

Cabinet



Agenda

MONDAY
4 SEPTEMBER 2017
7.00 pm

COURTYARD ROOM
HAMMERSMITH
TOWN HALL
KING STREET
LONDON W6 9JU

Membership

Councillor Stephen Cowan, Leader of the Council
Councillor Sue Fennimore, Deputy Leader
Councillor Ben Coleman, Cabinet Member for Health and Adult Social Care
Councillor Wesley Harcourt, Cabinet Member for Environment, Transport & Residents Services
Councillor Lisa Homan, Cabinet Member for Housing
Councillor Andrew Jones, Cabinet Member for Economic Development and Regeneration
Councillor Sue Macmillan, Cabinet Member for Children and Education
Councillor Max Schmid, Cabinet Member for Finance

Date Issued
24 August 2017

If you require further information relating to this agenda please contact: Kayode Adewumi, Head of Governance and Scrutiny –
Tel: 020 8753 2499 or kayode.adewumi@lbhf.gov.uk

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PUBLIC NOTICE

The Cabinet hereby gives notice of its intention to hold part of this meeting in private to consider items 17 to 18 which are exempt under paragraph 3 of Schedule 12A to the Local Government Act 1972, in that they relate to the financial or business affairs of any particular person, including the authority holding the information.

The Cabinet has received no representations as to why the relevant part of the meeting should not be held in private.

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

DEPUTATIONS

Members of the public may submit a request for a deputation to the Cabinet on non-exempt item numbers **4 -13** on this agenda using the Council's Deputation Request Form. The completed Form, to be sent to Kayode Adewumi at the above address, must be signed by at least ten registered electors of the Borough and will be subject to the Council's procedures on the receipt of deputations. **Deadline for receipt of deputation requests: Wednesday 30 August 2017.**

COUNCILLORS' CALL-IN TO SCRUTINY COMMITTEES

A decision list regarding items on this agenda will be published by **Wednesday 6 September 2017**. Items on the agenda may be called in to the relevant Accountability Committee.

The deadline for receipt of call-in requests is: **Monday 11 September 2017 at 3.00pm**. Decisions not called in by this date will then be deemed approved and may be implemented.

A confirmed decision list will be published after 3:00pm on **Monday 11 September 2017**.

Cabinet Agenda

4 September 2017

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1.	MINUTES OF THE CABINET MEETING HELD ON 10 JULY 2017	1 - 12
2.	APOLOGIES FOR ABSENCE	
3.	DECLARATION OF INTERESTS	
	<p>If a Councillor has a disclosable pecuniary interest in a particular item, whether or not it is entered in the Authority's register of interests, or any other significant interest which they consider should be declared in the public interest, they should declare the existence and, unless it is a sensitive interest as defined in the Member Code of Conduct, the nature of the interest at the commencement of the consideration of that item or as soon as it becomes apparent.</p> <p>At meetings where members of the public are allowed to be in attendance and speak, any Councillor with a disclosable pecuniary interest or other significant interest may also make representations, give evidence or answer questions about the matter. The Councillor must then withdraw immediately from the meeting before the matter is discussed and any vote taken.</p> <p>Where Members of the public are not allowed to be in attendance and speak, then the Councillor with a disclosable pecuniary interest should withdraw from the meeting whilst the matter is under consideration. Councillors who have declared other significant interests should also withdraw from the meeting if they consider their continued participation in the matter would not be reasonable in the circumstances and may give rise to a perception of a conflict of interest.</p> <p>Councillors are not obliged to withdraw from the meeting where a dispensation to that effect has been obtained from the Audit, Pensions and Standards Committee.</p>	
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15.	EXCLUSION OF PRESS AND PUBLIC	

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

16.	EXEMPT MINUTES OF THE CABINET MEETING HELD ON 10 JULY 2017 (E)	
17.	HR, PAYROLL AND FINANCE SERVICES RECOMMENDATIONS: EXEMPT ASPECTS (E)	
18.	SINGLE HOMELESS SERVICES PROCUREMENT STRATEGY: EXEMPT ASPECTS (E)	

London Borough of Hammersmith & Fulham

Cabinet Minutes



Monday 10 July 2017

PRESENT

Councillor Ben Coleman, Cabinet Member for Health and Adult Social Care
Councillor Stephen Cowan, Leader of the Council
Councillor Sue Fennimore, Deputy Leader
Councillor Lisa Homan, Cabinet Member for Housing
Councillor Andrew Jones, Cabinet Member for Economic Development and Regeneration
Councillor Sue Macmillan, Cabinet Member for Children and Education
Councillor Max Schmid, Cabinet Member for Finance

ALSO PRESENT

Councillor Joe Carlebach
Councillor Mark Loveday

1. MINUTES OF THE CABINET MEETING HELD ON 8 MAY 2017

RESOLVED:

That the minutes of the meeting of the Cabinet held on 8 May 2017 be confirmed and signed as an accurate record of the proceedings, and that the outstanding actions be noted.

The Leader welcomed to the meeting the newly appointed Opposition Leader, Councillor Joe Carlebach, and the Opposition Whip, Councillor Loveday.

2. APOLOGIES FOR ABSENCE

RESOLVED:

Apologies for Absence were received from Councillor Wesley Harcourt.

Apologies for Lateness were received from Councillors Lisa Homan and Sue Macmillan.

3. DECLARATION OF INTERESTS

RESOLVED:

There were no declarations of interest.

4. THE ESTABLISHMENT OF A GROWTH AND INNOVATION PARTNERSHIP WITH IMPERIAL COLLEGE LONDON

Councillor Jones stated that this report set out the potential for a partnership between the Council and Imperial College London to drive local economic growth and innovation, and develop a new model of local engagement and collaboration.

Councillor Carlebach acknowledged it was a great concept and had his support. He asked whether any bursaries would be offered, particularly to local residents.

Councillor Jones noted that this was the introductory paper with the specific details yet to be developed. Bursaries and other schemes would be considered.

Councillor Carlebach enquired about the success rate after two years of running this partnership. The Leader replied that the partnership would operate across the borough, with a predominant focus on the White City Opportunity Area, where some of the most persistent pockets of economic and social disadvantage were located. The benefits should continue for much longer than two years

RESOLVED:

1. Cabinet to approve in principle the creation of a Partnership for Growth and Innovation between the Council and Imperial College London to drive local economic growth through collaboration.
2. Cabinet to delegate authority to the Director for Housing, Growth and Strategy in consultation with Cabinet Member for Economic Development and Regeneration to agree the terms of the proposed partnership and to develop the initial business plan.
3. Cabinet to delegate authority to the Director for Housing, Growth and Strategy in consultation with Cabinet Member for Economic Development and Regeneration to agree the nomination and appointment of officers to the Enterprise Advisory Group, which will support the Partnership's work
4. Cabinet to approve a budget of £200,000 for two years to fund the operation of the joint venture using existing s.106 funding identified for economic development.

Reason for decision:

As set out in the report.

Alternative options considered and rejected:

As outlined in the report.

Record of any conflict of interest:

None.

Note of dispensation in respect of any declared conflict of interest:

None.

5. PARKING PROJECTS AND POLICY PROGRAMME 2017/18

Councillor Carlebach welcomed increasing the number of ports for charging electric cars in the borough but would like to see some control over the price of electricity. The Leader replied that their expectation was for the electricity price to be low.

RESOLVED:

1. That approval be given to the programme detailed in this report, with provision to make adjustments during the year as necessary as set out in 2.2 & 2.3. Programme annual funding is £425,000, of which £150,000 is from the carriageways and footways allocation and capital receipts, and £275,000 from parking reserve. This report seeks approval for £275,000 to come from existing reserves.
2. That authority be delegated to the Director of Transport and Highways in consultation with the Cabinet Member for Environment, Transport and Residents Services, to alter these programmes as necessary during the 2017/18 financial year.
3. That authority be delegated to the Director for Transport and Highways, in consultation with the Cabinet Member for Environment, Transport and Residents Services, to make amendments to the programme as agreed for operational and cost effective reasons, in order to make the optimum use of resources.
4. That approval be given to place orders under this project with the Council's existing term or framework contractors or service providers.

Reason for decision:

As set out in the report.

Alternative options considered and rejected:

As outlined in the report.

Record of any conflict of interest:

None.

Note of dispensation in respect of any declared conflict of interest:

None.

6. PROCUREMENT OF VARIABLE DATA PRINTING SERVICES

RESOLVED:

1. To agree the procurement strategy for variable data printing set out in this report.
2. To access the Postal Goods and Services Framework Agreement (RM1063) ("the framework") set up by Crown Commercial Services. To procure a single provider from the Framework by entering into a call-off contract for variable data printing. The call-off contract will be for a period of four years starting in October 2017 to September 2021.
3. The estimated value of the contract is expected to be in the range of £400,000 - £600,000 per annum.
4. To delegate the award of the call-off contract to the successful provider to the Commercial Director.

Reason for decision:

As set out in the report.

Alternative options considered and rejected:

As outlined in the report.

Record of any conflict of interest:

None.

Note of dispensation in respect of any declared conflict of interest:

None.

7. TREASURY OUTTURN REPORT 2016/17

RESOLVED:

That this report be noted.

Reason for decision:

As set out in the report.

Alternative options considered and rejected:

As outlined in the report.

Record of any conflict of interest:

None.

Note of dispensation in respect of any declared conflict of interest:

None.

8. OFFSITE RECORDS STORAGE SERVICE PROCUREMENT STRATEGY

RESOLVED:

That the Cabinet approve the preferred option contained in the Procurement Strategy (Appendix 2) by calling off from a framework agreement set up the Eastern Shires Purchasing Organisation and award a contract to Box-It Ltd for a period of 2 years commencing on 1 April 2018.

Reason for decision:

As set out in the report.

Alternative options considered and rejected:

As outlined in the report.

Record of any conflict of interest:

None.

Note of dispensation in respect of any declared conflict of interest:

None.

9. PROPOSED FULHAM BROADWAY BUSINESS IMPROVEMENT DISTRICT

Councillor Jones stated that this paper informed the Cabinet of the intention of the Fulham Business Improvement District (BID) Steering Group to submit a BID proposal to the Council and requested the Council to hold a ballot of businesses on its behalf in 2017.

The Leader stated that this was a key part of the Council's policy agenda and borough-wide regeneration strategy. Investment in this area was central to the Council's ambitions to support businesses in the borough.

RESOLVED:

That authority be delegated to the Director of Regeneration, Planning and Housing Services, in consultation with the Cabinet Member for Economic Development and Regeneration, to review the documents that make up the BID Proposal and complete any necessary legal agreements and arrangements both prior to and post the ballot.

Reason for decision:

As set out in the report.

Alternative options considered and rejected:

As outlined in the report.

Record of any conflict of interest:

None.

Note of dispensation in respect of any declared conflict of interest:

None.

10. DESIGNATION OF CONSERVATION AREA EXTENSIONS AND BOUNDARIES

Councillor Carlebach asked whether residents had been consulted on the proposed Conservation Area extensions and amended Conservation Area boundaries. Some residents had told him that they were not aware of the proposal.

The Leader confirmed that various resident's associations had been consulted. He would be happy to reply to any resident who wanted information on the proposal.

RESOLVED:

1. Cabinet resolve to approve the designation of an extension to the Barclay Road Conservation Area as set out in the plan in Appendix 1 to include the following property: Barclay House, Effie Road.
2. Cabinet resolve to approve a boundary amendment to the Barclay Road Conservation Area as set out in the plan in Appendix 1 to transfer that part of No. 1 Barclay Road within the Barclay Road Conservation Area to the Walham Green Conservation Area.
3. Cabinet resolve to approve the designation of an extension to the Lakeside/Sinclair/Blythe Road Conservation Area as set out in the plan in Appendix 2 to include the following properties:
Nos. 1-17 & 2-56 (even) Minford Gardens; Nos. 53-79 (odd), 56-116 (even) & electricity substation Netherwood Road; Nos. 9-11 (odd); St Simon's Church and Hall, The Old Vicarage 15, 17-23a (odd) & electricity substation Rockley Road; Nos. 32-40 (even) & 41-81 (odd) Westwick Gardens.
4. Cabinet resolve to approve a boundary amendment to the Brook Green Conservation Area as set out in the plan in Appendix 2 to transfer the following properties to the Lakeside/Sinclair/Blythe Road Conservation Area:
Nos. 1-6 (consec.) Beaconsfield Terrace Road; Nos. 24-52 (even) Blythe Road; Nos. 1-7 Hazlitt Mews (consec.); Nos. 2A, 1-7(odd), Onyx House 7A, 9-11 (odd) Hazlitt Road; Nos. 2-26 (even) & 33-47 (odd) Maclise Road.
5. Cabinet resolve to approve a boundary amendment to the Melrose Conservation Area as set out in the plan in Appendix 2 to transfer the

following properties to the Lakeside/Sinclair/Blythe Road Conservation Area:
Cornwall Mansions & Nos. 177-183 Blythe Road; Nos. 99 & Church Hall 108 Lakeside Road.

