status as Europe's most important aviation hub. It has concluded that there will need to be at least one additional runway capacity in the South East of England by 2030 and has shortlisted three options:

- One new runway to the north west (NWR) of Heathrow's existing runways: the official proposal by Heathrow Airport Ltd (HAL)
- Extending Heathrow's northern runway to the west (ENR): a proposal by an independent group, Heathrow Hub (HH)
- One new runway at Gatwick

The AC has performed an initial assessment of these proposals and has invited responses to a series of questions by 3 February 2015. This is the last public consultation before the AC makes a recommendation to the government of the day in the summer of 2015.

Sir Howard Davies, the AC Chair, says in his introduction to the consultation document:

"It is particularly important for local residents and their representatives to understand more clearly what the proposals entail, and what their consequences might be for the local environment."

A group of Hammersmith & Fulham residents formed a local commission, the Hammersmith & Fulham Commission on Airport Expansion (HFCAE), to do just that. The Council provided support, under the aegis of the Community Safety, Environment and Residents' Services Policy and Accountability Committee (CSER PAC), with terms of reference and a secretariat comprised of two Council officers. Due to limitations of time and resource, our findings relate almost wholly to the two Heathrow proposals.

Our detailed report is structured round the AC's questions and arranged as follows:

- Executive Summary
- Detailed report
- Annex 1: Residents' Views
- Annex 2: HFCAE process

The HFCAE process

As a Commission we:

- Identified the main issues for residents should Heathrow expand
- Studied the AC documentation on these issues and met regularly to analyse the evidence as a group.
- Wrote, on 21 November 2014, to HAL and HH, HACAN, West London Friends of the Earth, West London Business, Transport for London, the Civil Aviation Authority and the London Chamber of Commerce & Industry, seeking specific information about local impacts. All of these organisations submitted written responses, half of them

attempting to address borough-specific impacts and half of them repeating more general material.

- Invited the organisations above to an oral hearing at the Town Hall on 10 December 2014. HAL and HH, HACAN, West London Friends of the Earth, West London Business and Transport for London accepted our invitation to answer questions from HFCAE at an open meeting.
- Invited further comments from residents directly, and also via some 250 residents' associations, civic societies and community groups.
- Attended a public consultation meeting held by the AC on 3 December.
- Reviewed the resultant evidence with HFCAE members writing detailed sections of the report.

We are satisfied that, in the short time available to consider a huge quantity of complex material, we have examined the issues as thoroughly as any group of citizens could. We wrote to the AC about the inadequate time allowed for consultation on 27 November 2014 – the response to question 8 on page 11 of this summary refers.

More details are at Annex 2.

Evidence

Resident responses

A large volume of feedback was received following the Council website article announcing the setting up of the HFCAE in early November 2014. Following a call for written evidence, submissions were made directly by residents and through residents' associations and amenity groups. Collectively, this gave us an indication of the salient issues for residents, which were: noise; safety; traffic and public transport congestion (referred to herein as “surface access”); air quality; carbon emissions; economic impacts; and overall quality of life. Further, a majority of respondents are against expansion at Heathrow.

Further details are at Annex 1.

Expert witnesses

Representatives of HAL and HH, HACAN, West London Friends of the Earth, West London Business, London Chamber of Commerce & industry and Transport for London sent in written submissions as requested. HAL, HACAN and TfL gave borough-specific answers to a greater or lesser degree while the others sent in more general material. With the exception of London Chamber of Commerce & Industry, these organisations also attended the hearing on 10 December and answered a range of detailed questions put to them by HFCAE commissioners on the two Heathrow expansion options.

AC Question 1: Conclusions drawn on the proposals

Noise

The AC acknowledges that noise is overwhelmingly important to people in determining their views on airport expansion. It is, indeed, the most important issue to Hammersmith & Fulham residents based on the feedback received from the call for written evidence. The AC's own assessment of the noise impacts of both proposals would be “significantly adverse”. In their – we consider optimistic – view, this could be mitigated to “adverse” through various measures proposed by HAL and HH.

The chief determinant of noise experienced by people is the location of flight paths. However, as the AC and both the proposers admit, this information is not known. Nor will it be known when the AC makes its recommendation in summer 2015. Thereafter, extensive further consultation and deliberation across a myriad of interested bodies would need to be undertaken, including a complete recasting of flight paths across London in conjunction with the Civil Aviation Authority. For the moment, a range of assumptions has been made about where flight paths might be located, in order to allow noise assessments to be included as part of the AC's work.

We think that the consultation should not have been carried out until this level of detail was available, in order for a full assessment of the impact of the proposals to be carried out and published for comment. We note that the report by the All-Party Parliamentary Group on Heathrow and the Wider Economy, published on 18 December 2014, also expresses concerns about the "lack of transparency in Heathrow's proposals", describing the absence of flight path information as "undemocratic".

In the absence of well-substantiated evidence and firm proposals, we have to draw our own conclusions from what we do know. An additional or extended runway at Heathrow would lead to 700,000-740,000 annual arrivals/departures by 2050 compared to current capacity of 480,000. This would certainly mean additional flight paths over west London, potentially subjecting new communities to serious noise disturbance. It is likely at least one new flight path would be over Hammersmith and/or Shepherds Bush, which will contain more people than now owing to anticipated population growth. At the oral evidence hearing on 10 December, Heathrow Hub referred to "a constant flow of arrivals".

Examining the information published by the AC, we also find that:

- The noise assessments are for large geographic areas making assessing borough and community level impacts impossible.
- The level of uncertainty on aspects of the proposals such as fleet mix, runway use and operational modes mean that the forecast noise impacts could be very different from actual impacts.
- Expansion will either increase impacts for those already affected by Heathrow or create impacts for communities not currently affected.
- Issues of noise concentration or dispersal have not been aired but it is clear that, for H&F, this would mean trading the interests of one set of residents off against the interests of another. As a body of residents representative of all areas of the borough, we are not prepared to participate in this.
- Population increases could mean that more people in the borough may be affected by noise
- Health impacts of additional noise are significant since monetisation of extra heart attacks, hypertension and other issues such as annoyance, are calculated to cost a total of £25bn to mitigate.

In a bid to reduce proposed noise levels and/or numbers of people affected by noise, the proposers have suggested various measures, such as quieter aircraft and curved approaches to descent. If these are possible, then we would like to know why they are not being done now. Moreover, if expansion takes place, then it follows that the future benefit of a significantly quieter environment is snatched away even as it is presented to us. In the event that expansion at Heathrow is not recommended, we need to engage with HAL

to secure those benefits and guard against deterioration in other ways, such the possibility of mixed mode, abandonment of runway alternation and more night flights.

Overall, the AC considers that both expansion options for Heathrow will have 'significantly adverse' impacts in terms of noise issues, although with mitigation, there is the potential to reduce impacts closer to 'adverse'. The HFCAE does not consider that causing adverse impacts, which have health implications on large communities of local residents, is acceptable.

Safety

This is an important concern for residents, who are well aware that the London airports system is the busiest hub in the world, with around 1 million flights serving 135 million passengers a year. They are uneasy about proposals which will entail further congestion in the air above them; and are unlikely to have been reassured by the Secretary of State for Transport's recent comment that NATS did very well coping with the computer problem on 12 December 2014 considering London is "the busiest airspace in Europe". If either of the Heathrow expansion options proceed, this will add around another quarter of a million flights a year. In our view, making the airspace busier where it is most heavily concentrated and where aircraft are required to fly over such densely populated areas seems a surprising conclusion.

However the AC gave this issue little prominence. This appears to be because it is an aspect which will be worked through after a recommendation is made, as part of the processes referred to earlier. We understand that, if there are trade-offs to be made, safety will (understandably) trump other issues. However, this adds to the already large uncertainty about how much weight will be given to other issues and how they would be traded off against safety concerns. In particular, safety is critical in determining flight paths.

Surface access

On the evidence provided by the AC, the effects of expansion on Hammersmith & Fulham for road and public transport would be overwhelmingly negative.

Despite a wider offer of public transport to and from Heathrow by 2030, the Piccadilly Line will suffer severe overcrowding as it will continue to be heavily used by Heathrow passengers to and from Central London. The AC blames "background growth" (ie the forecast increase in London residents and commuters) for pressure on the Piccadilly Line and Crossrail: in fact, this growth is planned for by TfL, and HAL and HH effectively appropriate the planned upgrades to the rail and tube network to accommodate Heathrow expansion. To add to over-capacity, no allowance is made for luggage occupancy, already an acute problem which further reduces standing room on Heathrow-bound trains.

On the roads, the AC gives no assessment of the impact on inner west London, other than a general forecast of 1500 extra cars in the morning peak hour going into Heathrow along the M4 from central London. The promoters asserted at the H&F oral hearing that there would be "no" or "negligible" extra traffic along the A4 corridor through Hammersmith. Neither the promoters' nor the AC's claims have apparently been subject to in-depth modelling, and with the forecast increase in passenger numbers to 132-149 million by 2050 from today's 72.3 million, common sense indicates car traffic will increase. An increase in "kiss and fly" car journeys from central London is acknowledged. The likely outcome is acute worsening congestion on the A4 through Hammersmith and severe pressure on local junctions including the Hammersmith gyratory, impacting on local

residents, commuters and business traffic, and on air quality. There is a heavy reliance by the promoters on a dramatic shift from road to public transport, reducing from 59% in 2013 to 45% in 2030 – but no assurance that this will be achieved.

For both Underground transport and road traffic, the AC fails to conduct modelling up to the period of full expansion in 2050, instead stopping at 2030. There is therefore no “worst case scenario”, which is a major omission in assessing effects on H&F residents and workers.

There is an overall assumption on the part of the promoters that other authorities (Department for Transport, local councils, Transport for London) will pick up the surface transport issues and that, consequently, they are not a high priority for the promoters.

Air quality

Detailed air quality modelling has not been carried out by the proposers or the Commission. The AC acknowledges that it would have been preferable to carry out air quality dispersion modelling to assess the risks of exceedances of national air quality standards prior to consultation. H&F is outside the AC's high level study area for air quality and detailed monitoring has not been carried out anywhere.

This is another issue which is important for residents but on which we have almost no information. Given the traffic congestion in the borough, we certainly have our share of the 4,247 deaths attributable to small particles from vehicle exhausts across Greater London. The whole of H&F is an Air Quality Management Area and already exceeds national air quality standards in many areas.

It is hard to avoid the conclusion that air pollution would increase with Heathrow expansion. On examining such information as is available in the AC documentation, we note that there is a low to likely risk of exceeding annual NO₂ European Union Limit Values on the A4 Bath Road and M4 in Hillingdon. These roads lead directly into and out of the A4 Great West Road running through the borough, adjoining which there are six schools and their playgrounds. We noted that on 8 December 2014 the Commons Environmental Audit select committee recommended that schools, hospitals and care homes should not be built near main roads to reduce the tens of thousands of deaths being caused by the “invisible killer” of air pollution.

Road traffic to and from Heathrow produce the main air quality issues for the borough, although Transport for London challenge the proposers' claims that pollution from aircraft is not an issue. We agree with this but have not been able to take this further in the time available.

The proposers do in fact acknowledge that air quality is a problem but rest their claims that expansion will not make it any worse on the assumptions about the modal shift to public transport and its capacity to cope, which were discussed in the Surface Access section above. We do not find these claims credible. Without mitigation measures, the AC considers that both Heathrow expansion proposals would have ‘significantly adverse’ impacts on air quality. Although mitigation measures could be introduced to reduce impacts, the AC notes that substantial and forceful measures may be required to reduce impacts, and even then, they would still be classified as ‘adverse’.

Carbon emissions

On carbon emissions, the AC's assessment is that the UK could build one more runway

without breaching its legal commitments on condition that no other airport could expand significantly. If it is decided to build an extra runway at Gatwick, this might in theory produce the certainty which Heathrow has kept promising residents about no future expansion and which H&F residents have never been able to rely on. However, the AC has also said that it could not rule out a fourth runway when matters are assessed further into the century.

And it would be difficult to rely on any future commitment in this area: at the ticketed AC event on 3 December, to which no representative of the borough was invited, the CEO of Heathrow retracted HAL's promise not to push for a third runway, saying that it "should never have been made".

The AC considers that the carbon impact of Heathrow expansion is 'adverse'. However, it is noted that the only reason that it is not classified as 'highly adverse' is because expanding Heathrow as opposed to other airports shows a comparative saving in terms of carbon emissions. This is because Heathrow has a higher public transport modal share than many other airports. If it expands, some passengers are assumed to use Heathrow rather than other airports where their carbon emissions from surface transport would be higher. We contend that, if public transport access to other airports actually improved and if travellers to Heathrow made more journeys to/from the airport by car than expected, then the carbon impacts could well be higher than stated.

Quality of life

The AC commissioned a study of quality of life for those living near airports, which said:

- "We can be confident that aircraft noise is bad for subjective well-being."
- "Those living in noise contours but not close enough to airports to benefit from the potential advantages, for example in terms of access to employment opportunities, will be likely to suffer negative effects on their subjective well-being due to noise."

The AC mentioned the benefits of connectivity for individuals taking more flights for leisure purposes. Hammersmith & Fulham is ninth in Heathrow's frequent fliers list. However many residents use other London airports, sometimes for cost reasons, which is unsurprising since average incomes of people who make international flights are £77,249 for business travellers and £53,566 for leisure travellers (CAA Passenger Survey Report 2013). In this regard, we were interested to note the proposers' comments that air fares might need to increase.

The study recommended putting monetary values on various aspects to build into the sustainability assessments of the options. However, instead, the AC rowed back from doing this and sought views in its consultation.

The AC's assessment of quality of life impact puts people into three categories, which they assess accordingly:

- Local within 5km – where the AC nets off the positive (mostly jobs) and negative effects to get an overall neutral rating
- Local outside 5km within flight path – which the AC fails to assess apart from saying that noise will be negative
- National – where any economic benefits represent pure gain since there are no local negative impacts

At 16km from Heathrow, our borough clearly falls into the middle category and, again, there is relatively little about the impacts on us. There are several other boroughs in a broadly analogous position to H&F, i.e. outside the 5km radius but affected negatively by noise, traffic and air pollution and benefiting minimally from new inward investment and jobs.

Whilst we are encouraged to see a Quality of Life Assessment included in the AC's assessment – as this sort of analysis has never been done previously – we are concerned about the way positive and negative impacts are measured against each other, and in some cases judged to balance each other out. Further work is required to develop suitable assessments that can be used as part of the decision-making process that will inform the AC's final recommendations.

Economy

It is most likely that there would be economic benefits to the borough from Heathrow expansion (although one of the AC scenarios demonstrates negative business benefits with certain carbon emissions limitation policies). HAL and West London Business estimate the additional benefits to west London of Heathrow expansion to be in the order of £30 billion in the period to 2085, although this benefit straddles several boroughs and it is questionable how much of this would accrue to H&F. Both proposals are likely to deliver increased direct airport employment and the potential for consequential benefits. These include increased tourism, both in numbers and higher tourist spending, together with additional potential, if H&F can harness it, for high tech and service business stimulation in the borough. To secure this, H&F Council would need a firm plan to pull benefit into the borough.

The proposers would create new apprenticeships although they would not commit to targets for each borough, so direct benefits to H&F are unclear. However as a rough guide, we could base this on the Ipsos MORI employment survey of Heathrow in 2013/14 which found 839 employees out of 75,780 airport staff are resident in Hammersmith & Fulham. This is 1.11% of the Heathrow workforce, giving something of the order of 111 apprenticeships.

There would also be new low-skilled jobs, which airports typically create. The proposers have said that such jobs would be paid at least at the London Living Wage, although we would be more confident if HAL were signed up as a Living Wage Foundation employer.

However, it can be argued that H&F has sufficient significant inward investment not to be dependent on the economic benefits of Heathrow expansion. Examples include the White City Opportunity Area, which includes an international creative hub for Imperial College, the continued success of Westfield coupled with large developments by St James and Stanhope/BBC, the proposed Old Oak and Park Royal developments and the Earls Court redevelopment.

The above developments and population increases require some 13,000 additional homes by 2032 (H&F Development Management Local Plan). We understand from Transport for London that the housing requirement for additional jobs created in boroughs closer to Heathrow might be difficult for them to meet, thus putting further pressure on our housing needs.

The AC concludes on balance that an expanded Heathrow would be “highly supportive” in

promoting employment and economic growth. The AC admits that this is dependent on future economic conditions. Or, as Heathrow Hub stated at the oral evidence hearing, “no-one really knows”.

AC Question 2: Mitigations

None of the suggestions below should be taken to mean that we support Heathrow expansion.

General

We were struck with the complexity of the likely delivery process and suggest that a delivery authority somewhat on the lines of the Olympic Delivery Authority would need to be set up to manage the large number of different bodies and issues involved.

Noise

More work could be done on:

- Reducing noise impacts from arrivals (including possible use of increased angle of approach and inset landings)
- Protection of periods of respite for residents
- Assessing alternatives to westerly preference
- Phasing out night flights
- Maximising the use of the least noisy aircraft

Economy

More attention should be given to management of journeys by air across all of London Airports. For example, only 14% of flights to and from Heathrow are for business purposes. Some of the business benefits could be secured by Heathrow handling fewer leisure flights, enabling airports with spare capacity to handle those.

AC Question 3: How the AC carried out its appraisal

We welcome the AC's transparency on technical detail and also recognise that they have acknowledged the limits to the evidence they have presented. However, the more judgement is applied the more opaque the AC's process becomes. Assessment within the business cases and sustainability assessments is set out clearly enough but the AC's judgements are against specific module criteria in a static and watertight manner. This tends to minimise the complexity of the judgement required and gives rise to a sense of spurious precision.

There is insufficient attempt to understand how variation in one module may have knock-on effects to others. This is critical since:

- Many modules show a wide range of possible results depending on assumptions made.
- A few modules need to be judged absolutely, e.g. safety and air quality, which both have a statutory basis. If there is little room to manoeuvre on these issues, there will be more compromise on other aspects, critically flight paths and noise.
- While costs have been adjusted for optimism bias, other aspects do not appear to have been adjusted in the same way, for example, noise mitigation or the projected shift from cars to public transport.

As the AC says: “The Commission recognises, however, that there will need to be trade-offs between these objectives. No scheme should be expected to meet fully all the objectives set (Para 2.16 of the Consultation Document). We do not know the weighting of the respective objectives and how trade-offs will be made in coming to the final recommendation. When asked at the AC’s “Heathrow Area public drop-in” evening event on 3 December 2014, one official said that members of the AC would exercise their professional judgement.

AC Question 4: Factors not addressed by AC

We have already mentioned in the relevant sections above the greater attention safety should have had in the published documents.

AC Question 5: How the AC's appraisal carried out on specific topics

We have already mentioned above that more specific local information is needed on all topics in the AC's appraisal framework for us to assess local impact.

In some areas basic work needs to have been done before consultation. The key areas here are the locations of flight paths, flight numbers, transport modelling and air quality modelling.

Noise

All findings from the Attitudes to Noise from Aviation Sources in England Report need to be taken into account. Reference should be made to the World Health Organisation’s guidelines for community noise impacts.

The assessment needs to cover all impacts that need mitigating and how the costs are going to be met.

From 2050 for the remainder of the assessment period (calculated to be 35 years), health impacts are presumed to hold, but impacts (and associated costs) could increase.

Much more attention needs to be paid to presenting data on noise in a way which is more accessible to the public and also in consistent ways so that comparisons can be made between different scenarios and options.

Surface Access and Air Quality

Reference has been made in the conclusions sections above on these two topics for the need for detailed local modelling.

Quality of life

We have already mentioned above that we welcome this. Without following through and assigning monetary values we do not understand how quality of life assessment will be brought into the AC's final judgement.

It is not clear what assessment is being given to a range of factors for communities living outside the 5km radius but within the flight path area (category 2 in the table at paragraph 15 above) as there is currently a blank in this box. The numbers of people in this category should be quantified. We consider Hammersmith & Fulham falls within this category as

well as several other inner London boroughs.

The cut-off point of the 55dB in the technical paper probably only reflects the accepted use of this contour and is presumably shorthand for 55dB Leq. However many argue that it should be lower and also argue for measurement in dB Lden. Without this starting point we would presumably expected a graduated finding (cf the marginal negative effect for additional dB's above 55) with annoyance starting at lower levels and having at least some effect on quality of life.

The physical health effects of noise are only represented in a very limited fashion in the datasets used. The association between noise and health conditions cannot be scored anywhere else in the Appraisal Framework. More weight should be given to the negative health effects, such as strokes, heart disease and hypertension, on which there is supporting academic evidence.

AC Question 6: The AC's Sustainability assessments

In the Sustainability Assessment, the Commission notes that “It is well understood that people who live beyond an airport’s noise contours can often be irritated and upset by the overflight of planes. And an expanded Heathrow would lead to more planes overflying the capital”. Despite this recognition, the issue of the impacts on communities such as H&F which are often on the outer edge or beyond the noise contours presented in noise assessments is not well covered or accounted for in the AC’s assessments.

AC Question 7: The AC's business cases

The comments made in answer to Question 3 apply here.

AC Question 8: Other comments on the AC's process

We wrote to the AC on the 27th November 2014 about the shortcomings of the current consultation process:

- It is very difficult for the public to engage in the huge volume of information presented in highly technical ways over the minimum consultation period, particularly when it straddles Christmas. Most of the documentation is only available online, rendering it inaccessible to certain groups and more difficult for many to consider properly.
- The AC has not created significant public awareness and had a tiny handful of people at the “Heathrow Area public drop-in” evening event on 3 December 2014, details of which were only circulated 48 hours before the event.
- Many people's awareness is limited to the case made for Heathrow expansion through the “Back Heathrow” campaign. “Back Heathrow” has undertaken a comprehensive publicity campaign, including direct mail to households in H&F. We have written to Back Heathrow to ascertain the extent of coverage and await a reply. At the oral evidence hearing, HAL refused to divulge the amount of funding it gives to “Back Heathrow” beyond the statement that it was “greater than £100,000”.
- There has been poor engagement with local authorities including H&F, who were not invited to the “Heathrow Public Discussion” event earlier on 3 December.
- Repeated expansion proposals over the last decade have seen people respond again and again, resulting in consultation fatigue as apparently final decisions are re-opened.

All this means that it has been very challenging to fulfil Sir Howard Davies's aim, quoted at the beginning of this report, of understanding the impact of the different proposals on local

communities. Without flight path details and traffic and air quality modelling evidence, we have been left to interpret models which are sensitive to underlying assumptions, and volatile to interactions between different aspects. Trade-offs will be made and netted off, rendering opaque the final thought processes. Accordingly we do not understand how the AC has the evidential basis to make a final recommendation.

Conclusion

On the best information we have, the impact on Hammersmith & Fulham of expansion at Heathrow would be as follows:

- Hammersmith & Fulham would enjoy limited economic benefits by way of inward investment and new jobs and apprenticeships. Given other developments in the borough, these benefits are not essential to our prosperity.
- Safety considerations cast uncertainty on all other assumptions.
- There would be additional flights, additional flight paths and additional noise.
- Congestion would increase and access to public transport, already problematic, would deteriorate further.
- Air quality, already exceeding EU limits, would deteriorate further.
- Residents' health and quality of life would be adversely affected.

Despite extensive publicity from "Back Heathrow", a majority of H&F residents responding to calls for feedback and evidence continue to oppose expansion at Heathrow.

2 Detailed Consultation Response

This section answers in detail, and is structured according to, the questions posed by the Airports Commission (AC) in its consultation on the final shortlisted options for extra runway capacity in the South-East of England.

A. What conclusions do you draw about the shortlisted options?

Local Economy Impacts

1. Promoting employment and economic growth in the local area and surrounding region

Option (a) One new runway to the northwest (Heathrow's official proposal) & Option (b) Extending the northern runway to the west (Independent proposal by organisation called Heathrow Hub)

Neither option has independently differing impacts on Hammersmith & Fulham (H&F). Both options deliver to London higher airport capacity, increased direct airport employment and the potential for knock on benefits including increased tourism, both in numbers and higher tourist spending (especially from long haul destinations), together with additional potential, if H&F can harness it, for high tech and service business stimulation in the borough. However H&F does need to have a firm plan to pull benefits into the borough.

Heathrow Airport Limited (HAL) and West London Business estimate the additional benefits to West London of Heathrow expansion would be £30 billion in the period to 2085, although this benefit straddles several boroughs and it is questionable how much of this would accrue to H&F. However, it can be argued that H&F has sufficient significant inward investment not to be dependent on the economic benefits of Heathrow expansion. Examples include the White City Opportunity Area, which includes an international creative hub for Imperial College, the continued success of Westfield coupled with large developments by St James and Stanhope/BBC, the proposed Old Oak and Park Royal developments and the Earls Court redevelopment.

It is estimated that Hammersmith & Fulham needs 13,000 additional homes and 25,000 new jobs by 2032 (H&F Development Management Local Plan). There could be some marginal benefits from Heathrow expansion in achieving these targets but Friends of the Earth put forward the view that if carbon policies are included in the economic appraisal the benefits are likely to be negative.

HAL has successfully set up an apprentice scheme particularly focussing on the five Boroughs that are closest to the airport and would welcome Hammersmith & Fulham involvement. However of the 10,000 new apprenticeships they plan to create, they could not commit to targets for each Borough. According to the Ipsos MORI employment survey of Heathrow in 2013/14, this found 839 employees out of 75,780 airport staff are resident in Hammersmith & Fulham, which is 1.11% of the workforce. This means that an expanded Heathrow could benefit Hammersmith & Fulham by creating 111 apprenticeships for local people. This would be welcome, but hardly significant in light of the other benefits which are coming from developments within the Borough.

A survey of Heathrow staff in 2008/09 showed that 45.5% of Heathrow staff – 33,483 people live in the five Boroughs (Hounslow, Hillingdon, Ealing, Slough and Spelthorne).

This is the priority area with Hammersmith & Fulham having only 457 employees (0.6%) (Source - Heathrow On-Airport Employment Survey 2008/09).

HACAN made an important point that more passengers terminate in London than any other world city. The increase in capacity is not about bringing more people to London but maintaining Heathrow Airport's position as the leading airport interchange in northern Europe.

It is our contention that business in H&F is generated by local activity, not by expanding Heathrow, which itself will generate more business in the immediate vicinity of the airport but will have no significant impact for Hammersmith & Fulham.

While it is difficult to ascertain the overall level of economic benefit for Hammersmith & Fulham, it is our view that the potential economic benefits do not outweigh the adverse environment impact on the Borough resulting from more flights and potentially more flight paths across H&F.

Air Quality in the business and economic context:

According to West London Business (WLB), there are 3 main factors for businesses relocating to West London:

- Access to international markets
- Access to skills base
- Quality of Life

With the above in mind air quality is essential to quality of life and therefore, if congestion on the roads and overcrowding on public transport deteriorates, then so does local air quality and with it quality of life. Many of the people employed by businesses located in West London are also residents and therefore pollution levels and associated air quality will be of concern to them.

WLB has confirmed that it is in favour of expansion at Heathrow, as long as this is within acceptable environmental limits and is sustainable. It is our conclusion that the data and evidence to substantiate claims by the proposers' that air quality would be improved and limits would not be exceeded is lacking, and that more detailed data, modelling and evidence is required by the AC to confirm that this is achievable – in particular air pollution dispersion models and hard evidence to support passenger modal shift from road to rail.

Carbon emissions in the business and economic context:

Nic Ferriday of Friends of the Earth (FoE) suggested at the oral evidence hearing on 10th December that the potential costs of carbon could be significant to the point of affecting the total economic viability of expansion at Heathrow. To take account of the costs of climate change, the AC has used 2 sets of scenarios – 'carbon capped' and 'carbon-traded'. The way they have assessed the carbon-capped scenario is by assuming the cost of carbon, included in ticket prices, is raised to a sufficiently high level to constrain demand such that the CO2 emissions at 2050 do not exceed 2005 levels.

The Committee on Climate Change has said (para 2.41 of the main AC consultation document): *"It has not been possible to assess the transport economic efficiency, delays or wider economic impacts under a carbon-capped forecast. This is because carbon prices*

are much higher in each scheme option than the 'do minimum baseline, meaning the carbon policy component of the appraisal dominates capacity appraisal. This is particularly problematic as appropriate carbon policies have not been investigated in detail.'

According to FoE, what they are hinting at but not saying explicitly is that, if the AC includes the cost of carbon in the economic appraisal, the net economic benefits may become negative. It would then be very difficult to justify a new runway at either Heathrow or Gatwick.

The AC intends to carry out further work to complete a fuller economic assessment of the case where UK emissions are constrained, i.e. 'capped'. This work will be available for the final report in summer 2015. It is our opinion that the full assessment should have been carried out and made available as part of the current consultation.

Local Economy Impacts

2. Producing positive outcomes for local communities and the local economy from any surface access that may be required to support the proposal

Option (a) One new runway to the northwest (Heathrow's official proposal) & Option (b) Extending the northern runway to the west (Independent proposal by organisation called Heathrow Hub)

Airports create low-skilled, low-paid jobs (74% of all direct airport employees). Even though new jobs will be created by either of the expansion options, it appears very unlikely that much, if any, of this new employment would go to borough residents unless H&F makes strong links with the airport and invests in building appropriate L1 L2 skills in unemployed borough residents. But do we really want a plan to build a low-skilled low-paid workforce in the borough? New rail links (Crossrail, new western and southern access) will make it easier for people to commute to the airport to work from further away. The option of faster access away from Heathrow through these new rail routes may diminish traffic travelling to and through the borough by Underground.

Both Heathrow Hub (HH) and HAL at the 10th December Oral Evidence Hearing confirmed that the new jobs would be paid at least the London Living wage, which is currently £9.15 per hour. We would be more confident of this if HAL signed up as a Living Wage Foundation employer.

The increase in air travel is unlikely to benefit residents on low incomes in H&F, as the average wage for business travellers taking international flights is £77,249 and that for leisure travellers is £53,656 (Source - CAA Passenger Survey Report 2013). Air fares could also rise in the future to help pay for the construction of an expanded Heathrow and operating costs of the airlines, so air travel is unlikely to become more accessible to low income earners in the borough.

The predicted increase in London's population to 10 million by 2036, and 850,000 new jobs mostly in the east of London, further suggests that H&F needs to nurture business to locate in the borough by offering best-in-class office space, communications and facilities.

Surface Access

3. Accommodating the needs of other users of transport networks, such as commuters, intercity travellers and freight

Option (a) One new runway to the northwest (Heathrow's official proposal) & Option (b) Extending the northern runway to the west (Independent proposal by organisation called Heathrow Hub)

On the evidence provided by the AC, the surface access effects on Hammersmith & Fulham will be damaging. The case from HAL, that their scheme can be achieved while “accommodating the needs of other users of transport network such as commuters, intercity travellers and freight”, as it would affect residents of Hammersmith & Fulham, is not credible. On the contrary, the scheme looks likely to produce serious deterioration in road traffic and conditions on the Piccadilly Line in and through H&F.

Despite being a key area in the A4 corridor road traffic gateway into London, and despite the Piccadilly Line being one of the area's main commuter link with central London as well as the key Underground link to/from Heathrow, the AC and its consultant's reports on surface access either do not assess impacts on Hammersmith & Fulham, or draw conclusions which are not apparently based on in-depth local research or modelling.

We have drawn out the following information from the AC and from our Oral Evidence Hearing on the Commission's report, which shows the damaging impacts on H&F:

Road traffic:

- Despite the AC forecast of 1,500 extra cars at peak hour into London, HAL stated at the H&F hearing that there will be “no additional traffic” and HH stated there will be “negligible” extra traffic. No modelling has apparently been carried out to support this.
- Both HH and HAL have no analysis or modelling of road traffic into central London on the A4 corridor through Hammersmith, while acknowledging that this is the main road gateway into central London.
- Both promoters offered the prospect of congestion charging if the modal shift to public transport failed to materialise – which undermines their prediction of no traffic increase.
- The forecast reduction in % of passengers going to/from Heathrow by car will still mean an increase in absolute numbers on the A4 corridor, given the more-than-double predicted passenger numbers at Heathrow to a potential 149 million in 2050.
- Both promoters are relying on planned improvements to existing rail systems (Piccadilly line, Crossrail) and new rail projects (i.e. the Southern Rail Access & Western Rail Access Route to Heathrow) to provide an improved public transport offer which will lead passengers to switch to public transport.
- They predict a modal shift broadly resulting in 50% of passengers and Heathrow workers using public transport. They could not point to studies or research supporting how such a large-scale forecast modal shift could be achieved. Although Transport for London (TfL) agrees that passengers do respond to an improved public transport offer, it states much transport behaviour is entrenched and achieving significant changes takes time.
- Neither promoter has modelled passenger numbers or road use into the 2040s when any expansion would be fully operational. HAL said it is “difficult to model into the longer term”. This is a serious flaw in planning for such large scale expansion proposals.
- The provision of a 10,000 space car park at HH Station, and the fact that both promoters allow for the possibility of introducing congestion charging, shows a lack of

confidence in the “no extra traffic growth” claim. In the absence of any modelling to support them these claims cannot be considered reliable and we have to assume, with TfL, that with an increase of airport passengers of over 100% by 2050, there will be very considerable extra loading on the A4 through Hammersmith. This will produce greatly increased congestion and pollution in Hammersmith along the A4 corridor and neighbouring roads.

- There is no forecast of increased Heathrow-related HGV traffic on the A4 corridor through Hammersmith, despite references to increased freight traffic at an expanded Heathrow.

The AC and the promoters simply do not look at the implications for inner west London or indeed the whole South East of England beyond 2030, yet are proposing a scheme where the full impact will not be felt till 2050. Their appraisal of road surface access implications for other users is therefore incomplete and essentially defective.

Underground Traffic

- The Piccadilly Line is Hammersmith’s key link with Central London and outer west London. Its planned upgrade and Crossrail are designed to deal with “background growth” (i.e. forecast population growth of London residents and commuters) – but the promoters and the AC are appropriating these upgrades to meet Heathrow’s expansion.
- The AC acknowledges expansion and investment over and above the planned upgrades will be required to meet background growth AND Heathrow expansion. The promoters’ and Commission’s assumption that the infrastructure can meet demand is therefore unfounded.
- The AC reports flag up serious overcrowding on sections of the Piccadilly. We believe the tables showing capacity and crowding in the HH and AC assessments average out tube passenger numbers across trains to all Piccadilly Line destinations, not just to Heathrow. If the calculations were done for Heathrow trains only there would be even greater increased figures for overcrowding. The AC’s “*Volume capacity analysis 2030 Acton Town Earls Court*” already forecasts 342% hourly seated capacity.
- Luggage is a serious problem on Heathrow trains and reduces standing room. This has not been factored in to the capacity assessments. It needs to be modelled.
- It is not clear how the promoters or the AC have allowed for background growth in their modelling. TfL states that the AC has used Railplan v6 instead of the latest Railplan v7, so the figures used are out of date and need re-modelling.
- Forecasts for passenger numbers stop at 2030. To be credible there must be modelling of how rail traffic will operate when expansion is a full capacity in 2050.

Noise

4. Minimising and where possible reducing noise impacts

From the information provided so far, it appears that aircraft noise would increase over Hammersmith & Fulham under both expansion proposals, and this is clearly the case under the Heathrow Hub option. Aircraft noise over parts of the borough is already unacceptable for many residents and both proposals would make matters worse by

increasing the frequency of flights.

Flights are heavily concentrated over the two approach paths, with an average of 77% of flights arriving over the borough. A new runway would therefore increase the annual number of flights from about 370,000 (or 1,013/day) to about 570,000 (or 1,561/day).

Currently the only respite provided is the system of runway alternation. However, this does not operate in the early morning period from 6am-7am and in any case, many people live between the two approach paths and hear the aircraft on both. In the period before 6am, flights should operate equally from West and East, but it appears that this policy was never properly implemented by NATS and therefore most night flights also arrive over H&F. As we discuss in the next section, the new opportunities to provide respite are largely speculative and cannot therefore be relied on when assessing the impact of the expansion proposals.

While it is true that aircraft continue to get quieter, and new quieter aircraft will progressively replace older noisier ones, much of the noise benefit is on departure rather than arrival, where the noise of air flowing over the airframe is a major component compared to engine noise. A paper by NATS providing Lmax data reported analysis by the CAA's Environmental Research & Consultancy Department. This showed that at a height of 2,000-3,000ft, a 400 seat 4 engine aircraft (a B744) would emit 77-71dB, compared with 78-72dB for a 500 seat 4 engine aircraft (An A380). Therefore it is not possible to rely on fleet replacement to improve the arrivals noise climate to an acceptable level.

Unless and until fewer flights use the current arrivals paths, it is considered that the impact of airport expansion on this borough is unacceptable. Other key points in relation to the AC's noise assessments include:

- It is difficult to make proper, informed judgements and comments at this stage as one of the key factors that will determine noise impacts – flight path information – is only available in indicative form so far.
- The noise assessments are presented for a large geographic area and it is not possible to clearly see or assess impacts at borough or local community level. This makes it difficult to draw conclusions on the noise assessment information.
- The level of uncertainty on other key aspects of this option (in addition to flight paths) such as fleet mix and runway use means that the forecast noise impacts could be very different to actual impacts, should expansion proceed.
- The assessments show that this expansion option will increase noise impacts compared to the future noise environment that would exist if Heathrow continued to operate with 2 runways and 5 terminals and within its current operational limits.
- The proposed expansion means that the improvements in noise impacts, from which residents would have benefitted, will be lost.
- Even with optimistic assumptions, modelling work suggests that noise from an expanded Heathrow could still impact on over 700,000 people not only in the immediate vicinity of Heathrow but also some distance away, including residents in H&F, around 10 miles from the airport.
- Use of a range of noise metrics in the noise assessment is welcomed, but it still feels like the role that the number of aircraft movements plays in causing noise impacts is not properly represented or accounted for.
- Expansion will either increase impacts for those already affected by Heathrow

operations or create impacts for communities not currently affected. The pros, cons and acceptability or otherwise of either of these two broad approaches – to concentrate noise or disperse it – have not been established

- Not enough is known about the impacts of aircraft noise on local communities adjacent to the airport and under flight paths and there is a need for more research before any decisions on expansion can be made. It is our contention that Heathrow is not a suitable site for further expansion because of a range of impacts, including noise
- It feels like noise mitigation measures are presented as only being possible if expansion is allowed to proceed, which is unfair. In reality many, if not all, of the measures could be introduced without expansion and provide noise benefits to those communities affected by current operations.

Option (a) One new runway to the northwest (Heathrow's official proposal)

- Of the three main scenarios tested in the noise assessment, the 'minimise total impacts' and 'minimise new impacts' options show that parts of H&F are inside the 54dB day-time noise contour, including new areas not currently impacted.
- Although the 'respite' option shows no part of H&F in the daytime or night-time contours, there could still be flight paths over the borough – in fact, more than in the present day. We may be outside the contours but there could be significantly more flights over the borough. Impacts will therefore continue.
- Even in Heathrow's 'highly mitigated' scenarios, the noise impacts are still considered to be unacceptable.
- Expansion will reduce the amount of respite from noise that some communities (e.g. those under approach paths for the southern runway) benefit from as there will be increased use of mixed mode
- Health impacts of expansion are significant as assessed by the monetisation assessment which shows that annoyance, heart attacks, hypertension, sleep disturbance are calculated to cost £25 billion to mitigate. It is unclear if these impacts and their associated costs are considered to be acceptable, how the costs and impacts would be mitigated or who would do this.

Option (b) Extending the northern runway to the west (Independent proposal by organisation called Heathrow Hub)

- Of the two main scenarios tested in the noise assessment, the standard expansion scenario and the respite scenario both show that parts H&F are inside the 54dB contour for day and night-time noise, including new areas not currently impacted (in some scenarios).
- The noise impacts for this option are, if anything, worse than for the airport's own proposal. The impacts are therefore considered to be unacceptable.
- Expansion will reduce the amount of respite from noise that some communities (e.g. those under approach paths for the southern runway) benefit from as there will be increased use of mixed mode
- Health impacts of expansion are significant as assessed by the monetisation assessment which shows that annoyance, heart attacks, hypertension, sleep disturbance are calculated to cost £25 billion to mitigate. It is unclear if these impacts and their associated costs are considered to be acceptable, how the costs and impacts would be mitigated or who would do this.

Air quality

5. Improving air quality consistent with EU standards and local planning policy requirements

There are 2 sets of air quality limit values to consider here; National mass emissions of Nitrogen Oxides (NOx) and Particulate Matter (PM) and local air quality requirements. HH asserts that improving air quality and meeting EU standards and local air quality objectives is fundamental and that their scheme is required to comply as the UK is legally bound to meet these objectives. On this we agree.

To take the local air quality issue first, the AC and HAL assert that air pollution's impact on sensitive receptors (people and natural habitat) is increased by its proximity to the receptor - hence road traffic is the dominant emission source resulting from expansion at Heathrow to affect our borough. TfL agrees with this assumption but they add that they would challenge the assertion that airport emissions (from airplane engines, break and tyre wear, Auxiliary Power Units) do not affect air quality outside the airport perimeter.

Many areas in London including H&F continue to exceed the national air quality standards. H&F is already an AQMA (Air Quality Management Area). There are 9 monitoring sites across the borough, 25% of which are at high risk of being in breach of these legally binding EULVs (EU limit values).

As Friends of the Earth stressed at our Oral Evidence Hearing, a small increase in traffic emissions could make the difference between complying and breaching the legally binding EU limits.

We do not agree with the HAL and HH statements to the effect that their proposals will have no or negligible impacts on road traffic and find this approach to be optimistic and unrealistic on many levels:

- The AC assessment only looks at the surface access impacts of 103.6 million airport passengers per annum (mppa) in 2030. No assessment is done of the 149 mppa that the Commission estimates to be the maximum throughput of HAL's proposal. We agree with TfL that *"not testing a worst case scenario underplays any potential impacts"*.
- We understand from TfL that the upgrades and additions to rail infrastructure have been implemented as a response to background demand and therefore will not have capacity to encompass further airport demand, with particular reference to the Piccadilly line and Crossrail, both of which will be over capacity.
- We take HACAN's comments that population growth as a whole and in West London in particular needs to be factored into the transport models. HACAN do accept that there will be some behavioural shift, but ask HAL to justify their claims in more detail. We would agree with this.
- Friends of the Earth take a less optimistic approach and suggest that really the only way to change behaviour is to "force" people out of their cars with financial disincentives.
- TfL also believes that the shift in passenger behaviour predicted is *"optimistic considering the limited additional rail infrastructure....Little new infrastructure is envisaged by the Commission, placing greater strain on the Great Western mainline and Piccadilly line corridors."*

To use an example taken from TfL's submitted evidence: *"the Commission predicts a passenger mode shift to rail, from 28% in 2012 to 43% in 2030. If only one third of the predicted mode share is achieved, this could result in an additional 1,000 peak private car trips on the highway network, based on initial estimates using Commission data. This would be on top of the approximately 20,000 peak hour two-way airport related staff and passenger movements forecast at Heathrow in 2030 (as well as background demand)".*

According to the AC, Pollution Climate Mapping (PCM) modeling indicates that there is a low to likely risk of the annual Nitrogen Dioxide (NO₂) EULVs being exceeded within the Heathrow study area in 2030. These high risk zones, including the A4 Bath Road and M4 in Hillingdon lead directly into and out of the A4 Great West Road that runs through our borough and beside which are 6 schools and their playgrounds. Therefore it is to be noted that neither the AC nor HAL have conducted detailed analysis of the impact of airport expansion on the A4 in H&F. We agree with TfL's statement that: *"it is imperative that more detailed analysis is carried out by the Commission to fully assess the demand impacts."* With the above in mind it is our conclusion that HAL's expansion proposal at Heathrow will result in air quality EULVs being breached in our borough due to road traffic. In order to accept HAL's claim of "no additional road traffic" and their commitment to improve air quality as a result, we would require further extensive evidence to support the modal shift assumptions being made. We would also require detailed modeling and air quality monitoring on H&F main arterial roads such as the A4 and Hammersmith gyratory.

When questioned on this same issue, HH said that they planned to carry out detailed local dispersion air quality assessments and that they would consider the Great West Road in H&F as a potential site, but they couldn't guarantee that it would be selected for assessment.

The AC has published projected 'with expansion' mass emissions figures. Please note these are significantly higher than HAL's submitted emissions inventory. The Commission estimates that by 2050 NO_x will increase by 38%, PM₁₀ by 54.9% and PM_{2.5} by 50%. In terms of exceedances, according to the AC's studies, the HAL proposal will not exceed the Gothenburg Protocol targets for NO_x in both 2025 and 2030, however it is to be noted that it is likely that target limits may tighten by 2030 and that the airport won't be running at full capacity until 2050. HH did not submit a mass emissions inventory, and on a local level existing monitoring data was analysed instead. The National Atmospheric Emissions Inventory (NAEI) has been used. However, it is advisable that the 2010 London Atmospheric Emissions Inventory (LAEI) should be used in conjunction with the NAEI. The LAEI is more appropriate for the Heathrow area and provides a more detailed emission inventory.