6. Cabinet resolve to adopt the Barclay Road, Bradmore and Lakeside/Sinclair/Blythe Road Conservation Area Character Profiles as set out in Appendices 3-5.

Reason for decision:

As set out in the report.

Alternative options considered and rejected:

As outlined in the report.

Record of any conflict of interest:

None.

Note of dispensation in respect of any declared conflict of interest:

None.

11. HIGHWAY MAINTENANCE CONTRACTS 2017

RESOLVED:

1. That approval be given to join the RBKC framework agreement (5-year term with options of further three 1 year extensions) for the following five contracts:
 - Paving Work
 - Asphalt Surfacing Work
 - Drainage Work
 - Project Work
 - Highway Bridges and Structures Work
2. That approval be given to award Paving, Asphalt Surfacing, Project and Highway Bridges and Structures Work contracts to F M Conway Limited for total to notional sum of £34,125,000.
3. That approval be given to award the Drainage Works contract to Cappagh Contractor Construction (London) Limited for a notional sum of £1,500,000.

Reason for decision:

As set out in the report.

Alternative options considered and rejected:

As outlined in the report.

Record of any conflict of interest:

None.

Note of dispensation in respect of any declared conflict of interest:

None.

12. UPDATE ON WATER ARRANGEMENTS

RESOLVED:

To note the measures being taken to reduce water costs for tenants.

Reason for decision:

As set out in the report.

Alternative options considered and rejected:

As outlined in the report.

Record of any conflict of interest:

None.

Note of dispensation in respect of any declared conflict of interest:

None.

13. MITIE SERVICE REVIEW

Councillor Homan stated that the Mitie repairs contract was an inherited 10-year contract which had considerable customer dissatisfaction. This proposal for amendments to the expenditure profile of the contract would bring improvements to the service.

The Leader stated that this was an indication of some inherited contracts. This one was a lengthy contract and residents were still not satisfied with the service.

RESOLVED:

1. To agree a reduction in the frequency of property condition surveys from every year to every two years.
2. To agree more resources for additional repair appointments.
3. To agree the continuation of Rant N Rave repairs satisfaction surveys for 22 months including enhancements to the system.

Reason for decision:

As set out in the report.

Alternative options considered and rejected:

As outlined in the report.

Record of any conflict of interest:

None.

Note of dispensation in respect of any declared conflict of interest:

None.

14. GARAGES AND PARKING SPACE LETTINGS, CHARGING POLICY CHANGE AND GARAGES STOCK REFURBISHMENT

Councillor Homan stated that this report recommended changes to the existing garage licence agreement, and changes in the lettings policy for garages and secure residential car parks, to enable greater take up of empty garages, and generate increased revenue from the current portfolio. Council tenants and leaseholder would continue to be prioritised under the new licence as they were now, followed by private residents of the borough.

Councillor Carlebach enquired on the reason for increasing the charges for private borough residents. Councillor Homan replied that there would be no increase to residents currently renting a garage. The new charge applied to new lettings only and were below the market rate.

The Leader added that all the money would go into the Housing Revenue Account to maintain Council's properties.

RESOLVED:

1. To amend the garage licence to allow garages to also be used for storage. The existing garage licence agreement allows the storage of a car or a motorbike only.
2. To increase charges for private borough residents from £23.08 to £35 per week and to allow lettings to non-borough customers on garages sites where demand from our own residents is low. The proposed weekly rental charge for customers who do not live in Hammersmith and Fulham is £50 per week. (see appendix 3 for revised charges).
3. To agree the Procurement Strategy for garage refurbishment work, as set out in appendix 7, with contract performance reviewed each year and new contract awards to be approved by the Cabinet Member for Housing, subject to overall approval of the Council's HRA Capital Programme by Cabinet
4. To approve proposals to rent surplus parking spaces in secure underground car parks such as Walham Green Court and Woodmans Mews to customers who don't live in the block. The is proposal to keep charges for those who live in the block the same at £3.07 per week but charge non block residents £23.08 per week.

Reason for decision:

As set out in the report.

Alternative options considered and rejected:

As outlined in the report.

Record of any conflict of interest:

None.

Note of dispensation in respect of any declared conflict of interest:

None.

15. FORWARD PLAN OF KEY DECISIONS

RESOLVED:

The Key Decision List was noted.

16. EXCLUSION OF PRESS AND PUBLIC

RESOLVED:

That under Section 100A (4) of the Local Government Act 1972, the public and press be excluded from the meeting during consideration of the remaining items of business on the grounds that they contain information relating to the financial or business affairs of a person (including the authority) as defined in paragraph 3 of Schedule 12A of the Act, and that the public interest in maintaining the exemption currently outweighs the public interest in disclosing the information.

[The following is a public summary of the exempt information under S.100C (2) of the Local Government Act 1972. Exempt minutes exist as a separate document.]

It was noted that opposition Councillors received exempt agendas by email via a link to the Council's Intranet and had access on a need to know basis.

17. EXEMPT MINUTES OF THE CABINET MEETING HELD ON 8 MAY 2017

RESOLVED:

That the minutes of the meeting of the Cabinet held on 8 May 2017 be confirmed and signed as an accurate record of the proceedings, and that the outstanding actions be noted.

Reason for decision:

As set out in the report.

Alternative options considered and rejected:

As outlined in the report.

Record of any conflict of interest:

None.

Note of dispensation in respect of any declared conflict of interest:

None.

18. OFFSITE RECORDS STORAGE SERVICE PROCUREMENT STRATEGY: EXEMPT ASPECTS

RESOLVED:

That the recommendation contained in the exempt report be approved.

Reason for decision:

As set out in the report.

Alternative options considered and rejected:

As outlined in the report.

Record of any conflict of interest:

None.

Note of dispensation in respect of any declared conflict of interest:

None.

19. UPDATE ON WATER ARRANGEMENTS: EXEMPT ASPECTS

RESOLVED:

That the recommendation contained in the exempt report be approved.

Reason for decision:

As set out in the report.

Alternative options considered and rejected:

As outlined in the report.

Record of any conflict of interest:

None.

Note of dispensation in respect of any declared conflict of interest:

None.

20. MITIE SERVICE REVIEW: EXEMPT ASPECTS

RESOLVED:

That the report be noted

Reason for decision:

As set out in the report.

Alternative options considered and rejected:

As outlined in the report.

Record of any conflict of interest:

None.

Note of dispensation in respect of any declared conflict of interest:

None.

21. PRINCIPLES FOR A FUTURE HR, PAYROLL AND FINANCE SERVICES SOLUTION: EXEMPT REPORT

RESOLVED:

That the recommendation contained in the exempt report be approved.

Reason for decision:

As set out in the report.

Alternative options considered and rejected:

As outlined in the report.

Record of any conflict of interest:


None.

Note of dispensation in respect of any declared conflict of interest:

None.

Meeting started: 7.00 pm
Meeting ended: 7.35 pm

Chair

<p>London Borough of Hammersmith & Fulham</p> <p>CABINET</p> <p>4 SEPTEMBER 2017</p>	
<p>CAPITAL PROGRAMME MONITOR & BUDGET VARIATIONS, 2016/17 (OUTTURN)</p>	
<p>Report of the Cabinet Member for Finance – Councillor Max Schmid</p>	
<p>Open report</p>	
<p>Classification: FOR DECISION</p>	
<p>Key Decision: Yes</p>	
<p>Wards Affected: ALL</p>	
<p>Accountable Executive Director: Hitesh Jolapara, Strategic Finance Director</p>	
<p>Report Author: Christopher Harris, Chief Accountant</p>	<p>Contact Details: Tel: 0208 753 6440 Email: christopher.harris@lbhf.gov.uk</p>

1. EXECUTIVE SUMMARY

- 1.1. This report provides a summary of the Council's Capital Programme out-turn for the financial year 2016-17. Total capital expenditure for the year was £70.6m and headline General Fund debt at the year-end was £50.8m.
- 1.2. This report also seeks approval for fourth-quarter 2016-17 budget variations. A net decrease of £43.5m (£28.7m General Fund, £14.8m Housing) to the 2016/17 capital budget (as approved at the end of the third-quarter) is proposed, largely due to slippages and the setting aside of resource to future years.
- 1.3. The 2016/17 accounts, which underpin figures in this report, remain subject to audit. The audit is anticipated to be finalised in mid-September 2017.

2. RECOMMENDATIONS

- 2.1. To note the capital out-turn for the year.
- 2.2. To approve proposed technical budget variations to the capital programme as summarised in Table 1 and detailed in Appendix 2.

3. REASONS FOR DECISION

3.1. This report seeks revisions to the Capital Programme which require the approval of Cabinet in accordance with the Council's financial regulations.

4. CAPITAL PROGRAMME 2016-17 – OUTTURN AND Q4 VARIATIONS

4.1. Capital expenditure for 2016-17 totalled £70.6m. An analysis of spend by service is shown in Table 1 below with further detail available in Appendix 1. Table 1 also shows the proposed proposed fourth-quarter budget variations. A full analysis of elements of the programme funded from internal Council resource is included in section 6.

Table 1 – LBHF Capital Programme 2016-21 with proposed 2016/17 Q4 Variations

	Proposed Variations: Q3 Budget to Q4					Outturn 2016/17 £'000	Next Year Programme			Indicative Future Years Analysis			
	Budget 2016/17 (Q3) £'000	Slippages from/(to) future years £'000	Addition/ (Reduction) £'000	Transfers £'000	Total Variations (Q4) £'000		2017/18 Original Budget £'000	Slippages Additions and Reductions £'000	2017/18 Revised Budget £'000	2018/19 £'000	2019/20 £'000	2020/21 £'000	Total Budget (All years) £'000
CAPITAL EXPENDITURE													
Children's Services	26,803	(14,911)	763	-	(14,148)	12,655	28,258	14,911	43,169	7,334	-	-	63,158
Adult Social Care	2,212	(856)	(1,041)	-	(1,897)	315	865	406	1,271	-	937	-	2,523
Environmental Services	25,751	(16,508)	4,102	-	(12,406)	13,345	16,486	16,508	32,994	7,831	7,731	7,731	69,632
Finance & Corporate Services	-	-	95	-	95	95	-	-	-	-	-	-	95
Libraries	285	(285)	-	-	(285)	-	-	285	285	-	-	-	285
Sub-total (Non-Housing)	55,051	(32,560)	3,919	-	(28,641)	26,410	45,609	32,110	77,719	15,165	8,668	7,731	135,693
HRA Programme	46,700	(7,446)	1,041	-	(6,405)	40,295	33,523	7,560	41,083	30,421	29,276	32,925	174,000
Decent Neighbourhoods Programme	12,358	(10,408)	1,971	-	(8,437)	3,921	19,655	4,134	23,789	18,106	7,662	9,313	62,791
Sub-total (Housing)	59,058	(17,854)	3,012	-	(14,842)	44,216	53,178	11,694	64,872	48,527	36,938	42,238	236,791
Total Expenditure	114,109	(50,414)	6,931	-	(43,483)	70,626	98,787	43,804	142,591	63,692	45,606	49,969	372,484
CAPITAL FINANCING													
Specific/External Financing:													
Government/Public Body Grants	25,831	(15,621)	(125)	-	(15,746)	10,085	10,360	15,323	25,683	2,157	3,364	2,157	43,446
Developers Contributions (S106)	10,347	(9,915)	5,130	-	(4,785)	5,562	18,920	5,490	24,410	3,656	-	-	33,628
Leaseholder Contributions (Housing)	9,786	(9,786)	-	-	(9,786)	-	2,849	9,786	12,635	2,849	2,849	2,849	21,182
Sub-total - Specific Financing	45,964	(35,322)	5,005	-	(30,317)	15,647	32,129	30,599	62,728	8,662	6,213	5,006	98,256
Mainstream Financing (Internal):													
Capital Receipts - General Fund	7,806	(2,396)	-	(1,924)	(4,320)	3,486	14,790	1,533	16,323	5,278	3,840	3,840	32,767
Capital Receipts - Housing*	27,232	(6,750)	1,116	-	(5,634)	21,598	11,063	3,571	14,634	18,641	13,575	17,832	86,280
Revenue funding - General Fund	3,995	(3,987)	52	-	(3,935)	60	544	3,987	4,531	544	544	544	6,223
Revenue Funding - HRA	3,048	-	-	-	-	3,048	2,464	-	2,464	6,028	-	1,313	12,853
Major Repairs Reserve (MRR) [Housing]	18,109	(491)	-	-	(491)	17,618	18,174	491	18,665	17,404	19,794	19,794	93,275
Earmarked Reserves (Revenue)	3,804	(921)	758	-	(163)	3,641	-	1,219	1,219	-	-	-	4,860
Sub-total - Mainstream Funding	63,994	(14,545)	1,926	(1,924)	(14,543)	49,451	47,035	10,801	57,836	47,895	37,753	43,323	236,258
Internal Borrowing	4,151	(547)	-	1,924	1,377	5,528	19,623	2,404	22,027	7,135	1,640	1,640	37,970
Total Capital Financing	114,109	(50,414)	6,931	-	(43,483)	70,626	98,787	43,804	142,591	63,692	45,606	49,969	372,484