UK PM_{2.5} emissions are expected to exceed the Gothenburg Protocol targets by 2030 with emissions associated with Heathrow airport activity representing 9% of the projected exceedance of the 2020 target (without mitigation). This compares to 4% for the Gatwick scheme. The principle source of PM_{2.5} is aircraft brake and tyre wear and use of Auxiliary Power Units.

Take into account also the recent European Court of Justice's ruling that the UK must comply with NO_x limit values "as soon as possible" – therefore national mass emissions, although not a local impact to H&F residents, should be very high on the agenda for the AC and need to be fully considered as part of the current assessment work.

The EU is already seeking to fine the Government for exceedances of limit values,

therefore any exceedance of either EU or Gothenburg protocol targets is deemed to be unacceptable. The AC would need to provide full details of any proposed mitigation scheme and quantify the benefits.

Option (a) One new runway to the northwest (Heathrow's official proposal)

HAL admit that air quality in the London context is a serious problem, but assert that although Heathrow contributes, other traffic has impacts. We agree with this statement but regard Heathrow's contribution to the problem as significant and therefore it should be monitored, modelled and considered very carefully in the context of the proposed expansion scheme.

HAL's case for mitigating the impact of expansion and improving local air quality (including in H&F) rests on a modal shift from cars to public transport for airport journeys. They claim that their expansion plan will bring no additional traffic to roads, including the A4 Great West Road (one of the main arterial roads into central London in H&F) as the public transport infrastructure is set to improve and be upgraded. They suggest that the rail services connecting Heathrow and south London, Crossrail, planned Piccadilly line upgrades and the new HS2 link into Old Oak Common - all of which have the go-ahead (bar HS2 which is considered likely) - will motivate and ensure this shift in passenger behaviour.

When questioned at the Oral Evidence Hearing, HAL did not seem to consider national emissions an issue and claimed that PM limits were met. We asked them which mitigation measures they would be putting into practice without expansion and they listed the following measures:

- Landing charges that are already in place to encourage the cleanest fleet will continue
- Airside measures to incentivize cleaner vehicles and vehicle pooling
- New technologies including electric airside charging will continue
- Encouraging taxis, buses with cleaner engines will continue. They encourage TfL to invest in cleaner vehicles. The airport is already working with taxis to reduce "empty" journeys.
- Steeper and curved flight paths

It is to be noted then that the majority of the proposed mitigation measures are already in place and few are reliant on expansion. We actively encourage the continuation of these mitigation measures with or without expansion. We also encourage additional mitigation measures that could be implemented. These are noted in Section B.

HAL have undertaken detailed dispersion modeling and forecasting that the AC has yet to undertake, and these results underpin their claims regarding improved air quality. Bearing in mind their mass emissions inventory is significantly underestimated according to the Commissions' independent studies, we conclude therefore that it is unhelpful that the Commission's comparative data is not yet available and especially concerning that it will only be available after the public consultation process is closed.

Option (b) Extending the northern runway to the west (Independent proposal by organisation called Heathrow Hub)

HH's case for mitigating the impact of expansion and improving air quality locally (including in H&F) rests on a significant modal shift from cars to public transport on airport journeys. They claim that their expansion proposal will bring negligible additional airport traffic to roads, including the A4 Great West Road. This change in public transport mode share is underpinned by HH's surface access strategy, which they claim increases accessibility and reduces journey times to the airport, making rail an attractive alternative to the car. They allege that the number of interchanges is a determining factor in achieving mode transfer from private cars and taxis to rail, and that their strategy would give the majority of Heathrow passengers direct access to the airport or a maximum of one interchange.

This strategy relies heavily on the existing planned infrastructure upgrades already being implemented: Crossrail, Piccadilly line upgrades and the Southern Access line from Waterloo. HH confirm that they would like to see Heathrow put on a mainline but this is not currently a planned infrastructure improvement and therefore not to be included in their surface access strategy. We are particularly concerned as according to HH, 51% of all surface access routes to Heathrow come from Greater London.

We are also concerned that HH includes "embedded mitigation" as one of their mitigation measures which is proposed to increase the modal shift of passengers travelling by public transport to/from the airport from 38% to 50%. We would need more detailed, modeling and assessment to substantiate this claim. Since being questioned on this at the Oral Evidence Hearing, HH has submitted written evidence to back their assumption. We do not find this evidence conclusive or convincing, as it is repetitious of evidence already processed and received.

It is our conclusion that the HH expansion proposal at Heathrow will result in air quality EULVs being breached in H&F due to road traffic, and we would require detailed evidence to disprove this.

In order to accept HH's claim of 'negligible additional road traffic' and their commitment to improved air quality as a result we would require further extensive evidence to support the modal shift assumptions being made. We would also require detailed modeling and air quality monitoring on H&F main arterial roads such as the A4 and Hammersmith gyratory.

In line with the AC's conclusions, the stage 1 air quality assessment for both HAL and HH schemes is currently insufficient. They are considered inadequate for the following reasons, among others:

- Predictions are based on a high-level DEFRA model used for reporting national air pollution statistics to the European Commission which omits many hotspots. Therefore it is not appropriate to determine whether they will exceed national objectives for NO₂ and PM.
- Lacks sufficient input data to produce a sufficiently detailed assessment
- Lacks an appropriate dynamic traffic model (the promoters have not submitted detailed traffic modelling).
- Reference to the previous 2008 assessment does not allow sufficiently for uncertainties e.g. range of road traffic scenarios, meteorology and climate change, background air quality and atmospheric chemistry.
- A lack of validation/sensitivity testing - therefore no reliable relationship between

monitoring projections and modelling predictions.

- No modelling/predictions for additional traffic on access routes to Heathrow, e.g. A4/M4, so no way of assessing local traffic impacts in H&F. The A4/M4 corridor continues to be a major source of poor air quality with serious exceedences.

It is our conclusion that air quality must be given the weighting and gravitas it deserves in this consultation. It is a basic human right to breathe clean air. Poor air quality can have devastating effects on people's health and quality of life. Government data shows that the average reduction in life expectancy of UK residents as a result of long-term exposure to PM2.5 is 6 months. It is also estimated that in 2008, 29,000 premature deaths in the UK were attributed to long-term exposure to PM2.5. This compares with 2,222 people killed in road traffic collisions in 2009, 15,479 deaths partially or wholly attributable to alcohol in England in 2010 and 81,700 deaths wholly or partially attributable to smoking in 2010. In London, it is estimated that in 2008 there were 4,267 deaths attributable to long-term exposure to small particles. This figure is based upon an amalgamation of the average loss of life of those affected, of 11.5 years.

Biodiversity

6. Protecting and maintaining natural habitats and biodiversity

Expansion of Heathrow is not expected to have direct impacts in relation to biodiversity in Hammersmith & Fulham. Given the limited time we have had to check and comment on the Commission's consultation documents, we have not made comments on this issue.

Carbon Emissions

7. Minimising carbon emissions in airport construction and operation

Generally there is little information on carbon emissions relating to construction in the consultation document. The AC has not modelled the effects and impacts in their assessments and neither has HAL. Therefore the immediate conclusion to be drawn is that the information in this area is lacking and more assessment and modelling needs to be commissioned.

Friends of the Earth suggest that we cannot afford expansion in terms of expected increases in carbon emissions. We need to decrease not increase and obviously expansion means increase in emissions. It is difficult to meet our CO2 objectives and if expansion goes ahead at Heathrow it will mean that expansion elsewhere must be curtailed.

The HH proposal incorporates a tunnel to divert the M25 under the extended runway. Presumably the carbon emissions relating to this infrastructure change are considerable and should also be factored in.

Friends of the Earth also allege that building an additional runway in London or the South East would be inconsistent with climate change obligations wherever it is built.

The Committee on Climate Change has said (para 2.41 of the main AC consultation document): *"It has not been possible to assess the transport economic efficiency, delays or wider economic impacts under a carbon-capped forecast. This is because carbon prices are much higher in each scheme option than the 'do minimum baseline, meaning the*

carbon policy component of the appraisal dominates capacity appraisal. This is particularly problematic as appropriate carbon policies have not been investigated in detail.”

The AC intends to carry out further work to complete a fuller economic assessment of the case where UK emissions are constrained, i.e. ‘capped’. This work will be available for the final report in summer 2015. It is our opinion that the full assessment should have been carried out and made available as part of the current consultation.

Water & Flood Risk

8. Protecting the quality of surface and ground waters, using water resources efficiently and minimising flood risk

Expansion of Heathrow is not expected to have direct impacts in relation to water/flood risk in Hammersmith & Fulham. Given the limited time we have had to check and comment on the Commission’s consultation documents, we have not made comments on this issue.

Place

9. Minimising impacts on existing landscape character and heritage assets

Expansion of Heathrow is not expected to have direct impacts in relation to landscape or heritage issues in Hammersmith & Fulham. Given the limited time we have had to check and comment on the Commission’s consultation documents, we have not made comments on this issue.

Environment TBD

10. Identifying and mitigating any other significant environmental impacts

No additional comments other than those made elsewhere.

Quality of Life

11. Maintaining and where possible improving the quality of life for local residents and wider population

The AC commissioned a study of quality of life for those living near airports, which said:

- “We can be confident that aircraft noise is bad for subjective well-being.”
- “Those living in noise contours but not close enough to airports to benefit from the potential advantages, for example in terms of access to employment opportunities, will be likely to suffer negative effects on their subjective well-being due to noise.”

The AC mentioned the benefits of connectivity for individuals taking more flights for leisure purposes. Hammersmith & Fulham is ninth in Heathrow's frequent fliers list. However many residents use other London airports, sometimes for cost reasons, which is unsurprising since average incomes of people who make international flights are £77,249 for businesses travellers and £53,566 for leisure travellers (CAA Passenger Survey Report 2013). In this regard, we were interested to note the proposers’ comments that air fares might need to increase.

The study recommended putting monetary values on various aspects to build into the sustainability assessments of the options. However, instead, the AC rowed back from doing this and sought views in its consultation.

The AC's assessment of quality of life impact puts people into three categories, which they assess accordingly:

- Local within 5km – where the AC nets off the positive (mostly jobs) and negative effects to get an overall neutral rating
- Local outside 5km within flight path – which the AC fails to assess apart from saying that noise will be negative
- National – where any economic benefits represent pure gain since there are no local negative impacts

At 16km from Heathrow, our borough clearly falls into the middle category and, again, there is relatively little about the impacts on us. There are several other boroughs in a broadly analogous position to H&F, i.e. outside the 5km radius but affected negatively by noise, traffic and air pollution and benefiting minimally from new inward investment and jobs.

Whilst we are encouraged to see a Quality of Life Assessment included in the AC's assessment – as this sort of analysis has never been done previously – we are concerned about the way positive and negative impacts are measured against each other, and in some cases judged to balance each other out. Further work is required to develop suitable assessments that can be used as part of the decision-making process that will inform the AC's final recommendations.

Community

12. Reducing or avoiding disproportionate impacts on any social group

No additional comments other than those made elsewhere.

B. How could the options be improved?

Local Economy Impacts

13. Promoting employment and economic growth in the local area and surrounding region

The territory assessed for local impact was chosen as representative because '76% of the assessment area workforce lives there' (see Local Economy Impacts Assessment page 14). Whilst this may be a fact, there seems no statistical validity for this figure of 76%. Whilst it would certainly complicate the study by widening the territorial area, might it not be more rational to study impact on a straight 'distance measured' from Heathrow, i.e. a circle centred on Heathrow, with a radius perhaps in the centre of West Berkshire and described through London and the home counties? Was this considered?

Local Economy Impacts

14. Producing positive outcomes for local communities and the local economy from any surface access that may be required to support the proposal

Page 115 of the Local Economy Impacts Assessment states “The expansion of Heathrow could provide opportunities for unemployed local residents to take up new roles...HAL has also highlighted that they plan to recruit and upskill local workers through programmes such as Heathrow Academy. This being said, any increased employment pressure within the area “may force the airport to consider further schemes in order to gain the workforce they require.”

Positive outcomes for local communities will primarily be achieved through employment. H&F’s Urban Partnership Group understands the challenges of working with low / no skilled people and employers to get unemployed people work-ready and support them in the early months and years of employment. Firm commitments must be agreed by all parties to ensure that the maximum positive outcomes can be captured by those members of the community who have, otherwise, the least opportunities to benefit. Particularly we would be talking here about single parents, older people who live alone and those who have been out of the jobs market for a considerable period of time. The page 155 statement above is already indicating that employers can opt out of this.

Surface Access

15. Accommodating the needs of other users of transport networks, such as commuters, intercity travellers and freight

On the basis of the AC’s work so far it is hard to see how either Heathrow expansion option could be achieved without damaging impacts on residents and commuters in Hammersmith as far as surface access issues are concerned. The following would at least ensure the likely impact on H&F could be more clearly assessed:

- Surface access appraisal and modelling must include the impact on the A4 corridor through Hammersmith to Earl’s Court as this is the main road gateway from Heathrow to central London, and appraisal and modelling of the impact on the Piccadilly Line in the same area.
- In depth modelling must be carried out of A4 capacity now, in 2030 and in 2050 with background growth and with/ without Heathrow expansion.
- Forecasting is required of increased Heathrow related HGV traffic on the A4 corridor through Hammersmith.
- Assessment/ forecasting are required of how the key junctions at Hogarth, Hammersmith and Earl’s Court will cope.
- Assessment should be carried out of the impact on traffic flow of tunnelling the A4 at Hammersmith (“Flyunder”)
- Working with TfL, in depth modelling of passenger numbers on Heathrow-bound Piccadilly Line trains and detailed background growth forecasts must be carried out
- Forecast dispersal of passengers between the extended public transport offer into Central London must be modelled.
- Forecasts up to 2050, not just 2030 must be modelled.
- Details must be published of what additional upgrades could be carried out to Piccadilly line to accommodate Heathrow expansion numbers in line with Jacobs’ statement that the planned upgrade will not be sufficient to meet Heathrow passenger numbers.
- Heathrow Express (HEX) ticketing should be brought into Oyster pricing, to enable HEX to be used to capacity and relieve Piccadilly Line and Crossrail.
- Research and forecasting is required into the effects on public transport in case of an

early and successful modal shift to public transport – will rail be able to cope with forecast numbers.

In addition there should be investigation of more radical road traffic deterrents: e.g. early introduction of high-level congestion charging at the airport from the outset of expansion, and elimination of or extra charge for “kiss and drive” quick drop-off facilities, which Jacobs says will continue to give increased traffic from Central London.

A Delivery Authority to coordinate the necessary public transport and road infrastructure projects should be given serious consideration.

Noise

16. Minimising and where possible reducing noise impacts

The policy of concentrating arrivals noise over two approach paths along with the policy of Westerly preference has led to a major concentration of aircraft noise over the borough. This concentration over a relatively small area has blighted that area and led to very strong opposition to the airport, to night flights and to proposals for further expansion. These policies are based on circumstances that have changed over the years and should therefore be reviewed.

Westerly preference was designed to protect communities under departure routes, at a time when departure noise was a much greater problem than arrivals noise. That balance has changed as engine noise has reduced significantly and as many aircraft climb more quickly. Arriving aircraft still approach the airport at a 3 degree angle and, while there has been some reduction in arrivals noise, it is much less significant. Most complaints are now due to arriving aircraft rather than departing aircraft. This change has also led to a removal of the Cranford Arrangement. The time has come for a major review of Westerly Preference.

We would like to see some of the mitigation improvements suggested by HAL as part of their expansion package, such as a steeper approach angle, trialled and implemented whether or not a new runway is built. However, most of the HAL's proposed noise mitigation improvements require a change in Government policy, major consultation, safety assessments and perhaps the support of international bodies. Therefore, none can be relied upon as neither airport, nor the Commission, can deliver them. We discuss specific mitigations further below.

- Routing of all flight paths so that no aircraft movements occur over or close to H&F so that there are no noise impact on residents would obviously improve on the current and forecast impacts. However, such a radical change to airspace use over London seems unlikely - and there is also the issue of how fair such a move would be for other boroughs in the vicinity of Heathrow - but even if such a measure was implemented, the expected impacts of expansion in other respects would still be such that this expansion option would not be supported.
- Heathrow should seek to minimise the noise impacts of the airport's operations through the adoption of progressively tougher measures that encourage the use of less noisy aircraft and penalise heavily the use of noisier aircraft.
- The use of an increased angle of descent should be trialled at Heathrow with a view to moving from a 3 degree angle to a 3.5 degree (or greater) angle for arrivals.
- Improved compliance with Continuous Descent Approach (CDA) should be encouraged

and a report on non-compliance should examine the reasons. It is understood that safety cannot be compromised, but residents should be entitled to expect that good practice is followed whenever this is possible. An assessment should also be made of the point at which landing gear is lowered, as this contributes to noise impacts

- The move away from a “Westerly Preference” to an “Easterly preference”, “No Preference” or “Equal shares preference” in terms of operations should be assessed to see if this can provide benefits to communities under arrivals flight paths on the east side of the airport such as H&F.
- Night flights should not increase. Over time, they should be phased out or there should be a longer curfew.
- The airport should continue to operate within its current design as a 2 runway airport and comply with the 480,000 flight limit imposed as part of the T5 planning permission.

Option (a) One new runway to the northwest (Heathrow's official proposal)

- This expansion option is not supported. The Heathrow expansion option is already presented in a range of “highly mitigated” assessment scenarios, but we still consider that the noise impacts on H&F will be unacceptable.

Option (b) Extending the northern runway to the west (Independent proposal by organisation called Heathrow Hub)

- This expansion option is not supported. The Heathrow Hub expansion option is already presented with mitigation measures and respite options included (although the latter is not included for all forecast years), but we still consider that the noise impacts on H&F will be unacceptable.

Air Quality

17. Improving air quality consistent with EU standards and local planning policy requirements

The omission of modelling/predictions for additional traffic on access routes such as the A4 Great West Road into central London is an issue that requires resolution. Increased traffic flows along this main arterial road would have a significant impact on the already elevated concentrations of NO_x and PM.

As we have established HAL's key commitment in terms of air quality is “no new airport related air traffic”. This is a heroic statement and in order to achieve this we believe that the following measures should be implemented alongside expansion, and without expansion to mitigate the impacts of airport traffic/and airport related emissions on air quality at both a local and national level:

- New rail airport expansion specific infrastructure, for example connecting Heathrow on a mainline instead of a branch line.
- Introduce baggage check in points at mainline stations going direct to Heathrow so travellers with luggage are encouraged to use public transport instead of taxi or car.
- Incentives for modal shift to alternative means of transport, such as:
- Introduce a congestion charge for Heathrow traffic.
- Cut car parking spaces and raise car parking rates at Heathrow to disincentivise car users.

- Urban greening of the roadside environment
- Incentivise bus companies and taxis to use cleaner engines in the same way as cleaner aircraft are incentivised.
- Incentives for use of alternative fuel source vehicles.
- Reinforce the Mayors ultra-low emission zone.
- Impose a tariff for vehicles not conforming to new emissions standards at the airport including private cars
- Continue to incentivise cleaner aircraft, electric airside vehicles, vehicle pooling, revised shorter taxiing schedules etc
- Introduce steeper landing and take off paths and curved approaches.

Biodiversity

18. Protecting and maintaining natural habitats and biodiversity

Expansion of Heathrow is not expected to have direct impacts in relation to biodiversity in Hammersmith & Fulham. Given the limited time we have had to check and comment on the Commission's consultation documents, we have not made comments on this issue.

Carbon

19. Minimising carbon emissions in airport construction and operation

Water & Flood Risk

20. Protecting the quality of surface and ground waters, using water resources efficiently and minimising flood risk

Expansion of Heathrow is not expected to have direct impacts in relation to water/flood risk in Hammersmith & Fulham. Given the limited time we have had to check and comment on the Commission's consultation documents, we have not made comments on this issue.

Place

21. Minimising impacts on existing landscape character and heritage assets

Expansion of Heathrow is not expected to have direct impacts in relation to landscape or heritage issues in Hammersmith & Fulham. Given the limited time we have had to check and comment on the Commission's consultation documents, we have not made comments on this issue.

Environment TBD

22. Identifying and mitigating any other significant environmental impacts

No additional comments other than those made elsewhere.

Quality of Life

23. Maintaining and where possible improving the quality of life for local residents and wider population

We have already mentioned above that we welcome this. However, without following through and assigning monetary values we do not understand how quality of life assessment will be brought into the AC's final judgement.

It is not clear what assessment is being given to a range of factors for communities living outside the 5km radius but within the flight path area (category 2 in the table at paragraph 15 above) as there is currently a blank in this box. The numbers of people in this category should be quantified. We consider Hammersmith & Fulham falls within this category as well as several other inner London boroughs.

The cut-off point of the 55dB in the technical paper probably only reflects the accepted use of this contour and is presumably shorthand for 55dB Leq. However many argue that it should be lower and also argue for measurement in dB Lden. Without this starting point we would presumably expected a graduated finding (cf the marginal negative effect for additional dB's above 55) with annoyance starting at lower levels and having at least some effect on quality of life.

The physical health effects of noise are only represented in a very limited fashion in the datasets used. The association between noise and health conditions cannot be scored anywhere else in the Appraisal Framework. More weight should be given to the negative health effects, such as strokes, heart disease and hypertension, on which there is supporting academic evidence.

Community

24. Reducing or avoiding disproportionate impacts on any social group

No additional comments other than those made elsewhere.

C. Comments on the Airports Commission process

25. How appraisal overall carried out

- It is not clear how the Commission's findings for each module are to be assessed against each other, how interactions and knock on effects between modules are being modelled or if any weightings will be applied in any final assessment before the Commission makes its recommendations. At the stakeholder event, we were informed verbally that there are no weightings to be applied and that the Commissioners would use their professional judgement. There is therefore a danger that there will be a lack of transparency in terms of how positive and negative impacts and costs and benefits, particularly in relation to measuring economic growth versus environmental impacts will be balanced.
- It seems clear, as indicated by comments made by both Heathrow Airport and Heathrow Hub, that new information will be submitted by them to the Commission to support their proposals for expansion. The Commission itself, will also need to produce additional assessments of the expansion proposals (e.g. in relation to carrying out more air quality modelling work and assessing newly submitted evidence by the scheme proposers). Yet it would appear that all of this new information will not be available for consultees to see, challenge and comment on prior to the Commission making a final recommendation for airport expansion. If this approach is taken it damages the consultation process and will impact on the credibility of the Commission

and its recommendations.

26. *Relevant factors omitted*

Noise

- The Commission acknowledges that people's response to noise is not just about sound volume and tonal frequency but also determined by its duration, regularity and the time of day it occurs. It is useful that "regularity" of noise events is recognised as an important factor in terms of response to noise as both Heathrow options result in a very large increase in aircraft movements (around 250,000 extra compared to current levels). However, the use of N60 and N70 to try to measure the impacts of movements needs to be supplemented with further metrics with reference to the results from a new social survey to try to improve the relationship between the technical assessment results to people's actual response on the ground to aircraft noise.
- The ANASE (Attitudes to Noise from Aviation Sources in England) Report is referenced, but only in relation to indicating support for LAeq method of measuring noise impacts and annoyance. The study was recently updated and its other findings in terms of annoyance response (at lower levels of noise that normally modelled by noise contours) and in relation to regularity of noise events should have also been factored into account in the noise assessment work. A new noise annoyance study is needed urgently to inform any planning inquiry.
- No reference has been made to the World Health Organisation's guidelines for community noise impacts which include recommendations on noise level limits on issues such as preventing adverse health effects from night noise. Given the timescales being looked at for the expansion scenarios, these guidelines should be referenced and taken into account.
- Although health issues are covered in the respect that a monetisation assessment has been carried out by the AC, the implications of causing potentially £25 billion worth of health impacts, including heart attacks, strokes, sleep deprivation etc have not been acknowledged, discussed or justified in any detail, should this expansion option proceed.
- It is also not clear if the assessment covers all impacts that need mitigating – e.g. insulation of properties (houses, schools etc) which in themselves would most likely represent significant costs. How are these costs going to be met – i.e. who is paying for the health costs caused by expansion?
- From 2050 for the remainder of the assessment period (calculated to be 35 years), health impacts are presumed to hold – but couldn't impacts (and associated costs) increase? This could have been clarified.
- In the Sustainability Assessment, the Commission note that "It is well understood that people who live beyond an airport's noise contours can often be irritated and upset by the overflight of planes. And an expanded Heathrow would lead to more planes overflying the capital". Despite this recognition, the issue of the impacts on communities such as H&F which are often on the outer edge or beyond the noise contours presented in noise assessments is not well covered or accounted for in the Commission's assessments.
- The Commission is also urged to note the findings of the All Party Parliamentary Group on Noise from Heathrow Airport, published on 18th December 2014.

Option (a) One new runway to the northwest (Heathrow's official proposal)

- There are some aspects of the proposer's scheme that should have been picked out and highlighted by the Commission –e.g. the potential increasing use of mixed mode type operations with associated knock on effects in terms of a reduction in the amount of respite time that communities would receive – which would appear to be particularly significant for those under the southern runway flight path approaches.

Option (b) Extending the northern runway to the west (Independent proposal by organisation called Heathrow Hub)

- The noise assessment scenarios for the Hub option are not consistent with the assessment of the Heathrow airport option. We would have expected consistency in the Commission's assessments of both Heathrow proposals which would have helped to compare their relative impacts.

Safety

- It is disappointing that a key issue such as safety was not highlighted as a stand-alone issue for comment as part of the consultation. Safety is an issue that concerns H&F residents, particularly with the large-scale increase in flight numbers that expansion would bring.
- Many H&F residents are concerned about safety risks. While we accept that the likelihood of an accident is small, it is difficult for most people to understand the size of the risk. However, the impact of an accident is clear: it would be devastating.
- We do not believe that the risks for approaching aircraft, however small, should be so heavily concentrated over densely populated West London because the impact would be so large. Any significant increase in flights should therefore prompt a review of westerly preference, for safety as well as noise reasons.
- We are concerned that the CAA will not assess safety until very late in the process, even after planning permission has been granted for one of the schemes. While it is reassuring to hear that safety will be assessed fully, the CAA paper states that safety mitigations might compromise some noise respite options. It is unacceptable for safety to be reviewed so late in the process. We propose that the chosen developer makes an outline application for a safety licence before the planning application is submitted, so the main parts of the safety case can be properly reviewed before planning permission is granted.

Option (a) One new runway to the northwest (Heathrow's official proposal)

- Safety mitigations will be needed because the new runway is closer to an existing runway than the international recommendations and it is also to be offset. This will affect the way adjacent runways are operated;
- The safety of the air traffic control tower would need to be reassessed;
- Car parking within the airport public safety zone must be reviewed;

- A complete review of the entire air traffic operation would need to be assessed, including existing mitigations, the relationship with RAF Northolt, missed approach procedures, and helicopter crossings.
- Significant airspace changes would be needed. Existing departure routes would need to be redesigned. A case might need to be made to extend controlled airspace. Possible conflicts with other airports would need to be assessed. Airspace changes alone could take 5-7 years to implement.

Option (b) Extending the northern runway to the west (Independent proposal by organisation called Heathrow Hub)

- The design is a “novel concept without any pre-existing standards or experience globally”. The CAA is “open minded”;
- A particular concern is the risk between missed approaches and departures;
- Safety mitigations will also be needed because the new runway is slightly closer to the southern runway than international standards and is offset;
- The safety of the air traffic control tower would need to be reassessed;
- The risks of ILS localizer interference, location and protection needs review;
- Approach lighting could be an issue as it has to be on the airfield;
- Aircraft waiting to depart would be within the safety zone, contrary to policy.
- Significant air traffic and airspace redesign would be needed, as with the other Heathrow option, but with greater safety issues due to the new design

27. How appraisal of specific modules carried out

Noise

- H&F welcomes the use of broader metrics than the traditional 57dB Leq contour. Use of a variety of measures gives an improved assessment of the impact (e.g. by using the metric incorporating flight numbers) although further refinement of the metrics is required so that they more closely align with the community impacts they are supposed to represent.
- The sheer range of scenarios tested produces a mass of data and maps which are very difficult to assess and the modelling results are not always presented in a way that makes comparisons easy.
- Some data is not presented as clearly as it could or should have been. There is also sometimes an issue with inconsistencies in terms of the way information is presented which makes assessment and comparisons difficult. As an example, see the monetisation section of the Noise Assessment. Information that could have been tabulated to aid assessment of various impacts and scenarios has been presented in text. Within subsections of the assessment (e.g. those on hypertension and heart attack impacts) different approaches are taken to presenting data for the 3 scenario years of 2030, 2040 and 2050 and the 3 sensitivity scenarios of low, medium and high costs.
- Although a warning is given in the noise assessment report to the effect that “there is a risk that the results are accorded a level of accuracy and precision that is inappropriate for the level of assessment undertaken”, it feels like results are presented throughout the document without appropriate caveats so there is a risk that greater certainty will be attached to these findings.

- Modelling assumptions such as flight paths, number of movements, fleet mix etc that are critical to determining the outputs of the noise model are ambitious and/or indicative which means that very little faith can be placed in the final results. Just as a range of scenarios have been tested in some respects of the assessments, further sensitivity tests could have been carried out on these critical inputs.
- In many respects, the noise assessment results have not been presented in a clear and easily understandable manner
- Multiple scenarios and sensitivity tests have been carried out in some parts of the assessment which have produced huge amounts of data and information but this is not always provided down to the level required to make informed judgements on potential impacts. For example, the noise assessment results are presented for the Heathrow study area only and it is very difficult to determine local impacts from the maps and tables provided. Councils and communities need local information in order to respond properly to the consultation. H&F specific information has been requested in terms of noise impacts (not yet received after 2 weeks). The Commission gives itself 20 working days to respond to queries sent in to it. Potentially this is 1 month out of the 3 month consultation period that we have to wait for more detailed information – thus significantly reducing the time available to review and comment on important aspects of the consultation.

28. Sustainability assessments

One of the aims of the Sustainability Assessment (SA) is to provide robust information on, amongst other matters, the environmental impacts of the proposed expansion options. The issues and omissions highlighted above suggest that the SA cannot be regarded as robust in terms of noise impacts.

Option (a) One new runway to the northwest (Heathrow's official proposal)

- The SA highlights that in terms of the 'do minimum' and 'do something' scenarios for 2030, 2040 and 2050 (lower end, carbon capped) that "higher numbers of people are forecast to fall within the 57 DB day noise contour and to experience 50 or more 70dB overflights in a day". However, "fewer people are forecast to fall into the 54dB day noise contour, the 48dB night noise contour, the 55Lden 24-hr contour and to experience 25 or more 60dB overflights during the night".
- These impacts are considered to be "significantly adverse" by the Commission, although they consider that further mitigation measures could be implemented to reduce impacts to 'adverse'.
- From a noise perspective, even with high levels of mitigation, it is considered that the SA shows that noise impacts remain as adverse which is unacceptable.

Option (b) Extending the northern runway to the west (Independent proposal by organisation called Heathrow Hub)

- The SA highlights that in terms of the 'do minimum' and 'do something' scenarios for 2030, 2040 and 2050 (lower end, carbon capped) that "higher numbers of people are forecast to fall within the noise footprint of the airport across every type of noise measurement. Both the 54LAeq and 55Lden show growth of over 25% in the 'do something' scenario". These impacts are clearly "significantly adverse" as acknowledged by the Commission.
- Although the Commission considers that further mitigation measures could be

implemented to reduce impacts to 'adverse', "the effects of such mitigations would have to be extremely significant" to be able to achieve this.

- From a noise perspective, it is considered that the SA shows this proposal to be unviable.

29. Business Cases

A separate Business Case and Sustainability Assessment have been carried out for both of the Heathrow expansion options. The Business Case consists of the following:

- Strategic case
- Economic case
- Financial & Commercial Case
- Management Case

It is not immediately clear, but it seems that environmental impact issues are covered under the strategic case assessment, albeit very briefly. The strategic fit assessments carried out are very focussed on meeting the expected demand for aviation services, improving the passenger experience and maximising benefits to the economy. There is little if any reference to environmental impacts, health impacts or community impact issues.

The Strategic Case does not precisely follow the HM Treasury Green Book format, but it at the same time replicates much of the function of the strategic case implied by the Green Book. It is unclear which aspects of the assessment are not in line with Government's guidance, neither is it explained why the assessment has deviated from it.

There is concern that significant and adverse impacts for a range of critical issues such as noise, air quality, carbon emissions etc will be deemed to be acceptable without full and proper assessment of their costs and impacts.

The Business Case also needs to take into account the issue of how national economic benefits are assessed against local negative impacts – there is concern that, if expansion goes ahead, there is an imbalance between the groups that benefit from a larger Heathrow and those communities that have to bear the brunt of the negative social and environmental impacts.

The Business Case assessments clearly present figures for the costs associated with capacity constraints – i.e. the costs associated with not expanding Heathrow, but there does not appear to be any similarly presented figures on costs associated with expansion.

It is not clear how the 2 are to be considered together in terms of forming a 'total scheme' impact assessment. The Commission appears to be reserving judgement at this stage on how all the relevant factors will be assessed in determining their final recommendations. It is concerning that the Business Case/Sustainability Assessment report states that even if the schemes show lots of adverse environmental impacts then that doesn't mean a scheme is not suitable. There needs to be more transparency on the process of how all of the costs and benefits will be weighed up.

The Business Case assessment states that high levels of unmet demand for travel from Heathrow would see traffic movements increase rapidly if expansion takes place. By 2040, the airport is forecast to be operating at its capacity of 740,000 movements across all but 1 scenario. In some scenarios, capacity is reached sooner. This suggests that within around

10-15 years of having a 3rd Runway we can expect Heathrow to already be pressing for a 4th Runway. This issue needs to be acknowledged and discussed in the Commission's assessment.

D. Other comments

30. Other Comments

- Given the sheer volume of information produced, the consultation period of 12 weeks is inadequate. The volume of consultation information provided makes it extremely difficult for local authorities, resident and community groups to adequately assess and report on the Commission's work before making any consultation response.
- Also, holding the consultation over the Christmas and New Year period does not encourage people to engage fully with the consultation process when they are clearly going to be busy with other arrangements.
- The consultation should have either been extended through to early 2015 or not started until the New Year. The Airports Commission do not need to report on their final recommendations until summer 2015, so there is no need to rush through the consultation process now.
- The Chair of our residents Commission group wrote to Sir Howard Davies on 27 November to ask for an extension to the consultation period but as of 18 December no reply has been received. We also wrote to the Commission on 21 November to request H&F specific noise data so we could better understand the potential local impacts of the expansion proposals. We were informed on 15 December that this local information was not available.
- Consultation information only appears to be available online. This is not regarded as adequate in terms of engaging as fully as possible with the communities who could potentially be impacted by the expansion options under consideration. Information should be provided in hard copy. It was only after a number of requests that hard copy documents were provided.
- Feedback from some resident representatives in the borough suggest that there is not widespread awareness about the Commission's current consultation. We expect this is linked to the limited availability of information that the Commission has made public.
- Only 1 day was set aside by the Commission for its stakeholder event at Heathrow. We received no information about the ticket only event on 3 December. By the time we had found out that tickets were being distributed it seems that it was too late to receive an invite. Despite contacting the Commission about ticket availability we did not receive any response. In addition to the ticket-only event there was a single event, open to the public without invitation, held at a Heathrow hotel on the evening of 3 December. We do not consider that such a low level of engagement with local communities is acceptable.
- A representative of our own residents Commission attended the evening event and noted the extremely poor turnout. The purpose of this event appears to have been to raise awareness, but we doubt that it achieved this aim. Details of the event were circulated at a very late stage and the postcode for the hotel venue was wrong. The Commission should have made better efforts to publicise the event much earlier, should not have limited it to a single event and should have hosted additional events closer to other affected communities, not just in the immediate vicinity of the airport.
- There is a danger that the Commission is repeating the mistakes of the airport in terms of poor engagement with communities who may not be in the immediate vicinity of the

airport but who are impacted and will continue to be impacted by expansion at Heathrow if this is what the Commission proposes in its final report.

- There appear to be gaps in some of the information presented in the consultation, - e.g. full information is not presented on potential air quality impacts as further air quality modelling assessments still need to be carried out. There is also concern about the dearth of information on how traffic and public transport impacts in the borough would be addressed. The consultation should not begin until all required assessments have been completed and are available for review.
- No consultation information from the Commission has been distributed to the areas that could potentially be impacted by the expansion options under consideration. Residents are however, receiving numerous flyers, leaflets etc from Heathrow (via its “Back Heathrow” campaign) on its 3rd runway proposals. There are concerns that the main contact that residents are receiving on the issue of Heathrow expansion are not presenting issues in a balanced and independent way – i.e. presenting down-sizing or closure of the airport as the alternative to allowing expansion to proceed.
- A number of consultations have been undertaken in relation to expansion proposals and operational changes at Heathrow over the last 10 years. Many people will have responded consistently to these (as has H&F council) to say that we do not support expansion or changes that increase environmental impacts such as noise. There is a danger of “consultation fatigue” for people on the issue of Heathrow expansion who feel that they are continually being consulted on issues but not being listened to.

ANNEX 1: RESIDENTS' VIEWS

The evidence we have about residents' views on Heathrow expansion is qualitative in nature. Comments by residents on the initial website news page (see 'A' below), and subsequently responses to the call for written evidence (see 'B' and 'C' below), have enabled us to identify the salient issues.

While these also show a majority against Heathrow expansion, this can only be a rough indication of the weight of resident opinion. We had neither the time nor the resources to commission a quantitative survey, however it is worth noting the results of the 2008 Council consultation exercise about the most recent previous proposal for a new runway at Heathrow which were as follows:

- Out of a total of 4,039 responses, an overwhelming majority of 3,765 respondents (93%) objected to further expansion at Heathrow, with just 227 (6%) being in favour. The remaining 1% expressed no clear opinion. The main reason people objected at that time to further expansion was the increase in noise impacts - 3,688 people highlighted noise as a concern. Almost as many people (3,507) also rated increased air pollution as a reason for their opposition. Strain on the roads and Underground was of concern for 2,998 people. The majority of respondents were concerned about all of these issues and many also expressed concern about other impacts including: nightflights; climate change and safety issues. We believe these results and the issues raised are still broadly relevant.

An important factor at work is the information environment over the timescale of the AC. The AC's public consultation has been poorly publicised, and H&F is not included in the target boroughs, who were invited to the "Heathrow Public Discussion" event on 3 December. We found a lack of awareness that this consultation was taking place, although we were assured by officials at the "Heathrow Public Drop-in" evening event on 3 December that the consultation was for the general public and not a technical consultation. Despite this assurance, we consider this to be the most technically complex consultation ever undertaken on airport expansion, which we fear has discouraged people from checking proposals and considering the potential impacts for their quality of life.

During the same period, and into a virtual information vacuum, "Back Heathrow" has undertaken a regular and comprehensive direct mail and local press campaign, presenting arguments exclusively for expansion. As far as we know, this was the main source of information on the expansion debate that residents received during the Commission's consultation. We have written to "Back Heathrow" to obtain more details and await a reply.

None of the organisations campaigning against Heathrow expansion has had a fraction of the resources to achieve this sort of coverage – or indeed any mailshots at all. Consequently, it feels as if the consultation and the accompanying "debate" on expansion has very much been weighted in favour of the pro-expansion lobby.

A: www.lbhf.gov.uk – “Have Your Say on Heathrow” – Analysis of Comments

Total of comments – 186

Against Heathrow expansion – **101** (or 54.3%)

For Heathrow expansion – **59** (or 31.7%)

Neutral or incidental comments – **26** (or 14.0%)

Thematic analysis

Where comments have more than one theme, these have all been recorded.

• **Against:**

Pollution - noise (including effects on sleep)	70
Expand Gatwick instead	18
Build new airport e.g. "Boris Island" instead	18
Airport in densely-populated area	15
Security/safety risk	13
Expand elsewhere instead/balanced regional development	12
Detrimental to health/quality of life	8
Pollution - general	6
Pollution - air quality	6
Inadequate road capacity	3
Inadequate public transport capacity	2
Detrimental to house prices	2
Carbon emissions	2
Wrong reasons for expansion	1
Deliver expanded capacity by other means, e.g. HS2	1

• **For:**

Good for the economy/jobs/competitiveness	25
Noise not an issue/planes becoming quieter	16
Added travelling convenience	7
SE England needs hub airport	6
Objectors are NIMBYs/incomers	6
Environmental safeguards/mitigation must be incorporated	5
More capacity required at Heathrow	5
Depend on Heathrow for livelihood	3
Insulation for homes must be provided	3
Increases attractiveness of borough	2
Lack of suitable capacity/infrastructure elsewhere	2
Benefits outweigh negatives	2
Night flights should not be allowed	1

- **Neutral/incidental comments:**

Noise is a problem from Heathrow	4
Capacity issues solved by moving short-haul flights elsewhere	3
Capacity issues solved by investing in high-speed rail network	3
Capacity issues solved by better slot management	2
Heathrow not run for benefit of UK/London	2
Review Westerly Preference to reduce noise issue	2
Why should convenience take precedence over quality of life?	2
Noise not an issue/can be reduced by using quieter planes	2
Security/safety risk	1
Heathrow most accessible airport from H&F	1
New hub airport should be served by HS2	1
A third runway would increase noise in Hammersmith	1
Landing taxes should be given to boroughs as compensation	1
Ban night-time flying	1
NIMBYs should move somewhere quieter	1
Heathrow major asset for west London	1
Expand Doncaster Airport instead due to better transport links	1
What plans does Heathrow have to improve public transport?	1

B: Call for written evidence – Thematic analysis of residents’ written submissions

Total submissions – 113

Against Heathrow expansion – **65** (or 57.5%)

For Heathrow expansion – **41** (or 36.3%)

[For Heathrow Hub specifically – 6 (or 5.3%)]

[For HAL specifically – 1 (or 0.9%)]

Neutral or incidental comments – **6** (or 5.3%)

Not in scope – 1 (or 0.9%)

Individual submissions - 107

Group/organisation submissions - 6

Friends of Margravine Cemetery (113 members)

Hammersmith Society

Margravine Gardens and St Dunstons Road Residents Association (200)

Piper Residents’ Association (75)

Peterborough Road & Area Residents' Association

Ravenscourt Action Group

Thematic analysis

Where submissions have more than one theme, these have all been recorded.

• Against:

Pollution - noise (including effects on sleep)	41
More traffic/inadequate road capacity	18
Flights start too early/finish too late	17
Increase in number of flights/aircraft movements	14
Detrimental to health/quality of life	12
Expand Gatwick instead	10
Inadequate public transport capacity	10
Security/safety risk	9
Airport in densely-populated area	8
Pollution – general	8
Pollution - air quality	7
Alter landing patterns/remove Westerly Preference	6
Build new airport e.g. "Boris Island" instead	4
Expand elsewhere instead/balanced regional development	4
Wrong reasons for expansion	2
Deliver expanded capacity by other means, e.g. HS2	2
No additional benefit to economy from extra hub traffic	1
No compensation for overflying	1
Carbon emissions/climate change	1
Contrary to London Plan	1
Disruption and destruction required for expansion	1

- **For:**

Good for the economy/jobs/competitiveness	20
Noise not an issue/planes becoming quieter	14
Added travelling convenience	12
More capacity required at Heathrow	6
London needs a hub airport	6
Lack of suitable capacity/infrastructure elsewhere	5
Expansion requires limits on pollution	3
Increases attractiveness of borough	3
In the national interest	2
Investment in transport networks required	2
Supply chain dependence on existing set-up	2
Environmental safeguards/mitigation must be incorporated	1
Reduce noise through changing angle of approach	1
Depend on Heathrow for livelihood	1
Clarity required on future of airspace utilisation	1
Benefits outweigh negatives	1
Night flights should not be allowed	1

- **For Heathrow Hub specifically:**

Minimises cost of airport expansion	3
Protects economic competitiveness	2
Makes most of existing transport infrastructure	2
Avoids significant expansion of noise footprint	2
Least disruptive of all three options	2
Allows early-morning noise mitigation	2

- **Neutral/incidental comments:**

Noise is a problem from Heathrow	1
Demand for air travel steadily increasing	1
Regional economy benefits by Heathrow's presence	1
Current plans for one additional runway too short-term/simplistic	1
Stacking of planes will increase with expansion	1
Why should convenience take precedence over quality of life?	1
Helicopter flights should be banned over west London	1

C: Call for written evidence – publicity poster

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Have your say on Heathrow Airport expansion

The resident-led H&F Commission is looking into the local impact of proposals to expand Heathrow. If you live in Hammersmith & Fulham and have views on a possible third runway, you can write in and have your say.