*Capital Receipts include use of brought forward Housing receipts

4.2. A net variation to the 2016/17 programme of **£(43.5)m** is proposed, decreasing total budgeted expenditure from £114.1m to £70.6m. Of the proposed net variation, £(50.4)m relates to slippages to future financial years. The remaining £6.9m variation relates primarily to growth in the programme where external funding sources have now been confirmed or associated forecast funding has increased. A detailed analysis of proposed variations for approval is included at Appendix 2.

4.3. A net variation to the 2017/18 programme of **£43.8m** is proposed. This is mainly attributable to slippages from 2016/17.

4.4. The capital programme presented here for 2016/17 and 2017/18 is based on approved projects and known funding allocations. The 2017/18 budget will be further updated in the first quarter monitor for 2017/18. The indicative future years analysis (2018+) will be updated as pipeline schemes are 'firmed-up'; these future years remain subject to approval in future capital programmes. Departments such as Children's Services, whose capital programme has traditionally depended on external specific grants, will be updated as and when future grants are confirmed.

5. CAPITAL FINANCE REQUIREMENT (CAPITAL DEBT)

- 5.1. The Capital Finance Requirement (CFR) measures the Council's long-term indebtedness. The General Fund Headline¹ CFR was **£50.82m** at the end of 2016-17. Table 2 below presents the forecast CFR position.

Table 2 – General Fund CFR at Q4 2016-17 (including future years forecast)

General Fund CFR Forecast	2016/17 £m	2017/18 £m	2018/19 £m	2019/20 £m	2020/21 £m
Closing CFR (Including DSG-funded Schools Windows borrowing)	50.82	61.36	67.77	68.42	69.05
Closing CFR (Excluding DSG-funded Schools Windows borrowing)	47.25	48.38	48.47	49.90	51.27

- 5.2. The HRA CFR is shown in Table 3 below:

Table 3 – HRA CFR at Q4 2016-17 (including future years forecast)

HRA CFR Forecast	2016/17 £m	2017/18 £m	2018/19 £m	2019/20 £m	2020/21 £m
Closing Forecast HRA CFR (excluding deferred costs of disposal)	204.84	216.02	216.02	216.02	216.02
Deferred Costs of Disposal	5.83	7.18	11.61	14.31	18.57
Closing Forecast HRA CFR (including deferred costs of disposal)	210.68	223.21	227.63	230.33	234.59

6. GENERAL FUND – MAINSTREAM PROGRAMME AND CAPITAL RECEIPTS

- 6.1. The General Fund mainstream programme cuts across the departmental programmes and represents schemes which are funded from internal Council resource – primarily capital receipts. It is effectively the area of the programme where the Council has the greatest discretion. The mainstream programme is summarised in Table 4 overleaf.
- 6.2. The 2016-17 mainstream programme has decreased by £7.2m in comparison to Q3 forecast budget of £16.9m. This is mainly due to slippages and re-profiling of the current capital schemes to future years.
- 6.3. General Fund Capital receipts for 2016-17 were £0.6m. A summary of actual and forecast receipts is included at Appendix 3.
- 6.4. As at the end of 2016-17, £0.8m of deferred disposal costs have been accrued in respect of anticipated General Fund disposals. These costs are netted against the receipt when received (subject to certain restrictions). In the event that a sale does not proceed these costs must be written back to revenue.

¹ Excludes items such as finance leases and PFIs, the MRP cost of which is funded through revenue budgets.

Table 4 – General Fund Mainstream Programme 2016-21 with proposed 2016/17 Q4 Variations

	Budget 2016/17 (Q3)	Variations (Q4)	Outturn 2016/17	2017/18 Original Budget	Slippages	2017/18 Revised Budget	Indicative Budget 2018/19	Indicative Budget 2019/20	Indicative Budget 2020/21	Total Budget (All years)
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Approved Expenditure										
Ad Hoc Schemes:										
Schools Organisation Strategy [CHS] (mainstream element)*	2,423	(127)	2,296	807	127	934	-	-	-	3,230
Hammersmith Town Hall Refurbishment (Mainstream Element/CPMP) [ENV]	1,350	(1,195)	155	5,075	1,195	6,270	1,325	1,000	-	8,750
Acquisition of shares in LBHF Ventures Ltd [FCS]	-	95	95	-	-	-	-	-	-	95
Other Capital Schemes [ENV]	6,367	(4,432)	1,935	-	4,432	4,432	-	-	-	6,367
Carnwath Road [ENV]	-	-	-	3,070	-	3,070	-	-	-	3,070
Rolling Programmes:										
Disabled Facilities Grant [ASC]	533	(223)	310	450	223	673	450	450	450	2,333
Planned Maintenance/DDA Programme [ENV]	2,173	(19)	2,154	2,775	19	2,794	1,275	1,500	2,500	10,223
Footways and Carriageways [ENV]	2,395	(732)	1,663	2,030	732	2,762	2,030	2,030	2,030	10,515
Controlled Parking Zones [ENV]	333	(16)	317	275	16	291	275	275	275	1,433
Column Replacement [ENV]	305	(32)	273	269	32	301	269	269	269	1,381
Parks Programme [ENV]	1,011	(384)	627	835	384	1,219	500	500	500	3,346
Total Mainstream Programmes	16,890	(7,065)	9,825	15,586	7,160	22,746	6,124	6,024	6,024	50,743
Financing										
Capital Receipts	7,806	(4,320)	3,486	14,790	1,533	16,323	5,278	3,840	3,840	32,767
General Fund Revenue Account	7,799	(4,585)	3,214	544	4,585	5,129	544	544	544	9,975
Increase/(Decrease) in Internal Borrowing	1,285	1,935	3,125	252	1,042	1,294	302	1,640	1,640	8,001
Total Financing	16,890	(6,970)	9,825	15,586	7,160	22,746	6,124	6,024	6,024	50,743

7. OTHER PROGRAMMES

7.1. Housing Capital Programme

7.1.1 The expenditure and resource analysis for 2016-17 of the Housing Programme is summarised in Table 5 below:

Table 5 – Housing Capital Programme 2016-2021 with proposed 2016/17 Q4 Variations

	Budget 2016/17 (Q3)	Total Variations (Q4)	Outturn 2016/17	2017/18 Original Budget	Slippages, Additions and Reductions	2017/18 Revised Budget	Indicative 2018/19 Budget	Indicative 2019/20 Budget	Indicative 2020/21 Budget
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Approved Expenditure									
Decent Neighbourhood Schemes	12,358	(8,437)	3,921	19,655	4,134	23,789	18,106	7,662	9,313
HRA Schemes	46,700	(6,405)	40,295	33,523	7,560	41,083	30,421	29,276	32,925
Total Housing Programme - Approved Expenditure	59,058	(14,842)	44,216	53,178	11,694	64,872	48,527	36,938	42,238
Available and Approved Resource									
Capital Receipts - Unrestricted	26,343	(5,344)	20,999	8,455	3,898	12,353	708	9,115	5,448
Capital Receipts - GF	-	310	310	-	673	673	450	450	450
Capital Receipts - RTB (141)	379	124	503	2,608	(741)	1,867	1,352	-	-
Capital Receipts - Sale of new build homes	510	(414)	96	-	414	414	-	-	-
Earls Court Receipts recognisable	-	-	-	-	-	-	16,581	4,460	12,384
Housing Revenue Account (revenue funding)	3,048	-	3,048	2,464	-	2,464	6,028	-	1,313
Major Repairs Reserve (MRR)	18,109	(491)	17,618	18,174	491	18,665	17,404	19,794	19,794
Contributions Developers (S106)	883	251	1,134	8,171	(3,821)	4,350	3,155	-	-
Repayment of NHHT loan	-	-	-	270	-	270	-	270	-
Contributions from leaseholders	9,786	(9,786)	-	2,849	9,786	12,635	2,849	2,849	2,849
Government Capital Grants and Contributions	-	508	508	-	-	-	-	-	-
Internal Borrowing				10,187	994	11,181	-	-	-
Total Funding	59,058	(14,842)	44,216	53,178	11,694	64,872	48,527	36,938	42,238

7.1.2 The Decent Neighbourhoods Fund contains the Council's Housing Capital Receipts which in accordance with the change in capital regulations, effective from 1 April 2013 must be used for Housing or Regeneration purposes and shows how the Council plans to reinvest those receipts in Housing and Regeneration.

7.1.4 The 2016/17 Decent Neighbourhoods Capital Programme has been fully funded through the use of reserved capital receipts. The strategy for future years is under review as part of the review of the Council's Housing Strategy and HRA Financial Strategy.

7.2. Schools Programme

7.2.1 The 2016/17 school programme budget has been adjusted by a net decrease of £10.9m, this is due mainly to slippages to 2017/18.

8. EQUALITY IMPLICATIONS

8.1. There are no direct equalities implications in relation to this report. This paper is concerned entirely with financial management issues and as such is not impacting directly on any protected group.

9. LEGAL IMPLICATIONS

9.1. There are no direct legal implications in relation to this report.

9.2. Implications verified/completed by: David Walker, Principal Solicitor, Commercial and Corporate Property, 020 7361 2211.

10. FINANCIAL IMPLICATIONS

10.1. This report is wholly of a finance nature.

11. IMPLICATIONS FOR BUSINESS

11.1. The Council's Capital Programme represents significant expenditure within the Borough and consequently, where supplies are sourced locally, may impact either positively or negatively on local contractors and sub-contractors. Where capital expenditure increases, or is brought forward, this may have a beneficial impact on local businesses; conversely, where expenditure decreases, or is slipped, there may be an adverse impact on local businesses.

11.2. Implications completed by: Antonia Hollingsworth, Principal Business Investment Officer, Regeneration, Planning and Housing Services. Tel: 020 8753 1698

12. RISK MANAGEMENT

12.1. Large scale capital projects can operate in environments which are complex, turbulent and continually evolving. Effective risk identification and control within such a dynamic environment is more than just populating a project risk register or appointing a project risk officer. Amplifying the known risks so that they are not hidden or ignored, demystifying the complex risks into their more manageable sum of parts and anticipating the slow emerging risks which have the ability to

escalate rapidly are all necessary components of good capital programme risk management.