Written evidence should be sent to the Commission c/o Tom Conniffe by email to Tom.Conniffe@lbhf.gov.uk or by post to Room 39, Hammersmith Town Hall, King Street, London W6 9JU.

Please make sure you include your name and address in order for your evidence to be considered.

The deadline is 13 December.

ANNEX 2: H&F COMMISSION PROCESS, MEMBERSHIP AND CHRONOLOGY

This annex sets out in chronological order the process by which the Hammersmith & Fulham Commission on Airport Expansion (HFCAE) was established, appointed, went about its work and reported, both to Hammersmith & Fulham Council and to the Airports Commission consultation on the final shortlisted options for airport expansion.

4 November 2014: Launch of the Hammersmith & Fulham Commission (HFCAE)

A group of Hammersmith & Fulham residents formed a local commission, the Hammersmith & Fulham Commission on Airport Expansion (HFCAE), to assess the impact on H&F of the two Heathrow-based proposals for airport expansion as set out in the Airports Commission (AC) interim report of December 2013 and to provide a response to the AC's consultation on its final shortlisted options. This was launched on 11 November 2014 with a deadline for responses of 3 February 2015. The Council provided support, under the aegis of the Community Safety, Environment and Residents' Services Policy and Accountability Committee (CSERS PAC), with terms of reference and a secretariat comprised of three Council officers.

A long-standing resident of the borough, Christina Smyth, agreed to chair the HFCAE. The Chair identified, through stakeholder consultation, six other long-term residents of Hammersmith & Fulham, active in community affairs, with particular areas of knowledge germane to the task. The HFCAE members are:

- *Christina Smyth (Chair)*

Christina has lived in the borough for 32 years. Formerly a senior civil servant, she now works with a charity supporting West London families in need. She has chaired the Safer Neighbourhood Police Panel for Hammersmith Broadway Ward, served on the Brackenbury Residents' Association Committee and sings with the Addison Singers.

- *Stephen Claypole*

Stephen is Chair of the Hammersmith Mall Residents' Association (HAMRA). He is a former senior editor of BBC News and Current Affairs and is currently President of the international TV production company DMA-Media Ltd.

- *Natasha Gabb*

Natasha is a member of HAMRA. She has lived in the borough since 1998, working as a project manager in the construction industry, and is now occupied as a mother of a young family.

- *Isobel Hill-Smith*

Isobel is Honorary Treasurer of The Fulham Society and has lived in Fulham for 31 years. She retired recently from British Airways, where she worked on a range of government policy and regulatory matters.

- *Andy Sharpe*

Andy is Secretary of the Wormholt and White City Neighbourhood Forum. He has been a local resident for 24 years and works for a local regeneration agency based in the borough.

- *Victoria Timberlake*

Victoria is a member of the Board of Representatives of HAMRA and edits its newsletter.

- *Melanie Whitlock*

Melanie is past Chair of the Hammersmith Society and has lived in Hammersmith for 35 years.

HFCAE was supported by the following Council officials, with the understanding that the resident members were independent of the Council and any other Council officers who were subsequently invited to give advice:

- Tom Conniffe, Principal Policy & Strategy Officer – Clerk to the Commission
- Paul Baker, Senior Environment Policy & Projects Officer
- Dan Hodges, Communications Officer

Five stages were identified to the evidential examination process, which were designed to answer the questions set by AC in its consultation. These stages were:

- review of all existing written evidence
- call for further written evidence
- oral evidence hearing
- discussion of findings with CSERS PAC
- submission and publication of findings

HFCAE worked to a deadline of 31 December 2014 to produce a near-final draft for discussion at the January 2015 meeting of the Council's CSERS PAC. This allowed sufficient time to inform the Council's own submission to the AC consultation and to refine the HFCAE report in time to meet the AC's 3 February 2015 deadline. The Council allocated a budget of £7,250 to cover staff resources and other sundry overheads.

11 November 2014: HFCAE Meeting 1

Due to time constraints, HFCAE decided to focus on the following seven topics of major interest to residents within the Appraisal and Consultation Framework: noise; safety; traffic and public transport congestion; air quality; carbon emissions; economy; and quality of life. HFCAE judged that items including biodiversity, water and flood risks, while important, were less relevant to our borough, as was the AC's third final shortlisted proposal for a second runway at Gatwick. The Council published a news page on HFCAE and its work, including a mechanism for resident views on the potential Heathrow expansion. It also started using its Twitter account to publicise HFCAE's call for evidence.

18 November: HFCAE Meeting 2

- **Local Resident Outreach and Evidence**

A video was added to the news page on the Council website, which strongly encouraged people to respond with their views. In order for written evidence to be considered, a name and address were required of both email and hard copy responses. A downloadable and printable publicity poster was also included. (See Annex 1)

It was agreed to send letters calling for written evidence to the Council's list of 250 residents' associations, civic societies and community groups, along with a copy of the poster shown in Annex 1. A deadline of 13 December was set for responses.

- **Expert Evidence**

Five of the major topics HFCAE identified were allocated to individual members of the committee, who in turn 'paired up' where necessary with relevant experts from within the Council. Members were to review evidence from the report, examine other expert evidence, consult with the relevant experts and, as a Commission, issue letters to nominated organisations calling for their evidence of impacts on the borough of the two shortlisted Heathrow-based options.

- Surface access: Melanie Whitlock – with Chris Bainbridge, H&F Head of Transport Policy and Network Management
- Air Quality: Natasha Gabb – with Dr Davene Chatter-Singh, H&F Environmental Quality Officer
- Local Economy: Andy Sharpe – with Kim Dero, H&F Head of Economic Development, Learning and Skills
- Noise and safety: Isobel Hill Smith – with Paul Baker, H&F Senior Environmental Policy and Projects Officer
- Quality of Life: Christina Smyth

- **Oral Evidence Hearing**

HFCAE invited the following witnesses to the oral evidence hearing on 10 December: Heathrow Airports Limited, Heathrow Hub, HACAN, West London Friends of the Earth, West London Business, Transport for London, H&F Chamber of Commerce and the Civil Aviation Authority. Draft letters inviting each organisation were circulated to and approved by HFCAE members.

21 November - Letters issued to expert witnesses with a 3 December deadline for supporting information to be submitted.

21 November - Letters issued to residents' associations, civic societies and community groups with a 13 December deadline for responses.

26 November: HFCAE Meeting 3

The AC's 3 December "Heathrow Public Discussion" event was raised, along with the fact that no invitations had been sent to H&F Council or its representatives. This was checked afterwards and no invitations had been received.

Andy Sharpe drafted a letter to Sir Howard Davies, AC chair, outlining shortcomings of consultation and communications, including inadequacy of consultation period and lack of high-level air quality modelling preventing the Airports Commission from examining the issue robustly.

1 December - Christina Smyth sends above letter to Sir Howard Davies.

1 December – HFCAE members circulated topic papers to other committee members.

3 December 2014: HFCAE Meeting 4

HFCAE members reviewed topical evidence and shared their questions covering areas and issues for which further clarification was required. HFCAE sent these to the secretariat by 6 December for collation and circulation.

Posters calling for written evidence were circulated to all libraries in the borough as well as posted by the Town Hall entrance.

Christina Smyth attended the AC's "Heathrow Public Drop-in" evening session with just 3 other members of public in attendance. In a room with capacity for 400 she raised the following concerns with the large number of officials in attendance.

- 1 There was to be no weighting of modules for airport expansion and was told that the Commissioners would 'use their judgement'
- 2 The AC report was judged to be 'transparent' even though the air quality model was incomplete and final statistics would be published *after* the response deadline.
- 3 The Populus Survey was deemed accurate and sufficient even though the Commissioner responding to her query had not seen the interview script.

9 December: HFCAE Meeting 5

HFCAE finalised details of oral evidence hearing and questions.

10 December: HFCAE Meeting 6 - Oral evidence hearing

The oral evidence hearing started at 9.30am sharp (see 'D'). Witnesses were questioned by HFCAE members and asked to submit further information for clarification as required.

13 December - Deadline of receipt of residents' views direct or via local organisations.

15 December – HFCAE members submitted revised evidence papers plus completed entries for relevant sections of the Airports Commission's Appraisal Framework.

18 December – Chair circulated draft 1 of Executive Summary

Secretariat circulated draft 1 of detailed report and thematic analysis.

30 December - Commission members circulate comments on Draft 1

31 December - Chair and Secretariat prepare draft 2 for PAC

31 December - Draft 2 submitted to PAC Secretariat

7 January 2015: HFCAE Meeting 7

Briefing for HAL meeting with members of Council

13 January - Draft 2 before CSERS PAC and HAL meeting with members of Council

Weekly meetings scheduled throughout remainder of January.

30 January - Final report signed off by HFCAE and submitted to Airports Commission for their 3 February 2015 deadline.

D: Oral evidence hearing timetable

Hammersmith & Fulham Commission on Airport Expansion


Oral Evidence Hearing

10 December 2014 – Small Hall, Hammersmith Town Hall

Timetable

0930-1030	Heathrow Airport Ltd
1030-1035	Summation
1035-1135	Heathrow Hub
1135-1140	Summation
1140-1155	Break
1155-1235	HACAN
1235-1240	Summation
1240-1320	H&F Friends of the Earth
1320-1325	Summation
1325-1400	Lunch
1400-1440	West London Business
1440-1445	Summation
1445-1545	Transport for London
1545-1550	Summation
1550-1605	Break
1605-1645	Deliberations
1700	Room handover

Agenda Item 7

	London Borough of Hammersmith & Fulham COMMUNITY SAFETY, ENVIRONMENT & RESIDENTS' SERVICES POLICY AND ACCOUNTABILITY COMMITTEE 13th JANUARY 2015
2015 Medium Term Financial Strategy	
Report of the Cabinet Member for Environment, Transport & Residents' Services	
Report Status: Open	
Classification: For review and comment.	
Key Decision: No	
Wards Affected: All	
Accountable Executive Director: Nigel Pallace, Bi-Borough Executive Director for Transportation & Technical Services / Lyn Carpenter, Bi- Borough Executive Director for Environment, Leisure and Residents' Services	
Report Author: Jane West, Executive Director of Finance and Corporate Governance / Mark Jones, Director for Finance & Resources, TTS and ELRS	Contact Details: Tel: 020 8753 1900 E-mail: jane.west@lbhf.gov.uk

1. EXECUTIVE SUMMARY

- 1.1. The Council is obliged to set a balanced budget and council tax charge in accordance with the Local Government Finance Act 1992. Cabinet will present their revenue budget and council tax proposals to Budget Council on 25 February 2015.
- 1.2. This report sets out the budget proposals for the services covered by this Policy and Accountability Committee (PAC). An update is also provided on any changes in fees and charges.

2. RECOMMENDATIONS

- 2.1. That the PAC considers the budget proposals and makes recommendations to Cabinet as appropriate.
- 2.2. That the PAC considers the non-standard increases in fees and charges and makes recommendations as appropriate.

3. INTRODUCTION AND BACKGROUND

- 3.1 The context for the departmental budgets that relate to this PAC, and financial background to the MTFs, were reported to this Committee in October. An updated Medium Term Financial Strategy (MTFS) forecast¹ is set out in Table 1. The 2015/16 budget gap, before savings, is £23.8m, rising to £69.7m by 2018/19.

Table 1 –Budget Gap Before Savings

	£'m	£'m	£'m	£'m
	2015/16	2016/17	2017/18	2018/19
Base Budget	181.5	181.6	181.6	181.7
Add:				
- New Burdens	0.8	0.8	0.8	0.8
- Inflation	2.5	5.3	8.1	10.9
- Contingency (Pay etc)	1.3	3.0	5.3	7.5
- Contingency (CCTV Parking)	1.0	1.0	1.0	1.0
- Current Headroom	1.3	1.2	2.4	3.6
- Growth	4.0	6.2	6.8	6.8
Budgeted Expenditure	192.5	199.1	206.0	212.3
Less:				
- Government Resources	(56.6)	(45.9)	(35.8)	(26.5)
- LBHF Resources	(112.0)	(112.4)	(114.2)	(116.1)
Budgeted Resources	(168.7)	(158.3)	(150.0)	(142.7)
Budget Gap Before Savings	23.8	40.9	56.1	69.7
Risks	12.6	20.4	21.1	21.1

- 3.2 Money received by Hammersmith and Fulham Council from central government is reducing significantly every year. From 2010/11 to 2014/15 government funding was cut by £46m. The 2015/16 funding reduction is £20.3m. Funding is forecast to reduce by a further £30.1m from 2016/17 to 2019/20. A fuller explanation of the funding forecast and spending power calculation is set out in Appendix 5.
- 3.3 Locally generated LBHF resources are council tax and the local share of business rates. Business rates are projected to increase in line with economic growth in future years. The council tax forecast assumes a 1% cut in 2015/16. The 1% cut has reduced the income forecast by £0.5m per annum. Figures for 2015/16 business rates, due to the timing of government guidance, will not be confirmed until late January. There

¹ A 4 year forecast is provided as this is the time frame within which the government resource spending envelope was identified as part of the 2013 Autumn Statement.

remains a risk (a maximum of £3m) that the current budget forecast may need to be reduced.

- 3.4 Future resources are uncertain. Government funding reductions could be more or less than currently modelled. Likewise council tax and business rates income may vary. Sensitivity analysis has been undertaken to test the resource forecast against more optimistic or pessimistic assumptions. For example, should annual government funding reductions be 5% more than currently modelled (on going annual reduction of 10%), for 2016/17 to 2018/19, the budget gap would increase by £12m. Against this risk it is worth noting that the general fund reserve would stand at £20m following the draft proposals in the upcoming budget.

4. GROWTH, SAVINGS AND RISK

- 4.1 The growth and savings proposals for the services covered by this PAC are set out in Appendix 1 with budget risks set out in Appendix 2.

Growth

- 4.2 Budget growth is proposed in a number of areas. The growth proposals for 2015/16 are summarised by Department in in Table 2.

Table 2 2015/16 Growth Proposals

	£'000s
Adult Social Care	599
Children's Services	1,392
Environment, Leisure and Residents Services	671
Finance & Corporate Services	300
Housing and Regeneration Department	130
Budget Growth	3,092
Transport and Technical Services Growth offset against additional savings found within department	925
Total Growth	4,017

- 4.3 Table 3 summarises why budget growth is proposed:.

Table 3 – Reasons for 2015/16 Budget Growth

	£'000s
Government related	900
Other public bodies	375
Increase in demand/demographic growth	489
Council Priority	511
Existing budget pressures	1,742

Total Growth	4,017
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Savings

- 4.4 Due to the funding cuts from Central Government, and the need to meet inflation and growth pressures, the council faces a continuing financial challenge. The budget gap will increase in each of the next four years if no action is taken to reduce expenditure or generate more income.
- 4.5 In order to close the budget gap for 2015/16:
- Corporate budgets have been subject to initial review and savings of £3.3m have been identified for 2015/16.
 - Savings of £20.5m are proposed for Departments.

The 2015/16 savings proposals are summarised in Table 4.

Table 4 – 2015/16 Savings Proposals by Department

Department	Savings £'000s
Adult Social Care	(6,514)
Children's Services	(4,071)
Environment, Leisure and Residents' Services	(1,395)
Libraries and Archives	(162)
Finance and Corporate Services	(2,762)
Housing and Regeneration	(982)
Transport and Technical Services	(4,307)
Public Health	(350)
Total Departmental Savings	(20,543)
Corporate Savings	(3,273)
Total All savings	(23,816)

Budget Risk

- 4.6 The Council's budget requirement for 2015/16 is in the order of £168.7m. Within a budget of this magnitude there are inevitably areas of risk and uncertainty particularly within the current challenging financial environment. The key financial risks that face the council have been identified and quantified. They total £12.6m. Those that relate to this PAC are set out in Appendix 2.

5 FEES AND CHARGES

- 5.1 The budget strategy assumes that there will be no real term increases in any fees and charges, unless set by outside Statute or Regulation. In line with council policy, the real term base is calculated using the Retail Price Index for inflation in the August of the year preceding the budget, which for August 2014 is 2.4%. Many fees and charges will be frozen in absolute terms, including charges for parking, school lunches and adult education. Some charges, such as Meals on Wheels, have been reduced. Other

charges, most notably Home Care Charges, have been scrapped altogether.

A listing of proposed charges that have seen a real term cut (or are changed by outside bodies) are set out in Appendix 3 for comment by the PAC.

- 5.2 For Environment, Leisure and Residents' Services (ELRS), the majority of fees and charges for 2015/16 are proposed with inflation uplifts only, with many increases being less than inflation to allow for the sensible rounding down of charges. Exceptions to the standard inflation uplift are set out in Appendix 3 for comment by the PAC and described in more detail as follows.
- 5.3 The increase in charges for commercial waste is proposed to be held at the standard inflation rate of 2.4%.
- 5.4 Prices for household bulky waste collection and disposal will be reduced by 10% to encourage people to use the service.
- 5.5 Street scene fixed penalty notices (FPNs) are set in accordance with Defra and Home Office guidance and various statutes. No increase is proposed for 2015/16.
- 5.6 For hall lettings and filming, charges are proposed with a standard inflation uplift only, rounded down to sensible denominations. The rounding down has resulted in several increases that are below inflation.
- 5.7 Registration fees and charges are mostly uplifted in line with inflation (again rounded down to sensible denominations), except for the statutory fees that are set by the General Register Office. These are noted in Appendix 3. Price freezes are proposed for registration cancellation and booking charges as these were only recently introduced. Charges for premium services, such as same day copy certificates and nationality checking vary according to the number of units. A reduction in charges for citizenship ceremonies is proposed to bring this in line with other boroughs.
- 5.8 Inflation uplifts are proposed for all markets and street trading activities, with some increases slightly lower than inflation due to the rounding down of charges.
- 5.9 A new charge is proposed for providing an anti-social behaviour witness service to other bodies, typically housing associations. This is to ensure that Council services are covering their costs.
- 5.10 Leisure in parks charges are proposed with a standard inflation uplift only, rounded down to sensible denominations. Again, the rounding down has resulted in several increases that are below inflation.

5.11 A new charge is proposed for premium grave space for out of borough residents. Requests for this service are rare but the Council needs to have an established charge should such a request be made.

5.12 No new fees or charges are proposed that would be met by Borough residents.

6 2015/16 COUNCIL TAX LEVELS

6.1 Cabinet propose to cut the Hammersmith and Fulham's element of 2015/16 Council Tax by 1%. This will provide a balanced budget whilst reducing the burden on local taxpayers at a time of rising living costs.

6.2 The Mayor of London has announced his intention to set the Greater London Authority precept at £295 a year (Band D household) for 2015/16. The draft budget is currently out for consultation and is due to be presented to the London Assembly on 28 January, for final confirmation of precepts on 23 February.

6.3 The impact on the Council's overall Council Tax is set out in Table 6.

Table 6 – Council Tax Levels

	2014/15 Band D	2015/16 Band D	Change From 2014/15
	£	£	£
Hammersmith and Fulham	735.16	727.81	(7.35)
Greater London Authority	299.0	295.0	(4.0)
Total	1,034.16	1,022.81	(11.35)

6.4 The current Band D Council Tax charge is the 3rd lowest in England².

7 Comments of the Executive Director for Transport and Technical Services on the Budget Proposals

7.1 The Transport and Technical Services (TTS) department is proposing a total net credit budget of £5.4m. This means that income is expected to be larger than expenditure. Included in the budget are £7m of capital charges and corporate support service costs, which are not controlled by the department. The net controllable budget for TTS is therefore a contribution towards overheads of £12.4m. This is shown in table 7 below.

Table 7 – TTS Controllable budget 2014/15

² Excluding the Corporation of London

Directorate	Budget 2014-15		
	Income (£k)	Expenditure (£k)	Net (£k)
BUILDING & PROPERTY MANAGEMENT	(5,195)	11,672	6,477
PLANNING	(2,697)	3,275	578
ENVIRONMENTAL HEALTH	(1,083)	3,207	2,125
TRANSPORT & HIGHWAYS	(5,856)	8,557	2,701
SUPPORT SERVICES	(24)	(473)	(497)
PARKING	(33,344)	9,567	(23,777)
Total TTS Controllable Budgets	(48,199)	35,805	(12,394)
Capital Charges		11,519	11,519
Corporate Support Services	(10,877)	6,375	(4,501)
Total Corporately Managed Budgets	(10,877)	17,894	7,018
Total TTS Budgets	(59,076)	53,700	(5,376)

7.2 In setting a medium term financial plan, savings targets were allocated to departments in proportion to their gross controllable expenditure budgets. TTS was set a savings target of £3.065m for 2015/16. This is equivalent to 14% of the entire savings required by the Council and approximately 9% of the department's gross controllable expenditure.

7.3 TTS has proposed savings of £4.307m, which exceed the original savings target of £3.065m by £1.242m. TTS has provided savings for the Council which are £0.317m above target, as well as covering internal TTS budget pressures of £0.925m. These pressures are include budget reductions in previous years no longer expected to be achieved (see appendix 1 for details of the internal growth items). It is essential to balancing the TTS budget in 2015/16 that it funds these pressures by making the additional savings.

Building and Property Management

7.4 The proposed savings in Building and Property Management of £2.0m are made up of the ending of leases on Cambridge House and Glenthorne Road, additional income from advertising hoardings, additional income from the letting of accommodation to new tenants and further price reductions in the TFM contract. There will be no impact on the service delivery due to these savings.

Planning

7.5 Proposed savings of £0.28m in Planning are made up by a) growth in application and pre-application fee income and b) the impact of a fixed fee for Planning Performance Agreements.

Transport and Highways and Parking

- 7.6 The proposed savings of £1.72m are made up of an increase in recovery rate of Penalty Charge Notices (PCNs), an increase in the volume of parking bay suspensions, a modernisation programme to introduce LED street lighting and reduced costs through a joint procurement of highways maintenance services. No adverse impact on service delivery is expected from these savings.