12.2. Major capital projects can significantly enhance value based on how well they are executed. Considering their high impact nature, the levels of oversight, governance, risk management and assurance need to be in place. For this the standards for the Council are set out in the financial regulations and scheme of delegation along with the key controls. A clearly defined enterprise wide risk management framework is now established that considers all relevant risk classes and provides a common definition and approach to risk management. This will ensure that a common language and understanding is secured. Capital projects form part of the strategic risks and monitoring of the programme is noted as a key mitigating action.

12.3. Implications completed by: Michael Sloniowski, Risk Manager ext. 2587

13. PROCUREMENT AND IT STRATEGY IMPLICATIONS

13.1. There are no immediate procurement implications arising from this report. The corporate Procurement team will advise and support service departments on their major capital procurements as and when such support is required, including consideration of whether and how any social value, local economic and community benefits might be obtained from these.

13.2. Implications verified/completed by: Alan Parry, Interim Head of Procurement (Job-Share) - 020 7361 2581.

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.	Capital Programme 2016-20 (Published Feb 2016)	Christopher Harris tel. 6440	Finance Dept., Room10, Hammersmith Town Hall

LIST OF APPENDICES:

Appendix 1 – Detailed Capital Budgets, Spend and Variation analysis by Service

Appendix 2 – Analysis of Budget Variations

Appendix 3 – Capital Receipts Forecast

Appendix 1 – Detailed Capital Budget, Spend and Variation Analysis by Service

Children's Services

	Current Year Programme					Next Year Programme			Indicative Future Years Analysis				
	Analysis of Movements (Q3 to Q4)					2017/18 Original Budget	Slippages, Additions and Reductions	2017/18 Revised Budget	2018/19 Budget	2019/20 Budget	2020/21 Budget	Total Budget (All years)	
	Budget 2016/17 (Q3)	Slippages from/(to) future years	Additions/ (Reductions)	Transfers	Total Transfers/ Virements								Outturn 2016/17
£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Scheme Expenditure Summary													
Lyric Theatre Development	2,145	(1,847)	-	-	(1,847)	298	-	1,847	1,847	-	-	-	2,145
Devolved Capital to Schools	-	-	763	-	763	763	-	-	-	-	-	-	763
Schools Organisational Strategy	20,757	(11,664)	-	-	(11,664)	9,093	19,074	11,664	30,738	501	-	-	40,332
Schools Window Replacement Project	2,866	(367)	-	-	(367)	2,499	9,184	367	9,551	6,833	-	-	18,883
Other Capital Schemes	1,035	(1,033)	-	-	(1,033)	2	-	1,033	1,033	-	-	-	1,035
Total Expenditure	26,803	(14,911)	763	-	(14,148)	12,655	28,258	14,911	43,169	7,334	-	-	63,158
Capital Financing Summary													
Specific/External or Other Financing													
Capital Grants from Central Government	19,877	(14,719)	-	-	(14,719)	5,158	7,518	14,719	22,237	-	-	-	27,395
Grants and Contributions from Private Developers (includes S106)	500	1,371	-	-	1,371	1,871	10,749	(1,371)	9,378	501	-	-	11,750
Capital Grants/Contributions from Non-departmental public bodies	1,137	(1,137)	-	-	(1,137)	-	-	839	839	-	-	-	839
Sub-total - Specific or Other Financing	21,514	(14,485)	-	-	(14,485)	7,029	18,267	14,187	32,454	501	-	-	39,984
Mainstream Financing (Internal Council Resource)													
Capital Receipts	2,193	(127)	-	(1,924)	(2,051)	142	807	127	934	-	-	-	1,076
General Fund Revenue Account (revenue funding)	230	(230)	-	-	(230)	-	-	230	230	-	-	-	230
Use of Reserves	-	298	763	-	1,061	1,061	-	-	-	-	-	-	1,061
Sub-total - Mainstream Funding	2,423	(59)	763	(1,924)	(1,220)	1,203	807	357	1,164	-	-	-	2,367
Borrowing - non school windows	-	-	-	1,924	1,924	1,924	-	-	-	-	-	-	1,924
Borrowing - school windows	2,866	(367)	-	-	(367)	2,499	9,184	367	9,551	6,833	-	-	18,883
Funding to be identified/agreed	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Capital Financing	26,803	(14,911)	763	-	(14,148)	12,655	28,258	14,911	43,169	7,334	-	-	63,158

Appendix 1 – Detailed Capital Budget, Spend and Variation Analysis by Service/cont.

Adult Social Care Services

	Current Year Programme						Next Year Programme			Indicative Future Years Analysis			
	Analysis of Movements (Q3 to Q4)						2017/18 Original Budget £'000	Slippages, Additions and Reductions £'000	2017/18 Revised Budget £'000	2018/19 Budget £'000	2019/20 Budget £'000	2020/21 Budget £'000	Total Budget (All years) £'000
	Budget 2016/17 (Q3) £'000	Slippages from/(to) future years £'000	Additions/ (Reductions) £'000	Transfers £'000	Total Transfers/ Virements £'000	Outturn 2016/17 £'000							
Scheme Expenditure Summary													
Extra Care New Build project (Adults' Personal Social Services Grant)	-	-	-	-	-	-	20	-	20	-	937	-	957
Community Capacity Grant	149	93	-	-	93	242	95	(93)	2	-	-	-	244
Transforming Care (Winterbourne Grant)	-	-	-	-	-	-	300	-	300	-	-	-	300
Social Care Capital Grant	1,022	(949)	-	-	(949)	73	-	949	949	-	-	-	1,022
Disabled Facilities Grant	1,041	-	(1,041)	-	(1,041)	-	450	(450)	-	-	-	-	-
Total Expenditure	2,212	(856)	(1,041)	-	(1,897)	315	865	406	1,271	-	937	-	2,523
Capital Financing Summary													
Specific/External or Other Financing													
Capital Grants from Central Government	1,679	(856)	(508)	-	(1,364)	315	115	856	971	-	937	-	2,223
Capital Grants/Contributions from Non-departmental public bodies	-	-	-	-	-	-	300	-	300	-	-	-	300
Sub-total - Specific or Other Financing	1,679	(856)	(508)	-	(1,364)	315	415	856	1,271	-	937	-	2,523
Mainstream Financing (Internal Council Resource)													
Capital Receipts	533	-	(533)	-	(533)	-	450	(450)	-	-	-	-	-
Sub-total - Mainstream Funding	533	-	(533)	-	(533)	-	450	(450)	-	-	-	-	-
Borrowing	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Capital Financing	2,212	(856)	(1,041)	-	(1,897)	315	865	406	1,271	-	937	-	2,523

Appendix 1 – Detailed Capital Budget, Spend and Variation Analysis by Service/cont.

Environmental Services

	Current Year Programme					Next Year Programme			Indicative Future Years Analysis				
	Budget 2016/17 (Q3)	Analysis of Movements (Q3 to Q4)				Outturn 2016/17	2017/18 Original Budget	Slippages, Additions and Reductions	2017/18 Revised Budget	2018/19 Budget	2019/20 Budget	2020/21 Budget	Total Budget (All years)
		Slippages from/(to) future years	Additions/ (Reductions)	Transfers	Total Transfers/ Virements								
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Scheme Expenditure Summary													
Planned Maintenance/DDA Programme	2,173	(19)	-	-	(19)	2,154	2,775	19	2,794	1,275	1,500	2,500	10,223
King Street-Town Hall Redevelopment	5,600	(5,445)	-	-	(5,445)	155	5,075	5,445	10,520	1,325	1,000	-	13,000
Footways and Carriageways	2,395	(732)	-	-	(732)	1,663	2,030	732	2,762	2,030	2,030	2,030	10,515
Transport For London Schemes	3,328	(332)	(125)	-	(457)	2,871	2,157	332	2,489	2,157	2,157	2,157	11,831
Controlled Parking Zones	332	(16)	(203)	-	(219)	113	275	16	291	275	275	275	1,229
Column Replacement	305	(32)	-	-	(32)	273	269	32	301	269	269	269	1,381
Carnwath Road	-	-	-	-	-	-	3,070	-	3,070	-	-	-	3,070
Hammersmith Bridge Strengthening	170	(170)	-	-	(170)	-	-	170	170	-	-	-	170
Other Capital Schemes	8,819	(8,993)	4,430	-	(4,563)	4,256	-	8,993	8,993	-	-	-	13,249
Parks Expenditure	1,091	52	-	-	52	1,143	835	(52)	783	500	500	500	3,426
Phoenix Centre Capital Improvements	350	(79)	-	-	(79)	271	-	79	79	-	-	-	350
Shepherds Bush Common Improvements	586	(583)	-	-	(583)	3	-	583	583	-	-	-	586
Recycling	19	(19)	-	-	(19)	-	-	19	19	-	-	-	19
CCTV	443	(17)	-	-	(17)	426	-	17	17	-	-	-	443
Linford Christie Stadium Refurbishment	140	(123)	-	-	(123)	17	-	123	123	-	-	-	140
Total Expenditure	25,751	(16,508)	4,102	-	(12,406)	13,345	16,486	16,508	32,994	7,831	7,731	7,731	69,632
Capital Financing Summary													
Specific/External or Other Financing													
Grants and Contributions from Private Developers (includes S106)	8,679	(10,397)	4,275	-	(6,122)	2,557	-	10,397	10,397	-	-	-	12,954
Capital Grants and Contributions from GLA Bodies	3,138	1,091	(125)	-	966	4,104	2,157	(1,091)	1,066	2,157	2,157	2,157	11,641
Sub-total - Specific or Other Financing	11,817	(9,306)	4,150	-	(5,156)	6,661	2,157	9,306	11,463	2,157	2,157	2,157	24,595
Mainstream Financing (Internal Council Resource)													
Capital Receipts	5,080	(2,046)	-	-	(2,046)	3,034	13,533	1,183	14,716	4,828	3,390	3,390	29,358
General Fund Revenue Account (revenue funding)	3,765	(3,757)	52	-	(3,705)	60	544	3,757	4,301	544	544	544	5,993
Use of Reserves	3,804	(1,219)	(100)	-	(1,319)	2,485	-	1,219	1,219	-	-	-	3,704
Sub-total - Mainstream Funding	12,649	(7,022)	(48)	-	(7,070)	5,579	14,077	6,159	20,236	5,372	3,934	3,934	39,055
Borrowing	1,285	(180)	-	-	(180)	1,105	252	1,043	1,295	302	1,640	1,640	5,982
Total Capital Financing	25,751	(16,508)	4,102	-	(12,406)	13,345	16,486	16,508	32,994	7,831	7,731	7,731	69,632

Appendix 1 – Detailed Capital Budget, Spend and Variation Analysis by Service/cont.

Libraries Services	Current Year Programme						Next Year Programme			Indicative Future Years Analysis			
	Analysis of Movements (Q3 to Q4)					Outturn 2016/17 £'000	2017/18 Original Budget £'000	Slippages, Additions and Reduction £'000	2017/18 Revised Budget £'000	2018/19 Budget £'000	2019/20 Budget £'000	2020/21 Budget £'000	Total Budget (All years) £'000
	Budget 2016/17 (Q3) £'000	Slippages from/(to) future years £'000	Additions/ (Reductions) £'000	Transfers £'000	Total Transfers/ Virements £'000								
Scheme Expenditure Summary													
Hammersmith Library Refurbishment Project	285	(285)	-	-	(285)	-	-	285	285	-	-	-	285
Total Expenditure	124	(285)	-	-	(285)	-	-	285	285	-	-	-	285
Capital Financing Summary													
Specific/External or Other Financing													
Grants and Contributions from Private Developers (includes S106)	285	(285)	-	-	(285)	-	-	285	285	-	-	-	285
Sub-total - Specific or Other Financing	285	(285)	-	-	(285)	-	-	285	285	-	-	-	285
Total Capital Financing	124	(285)	-	-	(285)	-	-	285	285	-	-	-	285

Appendix 1 – Detailed Capital Budget, Spend and Variation Analysis by Service/cont.

Finance & Corporate Governance	Current Year Programme						Next Year Programme			Indicative Future Years Analysis			
	Analysis of Movements (Q3 to Q4)					Outturn 2016/17 £'000	2017/18 Original Budget £'000	Slippages, Additions and Reductions £'000	2017/18 Revised Budget £'000	2018/19 Budget £'000	2019/20 Budget £'000	2020/21 Budget £'000	Total Budget (All years) £'000
	Budget 2016/17 (Q3) £'000	Slippages from/(to) future years £'000	Additions/ (Reductions) £'000	Transfers £'000	Total Transfers/ Virements £'000								
Scheme Expenditure Summary													
Purchase of share equity in LBHF Ventures Limited	-	-	95	-	95	95	-	-	-	-	-	95	
Total Expenditure	-	-	95	-	95	95	-	-	-	-	-	95	
Capital Financing Summary													
Mainstream Financing (Internal Council Resource)													
Use of Reserves	-	-	95	-	95	95	-	-	-	-	-	95	
Sub-total - Mainstream Funding	-	-	95	-	95	95	-	-	-	-	-	95	
Total Capital Financing	-	-	95	-	95	95	-	-	-	-	-	95	

Appendix 1 – Detailed Capital Budget, Spend and Variation Analysis by Service/cont.

Housing Capital Programme	Current Year Programme						Next Year Programme			Indicative Future Years Analysis			
	Budget 2016/17 (Q3)	Analysis of Movements (Q3 to Q4)				Outturn 2016/17	2017/18 Original Budget	Slippages, Additions and Reductions	2017/18 Revised Budget	2018/19 Budget	2019/20 Budget	2020/21 Budget	Total Budget (All years)
		Slippages from/(to) future years	Additions/(Reductions)	Transfers	Total Transfers/Virements								
Scheme Expenditure Summary													
HRA Schemes:													
Supply Initiatives (Major Voids)	1,053	153	-	20	173	1,226	1,100	(153)	947	-	-	-	2,173
Energy Schemes	1,985	152	-	(506)	(354)	1,631	3,177	(1,127)	2,050	3,280	1,850	1,725	10,536
Lift Schemes	5,583	(676)	-	(7)	(683)	4,900	3,600	(25)	3,575	4,450	3,750	1,150	17,825
Internal Modernisation	1,002	-	-	44	44	1,046	250	-	250	250	500	1,750	3,796
Major Refurbishments	19,444	(2,637)	-	439	(2,198)	17,246	16,079	2,768	18,847	13,664	14,616	19,280	83,653
Planned Maintenance Framework	6,114	(177)	-	665	488	6,602	250	180	430	-	-	-	7,032
Minor Programmes	8,647	(2,445)	-	(766)	(3,211)	5,436	8,017	3,651	11,668	7,277	7,110	7,570	39,061
ASC/ELRS Managed	1,309	(30)	-	111	81	1,390	1,050	30	1,080	1,050	1,000	1,000	5,520
Disabled Facilities Grant	-	(223)	1,041	-	818	818	-	673	673	450	450	450	2,841
Rephasing & Reprogramming	1,563	(1,563)	-	-	(1,563)	-	-	1,563	1,563	-	-	-	1,563
Subtotal HRA	46,700	(7,446)	1,041	-	(6,405)	40,295	33,523	7,560	41,083	30,421	29,276	32,925	174,000
Decent Neighbourhood Schemes:													
Earls Court Buy Back Costs	8,402	(7,309)	-	-	(7,309)	1,093	7,005	7,309	14,314	13,084	7,662	9,313	45,466
Earls Court Project Team Costs	622	-	(9)	-	(9)	613	1,406	-	1,406	4,530	2,761	4,359	13,669
Housing Development Project	1,426	(847)	-	-	(847)	579	9,203	(3,619)	5,584	5,022	-	-	11,185
Other DNP projects	2,530	(2,252)	1,971	-	(281)	2,249	3,447	444	3,891	-	-	-	6,140
Subtotal Decent Neighbourhoods	12,980	(10,408)	1,962	-	(8,446)	4,534	21,061	4,134	25,195	22,636	10,423	13,672	76,460
Total Expenditure	59,680	(17,854)	3,003	-	(14,851)	44,829	54,584	11,694	66,278	53,057	39,699	46,597	250,460
Adjustment for deferred costs	(622)	-	9	-	9	(613)	(1,406)	-	(1,406)	(4,530)	(2,761)	(4,359)	(13,669)
Total Net Expenditure	59,058	(17,854)	3,012	-	(14,842)	44,216	53,178	11,694	64,872	48,527	36,938	42,238	236,791
Capital Financing Summary													
Specific/External or Other Financing													
Capital Grants from Central Government	-	-	508	-	508	508	-	-	-	-	-	-	508
Contributions from leaseholders	9,786	(9,786)	-	-	(9,786)	-	2,849	9,786	12,635	2,849	2,849	2,849	21,182
Grants and Contributions from Private Developers (includes S106)	883	(604)	855	-	251	1,134	8,171	(3,821)	4,350	3,155	-	-	8,639
Capital Grants/Contributions from Non-departmental public bodies	-	-	-	-	-	-	270	-	270	-	270	-	540
Sub-total - Specific or Other Financing	10,669	(10,390)	1,363	-	(9,027)	1,642	11,290	5,965	17,255	6,004	3,119	2,849	30,869
Mainstream Financing (Internal Council Resource)													
Capital Receipts (HRA)	27,232	(6,750)	1,116	-	(5,634)	21,598	11,063	3,571	14,634	18,641	13,575	17,832	86,280
Capital Receipts (GF)	-	(223)	533	-	310	310	-	673	673	450	450	450	2,333
Housing Revenue Account (revenue funding)	3,048	-	-	-	-	3,048	2,464	-	2,464	6,028	-	1,313	12,853
Major Repairs Reserve (MRR) / Major Repairs	18,109	(491)	-	-	(491)	17,618	18,174	491	18,665	17,404	19,794	19,794	93,275
Sub-total - Mainstream Funding	48,389	(7,464)	1,649	-	(5,815)	42,574	31,701	4,735	36,436	42,523	33,819	39,389	194,741
Borrowing (Internal Borrowing)	-	-	-	-	-	-	10,187	994	11,181	-	-	-	11,181
Funding to be identified/agreed	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Capital Financing	59,058	(17,854)	3,012	-	(14,842)	44,216	53,178	11,694	64,872	48,527	36,938	42,238	236,791

Appendix 2 – Analysis of Budget Variations

Variation by Service	Amount £'000
Children's Services (CHS)	
School's Devolved Capital – recognition of allocations as utilised by schools	763
School's Organisation Strategy – Slippage to 2016/17 in respect of the following projects: Phoenix High School £1,800k Slippage of Unallocated funds and Contingency £8,750k Slippage on other external grant funded schemes £1,114k	(11,664)
Schools Windows Replacement Project –slippages due to project delays	(367)
Other Capital Schemes – slippages in respect of Universal Infant School Meals Grant (£11k) and Short Breaks Grant (£42k) and EFA 2 year olds grant (£980k)	(1,033)
Lyric Theatre - Slippage While the project is substantially complete, the slippage represents retained amounts to be paid over and amounts spent directly by Lyric which will be subsumed into overall project cost pending agreements of final account.	(1,847)
Total CHS variations	(14,148)
Adult Social Care (ASC)	
Disabled Facilities Grant- budget transferred to Housing Services	(1,041)
Social Care Capital Grant- slippage due to the delay in projects	(949)
Community Capacity Grant- budget brought forward from 2017/18 due to additional spend in 2016/17	93
Total ASC variations	(1,897)
Environmental Services (ENV)	
Net reduction of £(457)k in TFL funded schemes consists of slippage of £(332)k due to project delays and budget reduction of £(125)k	(457)
King Street-Hammersmith Town Hall Redevelopment-slippage due to project delays	(5,445)
Footways and Carriageways- slippage due to delayed start of capital works	(732)
Controlled Parking Zones- variance consists of £(16)k slippage and £(203)k reduction in the budget	(219)
Planned Maintenance/DDA Programme-slippage due to delays in progressing a number of small projects carried out by the Council's contractors	(19)
Column Replacement- slippage to future years	(32)
Hammersmith Bridge Strengthening –reduction in budget of £(170)k	(170)
Slippage on Other Capital Schemes- £(4.6)m net budget variance consists of £4.4m of additional budget mainly in relation to various S106 schemes and £(9)m slippages to future years	(4,563)
Recycling –slippages due to the project delays	(19)
Parks Programme –slippages from future years due to phasing of works	52
Phoenix Centre Capital improvements-project completed, budget slippage to 2017/18 for retention fees	(79)
Public CCTV-slippage due to budget phasing not being aligned with network expansion.	(17)
Linford Christie Stadium Refurbishment-project did not advance past scoping phase. Remaining budget to be reallocated to other projects in 2017/18.	(123)
Shepherds Bush Common Improvements-slippage mainly due to old Ginglik Club works. Awaiting decision on the most appropriate course of action.	(583)
Total ENV variations	(12,406)
Finance and Corporate Services (FCS)	


Acquisition of equity share capital in LBHF Ventures Limited (as approved via Leader's Decision on 23/01/2017)	95
Total FCS variations	(95)
Libraries Services	
Library Refurbishment – slippage of residual external works and retained sums	(285)
Total Libraries variations	(285)
Housing Capital Programme	
HRA schemes- net slippage of £(6.4)m consist of: <ul style="list-style-type: none"> • Budget slippages to/from future years of £(7.2)m due to project delays and budget re-phasing • Disabled Facilities Grant budget transfer to Housing Services resulted in net movement of £0.8m (additional budget transfer of £1m less slippage of £0.2m due to delay in processing applications) 	(6,405)
Earls Court-slippage due to actual number of 2016/17 Earls Court buybacks being lower than forecasted in Q3	(7,309)
Housing Development Project- slippages result of delay in start of the existing housing development schemes due to the procurement issues	(848)
Other DNP projects-net budget variation of £0.28m consists of slippages to future years (£2.25m) which are due to delay on HEIP schemes, Watermeadow Court Demolition, and Edith Summerskill House Decant and additional budgets totalling £1.971m (£1.22m for ESH, £500k of JV Loan received in 16/17 and £250k spend incurred on Watermeadow JV set up currently treated as Long Term Debtor to be recovered through JV profit waterfall).	(280)
Total Housing variations	(14,842)
Funding Variations	
The Mainstream Programme was in deficit at the end of 2016/17 due to timing of capital receipts. This has necessitated switching £3.13m of capital receipt financing to temporary internal borrowing for the 2016/17 programme pending receipts becoming available in 2017/18. This funding variation does not impact the overall capital expenditure budget.	-
Grand Total 2016-17 Variations	(43,483)

2017-18 Variations	
Net Slippages from 2016-17 (covered by above variations)	50,414
Adult Social Care- 2017/18 Disabled Facilities Grant budget transferred to Housing	(450)
Housing HRA Programme £(336)k — slippage to future years (2018+) of various existing schemes due to reprogramming and re-phasing. HRA Programme - £450k for 2017/18 Disabled Facilities Grant budget transferred from ASC Decent Neighbourhoods Programme £(4,466)k – slippages to future years (2018+) for various Housing Development and Other DNP projects Decent Neighbourhoods Programme £(1,808)k-2017/18 budget reduction for Edith Summerskill demolition costs	(6,160)
Grand Total 2017-18 Variations	43,804

Appendix 3 – General Fund – Forecast Capital Receipts

Year/Property	Previous Forecast £'000s	Movement/ Slippage £'000s	2016/17 Outturn £'000s	Deposit received to date £'000s	Full sales proceeds @ Q4 £'000s	Deferred Costs of Disposal reserved £'000s
2016/17						
Total 2016/17	4,962	(4,319)	643	-	650	-
2017/18						
Total 2017/18	14,790	1,532	16,323	250	-	846
2018/19						
Total 2018/19	3,840	1,438	5,278	-	-	-
2019/20						
Total 2019/20	3,840	-	3,840	-	-	-
2020/21						
Total 2019/20	3,840	-	3,840	-	-	-
Total All Years	31,272	(1,349)	29,924	250	650	846

Agenda Item 5

<p>London Borough of Hammersmith & Fulham</p> <p>CABINET</p> <p>4 SEPTEMBER 2017</p>	 <p>h&f hammersmith & fulham</p>
<p>CORPORATE REVENUE MONITOR 2017/18 MONTH 2 – 30th MAY 2017</p>	
<p>Report of the Cabinet Member for Finance – Councillor Max Schmid</p>	
<p>Open Report</p>	
<p>Classification - For decision and for information</p> <p>Key Decision: Yes</p>	
<p>Wards Affected: All</p>	
<p>Accountable Director: Hitesh Jolapara – Strategic Finance Director</p>	
<p>Report Author: Gary Ironmonger – Finance manager</p>	<p>Contact Details:</p> <p>Tel: 020 8753 2109</p> <p>Gary.Ironmonger@lbhf.gov.uk</p>

1. EXECUTIVE SUMMARY

- 1.1. The General Fund 2017/18 forecast outturn variance for month 2 is a gross overspend of **£2.896m**.
- 1.2. The potential value of currently identified mitigating actions is **£1.765m**, which will result in a net overspend of **£1.131m**. Delivery of action plans is assigned to relevant responsible Directors. Further work is being undertaken to identify actions to close the remaining net overspend.
- 1.3. The forecast overspend outturn variances reported by five departments in overspend value order are:
 - 1) Children's Services primarily due to Commissioning and family services
 - 2) Regeneration Planning Housing Services mainly due to temporary accommodation pressures
 - 3) Centrally Managed Budgets due to low interest rates on council cash balances

- 4) Environmental Services Group due to underachievement of income within building and property management
- 5) Libraries due to forgone savings opportunities.