RISKS

- 7.7 **Wifi Concession Income** – Transport and Technical Services has an MTFs target of £0.3m per year for income from the letting of a concession to a telecoms company to install Wi-Fi equipment on Council assets. For the first two years this target was met by the initial upfront payment made by the company. By 2015/16 this will be used up and the Council will be reliant on a share of the variable income made by the company to meet the income target assumed in the budget.
- 7.8 **Advertising Hoardings Income** – This can vary in accordance with the economic cycle.
- 7.9 **Parking Suspensions Income** – This depends largely on the amount of property development going on in the borough.
- 7.10 **Use of CCTV for parking enforcement** – the Government is changing the law to prevent councils using CCTV to enforce parking restrictions (not Moving Traffic Offences) in some circumstances. The impact is not yet clear although a sum has been set aside corporately to cover this risk.

8 Comments of the Executive Director for Environment and Residents' Services on the Budget Proposals

SAVINGS

- 8.1 The Environment, Leisure and Residents' Services (ELRS) department has identified gross savings of £1.395m for 2015/16. Our priority is to protect front line services, so proposed savings are focused on commercialisation and delivering services more efficiently, either through transformational service reviews or renegotiating contracts.
- 8.2 Commercialism is being pursued without imposing any real-term increases of fees and charges paid by residents. New external income of £1,218k is instead being targeted as follows:
- £225k is from new commercial income - £160k is from a concession contract for access to the council's underground cable network, £40k is from commercial waste income growth and £25k is from expanding the Mortuary service to include a new digital autopsy service. Targeted income growth in both the ducting concession contract and commercial

waste are rated as high risk in terms of delivery, due to the non-guaranteed nature of this income. Sales and marketing plans have been set for both service areas and will be rigorously monitored and challenged in year. New mortuary income is medium risk as the business model is not yet tried and tested.

- £928k is from new external funding sources - £578k of section 106 funding is being sought to allow the 24/7 enhanced policing service to be provided at zero cost to the council. £350k Public Health funding is being sought to fully fund the Phoenix leisure centre for one year while the Council explores ways of making it self-sufficient financially. The proposal to substitute existing revenue budgets with s.106 funding is medium risk as it partly relies upon s106 receipts which are expected but not yet received by the Council. Such budget substitutions will need to be made every year in order to sustain existing levels of service.
 - £65k is to align sports booking income budgets with current income levels.
- 8.3 Commissioning savings of £87k are being targeted. £70k is expected to be delivered through the grounds maintenance contract by incorporating additional services into the existing contract (£15k) and reviewing the specification (£55k). These are medium delivery risk as the detailed arrangements are still being finalised. £17k will be saved when the 3 year grant funding arrangement for the Hurlingham and Chelsea Community Library ends.
- 8.4 Transformational savings of £90k are targeted from the final stages of the bi-borough service reviews - £60k from Parks Police senior management and co-location and £30k from a bi-borough commercial approach to filming and events. The Parks Police saving is medium risk as the timeline for the required personnel processes may not enable the new structure to be implemented from 1st April and so there may be a small element of savings lag.

GROWTH

- 8.5 The Department faces growth requirements in 2015/16 and beyond arising from the Western Riverside Waste Authority (WRWA) waste disposal contract. These come from increases in the costs of waste disposal and forecasts of trends in the waste disposal behaviour of residents. After several years of declining general waste tonnages, the Council saw increases in 2012/13 and 2013/14. ELRS is proposing £84k of budget growth to cover the expected financial pressure for 2015/16 and has provided additional indications of growth required for future years. However, it is difficult to predict variable waste tonnages with any certainty due to a variety of social and economic reasons. ELRS has formed a waste innovation group that is working to pilot waste reduction initiatives across the borough with the aim of increasing recycling and driving down longer term waste disposal costs, through things like the separate collection of food waste.
- 8.6 Additional budget growth requests are made for the increased cost of the waste management and street cleansing contract (£185k, agreed in

the 2014/15 MTF cycle) and £313k to reset the Council's fleet transport budgets to reflect the greatly reduced fleet numbers that has occurred in recent years. £89k is included for the Coroners and Mortuary services to offset a loss of income recharged to the partner boroughs as a result of reducing corporate overheads. In previous years these could be absorbed by underspends in the waste disposal budget, but that is not expected to continue in 2015/16 now that waste tonnages are increasing.

RISKS

- 8.7 Additional budget risk has been noted for some specific services. At the time this budget was drafted the Western Riverside Waste Authority had not set the price per tonne for waste disposal. As is usual practice, WRWA has provided estimates of the possible range of their charges for 2015/16. The ELRS budget for 2015/16 has been set on the assumption that the rate is set in the middle of that range. Growth in waste tonnages has also been seen, and this was unusually high in 2014/15 (at 4.5%). It is assumed that this rate of increase will not be sustained at such a high level and that in 2015/16 we return to a rate of growth (1.8%) which is slightly more than we have seen in previous years. However if the growth rate remains at 4.5% in 2015/16 and the price per tonne set by WRWA is at the top of the estimated range then the Council would need to find an extra £405k to meet the costs in excess of budget.
- 8.8 Further risk exists in relation to potential changes to waste disposal legislation that may require boroughs to have separate waste collections for certain recyclable materials where it is technically, environmentally and economically practicable to do so. Additional waste collections would add to the waste contract costs for the borough. The proposed legislative changes are still under review with a formal response due to be sent to the Environment Agency in the coming months.
- 8.9 Major new property developments in the borough could add to waste collection and disposal costs by increasing the number of households in the borough. ELRS will continue to work closely with the planning team to ensure that any additional significant demands on our services are identified.
- 8.10 There is also a £70k budget risk relating to the Hammersmith All Weather pitch given uncertainties around how any new facility might operate.

9 Equality Implications

- 9.1 Published with this report is a draft Equality Impact Analysis ('EIA'). The EIA assesses the impacts on equality of the main items in the budget proposals relevant to this PAC. The draft EIA is attached, in Appendix 4. A final EIA will be reported to Budget Council.

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.	None		

Appendix 1 – Savings and Growth Proposals

Appendix 2 – Risks

Appendix 3 - Fees and Charges Not Increasing at the Standard Rate

Appendix 4 – Draft Equality Impact Assessment

Appendix 5 – Spending Power Reduction

Environment, Leisure & Residents' Services Budget Proposals

Service		Budget Change			
		2015-16 Budget Change (£,000's)	2016-17 Budget Change Cumulative (£,000's)	2017-18 Budget Change Cumulative (£,000's)	2018-19 Budget Change Cumulative (£,000's)
Commercial Waste	Growth in Commercial Waste income through increased market share.	(40)	(40)	(40)	(40)
Business development	Income from Duct Asset Concession	(160)	(160)	(160)	(160)
Mortuary	Expansion of the Mortuary facility and service through selling service to other boroughs	(25)	(25)	(25)	(25)
Enhanced Policing	Make Enhanced Policing Zero cost to the General Fund - Substitute revenue budget with alternative external funding and/or s.106	(578)	(578)	(578)	(578)
Parks	Grounds maintenance contract - small efficiencies identified in contract.	(55)	(55)	(55)	(55)
Leisure	Alternative delivery of sports functions	(15)	(15)	(15)	(15)
Parks Police	Efficiencies from Bi Borough Parks Police management structure	(60)	(60)	(60)	(60)
Leisure	Make Phoenix Centre Zero cost to the General Fund - Substitute revenue budget with alternative external funding	(350)	(350)	(350)	(350)
Leisure	Adjust sports booking income budgets to reflect existing income levels	(65)	(65)	(65)	(65)
Culture	Completion of three year funding commitment to Hurlingham and Chelsea Library	(17)	(17)	(17)	(17)
Culture	Create a bi-borough Filming and Events service	(30)	(30)	(30)	(30)
Total Efficiencies		(1,395)	(1,395)	(1,395)	(1,395)

Environment, Leisure & Residents' Services Budget Proposals

Service		Budget Change			
		2015-16 Budget Change (£,000's)	2016-17 Budget Change Cumulative (£,000's)	2017-18 Budget Change Cumulative (£,000's)	2018-19 Budget Change Cumulative (£,000's)
	Growth				
Waste Management	Increased Waste Disposal Spend	84	558	1,103	1,103
Waste Management	Net Growth in Waste Management Contract Agreed by Cabinet	185	185	185	185
Transport	Budget Gap as a result of the reducing in house Fleet	313	313	313	313
Coroners & Mortuary	Shortfall on Coroners & Mortuary Recharge income	89	89	89	89
	Growth totalled	671	1,145	1,690	1,690

Transport & Technical Services Budget Proposals

Service	Description	2015-16 Budget Change (£,000's)	2016-17 Budget Change Cumulative (£,000's)	2017-18 Budget Change Cumulative (£,000's)	2018-19 Budget Change Cumulative (£,000's)
Building & Property Management	Total Facilities Management (TFM) savings	(316)	(316)	(316)	(316)
Transforming Business	Accommodation Savings	(1,089)	(1,089)	(1,089)	(1,089)
Tri Borough	Shared Service review of Transport & Technical Services (TTS)	(237)	(237)	(237)	(237)
Parking	Parking office savings	(43)	(244)	(244)	(244)
Planning	Applications income initiatives	(200)	(300)	(300)	(300)
Parking	Recognition of existing parking variances	(893)	(893)	(893)	(893)
Parking	Release of IT Budget	(100)	(100)	(100)	(100)
Parking	Release of budget for CCTV Vehicle	(100)	(100)	(100)	(100)
Parking	Contract cost reductions for cash collection and vehicle removals services	(60)	(60)	(60)	(60)
Building and Property Management	More flexible use of Grant Income	(15)	(15)	(15)	(15)
Planning	Shift to on line communication channels	(20)	(20)	(20)	(20)
Transport and Highways	LED lighting and Column replacement maintenance budgets	(100)	(100)	(100)	(100)
Transport and Highways	Accelerating and optimising use of s106 funding designated for Transport schemes	(50)	(50)	(50)	(50)
Transport and Highways	Sponsored information boards on the highway	(50)	(50)	(50)	(50)
Transport and Highways	Advertising on Bike Stands	(10)	(10)	(10)	(10)
Transport and Highways	Bi Borough Transport and Highways - Better Pricing	(150)	(150)	(150)	(150)
Transport and Highways	Football Traffic Management	(130)	(130)	(130)	(130)
Building and Property Management	Additional Income Advertising Hoardings	(200)	(200)	(200)	(200)
Building and Property Management	Technical Support Supplies and Services Budget	(80)	(80)	(80)	(80)
Building and Property Management	Utilities Budget	(200)	(200)	(200)	(200)

Transport & Technical Services Budget Proposals

Service	Description	2015-16 Budget Change (£,000's)	2016-17 Budget Change Cumulative (£,000's)	2017-18 Budget Change Cumulative (£,000's)	2018-19 Budget Change Cumulative (£,000's)
Environmental Health	Environmental Health Management budget saving	(104)	(104)	(104)	(104)
Planning	Charges for Letters to Solicitors	(10)	(10)	(10)	(10)
Planning	Pre-application income from households	(50)	(50)	(50)	(50)
Building and Property Management	Additional Income from accommodation income charged to new tenants	(100)	(100)	(100)	(100)
	Total Efficiency Savings	(4,307)	(4,608)	(4,608)	(4,608)
Transport and Highways	Pavement Advertising - Unrealised income target	250	250	250	250
Transport and Highways	Reduced recovery of professional fees on Transport and Highways projects	88	88	88	88
Cross Department	People Portfolio Budget Pressure	200	200	200	200
Cross Department	IT Budget pressure Storage projects etc.	175	175	175	175
Cross Department	Corporate Claw back of Redundancy Budget	130	130	130	130
Environmental Health	Loss of Earl's Court licencing income	82	82	82	82
	Growth totalled	925	925	925	925

Departmental Risk/Challenges

Division	Short Description of Risk	Risk	Risk	Risk	Comment
		2015/16 Value £000k	2016/17 Value £000k	2017/18 Value £000k	
Environment, Leisure and Residents Services					
Cleaner, Greener & Cultural Services	Sustained waste disposal tonnage increases over and above growth request.	405	405	405	
All	Potential changes to waste disposal legislation resulting in increased collection costs	TBC	TBC	TBC	
All	Additional financial burden on services from growing borough/new regeneration	TBC	TBC	TBC	
Safer Neighbourhoods	Hammersmith All Weather Pitch Lease Income	70	70	70	
Environment, Leisure and Residents Services Total		475	475	475	
Transport and Technical Services					
Transport and Highways	Wi Fi Concession Income - the council is reliant on a share of the variable income	300	300	300	
Building and Property Management	Advertising Hoardings income can vary in accordance with the economic cycle	200	200	200	
Parking	Parking Bay Suspensions - the receipts from this are largely dependent on the amount of development going on in the borough	539	539	539	
Parking	Change in legislation to not allow the use of CCTV for Parking Enforcement	1,300	1,300	1,300	
Transport and Technical Services Total		2,339	2,339	2,339	

Departmental Risk/Challenges

Division	Short Description of Risk	Risk	Risk	Risk	Comment
		2015/16 Value £000k	2016/17 Value £000k	2017/18 Value £000k	

Transport & Technical Services Fees and Charges - Exceptions to the 2.4% Increase

Fee Description	2014/15 Charge (£)	2015/16 Charge (£)	Proposed Variation (%)	Total Estimated Income Stream for 2015/16	Reason for uplift
Parking - Parking Permits					
Residents Individual's first permit (6mths)	71	71	↑ 0%	£3,853,500	The discounted green vehicle permit charges should remain as £60, since it should always be calculated as 50% discount (rounded up) off the full first residents' permit price (£119).
Residents Individual's first permit (Yearly)	119	119	↑ 0%		
Discounted permit charges (Green vehicles)	60	60	↑ 0%		
Parking - Pay & Display					
Per Hour	2	2	↑ 0%	£12,598,900	Parking charges will be reviewed separately as part of the Congestion Management Strategy
Zone A	3	3	↑ 0%		
Visitors	2	2	↑ 0%		
Parking - Suspension of Parking Bay					
1-5 Days	40	40	↑ 0%	£1,380,300	The graduated suspensions charges are linked to the pay & display charges therefore we should hold the charges as present. Will be reviewed along with pay and display charges.
6-42 Days	60	60	↑ 0%		
43 days +	80	80	↑ 0%		
Parking - Building Control					
Schedule A	Various, depending on size and type of work	Various, depending on size and type of work	↑ 0%	£946,900.00	The building control market is now a fully mature market with aggressive marketing being done by our competitors including pricing. With increasing market penetration into our domestic market, the price is increasingly seeing as the differentiator. For these reasons we believe in order to maintain our current market share fees should not be increased
Schedule B - Building Notice	Various, depending on size and type of work	Various, depending on size and type of work	↑ 0%		
Exempt Building Works Consent	100	100	↑ 0%		
Retrieval of archived Files and Records, & Investigation and Retrieval of Microfiche data	100	100	↑ 0%		

Resurrection of 'old' jobs where no completion inspection had been requested or carried out, and for subsequent issuing of completion letters	200	200	↑	0%		
Fast-track Completion Certificate - Resurrection of 'old' jobs where no completion inspection had been requested or carried out – for carrying out of site inspection & issuing of completion certificate within 48 hours	300	300	↑	0%		
Environmental Health - Licences general						
Rag Flock Licences				Deleted		Rag Flock legislation has been repealed and all related fees should be deleted
Game Dealers Licences				Deleted		Game dealers legislation has been repealed and all related fees should be deleted
Environmental Health - Pest Control						
Wasps	60	60	↑	0%		
Commercial Charge	£91 for up to 1 hour, £45 per 30 minutes thereafter (excl VAT)	£91 for up to 1 hour, £45 per 30 minutes thereafter (excl VAT)	↑	0%	As part of Pest Control Budget £142,300	Freeze - In order to remain competitive, prices should be freezed to mainitan existing customer and obtain new customers
Environmental Health - Reception Services						
Land Charge Fees - (Non NLIS)	265	265	↑	0%		
Land Charge Fees - Full search (NLIS)	225	225	↑	0%		
Land Charge Fees - Part II enquiries	14	14	↑	0%	Budget is held in CMB	We are dealing with a conflict between two different pieces of Legislation nationally and the Council has taken the view that these charges should be frozen. This has not changed since 2010-11
Land Charge Fees - Additional enquiries	24	24	↑	0%		
Land Charge Fees - Additional parcels	24	24	↑	0%		
Copying Fees - Copy of TPO	14	14	↑	0%		
Copying Fees - Copy of legal agreements	14	14	↑	0%	-£2,100	
Solicitor Enquiries	100	100	↑	0%		
Copying Charges for various documents - AO	7	7	↑	0%		
Copying Charges for various documents - A1	6	6	↑	0%		
Copying Charges for various documents - A3	2	2	↑	0%		
Copying Charges for various documents - A4	1	1	↑	0%		
Copying Charges for various documents - Decision Notice	6	6	↑	0%		
Copying Charges for Planning Documents - Decision Notice	15	15	↑	0%		
Copying Charges for Planning Documents - TPO	15	15	↑	0%		
Copying Charges for Planning Documents - Sect 106	25	25	↑	0%	£0	
Copying Charges for Planning Documents - Article 4	15	15	↑	0%		
Copying Charges for Planning Documents - Enforcement Notice	15	15	↑	0%		
Copying Charges for Planning Documents - Plans AO	11	11	↑	0%		
Copying Charges for Planning Documents - Plans A1	9	9	↑	0%		
Copying Charges for Planning Documents - Plans A3	5	5	↑	0%		
Copying Charges for Planning Documents - Plans A4	3	3	↑	0%		

Environmental Health - Environmental Quality					
Demolition Notice S80 Building Act	163	150	↓	-8%	The fees for Demolition Notices should not rise with inflation as they are periodically reviewed and benchmarked against similar fees charged by other local authorities. Reflects Planning Pre Application Fees
Pre-Application Advice	150	150	↑	0%	
Environmental Health - Planning - Pre App Scheme					
Extensions and alterations to houses and flats not including Basements	£150 - £300 Plus £250 follow up AND £400 plus £350 follow up	£150 - £300 Plus £250 follow up AND £400 plus £350 follow up	↑	0%	
Extensions and alterations to houses and flats including Basements	£400 - £600 plus £450 follow up AND £700 plus £550 follow up	£400 - £600 plus £450 follow up AND £700 plus £550 follow up	↑	0%	
Local Community Groups	200	300	↑	0%	
Advertisements	£350 plus £300 follow up AND £400 plus £350 follow up	£350 plus £300 follow up AND £400 plus £350 follow up	↑	0%	
Telecommunications	£350 plus £300 follow up AND £400 plus £350 follow up	£350 plus £300 follow up AND £400 plus £350 follow up	↑	0%	
Details Required by Condition	250 AND £400 plus £350 follow up	250 AND £400 plus £350 follow up	↑	0%	
Internal Alterations to listed buildings where planning permission is not required	£300 plus £250 follow up AND £400 plus £350 follow up	£300 plus £250 follow up AND £400 plus £350 follow up	↑	0%	
Residential Schemes - 1-4 Units	£300 plus £450 follow up AND £900 plus £800 follow up	£300 plus £450 follow up AND £900 plus £800 follow up	↑	0%	
Residential Schemes - 5-9 Units	£1800 plus £1300 follow up AND £2000 plus £1800 follow up	£1800 plus £1300 follow up AND £2000 plus £1800 follow up	↑	0%	
Residential Schemes - 10-49 Units	£2500 - £3000 plus £2400 Follow up AND £3000 plus £2400 follow up	£2500 - £3000 plus £2400 Follow up AND £3000 plus £2400 follow up	↑	0%	
Residential Schemes - 50-199 Units	£4000 - £5000 plus £4000 follow up AND £5000 plus £4000 follow up	£4000 - £5000 plus £4000 follow up AND £5000 plus £4000 follow up	↑	0%	

Residential Schemes - Over 200 Units	£7000 - £7500 plus £5000 follow up AND £8000 plus £6000 follow up	£7000 - £7500 plus £5000 follow up AND £8000 plus £6000 follow up	↑	0%
Non – Residential Schemes - No New Floorspace – 100m ²	£450 plus £400 follow up AND £700 plus £500 follow up	£450 plus £400 follow up AND £700 plus £500 follow up	↑	0%
Non – Residential Schemes - 100 - 499m ² Floorspace	£700 plus £450 follow up AND £800 plus £550 follow up	£700 plus £450 follow up AND £800 plus £550 follow up	↑	0%
Non – Residential Schemes - 500 - 999m ² Floorspace	£2000 plus £1500 follow up AND £2200 plus £1600 follow up	£2000 plus £1500 follow up AND £2200 plus £1600 follow up	↑	0%
Non – Residential Schemes - 1000 - 4999m ² Floorspace	£2500 - £2750 plus £2250 follow up AND £3000 plus £2500 follow up	£2500 - £2750 plus £2250 follow up AND £3000 plus £2500 follow up	↑	0%
Non – Residential Schemes - 5000 - 9999m ² Floorspace	£4000 - £4750 plus £4250 follow up AND £5000 plus £4500 follow up	£4000 - £4750 plus £4250 follow up AND £5000 plus £4500 follow up	↑	0%
Non – Residential Schemes - over 10000m ² Floorspace	£7000 - £8000 plus £5500 follow up AND £8500 plus £7500 follow up	£7000 - £8000 plus £5500 follow up AND £8500 plus £7500 follow up	↑	0%
A) Very minor	55 AND 107	56 AND 107	↑	0%
B) Minor Scale/Complexity Development	438 AND 658	439 AND 658	↑	0%
C) Medium Scale/Complexity Development	887 AND 1331	888 AND 1331	↑	0%
D) Major Scale/Complexity Development	1775 AND 2662	1776 AND 2662	↑	0%
E) Large Scale Major	£3324 for first meeting and then subsequent meetings at £1630 each	£3324 for first meeting and then subsequent meetings at £1630 each	↑	0%

£404,000

The fees have recently been substantially increase (in some cases doubled) to the maximum that we think we can reasonably charge and we are concerned that any further increases may result in the system being unattractive to users; and the increases would destroy the simplicity of the scheme.