1.4. The Housing Revenue Account outturn variance for 2017/18 is a **break even position** at Month 2. HRA general reserves of £0.789m are forecasted to be carried forward into 2018/19, with a HRA credit balance of **£20.918m** at year-end.

2. RECOMMENDATIONS

2.1. To note the General Fund and Housing Revenue Account month 2 forecast revenue outturn variances.

2.2. To note the action plans amounting to **£1.765m**, seeking to address the General Fund gross overspend forecast variance of **£2.896m**. All overspending departments will need to respond with further actions to reduce the net forecast overspend after mitigating actions of **£1.131m**.

2.3. To approve the proposed virements requests in appendix 11.

3. REASONS FOR DECISION

3.1. The reasons for the recommendations are to report the revenue expenditure position for the Council and to comply with the Financial Regulations.

4. CORPORATE REVENUE MONITOR (CRM) 2017/18 MONTH 2 GENERAL FUND

4.1. Table 1 below sets out the position for month 2.

Table 1: 2017/18 General Fund Gross Forecast Outturn Variance – Month 2

Department ¹	Revised Budget Month 2 £m	Forecast Outturn Variance Month 2 £m	Month 2 Forecast Variance %
Adult Social Care (ASC)	59.509	(0.012)	(0.01%)
Children's Services (CHS)	45.446	1.227	0.71%
Controlled Parking Account (CPA)	(22.235)	(0.130)	(0.08%)
Corporate Services	16.528	(0.367)	(0.21%)
Environmental Services (ES)	44.871	0.494	0.29%
Regeneration, Planning and Housing Services (RPHS)	6.373	0.877	0.51%
Library & Archives Service	2.685	0.142	0.08%
Public Health Services	0	0	0.00%
Centrally Managed Budgets (CMB)	18.800	0.665	0.39%
Total	171.976	2.896	1.7%

4.2. Overspends in ASC are offset by the use additional external funding in 2017/8 totalling £6.05m relating to Improved Better Care Fund £0.831m (ongoing, expected to increase in 2018/19 and 2019/20), Spring Budget Additional Funding £4.297m (reducing in 2018/19 and 2019/20), Adult Social Care Support Grant £0.922m (one-off). In addition to this external funding, the Council provided £2.66m budget growth on an ongoing basis to support ASC budget pressures giving a total of additional funding of £8.71m in 2017/18.

4.3. Temporary Accommodation is the main budget pressure for RPHS.

4.4. Action plans to mitigate the forecast overspends are in the process of being identified. The potential value of mitigating actions already identified is

¹ Figures in brackets represent underspends

£1.765m, which will result in a net overspend of **£1.131m**. All overspending departments will need to respond with further actions to reduce the net forecast overspend of **£1.131m** to nil by year-end without the use of corporate resources.

Table 2: Summary of Net Forecast Outturn Variances After Action Plans

Department	Gross Forecast Outturn Variance Month 2 £m	Potential Value of Action Plan Mitigations Month 2 £m	Forecast Outturn Variance Net of Planned Mitigations £m	Paragraph reference to action plans
Adult Social Care	(0.012)	0	(0.012)	
Children's Services	1.227	0.466	0.761	4.5.1
Controlled Parking Account	(0.130)	0	(0.130)	
Corporate Services	(0.367)	0	(0.367)	
Environmental Services	0.494	0.494	0	4.5.2
Housing General Fund	0.877	0	0.877	4.5.3
Library & Archives Service	0.142	0.140	0.002	4.5.4
Centrally Managed Budgets	0.665	0.665	0	4.5.5
Total	2.896	1.765	1.131	
%	100%	61%	39%	

5. CORPORATE REVENUE MONITOR 2017/18 MONTH 2 DEDICATED SCHOOLS GRANT

- 5.1. Dedicated schools grant (DSG) is paid in support of local authority schools budgets, being the main source of income for the schools budget. This is split between central expenditure and the individual schools budget (ISB) in conjunction with the local schools' forum.
- 5.2. Central expenditure includes both the High Needs Block and Early Years funding which have come under increased pressure, with the Council in an overspent DSG balance of £2.165m at 31 March 2017. Children's Services are therefore considering the actions required to fund the overspend and address the underlying budget pressures.

6. CORPORATE REVENUE MONITOR 2017/18 MONTH 2 HOUSING REVENUE ACCOUNT

- 6.1. The Housing Revenue Account is currently forecasting a **breakeven position** at Month 2. (appendix 10).

Table 3: Housing Revenue Account Forecast Outturn - Month 2

Housing Revenue Account	£m
Balance as at 31 March 2017	(20.129)
Add: Budgeted (Contribution) / Appropriation from Balances	(0.789)
Add: Forecast Surplus Outturn Variance	0.000
Projected Balance as at 31st March 2018	(20.918)

7. VIREMENTS & WRITE OFF REQUESTS

- 7.1. Cabinet is required to approve all budget virements that exceed £0.1m. General Fund budget virements of £1.596m relating mainly to applications of reserves have been requested for month 2. The HRA have also requested virements of £0.256m relating to drawdown from reserves and employers pension contribution. Appendix 11 has the details.
- 7.2. There are no write-off requests for month 2.

8. CONSULTATION

8.1. N/A.

9. EQUALITY IMPLICATIONS

9.1. Adjustments to budgets are not considered to have an impact on one or more protected groups so an equality impact assessment (EIA) is not required.

10. LEGAL IMPLICATIONS

10.1. There are no legal implications for this report.

11. FINANCIAL AND RESOURCES IMPLICATIONS

11.1. This report is financial in nature and those implications are contained within. Moving On and the ongoing implementation of Managed Services and Agresso and have financial implications which are being reviewed and may impact on the accuracy of the figures in this report.

11.2. Implications completed by: Gary Ironmonger, Finance Manager, 0208 753 2109.

12. IMPLICATIONS FOR BUSINESS

12.1. There are no implications for local businesses.

13. RISK MANAGEMENT

13.1. Details of actions to manage financial risks are contained in appendices 1-10.

14. PROCUREMENT AND IT STRATEGY IMPLICATIONS

14.1. There are no implications for this report.

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
	None		

LIST OF APPENDICES

Appendix number	Title
Appendix 1	Adult Social Care Revenue Monitor
Appendix 2	Children's Services Revenue Monitor
Appendix 3	Controlled Parking Account Revenue Monitor
Appendix 4	Corporate Services Revenue Monitor
Appendix 5	Environmental Services Revenue Monitor
Appendix 6	Regeneration Planning Housing Services Fund Revenue Monitor
Appendix 7	Library & Archives Service Revenue Monitor
Appendix 8	Public Health Services Revenue Monitor
Appendix 9	Centrally Managed Budgets Revenue Monitor
Appendix 10	Housing Revenue Account Revenue Monitor
Appendix 11	Virement Requests

APPENDIX 1: ADULT SOCIAL CARE
BUDGET REVENUE MONITORING REPORT – 2017/18 MONTH 2

Table 2 - Variance Analysis	£000
Integrated Care	
A projected overspend of £3,430,000 on Home Care and Direct Payments. Similar to the previous 2 years, there are continued pressures as part of the out of hospital strategy including 7-day social care services to support customers at home and avoid hospital admissions or to enable early discharge. This has naturally led to an increase in home care costs above that which is normally expected. The main reasons for the overspend in 2017/18 are the full year effect of increased customer numbers from last year of 207 new customers leading to a budget pressure of £2,566,000. The Home Care and Direct payment rates have increased due to the London living wage increases which results in pressures of £864,000.	3,430
Better Care Fund savings shortfall of £587,000. Within the base budget is an MTFS efficiency of £2m following previous negotiations with Health over the Better Care Fund. The efficiency target has various target measures to deliver savings by the avoidance of care in placements, savings in jointly commissioned contracts and securing lower prices. The department is projecting to deliver reductions on placements which continues to move in the right direction with a reduction in volumes leading to forecast savings of £1.413m of the £2m target expected.	587
Mental Health Services is projecting an overspend of £977,000. This service continues to have increasing number of placements with the full year effect from last year of 6 new customers and prices increases above inflation leading to budget pressures of £715,000. In Mental Health, Home Care, and Direct Payment pressures amount to £262,000 with the full year effect of 6 further new customers.	977
Minor variances	94
Total Integrated Care	5,088
Strategic Commissioning & Enterprise	
Small contractual underspends because of reduction in take up.	(30)
Total Strategic Commissioning & Enterprise	(30)
Executive Directorate	
Projected underspend against supplies and services budgets within the	(20)

Table 2 - Variance Analysis	£000
Directorate and Executive support budgets.	
Total Executive Directorate	(20)
Funding from ASC Pressures and Demand Reserves	0
ASC Funding from December 2016 and Spring 2017 budget settlements.	
The department has been allocated Improved Better Care Funding of £4,297,000 in the Spring Budget and £831,000 in the December funding settlement. The plans for this funding are being discussed with Health and will need to be presented to the Health & Wellbeing Board. The funding can be used to stabilise Adult Social Care, manage the transfer of care, invest in out of hospital services and market management of providers. Given the financial pressures in both the Health and social care sectors each party is proposing to set aside £1m to develop a more sustainable market. The department also received a one off ASC support grant in December settlement of £922,000 which is proposed to allocate toward the Home Care demand pressures mentioned above.	(5,050)
Total Funding from ASC Pressures and Demand Reserves	(5,050)
TOTAL VARIANCE	(12)

Table 3 - Key Risks - Detail Items Over £250,000	
Risk Description	Risk at Month 2 £000
Investment from health through the Better Care Fund has not yet been agreed for 2017/18. There is uncertainty about future years funding as Health budgets are also under significant financial pressures.	1,000
Commissioners are continuing to receive requests for inflationary increases from placement providers above that which has already been built into the base budget.	236
Savings from Transformation Commissioning Programme to be delivered currently RAG rated amber.	744
Demographic pressures on Adult Social Care services would continue to increase as the population gets older. We continue to experience increases in numbers greater than anticipated during this financial year.	500
TOTAL RISKS MANAGED	2,480

Supplementary Monitoring Information

The Department continues to experience significant budget pressures. The Department is starting the year with gross projected overspend of £5,038,000. This is mainly because of the full year implications of new customers coming through the service from 2016/17 especially within home care and direct payments and price increases due to market pressures. The Department is proposing to use the new additional funding from the Improved Better Care Fund (IBCF) of £4,297,000 & £831,000 and a one off government grant of £922,000 to mitigate the majority of these pressures. In addition, ASC received £2,660,000 of budget growth in 2017/18 to address underlying budget pressures leaving us with a small projected underspend of (£12,000).