F) Advice on conditions	A) - £57; B/C) £57; D/E) Charge will be negotiated based on officer charge out rates AND 57	A) - £57; B/C) £57; D/E) Charge will be negotiated based on officer charge out rates AND 57	↑	0%		
H) Hourly Rates - Director	350	350	↑	0%		
H) Hourly Rates - Head of Service	250	250	↑	0%		
H) Hourly Rates - Team Leader	200	200	↑	0%		
H) Hourly Rates - Deputy Team Leader	175	175	↑	0%		
H) Hourly Rates - Principal Planning Officer	165	165	↑	0%		
H) Hourly Rates - Planning Officer	150	150	↑	0%		
H) Hourly Rates - Technician	80	80	↑	0%		
H) Hourly Rates - Highways Officer	150	150	↑	0%		
H) Hourly Rates - Pollution Officer	150	150	↑	0%		
H) Hourly Rates - Housing Officer	150	150	↑	0%		
Planning - Fixed Price PPA						
Fixed Price Planning Performance Agreements	£25000 + VAT	£25000 + VAT	↑	0%	£150,000	
Householder Planning Package	500	500	↑	0%		
Planning - CIL						
Mayor of London CIL Charge - All uses except stated	£50/m2	£50/m2	↑	0%	£0	Outside of council's control as it is set by the Mayor and then we collect the Income. All income is passed onto the Mayor, with 4% retained to cover administration costs.
Mayor of London CIL Charge - Education and health	£0/m2	£0/m2	↑	0%		
LBHF Borough CIL Charge - Residential - South	400	400	↑	0%		
LBHF Borough CIL Charge - Residential - Central A	200	200	↑	0%		
LBHF Borough CIL Charge - Residential - Central B	200	200	↑	0%		
LBHF Borough CIL Charge - Residential - North	100	100	↑	0%		
LBHF Borough CIL Charge - Health and Education - Central A	80	80	↑	0%		
LBHF Borough CIL Charge - All uses unless otherwise stated - South	80	80	↑	0%		
LBHF Borough CIL Charge - All uses unless otherwise stated Central A	80	80	↑	0%		
LBHF Borough CIL Charge - All uses unless otherwise stated - Central B	80	80	↑	0%		
LBHF Borough CIL Charge - All uses unless otherwise stated - North	80	80	↑	0%		
Highways - Preparation of temporary and emergency traffic orders						
Temporary Orders (up to 18 months)	2,127	2,127	↑	0%	£108,000	Advertising costs having gone down and we are legally only allowed to recover costs.
Emergency Orders	1,273	1,273	↑	0%		

Waiting and Loading Waver	429	429	↑	0%	
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Environment, Leisure and Resident's Services Fees and Charges - Exceptions to the 2.4% Increase

Fee Description	2014/15 Charge (£)	2015/16 Charge (£)	Proposed Variation (%)	Total Estimated Income Stream for 2015/16	Reason for uplift
BULKY HOUSEHOLD WASTE					
Household Bulky Collections - VAT Zero rated					
Up to 10 items of unwanted household furniture, electrical items/appliances or similar items	£27.60	£24.85	-10.0%	£160,000	Price reduced to encourage service take up by households
Household Derived Builder's Rubble - VAT Zero rated					
Minimum charge for up to 5 sacks of household derived builders rubble	£30.00	£27.00	-10.0%		
Further items charged per additional sack	£3.00	£2.70	-10.0%		
Bathroom Suites (items include bath, toilet, hand basin & shower stand)					
Five items	£30.00	£27.00	-10.0%		
Further items charged per additional item	£5.75	£5.20	-9.6%		
Household Fencing Waste					
First 5 panels	£35.00	£31.50	-10.0%		
Additional Panels	£5.75	£5.20	-9.6%		
Broken down sheds	£60.00	£54.00	-10.0%		
BULKY COMMERCIAL WASTE					
Bulky Waste Collection (e.g. Fridge / Freezer Collection)	POA	POA	N/A		Price on application to cover cost of collection, disposal and administration
Two fridges / freezers	POA	POA	N/A		
Three fridges / freezers	POA	POA	N/A		
STREET SCENE ENFORCEMENT (ZERO VAT)					
Fixed Penalty Notices	£40-£300	£40-£300	0.0%	£78,000	Set in accordance with Defra/ Home Office guidance and various statutes
LETTINGS - Zero Rated VAT (Hourly Rates)					
HTH ASSEMBLY HALL					
Weekday evenings (Mon-Thurs, 5pm-midnight, 4 hour minimum charge)	£270.00	£276.00	2.2%		
Weekend (Friday/Saturdays/Sundays after midnight)	£405.00	£414.00	2.2%		

Promoted ticketed events (Mon-Sun all day to midnight, 5 hour minimum charge)	£475.00	£486.00	2.3%
Bank Holiday Mondays, New Years Eve Supplement	Charge + 15%	Charge + 15%	0.0%
New Years Eve falling on a Sunday	Charge + 15%	Charge + 15%	0.0%
HTH SMALL HALL			
Weekday (Mon-Fri, 9am-7pm, 4 hour minimum charge)	£80.00	£81.50	1.9%
<i>Set Up / Break down Hourly rate is half that of the main event rate as follows:</i>			
Weekday evening (Mon-Thurs, 5pm-midnight, 4 hour minimum charge)	£110.00	£112.00	1.8%
Weekday evenings (Mon-Thurs, after midnight)	£165.00	£168.00	1.8%
Weekend (Friday from 5pm & all day to midnight Saturdays/Sundays, 4 hour minimum charge)	£130.00	£133.00	2.3%
Weekend (Fri-Sun after midnight)	£195.00	£199.00	2.1%
HTH COMMITTEE ROOM 1 / COURTYARD ROOM			
Weekday (Mon-Thurs, 7am-midnight, 4 hour minimum charge)	£55.00	£56.00	1.8%
Weekday evenings (Mon-Thurs, after midnight)	£82.50	£84.00	1.8%
Weekday (Fri-Sun, 7am-midnight, 4 hour minimum charge)	£75.00	£76.50	2.0%
Weekend (Fri-Sun after midnight)	£115.00	£117.50	2.2%
HTH COMMITTEE ROOMS 2/3/4			
Weekday (Mon-Thurs, 7am-midnight, 4 hour minimum charge)	£40.00	£40.90	2.3%
Weekday (Mon-Thurs after midnight)	£60.00	£61.00	1.7%
Weekend (Fri-Sun, 7am-midnight, 4 hour minimum charge)	£55.00	£56.00	1.8%
Weekend (Fri-Sun, after midnight)	£80.00	£81.50	1.9%
HIRE OF PARKS & OPEN SPACES FOR EVENTS - CHARGES PER DAY (based on 8 hours)			
Non Ticketed / Non Sponsored Events	£835.00	£854.00	2.3%
Promotional activity - roaming	£315.00	£322.00	2.2%
Promotional activity - fixed per space	£1,250.00	£1,279.00	2.3%
Fairground - Autumn/Winter rate	£330.00	£337.00	2.1%
Fairground - Summer/Spring rate	£1,250.00	£1,279.00	2.3%
Sports event e.g. Race for Life (per head)	£2.60	£2.65	1.9%
ADD ON SUPPLEMENTS			
Supplement for Sale of Alcohol - per Event	£300.00	£307.00	2.3%
Supplement for Marquee - per Marquee	£300.00	£307.00	2.3%

£774,200

Inflationary uplift only, rounded down to sensible denominations

Inflationary uplift only, rounded down to sensible denominations

Inflationary uplift only, rounded down to sensible denominations

Supplement for small structures (e.g. gazebo, porta loo) - per structure	£220.00	£225.00	2.3%		Inflationary uplift only, rounded down to sensible denominations		
Supplement for other structures and provisions	£220.00	£225.00	2.3%				
FILMING/PHOTOGRAPHY							
FILMING/PHOTOGRAPHY IN PARKS							
Flagship Sites	£150.00	£153.00	2.0%	£60,300	Inflationary uplift only, rounded down to sensible denominations		
FILMING/PHOTOGRAPHY ON STREET							
Notice of no objection	£100.00	£102.00	2.0%				
OTHER EVENTS /FILMING FEES							
Security per hour	£21.17	£21.65	2.3%				
Electricians per hour	£37.00	£37.80	2.2%				
Location Fee							
Schools	25% passing on fee	25% passing on fee	0.0%				
Fulham Palace	25% passing on fee	25% passing on fee	0.0%				
Community Centres	25% passing on fee	25% passing on fee	0.0%				
REGISTRATION OF BIRTHS, DEATHS & MARRIAGES							
Civil Marriage/Civil Partnership/Naming Ceremonies/Vow Renewals (including rehearsals)							
Register Office, Hammersmith Town Hall							
Monday Only	£45.00	£46.00	2.2%		Statutory fee (excludes cost of certificate)		
Mayor's Parlour, Hammersmith Town Hall (Register Office)							
Monday - Thursday	£163.00	£166.00	1.8%		Inflationary uplift only, rounded down to sensible denominations		
Friday	£235.00	£240.00	2.1%				
Riverside Room, Hammersmith Town Hall							
Monday - Thursday	£132.00	£135.00	2.3%		Inflationary uplift only, rounded down to sensible denominations		
Friday	£204.00	£208.00	2.0%				
Saturday	£204.00	£208.00	2.0%				
Naming Ceremonies / Vow Renewals							
Mon - Thur (Riverside Room)	£132.00	£131.00	-0.8%		To bring in line with market prices		
Fri - Sat (Riverside Room)	£204.00	£204.00	0.0%				
Mon - Thurs (Approved Venues)	£340.00	£342.00	0.6%				
Friday - Sat (Approved Venues)	£424.00	£428.00	0.9%				

Sun/Bank Holidays (Approved Venues)	£550.00	£556.00	1.1%
Fee for attendance at places of worship			
Fee for attendance at places of worship	£84.00	£85.00	1.2%
Copy Certificates			
Copy certificate at time of registration	£4.00	£4.00	0.0%
Copy certificate in current register	£7.00	£7.00	0.0%
Copy certificate from historical records	£10.00	£10.00	0.0%
Same day service for copy certificates - Price on application		POA	
Cancellation & Booking Changes			
Single applicant cancellation fee for notices	£35.00	£35.00	0.0%
Couples cancellation fee for notices	£70.00	£70.00	0.0%
Cancellation of ceremony fee	£35.00	£35.00	0.0%
Rebooking fee: Mon-Thur Register office and Riverside Room	£35.00	£35.00	0.0%
Rebooking fee: Fri and Sat Riverside Room	£45.00	£45.00	0.0%
Approved premise cancellation & rebooking fee	£70.00	£70.00	0.0%
Registrars attending rehearsal at approved premise	£140.00	£140.00	0.0%
Nationality Checking Service Fees			
Nationality Checking Service - Price on Application	Various	POA	Variable
Citizenship Ceremony fees			
Individual citizenship ceremony weekday	£100.00	£100.00	0.0%
Individual citizenship ceremony - Saturday	£160.00	£125.00	-21.9%
Group Ceremony Fees - Sat	£100.00	£50.00	-50.0%
Settlement Checking			
Adult	£80.00	£80.00	0.0%
Dependent	£25.00	£25.00	0.0%
STREET TRADING CHARGES			
LBHF STREET & MARKET TRADERS - Weekly charges			
1 day per week (Standard Stall)	£20.40	£20.90	2.0%
2 days per week (Extended)	£41.82	£42.80	2.3%
6 days per week (Standard)	£83.64	£85.60	2.3%

£532,800

Statutory fee (excludes cost of certificate)
Statutory Fee
Premium service. Price on application
Charges were only recently introduced - impact still being assessed
Premium service. Price on application
To bring in line with market prices
Price still relative to the market
Inflationary uplift only, rounded down to sensible denominations

<i>An additional charge of £10 per day will be payable for trading on Friday and/or Saturday</i>					
News Vendors (daily charges)					
Temporary Licences for casual traders at street markets (per day)					
Mon-Thurs (Standard)	£20.40	£20.85	2.2%	£340,100	Inflationary uplift only, rounded down to sensible denominations
Fri/Sat (Standard)	£30.60	£31.30	2.3%		
Fri/Sat (Extended)	£39.78	£40.70	2.3%		
<i>* An additional charge of £10 will be payable for trading on Friday and/or Saturday</i>					
DISTRIBUTION OF FREE LITERATURE LICENCES (Zero VAT)					
Additional Fee for applications over 1 Month (£ per month)	£10.00	£10.20	2.0%		To cover the administration and management costs
Each Additional Distributor at each Site	£26.25	£26.85	2.3%		Inflationary uplift only, rounded down to sensible denominations
Administration charge for alterations to licenses which have already been issued	£40.00	£40.90	2.3%		To cover the administration and management costs
COMMUNITY SAFETY					
Motorcycle recovery - individual	£50.00	£50.00	0.0%	£0	Minimal income generated. Price already covers administration costs
Motorcycle recovery - insurance company	£100.00	£100.00	0.0%		
Return of Stray Dogs to Owners	£75.00	£75.00	0.0%		
ANTI SOCIAL BEHAVIOUR					
Anti Social Behaviour investigations - casework (per hour)	£100.00	£100.00	0.0%	£5,000	Current price is competitive
Anti Social Behaviour investigations - Professional Witness Service (per hour)	N/A	£35.00	New Charge		To cover staff costs. Charged mainly to Housing Associations.
MORTUARY SERVICES					
Infectious cases from Kingston Hospital to Fulham Mortuary	£960.00	£960.00	0.0%	£35,000	Unit cost of Post Mortems has remained static
Second Post Mortem charge to solicitors	£660.00	£660.00	0.0%		
TRANSPORT					
Parts	Cost + 10.5%	Cost + 10.5%	0.0%	£1,132,000	Current price is competitive
Fuel - Diesel / Petrol / LPG	Cost + 8.5 to 10.5%	Cost + 8.5 to 10.5%	0.0%		
Ad Hoc Vehicle Hire	Cost + 10.5%	Cost + 10.5%	0.0%		
Management and Administration Charge	Total Cost (excluding Fuel and	Total Cost (excluding Fuel and	0.0%		
Labour Rate per hour (prices starting at)	from £45	from £45	0.0%		
LEISURE IN PARKS					
FOOTBALL (GRASS PITCHES) - LBHF					
<i>Inclusive of Changing Rooms & Nets/Flags</i>					

Junior-Size Pitch Per Game	£52.00	£53.00	1.9%
5-side pitch per hour	£35.00	£35.80	2.3%
Per Pitch Per Hour - In Borough State Schools	£40.00	£40.90	2.3%
11-A-SIDE ALL-WEATHER PITCHES (11AWP)			
<i>Inclusive of Pitch Hire Only</i>			
Per Pitch Per Hour - In Borough State Schools	£40.00	£40.90	2.3%
5-A-SIDE ALL-WEATHER PITCHES (5AWP)			
<i>Inclusive of Pitch Hire Only</i>			
Per Pitch Per Hour - In Borough State Schools	£25.00	£25.50	2.0%
Per Pitch Per Hour - Out of Borough & Private Schools	£32.00	£32.70	2.2%
RUGBY / GAELIC FOOTBALL / LA CROSSE / HOCKEY / AUSTRALIAN RULES			
<i>Inclusive of Changing Rooms</i>			
Per Pitch Per Hour - In Borough State Schools	£40.00	£40.90	2.3%
CRICKET PITCH - LBHF			
<i>Inclusive of Changing Rooms. No Stumps, Equipment, Etc Provided</i>			
Per Pitch Per Game - Weekend	£115.00	£117.50	2.2%
Per Pitch Per Game - Weekday	£95.00	£97.00	2.1%
Per Pitch Per Game - Weekday (Inclusive of Nets)	£105.00	£107.00	1.9%
Per Pitch Per Game - Bank Holiday	£120.00	£122.50	2.1%
Per Pitch Per Game - Bank Holiday (Inclusive of Nets)	£130.00	£133.00	2.3%
Per Pitch Per Hour - In Borough State Schools	£40.00	£40.90	2.3%
CRICKET (NETS)			
<i>Inclusive of Net Hire only, where requested without a pitch.</i>			
Per Pair Per Hour	£15.00	£15.30	2.0%
Per Pair Per Hour - In-Borough State Schools	£12.00	£12.20	1.7%
Per Pair Per Hour - Out of Borough and Private Schools	£14.40	£14.70	2.1%
ROUNDERS/BASEBALL			
<i>Inclusive of Changing Rooms.</i>			
Per Pitch Per Hour - In Borough State Schools	£40.00	£40.90	2.3%
MINI BASEBALL			

<i>Inclusive of Pitch Hire Only</i>			
Per Pitch Per Game	£60.00	£61.00	1.7%
SOFTBALL			
<i>Inclusive of Pitch Hire Only</i>			
Per Pitch Per Hour - In Borough State Schools	£40.00	£40.90	2.3%
BICYCLE POLO			
<i>Inclusive of Pitch Hire Only</i>			
TOUCH/TAG RUGBY			
<i>Inclusive of Pitch Hire Only</i>			
Per Pitch Per Game	£45.00	£46.00	2.2%
Per Pitch Per Hour - In Borough State Schools	£40.00	£40.90	2.3%
ATHLETICS & SPORTS DAYS - HURLINGHAM PARK & SOUTH PARK			
<i>Inclusive of Line Markings (100m Track) & Changing Rooms</i>			
Per Space Per Hour	£60.00	£61.00	1.7%
Per Space Per Hour - In Borough State Schools	£40.00	£40.90	2.3%
<i>Inclusive of Pitch Hire Only</i>			
Per Space Per Hour	£50.00	£51.00	2.0%
ATHLETICS & SPORTS DAYS - RAVENSCOURT PARK, BROOK GREEN, BISHOPS PARK & LILLIE ROAD REC			
<i>Inclusive of Pitch Hire Only</i>			
Per Space Per Hour	£28.00	£28.60	2.1%
Per Space Per Hour - In Borough State Schools	£25.00	£25.50	2.0%
Per Space Per Hour - Out of Borough & Private Schools	£32.00	£32.70	2.2%
TENNIS - LBHF			
Pay & Play Per Hour	£9.50	£9.70	2.1%
Pre Booked Per Hour (Minimum 5 bookings)	£7.00	£7.10	1.4%
Pay & Play Per Hour - Youth (U18)	£3.50	£3.50	0.0%
Pre-Booked Per Hour - School	£3.50	£3.50	0.0%
Pay & Play Per Hour (Adult)	£11.00	£11.20	1.8%
Pre Booked Per Hour (Charge for 5 minimum bookings)	£35.00	£35.80	2.3%
Pay & Play Per Hour - Youth (U16) - was U18	£5.50	£5.60	1.8%

Pre-Booked Per Hour - School	£5.50	£5.60	1.8%
NETBALL - LBHF			
Per Court Per Hour - Daytime	£20.00	£20.40	2.0%
Per Court Per Hour - Floodlit	£30.00	£30.70	2.3%
Per Court Per Hour - Out of Borough & Private Schools	£22.00	£22.50	2.3%
COMMUNITY ROOM - Hurlingham Park			
Party Hire	£105.00	£107.00	1.9%
LINE MARKINGS (Where supplied as an extra)			
Athletics Per Hour	£28.00	£28.50	1.8%
CHANGING ROOMS (Where supplied as an extra)			
Public Rate	£22.00	£22.50	2.3%
Per Booking - In Borough State Schools	£22.00	£22.50	2.3%
Per Booking - Out of Borough & Private Schools	£28.00	£28.60	2.1%
BOWLS			
<i>Operation of Bowling Greens is carried out by local Bowling Clubs</i>			
Adult - per person per round	£2.00	£2.00	0.0%
OAP/Youth - per person per round	£1.00	£1.00	0.0%
Adult season ticket	£44.00	£44.00	0.0%
OAP/Youth season ticket	£22.00	£22.00	0.0%
Locker rent	£10.00	£10.00	0.0%
TRAINING AREAS			
HURLINGHAM PARK			
<i>Inclusive of Changing Rooms & Floodlights (Where Available)</i>			
Training Area Per Hour	£40.00	£40.70	1.8%
Training Area Per Hour - In Borough State Schools	£40.00	£40.70	1.8%
LILLIE ROAD, BISHOPS PARK, SOUTH PARK & EEL BROOK COMMON			
<i>Inclusive of Pitch Hire Only</i>			
Training Area Per Hour	£40.00	£40.70	1.8%
Training Area Per Hour - Fulham Football Club Foundation (Bishop's Park Only) (School Holidays Only)	£90.00	£92.00	2.2%
LINFORD CHRISTIE STADIUM			

£672,500 Inflationary uplifts only, rounded down to sensible denominations.