Historically, the Department's budget has had underlying budget pressures, which were partly mitigated in year by using a combination of one off reserves, the carry forward of underspends and funding from health. For 2017/18, we are proposing to use the IBCF monies to reduce the projected overspend as shown above. This funding is time limited over a 3-year period, year one being 2017/18. At this early stage of the year, the department is highlighting a maximum potential risk of £2.5m due to negotiations with health which are yet to be finalised, in year savings at risk of non-delivery and demographic increases.

APPENDIX 2: CHILDREN'S SERVICES
BUDGET REVENUE MONITORING REPORT – 2017/18 MONTH 2

Table 1 - Variance by Departmental Division		
Departmental Spending Heads	Revised Budget	Variance Month 2
£000	£000	£000
Family Services	27,205	644
Education	6,722	131
Commissioning	4,627	787
Safeguarding, Review and Quality Assurance	1,521	(9)
Finance and Resources	5,367	(326)
Schools Funding	4	0
TOTAL	45,446	1,227

Table 2 - Variance Analysis	£000
Family Services	
Family Support & Child Protection - Salary pressures of £140k due to increased activity and case load and the loss of Focus on Practice grant of £64k.	204
Contact and Assessment - Salary pressures regarding 4 Deputy Team manager posts of £261k and the loss of Focus on Practice grant of £108k is contributing to the current forecast.	369
Multi Agency Safeguarding Hub - 2017/18 finds salary pressures over and above the budget due to a high number of maternity leave requiring cover	75
Minor Variances	(4)
Total Family Services	644
Education	
The Haven - Additional income generated from out of borough residents at The Haven has reduced overall budget pressure. The income for 17/18 is forecast to be lower than 16/17.	(100)
Children with Disabilities staffing - restructure has been delayed but will deliver planned efficiencies but further pressures remain after savings have been made in 17/18.	90

Table 2 - Variance Analysis	£000
Short Breaks and Looked After Disabled Children - a small number of high cost placements are causing a pressure on this budget. The overspend is equivalent to one specialist placement.	171
Special Educational Needs -pressures have arisen due to the employment of additional staff post to support the SEN service in delivering the statutory requirement set out in the Children's and Family's Act.	152
Educational Psychology - strong Traded incomes being generated by this service.	(93)
Governors Support - staffing vacancies and positive budget impact of the 3BM Contractors taking over the clerking service.	(59)
Minor Variances	(30)
Total Education	131
Commissioning	
Pressure on salary budget due to the high utilisation of commissioning capacity above the baseline budgeted establishment in addition to additional projects and activity which are also beyond the baseline scope of the service.	787
Total Commissioning	787
Safeguarding, Review, and Quality Assurance	
Minor Variances	(9)
Total Safeguarding, Review, and Quality Assurance	(9)
Finance and Resources	
Finance and resources contains pressure budget which is due to be dispersed to various services to cover staffing spend pressures	(326)
Total Finance and Resources	(326)
TOTAL VARIANCE	1,227

Table 3 - Key Risks - Detail Items Over £250,000	
Risk Description	Risk at Month 2 £000

Tower Hamlets Judgement - The likely liability should all connected carers be paid carers fees for prior years as far back as 2011 is estimated to be £2.1m. Work is being undertaken to analyse this further.	2,100
Service reorganisation — risk of expenditure that may be required to reshape CHS in a way that is financially sustainable and provides better quality services to residents.	1,500
No Recourse for Public Funds - risk of adverse variance based on 2016/17 outturn. Current year actuals and trends will be closely monitored.	270
TOTAL RISKS MANAGED	3,870

**APPENDIX 3: CONTROLLED PARKING ACCOUNT
BUDGET REVENUE MONITORING REPORT – 2017/18 MONTH 2**

Table 1 - Variance by Departmental Division		
Departmental Spending Heads	Revised Budget	Variance Month 2
£000	£000	£000
Pay & Display (P&D)	(12,145)	(1,198)
Permits	(4,496)	(135)
Civil Enforcement Officer (CEO) Issued Penalty Charge Notice (PCN)	(6,814)	159
Bus Lane PCNs	(1,257)	(235)
CCTV Parking PCNs	0	(30)
Moving Traffic PCNs	(6,314)	468
Parking Bay Suspensions	(3,223)	95
Towaways and Removals	(325)	69
Expenditure and Other Receipts	12,339	677
TOTAL	(22,235)	(130)

Table 2 - Variance Analysis	£000
Pay & Display (P&D)	
Overachievement of income due to cashless parking roll out (partly offset by additional expenditure to run the scheme.)	(1,198)
Total Pay & Display (P&D)	(1,198)
Permits	
Overachievement of income due to increase in population and number of permits issued assuming income in line with last year (permit costs continue to be frozen).	(135)
Minor Variances	
Total Permits	(135)
Civil Enforcement Officer (CEO) Issued Penalty Charge Notice (PCN)	
Income shortfall, assuming income in line with last year and similar number of PCNs issued. Income was expected to reduce with introduction of pay by phone parking.	159
Total Civil Enforcement Officer (CEO) Issued Penalty Charge Notice (PCN)	159
Bus Lane PCNs	

Table 2 - Variance Analysis	£000
Overachievement of income assuming similar number of PCNs will be issued as in previous year.	(235)
Minor Variances	
Total Bus Lane PCNs	(235)
CCTV Parking PCNs	
Income in line with previous year, there are restrictions on the areas where CCTV can be used for parking enforcement	(30)
Minor Variances	
Total CCTV Parking PCNs	(30)
Moving Traffic PCNs	
Income shortfall, assuming income in line with last year.	468
Total Moving Traffic PCNs	468
Parking Bay Suspensions	
Income shortfall, assuming income in line with the last 3 years.	95
Total Parking Bay Suspensions	95
Towaways and Removals	
Income shortfall, assuming income in line with the last 3 years, removals very minimal and only for persistent offenders.	69
Total Towaways and Removals	69
Expenditure and Other Receipts	
Staffing underspends, mostly due to vacancies.	(100)
Additional costs of £877k for cashless parking. This variance relates to an increase in new contractual costs as the result of cashless parking. These costs include the fixed fee SMS text and processing costs as well as the transactions costs. This is offset by a forecast overachievement of parking income of £1.198m as noted above. This will be monitored closely throughout the year and shared with the Commercial Board.	877
Additional income due to cross departmental recharges, legal disbursements, and recovery in line with previous year.	(100)
Total Expenditure and Other Receipts	677
TOTAL VARIANCE	(130)

Table 3 - Key Risks - Detail Items Over £250,000
None to report

APPENDIX 4: CORPORATE SERVICES
BUDGET REVENUE MONITORING REPORT – 2017/18 MONTH 2

Table 1 - Variance by Departmental Division		
Departmental Spending Heads	Revised Budget	Variance Month 2
£000	£000	£000
H&F Direct	15,202	0
Human Resources & Electoral Services	1,649	0
Finance & Audit	913	0
Delivery & Value	905	0
Executive Services	280	0
Commercial Director	94	0
Innovation & Change Management	(379)	(367)
Legal Services	(781)	0
ICT Services	(1,355)	0
TOTAL	16,528	(367)

Table 2 - Variance Analysis	Month 2 £000
Innovation & Change Management (ICM)	
Business Intelligence - as of Month 2 there is £1,000k of commercial income agreed in principal compared to a budget of £633k.	(367)
Total Innovation & Change Management (ICM)	(367)
TOTAL VARIANCE	(367)

Table 3 - Key Risks - Detail Items Over £250,000
None to report

Supplementary Monitoring Information
Approval is requested for a transfer of £0.345m from the Pressures and Demands reserve to MSP reserve for legal and other costs relating to commercial discussions. This will be drawn down as expenditure is incurred.

APPENDIX 5: ENVIRONMENTAL SERVICES GROUP
BUDGET REVENUE MONITORING REPORT – 2017/18 MONTH 2

Table 1 - Variance by Departmental Division		
Departmental Spending Heads	Revised Budget	Variance Month 2
	£000	£000
Building & Property Management (BPM)	(1,938)	384
Transport, Highways, Parks & Leisure	18,092	(20)
Environmental Health, Community Safety & Emergency Planning	6,191	(2)
Cleaner, Greener & Cultural Services	20,753	(114)
Other Commercial Services	(24)	293
Executive Support and Finance	(364)	(48)
TOTAL	42,710	494

Table 2 - Variance Analysis	£000
Building & Property Management (BPM)	
Advertising hoardings income shortfall (positive impact of new two towers tenders included from June 2017, Lyric Square site no longer being put forward). This will be monitored closely throughout the year and shared with the Commercial Board.	245
Commercial rents income shortfall (void period on new Lila Huset lease)	148
Minor Variances	(9)
Total Building & Property Management (BPM)	384
Transport, Highways, Parks & Leisure	
Net surplus on Transport and Highways professional fees	(96)
Wi-Fi income shortfall, assuming income in line with last year	133
TfL traffic lighting charges underspend, assuming spend in line with last year	(67)
Actual grounds maintenance contract inflation more than budget growth awarded. Inflation requirements to be revisited for 2018/19	27

Table 2 - Variance Analysis	£000
Minor Variances	(17)
Total Transport, Highways, Parks & Leisure	(20)
Environmental Health, Community Safety & Emergency Planning	
Minor Variances	(2)
Total Environmental Health, Community Safety & Emergency Planning	(2)
Cleaner, Greener & Cultural Services	
Actual waste and street cleansing contract inflation more than budget growth awarded.	78
Forecast underspend on waste disposal due to continuation of reduced rate for recycling	(194)
Minor Variances	2
Total Cleaner, Greener & Cultural Services	(114)
Other Commercial Services	
Underachievement of income on ducting concession contract (worst case). Council is applying dispute resolution clauses in the contract, with the next step being mediation in July 2017. Commercial Directorate working on finding alternative concession holders. Under the terms of the contract, guaranteed income of £190k is due for 2017/18 (excluding contract inflation). Whether this will be forthcoming, depends on the outcome of the dispute. To be monitored and reported.	290
Minor Variances	3
Total Other Commercial Services	293
Executive Support and Finance	
Staffing underspends, mostly due to vacancy drag pending service reorganisation	(48)
Total Executive Support and Finance	(48)
TOTAL VARIANCE	494

Table 3 - Key Risks - Detail Items Over £250,000

Risk Description	Risk at Month 2 £000
If unplanned costs arise from changes to facilities management arrangements	400
Staffing budget shortfalls if savings cannot be achieved (unfunded pay award and apprentice levy costs)	250
If the market cannot sustain new income targets (CCTV, Parks & Markets Events)	200
TOTAL RISKS MANAGED	850

Supplementary Monitoring Information

This year there are a number of risks relating to the achievement of savings that were built into the budget. It is early days and we don't yet have a good picture of how some of the more variable parts of the environmental services portfolio will perform this year (waste disposal and parking). The performance of the budget will be closely monitored and corrective action taken as necessary.

A drawdown of £0.111m is requested from the Community Safety Reserve regarding emergency response resilience.