Annual Inclusive Pass			
Adult (Member)	£90.00	£90.00	0.0%
Adult (Non Member)	£140.00	£140.00	0.0%
*Concessionary (12 months only) (member)	£40.00	£40.00	0.0%
*Concessionary (12 months only) (Non Member)	£70.00	£70.00	0.0%
Student 12 months	£70.00	£70.00	0.0%
Adult 6 months (member)	£50.00	£50.00	0.0%
Adult 6 months (non member)	£80.00	£80.00	0.0%
Casual Use session Price			
Adult (Member)	£4.00	£4.00	0.0%
Adult (Non Member)	£5.00	£5.00	0.0%
*Concessionary (12 months only) (member)	£2.00	£2.00	0.0%
*Concessionary (12 months only) (Non Member)	£3.00	£3.00	0.0%
Lifestyle Plus Member	£0.50	£0.50	0.0%
Adult spectator/ entrance fee (events)	£2.00	£2.00	0.0%
Use of shower facilities / changing facilities	£2.00	£2.00	0.0%
Running Track Hire			
Training (LBHF School) facilities only	£30.00	£30.70	2.3%
Training (non LBHF School) facilities only	£55.00	£56.00	1.8%
Sports Day (non LBHF School) up to 3 hrs - Facility only	£192.00	£196.00	2.1%
Sports Days Per Hour (LBHF School) in excess of 3 hrs	£65.00	£66.00	1.5%
Sports Days Per Hour (non LBHF School) in excess of 3 hrs	£78.00	£79.80	2.3%
TVH meetings	£55.00	£56.00	1.8%
Additional miscellaneous fee - setting out and clearing up	£65.00	£66.50	2.3%
PITCHES & ANCILLARY HIRE SERVICES - LBHF			
11-A-SIDE ALL-WEATHER PITCH			
<i>Inclusive of Changing Rooms if Desired</i>			
Per Pitch Per Hour - Adult	£90.00	£92.00	2.2%
Per Pitch Per Hour - In Borough State Schools	£48.00	£49.00	2.1%
Per Pitch Per Hour - Out of Borough & Private Schools	£60.00	£61.40	2.3%

Contact Price for QPR / Chelsea FC / Chiswick Hockey					
Per Pitch Per Hour - Contract Adult	£52.00	£53.00	1.9%		
Per Pitch Per Hour - Contract Junior	£35.00	£35.80	2.3%		
Pay & Play (Unbooked) Cash Rate					
<i>Contact Price for QPR / Chelsea FC / Chiswick Hockey</i>					
Per Pitch Per Hour - Contract Adult	£28.00	£28.60	2.1%		
<i>Pay & Play (Unbooked) Cash Rate</i>					
Per Pitch Per Hour	£60.00	£61.00	1.7%		
<i>Inclusive of Changing Rooms if Desired</i>					
<i>Off-Peak Hours 09:00-18:00 Mon-Fri. Peak Hours 18:00-22:00 Mon-Fri & Weekends</i>					
Per Pitch Per Hour - In Borough State Schools	£25.00	£25.50	2.0%		
Per Pitch Per Hour - Out of Borough & Private Schools	£32.00	£32.70	2.2%		
Per Pitch Per Hour - Adult / Club (Off Peak)	£28.00	£28.60	2.1%		
GRASS CENTRE PITCH					
<i>Inclusive of Changing Rooms if Desired</i>					
Centre Pitch Per Game Without Floodlighting	£105.00	£107.00	1.9%		
Centre Pitch Per Hour Without Floodlighting	£90.00	£92.00	2.2%		
Centre Pitch Per Hour Without Floodlighting - In-Borough State School	£65.00	£66.00	1.5%		
Centre Pitch Per Hour Without Floodlighting - Out-of-Borough & Private School	£78.00	£79.20	1.5%		
Centre Pitch Per Hour With Floodlighting	£115.00	£117.70	2.3%		
Centre Pitch Per Hour With Floodlighting - Out-of-Borough & Private School	£90.00	£92.00	2.2%		
ROOMS / STORAGE HIRE					
Community Room - School	£20.00	£20.40	2.0%		
Announcer's Box - School	£20.00	£20.40	2.0%		
Changing Room Per Team (when no pitch hire) - School	£20.00	£20.40	2.0%		
DONATED BENCHES & TREES					
Donated Benches	£919.00	£920.00	0.1%		
Donated Tree	£169.00	£170.00	0.6%	£11,000	Marginal uplift only to cover cost
<i>Or at cost plus admin. charge if larger than standard size</i>					

CEMETERIES - Exempt for VAT			
<i>The interment cost for residents' children up to 16 years of age are waived</i>			
GRAVE PURCHASE - HAMMERSMITH & FULHAM			
Grave Purchase & Grant - North Sheen / Mortlake - Resident	£1,730.40	£1,765.00	2.0%
Grave Purchase & Grant - North Sheen / Mortlake - Non Resident	£3,460.80	£3,530.00	2.0%
Grave Purchase & Reserve - North Sheen / Mortlake - Resident	£2,973.00	£3,032.50	2.0%
Grave Purchase & Reserve - North Sheen / Mortlake - Non Resident	£5,946.00	£6,065.00	2.0%
INTERMENT & REOPENING OF GRAVES			
<i>The interment cost for residents' children up to 16 years of age are waived</i>			
Up to 2 interments / Reopenings (each) - Resident	£1,298.00	£1,324.00	2.0%
Up to 2 interments / Reopenings (each) - Non Resident	£2,596.00	£2,648.00	2.0%
Per extra interment (below 7ft) - Resident	£271.00	£276.50	2.0%
Per extra interment (below 7ft) - Non Resident	£542.00	£553.00	2.0%
Casket (includes interment fee) - Resident	£1,623.00	£1,655.50	2.0%
Casket (includes interment fee) - Non Resident	£3,246.00	£3,311.00	2.0%
Additional Charge for Coffin over 6'8" Long and/or over 26" Wide - Resident	£1,407.00	£1,435.00	2.0%
Additional Charge for Coffin over 6'8" Long and/or over 26" Wide - Non Resident	£2,814.00	£2,870.00	2.0%
INTERMENT OF CREMATED REMAINS			
<i>The interment cost for residents' children up to 16 years of age are waived</i>			
Grave Purchase & Reserve - Resident	£1,192.00	£1,216.00	2.0%
Grave Purchase & Reserve - Non Resident	£2,384.00	£2,432.00	2.0%
Grave Purchase and Grant - Resident	£596.00	£608.00	2.0%
Grave Purchase and Grant - Non Resident	£1,192.00	£1,216.00	2.0%
Interment - Resident	£324.00	£330.50	2.0%
Interment - Non Resident	£648.00	£661.00	2.0%
Scattering of Ashes - Resident	£81.00	£82.50	1.9%
Scattering of Ashes - Non Resident	£162.00	£165.00	1.9%
INTERMENTS - PRIVATE GRAVES			
<i>The interment cost for residents' children up to 16 years of age are waived</i>			
Monday to Friday	£239.00	£244.00	2.1%

Inflationary uplifts only, rounded down to sensible denominations.

Saturday	£478.00	£487.50	2.0%
NON PRIVATE GRAVES			
Grave Space Only - Resident	£1,298.00	£1,324.00	2.0%
Grave Space Only - Non Resident	£2,596.00	£2,648.00	2.0%
EXHUMATIONS (Includes VAT at 20%)			
Standard Charge (Coffin or Casket) - Resident	£2,028.00	£2,068.50	2.0%
Standard Charge (Coffin or Casket) - Non Resident	£4,056.00	£4,137.00	2.0%
Disinterment of Cremated Remains - Resident	£163.00	£166.00	1.8%
Disinterment of Cremated Remains - Non Resident	£326.00	£332.00	1.8%
Grave Diggers Allowance per Grave - Resident	£108.00	£110.00	1.9%
Grave Diggers Allowance per Grave - Non Resident	£216.00	£220.00	1.9%
MEMORIALS			
Headstone (including Tablet, Vase,etc) - Resident	£243.00	£248.00	2.1%
Headstone (including Tablet, Vase,etc) - Non Resident	£486.00	£496.00	2.1%
Additional inscription - Resident	£81.00	£82.50	1.9%
Additional inscription - Non Resident	£162.00	£165.00	1.9%
REGISTER SEARCH FEE			
Per Search	£28.00	£28.50	1.8%
Certified copy of entry	£19.00	£19.40	2.1%
CHANGE OF OWNERSHIP			
Registering change of ownership & new Deed	£91.00	£93.00	2.2%
Replacement Deed of Grant only	£52.00	£53.00	1.9%
USE OF CHAPEL (Per Hour)			
Standard Hours (Monday - Friday 10am-4pm)	£92.00	£94.00	2.2%
Out of Hours (Weekdays After 4pm / Saturdays / Bank Holidays). 24 Hours Notice Required	£371.00	£94.00	-74.7%
Officer attendance (Per hour at weekends)	Negotiable	Negotiable	N/A
MAINTENANCE OF GRAVES & MEMORIALS			
Grave Planting and Maintenance (Per annum/per grave space)			
Soil or Turf	£79.00	£80.50	1.9%
Full Maintenance	£167.00	£170.50	2.1%

£832,700

Inflationary uplifts only, rounded down to sensible denominations.

Attention only	£119.00	£121.50	2.1%
Memorials			
Washing - Standard/Small (per annum charge)	£80.00	£81.50	1.9%
Washing - Large/Double (per annum charge)	£123.00	£125.50	2.0%
REMOVAL AND REPLACEMENT OF GRAVESTONES AND MONUMENTS			
SMALL/STANDARD			
Headstone up to 0.76m - 1.07m(2' 6"- 3'6") high	£290.00	£296.00	2.1%
Full memorial up to 0.76m - 1.07m (2'6" - 3'6") high	£577.00	£588.50	2.0%
LARGE/DOUBLE			
Headstone up to 0.76m - 1.07m (2'6" - 3'6") high	£388.00	£396.00	2.1%
Full memorial up to 0.76m - 1.07m (2'6" - 3'6") high	£771.00	£786.50	2.0%
Any memorial on large/double grave	£309.00	£315.00	1.9%
Additions/alterations to existing masonry	£104.00	£106.00	1.9%
Inspection and staking of weak memorials	£22.00	£22.50	2.3%
Inspection and bonding of weak crosses	£75.00	£76.50	2.0%

Equality Impact Assessment (EIA)

Environment, Leisure and Resident's Services (ELRS)

Budget Proposals 2015/16

1. SAVINGS, EXISTING EFFICIENCIES, AND NEW EFFICIENCY SAVINGS

- 1.1 A number of the ELRS line items are to do with back office change that affects staff and as such will not have an impact on frontline service users. As with all staff changes, EIAs are carried out to inform reorganisations.

Income from Duct Asset Concession: £160K

- 1.2 This line item refers to increased income from the concession contract for use of the council's underground CCTV ducting network. In the medium to long term the new contract will expand internet service across the borough, making it more accessible and affordable for residents. This also enables further e-inclusion benefits from the government's new grant scheme to enable households to buy internet access. As such this is expected to have a positive impact on equalities.

Equality Impact Assessment (EIA)
Transport and Technical Services (TTS)
Budget Proposals 2015/16

1. SAVINGS, EXISTING EFFICIENCIES, AND NEW EFFICIENCY SAVINGS

- 1.1 The majority of savings are concerned with back office staff, accommodation, advertising income, IT, renegotiation of contracts and recognising existing variances. As such they will have no equalities implications for any particular groups with protected characteristics. Where there are staff changes leading to savings, EIAs are carried out.

2. GROWTH

- 2.1 Budget growth in TTS has been included to address existing budget pressures and as such does not involve any new actions. There are, therefore, no associated equalities implications.

Spending Power Reduction

The Provisional 2015/16 Local Government Finance Settlement

1. The Provisional Local Government Finance Settlement was released on 18th December. The key Hammersmith and Fulham figures are summarised in Table 1 and Table 2.

Table 1 – Unringfenced Government Funding

	2014/15	2015/16
Confirmed Allocations	£'000s	£'000s
Revenue Support Grant	66,647	47,429
New Homes Bonus Grant ¹	4,638	4,105
Other Unringfenced Grants	4,866	4,275
Total Confirmed		
Total All	76,151	55,809
Grant fall - cash		-20,342
Grant fall – cash terms %		-27%
Grants for New Burdens		
Adult Social Care – Care Act 2014		840

- 2 The settlement includes funding of £0.840m for new burdens (such as prison social care and the early assessment of the cap on care costs) associated with the Care Act 2014. It is assumed that this funding will be required to meet new expenditure commitments.

Table 2 - Ringfenced Funding Allocations

	2014/15	2015/16
	£'m	£'m
Public Health Grant	20.9	20.9
NHS Funding to support social care and benefit health	6.3	0
Pooled NHS and LA Better Care Fund		13.1
	27.2	34.0

- 3 The main change is the significant increase in NHS funding made available in 2015/16. This is part of a national pot of £3.8bn. This funding is a pooled budget intended to improve the integration of health and care services. The NHS and local authorities must agree locally through Health and Wellbeing Boards how it is spent. For now it is not assumed that any of this funding will be available to

¹ The 2015/16 allocation is estimated. The figure quoted by the government excludes a deduction required to fund the London Enterprise Partnership. This figure is not yet confirmed.

support the MTFS – it will replace existing health funding or be a new burden. This assumption will continue to be reviewed.

2015/16 Spending Power

- 4 As part of the settlement announcement the government state their view of the cut in local authority spending power. As well as government funding this includes their assumption on what local authorities will collect through council tax and business rates. The figures are set out in Table 2. The Hammersmith and Fulham cut is more than twice the national average. In part this is because a low proportion of Hammersmith and Fulham funding comes from council tax.

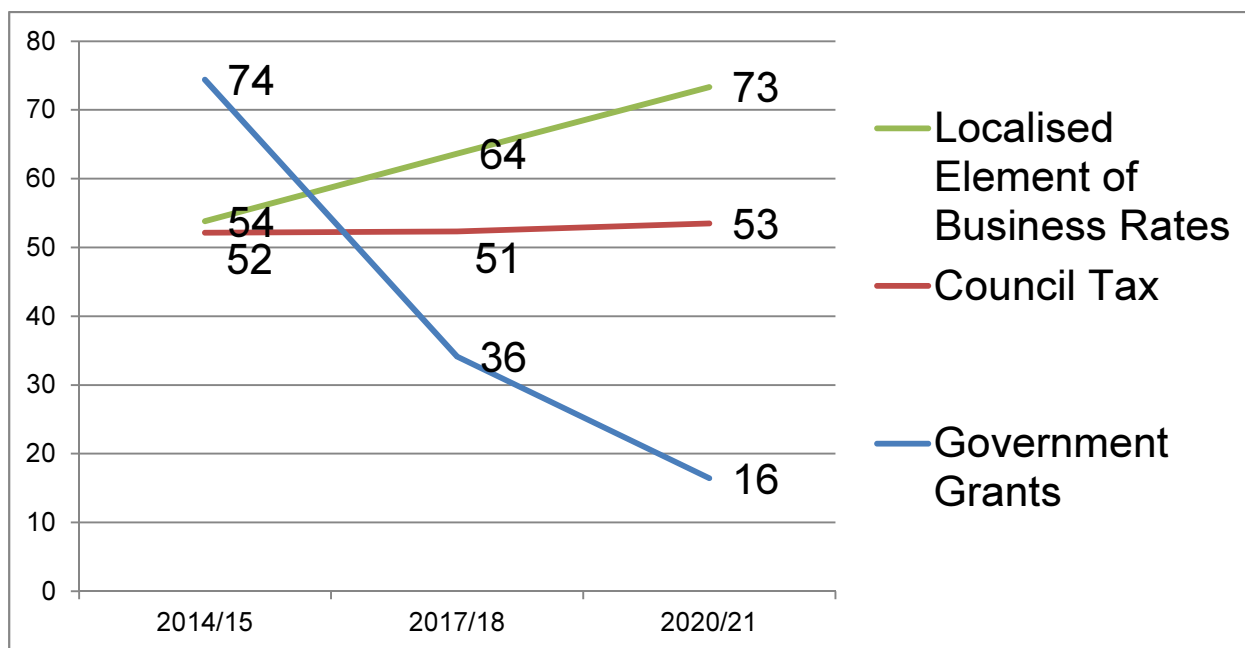
Table 2 – Government Spending Power Calculation.

	2014/15	2015/16
LBHF	-4.8%	-4.7%
London Average	-3.9%	-3.4%
National	-2.9%	-1.8%

5. The Government spending power calculation is questionable. It takes no account of inflation or demographic pressures. In addition:
 - In London it takes no account of the top-slice of £1.6m, from new homes bonus grant, made to fund the London Local Enterprise Partnership.
 - It muddles together ringfenced grants (such as the £20.9m for Public Health) and unringfenced grants. This masks the true cut in funding for core local authority services.
 - The comparison of better care funding between 2014/15 and 2015/16 is not on a like for like basis. Hammersmith and Fulham is not £6.8m better-off when the burdens associated with this funding are allowed for.
 - Government assumptions on business rates income take no account of the impact of business rates appeals. These have meant that what many authorities can collect, including a £2m to £3m shortfall for Hammersmith and Fulham, is less than assumed in the calculation.
- 6 The spending power calculation issued by the government suggests a 4.7% reduction for Hammersmith and Fulham. Initial review by this authority suggests the real reduction is more than 10%.
7. In terms of budget requirement, the actual reduction for Hammersmith and Fulham, assuming a council tax freeze, is from £180m in 2014/15 to £160m in 2015/16. This is a cut of 11%. The reduction is close to 14% if inflation and demographic pressures are allowed for.

Funding Beyond 2016/17.

8. Government funding beyond 2015/16 is not yet confirmed. The current forecast is set out out in the graph below (all figures in £'millions):



9. The general government grant receivable by Hammersmith and Fulham will reduce significantly by 2020/21. The latest forecast is set out below:

Table 1 – Grant Forecast for Hammersmith and Fulham

	2014/15	2017/18	2020/21
Revenue Support Grant	£66m	£26m	£10m
Other General Grants ²	£8m	£10m	£6m
	£74m	£36m	£16m

10. The main grant is revenue support grant. This is determined by the government based on their view of what funding an authority should receive, the (Settlement Funding Assessment (SFA). This also takes account of the expected contribution from the local share (30%) of business rates. The figures for 2014/15 and 2015/16 are shown in Table 2.

Table 2 - Hammersmith and Fulham – Key data from the 2014/15 and Provisional 2015/16 Local Government Finance Settlements.

	2014/15	Provisional 2015/16	Cash (Reduction) / increase	% (Reduction) / Increase
Settlement Funding Assessment	£121.2m	£103.6m	(£17.6m)	(14.6%)

² The main other general grants are for the new homes bonus, council tax freeze, housing benefits administration and education support grant.

Of which:				
Revenue Support Grant	£66.1m	£47.4m	(£18.7m)	(28.2%)
Baseline Business Rates Funding level ³	£55.1m	£56.2m	£1.1m	2%


11. In modelling future funding reductions the SFA is the relevant figure. So for 2015/16 the overall reduction in the SFA is 14.6%. As business rates are expected to increase in line with forecast inflation (2.3%) then the reduction in revenue support grant is much greater (28.2%).
12. The Medium Term Financial Strategy currently includes the provisional grant figures for 2015/16. A 10% reduction in the SFA is then modelled to 2018/19 and 5% per annum to 2020/21. The figures are shown Table 3. Because the business rates baseline figure does not reduce then all the 10% reduction in the SFA falls on Revenue Support Grant (ie a 10% cut on government funding translates to a much greater % cut in RSG).

Table 3 – Reduction in RSG to 2017/18

	2016/17	2017/18	2020/21
Prior Year SFA	£103.6m	£93.3m	£74.9m
Less 10% Reduction to 2018/19 and 5% after	(£10.4m)	(£9.3m)	(£3.7m)
Updated SFA	£93.2m	£83.6m	£71.2m
Of which:			
Revenue Support Grant	£36.4m	£26.4m	£9.6m
Business rates funding baseline	£56.8m	£57.2m	£61.6m

³ This is the amount of the settlement funding assessment that the government assume is collected through business rates.

Agenda Item 8

	<p align="center">London Borough of Hammersmith & Fulham</p> <p align="center">COMMUNITY SAFETY, ENVIRONMENT & RESIDENT SERVICES POLICY & ACCOUNTABILITY COMMITTEE</p> <p align="center">13 JANUARY 2015</p>
<p>WORK PROGRAMME 2014-2015</p>	
<p>Report of the Director of Law</p>	
<p>Open Report</p>	
<p>Classification - For Review & Comment</p> <p>Key Decision: No</p>	
<p>Wards Affected: All</p>	
<p>Accountable Executive Director: Jane West, Executive Director of Finance and Corporate Governance</p>	
<p>Report Author: Craig Bowdery, Scrutiny Manager</p>	<p>Contact Details: Tel: 020 8753 2278 E-mail: craig.bowdery@lbhf.gov.uk</p>

1. EXECUTIVE SUMMARY

- 1.1 The Committee is asked to give consideration to its work programme for the forthcoming year and to suggest any relevant community groups or residents who should be invited to attend future meetings.

2. RECOMMENDATIONS

- 2.1 The Committee is asked to consider its proposed work programme, and suggest any additional items to be included.

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.	None		

LIST OF APPENDICES:

Appendix A – Work Programme

Community Safety, Environment & Residents Services PAC Work Programme 2014/15

14th July 2014

White City Community Centre. 7:00pm.

ITEM	LEAD OFFICER	REPORT BRIEF
The Police in Hammersmith & Fulham	David Page	To receive a presentation from the Borough Commander regarding priorities and concerns
Cycling in the Borough	Chris Bainbridge	To monitor cycling rates in the borough and how the Council is encouraging more people to cycle
Wormholt Park works update	David Page	To receive an update on the plans to redevelop the site
Air quality	Elizabeth Fonseca	To receive the 2014 Air Quality Progress Report

2nd September 2014

Fulham Broadway Methodist Church. 7:00pm.

ITEM	LEAD OFFICER	REPORT BRIEF
Parking issues on football match-days	Naveed Ahmed	To consider the effectiveness of existing restrictions on parking on football match days
MTFS and budget update	Jane West	To receive an update on the budget affecting departments in the PAC's remit
Flood preparedness	George Warren	To review the Council's strategy for flood preparedness
Regulation Of Investigatory Powers Act Annual Report	Janette Mullins	To receive a report on the use of RIPA legislation in the tri-borough

Community Safety, Environment & Residents Services PAC Work Programme 2014/15

4 th November 2014 Venue tbc. 7:00pm.		
ITEM	LEAD OFFICER	REPORT BRIEF
Consultation on proposed new overground station at Old Oak Common	Chris Bainbridge / TfL	To receive a presentation from Transport for London on the proposed new station at Old Oak Common
Recycling in the borough	Sue Harris	To review the Council's current recycling performance and ways of making it easier for residents to recycle, including community composting and food growing projects
The Waste Framework Directive (TEEP Regulations)	Sue Harris	To consider how the Council meets the requirements of the Waste England and Wales Regulations 2011, which come into effect on 1 st January 2015
Airport commission	Simon Jones	To approve the establishment of a resident-led working group to consider the proposals for airport expansion

Community Safety, Environment & Residents Services PAC Work Programme 2014/15

13th January 2015		
Venue The Small Hall, Hammersmith Town Hall. 7:00pm.		
ITEM	LEAD OFFICER	REPORT BRIEF
Airport Commission response	Tom Conniffe and Paul Baker	To receive the findings of the resident-led working group considering airport expansion proposals
The Police in Hammersmith & Fulham	David Page	To receive a presentation from the Borough Commander regarding priorities and concerns
The draft Budget 2015/16	Mark Jones	To review the 2015/16 budget for the TTS and ELRS departments

Community Safety, Environment & Residents Services PAC Work Programme 2014/15

3 rd February 2015 Venue tbc. 7:00pm.		
ITEM	LEAD OFFICER	REPORT BRIEF
Cycling in the Borough	Chris Bainbridge	Following the Committee's consideration of the issue in July, to consider action taken since the meeting
20mph speed limit proposals	Mahmood Siddiqi	To consider the implications of the proposed 20mph speed limit for all residential roads in the Borough
Greening update	Mahmood Siddiqi	To receive an update on the implementation of Sustainable Drainage Solutions (SuDS)
Highway maintenance	Mahmood Siddiqi	To consider the Council's highways maintenance programme and the prioritisation of streets
Recycling update	Sue Harris	To receive an update on issues raised at the November meeting of the Committee

Community Safety, Environment & Residents Services PAC Work Programme 2014/15

21 st April 2015 Venue tbc. 7:00pm.		
ITEM	LEAD OFFICER	REPORT BRIEF
Provision of sport and leisure facilities	Ullash Karia	Three years after London 2012, what is the legacy? Has child participation in sport increased? What is the Council doing to promote activity and reduce obesity?
Street cleansing	Kathy May	To review how the service is delivered and the extent to which it meets resident expectations
Update on the Parking Task Group	Craig Bowdery	To receive an update on the member task group investigating parking issues in the Borough