APPENDIX 6: REGENERATION, PLANNING HOUSING SERVICES
BUDGET REVENUE MONITORING REPORT – 2017/18 MONTH 2

Table 1 - Variance by Departmental Division		
Departmental Spending Heads	Revised Budget	Variance Month 2
	£000	£000
Housing Solutions	5,333	877
Housing Strategy	110	0
Economic Development, Learning & Skills	748	0
Development & Regeneration	13	0
Housing Services	108	0
Planning	2,161	0
Finance & Resources	61	0
TOTAL	8,534	877

Table 2 - Variance Analysis	Month 2 £000
Housing Solutions	
Inflationary pressure on temporary accommodation rents from private landlords plus forecast increase in average client numbers (from a budget of 782 units to a forecast of 882) plus impact of the loss of the management fees of Temporary Accommodation.	3,329
Flexible Homelessness Support Grant provided by the Department for Communities and Local Government (DCLG) to cushion the impact of the removal of the management fee for Temporary Accommodation II (after deducting an assumed £250,000 which we expect Registered Providers to claim). DCLG have stated the aim is to empower LAs with the 'freedom to support the full range of homelessness services they deliver' and plan their provisions with more certainty.	(3,250)
Increase in Bed and Breakfast accommodation net costs due to inflationary pressures on rents and higher average client numbers (147 forecast vs 134 in the budget)	216
Incentive payments to Direct Letting landlords formerly funded from an earmarked reserve	582
Total Housing Solutions	877
TOTAL VARIANCE	877

Table 3 - Key Risks - Detail Items Over £250,000

Risk Description	Risk at Month 2 £000
Overall Benefit Cap	452
Direct Payment (Universal Credit)	560
Increase in the number of households in Bed & Breakfast accommodation	159
Change in Local Housing Allowance subsidy entitlements	830
Inflationary pressures on Temporary Accommodation landlord costs	292
Increased number of homelessness acceptances	336
The Governments High value void sales policy as legislated for in Housing & Planning Act 2016 - reduction in available accommodation	unknown
Skills Funding Agency grant reduction	174
TOTAL RISKS MANAGED	2,803

Supplementary Monitoring Information

Reserve Drawdown Requests

Cabinet approved funding for the Social Lettings Agency of £200,000. It is requested to drawdown funding from reserves for this purpose.

Transfer of Planning division from Environment Services to Regeneration, Planning & Housing Services

The budgets and forecasts for the Planning division are currently being reviewed in detail. Environment Services Finance have indicated that a break even position is expected to be delivered this year. The results of the detailed review will be reflected in CRM 3.

**APPENDIX 7: LIBRARIES AND ARCHIVES SERVICES
BUDGET REVENUE MONITORING REPORT – 2017/18 MONTH 2**

Table 1 - Variance by Departmental Division		
Departmental Spending Heads	Revised Budget	Variance Month 2
	£000	£000
Libraries Shared Services	2,685	142
TOTAL	2,685	142

Table 2 - Variance Analysis	Month 2 £000
Libraries Shared Services	
Commercial opportunities - due to delays in achieving new income sources and accepting lower market rents and delays in rental agreements in Hammersmith Libraries, there may be a shortfall. Work is being undertaken to close this gap	142
Other Minor Variances	0
Total Libraries Shared Services	142
TOTAL VARIANCE	142

Table 3 - Key Risks - Detail Items Over £250,000 - None to Report
None to report

Supplementary Monitoring Information
<p>The commercial opportunities are significantly behind target for the year. There have been delays to schemes including work areas, and a café in Fulham Library. However, there is a carry forward balance of £45k, as well as other one off credits in the year which have reduced this forecast variance on the Commercial opportunities.</p> <p>Programme support has now been allocated to push through initiatives and to ensure that there are further mitigating activities and to ensure that the full savings can be achieved going forward.</p>

APPENDIX 8: PUBLIC HEALTH SERVICES
BUDGET REVENUE MONITORING REPORT – 2017/18 MONTH 2

Table 1 - Variance by Departmental Division		
Departmental Spending Heads	Revised Budget	Variance Month 2
	£000	£000
Sexual Health	5,674	0
Substance Misuse	4,570	0
Behaviour Change	1,961	0
Intelligence and Social Determinants	33	(12)
Families and Children Services	6,388	(113)
Public Health Investment Fund (PHIF)	4,162	0
Salaries and Overheads	160	0
Transfer Payments	510	0
Drawdown from Reserves	0	125
S113 Income	(1,119)	0
Public Health – Grant	(22,338)	0
TOTAL	0	0

Table 2 - Variance Analysis	Month 2 £000
Intelligence and Social Determinants	
Expenditure on specialists reduced as vacant posts are filled	(12)
Total Intelligence and Social Determinants	(12)
Families and Children Services	
Contract prices for School Nursing and Health Visiting were reduced when the extensions were negotiated.	(113)
Total Families and Children Services	(113)
Drawdown from Reserves	
Transfer to reserve to reduce the operating balance to zero.	125
Total Drawdown from Reserves	125
TOTAL VARIANCE	0

Table 3 - Key Risks - Detail Items Over £250,000
None to report

APPENDIX 9: CENTRALLY MANAGED BUDGETS
BUDGET REVENUE MONITORING REPORT – 2017/18 MONTH 2

Table 1 - Variance by Departmental Division		
Departmental Spending Heads	Revised Budget	Variance Month 2
	£000	£000
Corporate & Democratic Core	3,556	0
Housing and Council Tax Benefits	(328)	0
Levies	1,570	(36)
Net Cost of Borrowing	32	750
Other Corporate Items (Includes Contingencies, Insurance, Land Charges)	5,154	0
Pensions & Redundancy	8,816	(49)
TOTAL	18,800	665

Table 2 - Variance Analysis	Month 2 £000
Levies	
Other Minor Variances	(36)
Total Levies	(36)
Net Cost of Borrowing	
Historically low interest rates are expected to continue. This means investment income from the council's cash balances is likely to be in line with last year and an overspend of £750k is forecast.	750
Total Net Cost of Borrowing	750
Pensions & Redundancy	
No variance to report for Month 2	
Other Minor Variances	(49)
Total Pensions & Redundancy	(49)
TOTAL VARIANCE	665

Table 3 - Key Risks - Detail Items Over £250,000
None to report

APPENDIX 10: HOUSING REVENUE ACCOUNT
BUDGET REVENUE MONITORING REPORT – 2017/18 MONTH 2

Table 1 - Variance by Departmental Division		
Departmental Spending Heads	Revised Budget	Variance Month 2
	£000	£000
Housing Income	(76,284)	0
Finance and Resources	14,682	0
Housing Services	9,146	0
Property Services	2,821	0
Housing Repairs	13,769	0
Housing Solutions	187	0
Housing Strategy	409	0
Adult Social Care	48	0
Regeneration	355	0
Safer Neighbourhoods	4,830	0
Capital Charges	29,248	0
(Contribution to) / Appropriation from HRA	789	0
TOTAL	0	0
Control Totals as @ Month 2	0	


Table 2 - Key Risks - Detail Items Over £250,000	
Risk Description	Risk At Month 2 £000
Due to delays in installing advertising hoardings at a number of sites, there is a risk that the income target will not be achieved this year. Officers are working to minimise the delay and an update will be provided next month.	400
A review of revenue repair costs and volumes on the MITIE repairs and maintenance contract indicate that there is a risk of an overspend this year. Officers are reviewing the position in detail and an update will be provided next month.	500
TOTAL RISKS MANAGED	900

Supplementary Monitoring Information
<p>Reserve Drawdown Requests Cabinet approved an earmarked reserve for an Enhanced Sheltered Housing Project in 2014/15. It is requested to drawdown £55,000 from the reserve to cover ongoing costs.</p>

APPENDIX 11 - VIREMENT REQUEST FORM
BUDGET REVENUE MONITORING REPORT – Month 2

Details of Virement	Amount (£000)	Department
GENERAL FUND:		
Drawdown from reserves for Social Lettings Agency	200 (200)	RPHS FCS
Drawdown from reserves for Direct Letting Incentives	18 (18)	RPHS FCS
ASC Support grant to fund demand and price pressures in homecare	(922)	FCS
	922	ASC
Drawdown from reserves for emergency response resilience	111	ES
	(111)	FCS
Transfer from Pressures and Demands reserve to MSP reserve for legal and other commercial discussion costs	345	CMB
	(345)	CMB
Total of Requested Virements (Debits)	1,596	
HOUSING REVENUE ACCOUNT (HRA)		
Pension 2016 triennial evaluation outcome- increase employers' pension contribution	(201)	HRA
	201	HRA
Drawdown from Sheltered Housing earmarked reserve	(55)	HRA
	55	HRA
Total of Requested Virements (Debits)	256	
RPHS – Regeneration, Planning & Housing Services. FCS – Finance & Corporate Services CMB – Centrally Managed Budgets		

Agenda Item 6

<p>London Borough of Hammersmith & Fulham</p> <p>CABINET</p> <p>4 SEPTEMBER 2017</p>	
2016/17 OUTTURN	
Report of the Cabinet Member for Finance – Councillor Max Schmid	
Open Report	
Classification - For Information	
Key Decision: No	
Wards Affected: All	
Accountable Director: Hitesh Jolapara – Strategic Finance Director	
Report Author: Gary Ironmonger – Finance Manager Andrew Lord – Head of Strategic Planning and Monitoring	Contact Details: Tel: 020 8753 2109 Gary.Ironmonger@lbhf.gov.uk

1. EXECUTIVE SUMMARY

- 1.1. The General Fund provisional revenue outturn is a favourable underspend of £0.198m. This balance has been transferred to the Efficiencies Projects Reserve.
- 1.2. Within this overall position: Adult Social Care overspent by £1.89m; Children's Service overspent by £0.78m and Housing overspent by £0.41m. The 2017/18 budget allows for £4.4m growth in Adult Social Care. In addition £4.3m for 2017/18 was allocated for Adult Social Care in the Spring 2017 National Budget. This gives a total of additional funding for Adult Social Care of £8.7m. There was also £0.7m of growth in Children's Services and £0.2m growth in Housing & Regeneration after allowance for inflation.
- 1.3. The Housing Revenue Account (HRA) provisional outturn variance is an underspend of £0.504m, with HRA general reserves at £20.086m. HRA general reserves have increased by £1.565m, due to the underspend of £0.504m and planned contribution to HRA general reserves of £1.061m.

- 1.4. Total capital expenditure for the year was £70.6m. This comprised expenditure in the General Fund of £30.3m and £40.3m in the HRA. Expenditure on the Council-funded element of the General Fund programme (the 'Mainstream Programme') was £6.8m.
- 1.5. Section 151 of the 1972 Local Government Act requires the Chief Financial Officer (as the responsible officer) to ensure proper administration of the Council's financial affairs. This report forms the concluding part of the Council's budgetary control cycle for 2016/17. Budgetary control, which includes the regular monitoring of and reporting on budgets, is an essential requirement placed on Cabinet Members and members of the Senior Leadership Team in discharging the statutory responsibility.

2. RECOMMENDATIONS

- 2.1. To note the gross General Fund provisional revenue underspend of £0.198m, subject to audit.
- 2.2. To note the HRA provisional underspend of £0.504m and overall increase in the HRA reserves of £1.565m resulting in a HRA balance of £20.086m as at 31st March 2017, subject to audit. HRA earmarked reserves are £25.6m.
- 2.3. To note that general fund earmarked reserves are £82.70m and general balances are £19.0m as at 31st March 2017, subject to audit.
- 2.4. To note the capital outturn of £70.6m.
- 2.5. To note the enhanced monitoring process for 2017/18 particularly in respect of bilateral Member challenge meetings (involving the Departmental Management team and Cabinet member with the Strategic Finance Director and Cabinet member for Finance) with services facing pressures due to demographics and unfunded new burdens from Government.

3. REASONS FOR DECISION

- 3.1. To confirm the financial position as at 31st March 2017. This report outlines the provisional revenue outturn position, income and expenditure for 2016/17, and the consequent effect on the Council's levels of reserves.

4. GENERAL FUND OUTTURN

Table 1: Draft General Fund Outturn 2016/17¹

Department	Revised Budget	Actual	Gross Variance	C/Fwd / (Use of Reserves)	Net Variance
	£m	£m	£m	£m	£m
Adult Social Care	58.419	62.009	3.590	(1.700)	1.890
Centrally Managed Budgets	17.138	15.190	(1.948)	(0.548)	(2.496)
Children's Services	54.961	55.747	0.786	0.000	0.786
Controlled Parking Account	(22.384)	(22.795)	(0.411)	0.000	(0.411)
Corporate Services	23.733	23.413	(0.320)	0.000	(0.320)
Environmental Services	48.603	48.411	(0.192)	0.135	(0.057)
Housing & Regeneration	11.194	11.604	0.410	0.000	0.410
Libraries & Archives Service	3.468	3.422	(0.046)	0.046	0.000
Public Health	0.000	0.000	0.000	0.000	0.000
Total	195.132	197.001	1.869	(2.067)	(0.198)

- 4.1. Table 1 shows the provisional General Fund revenue outturn variance is a favourable underspend of £0.198m. This balance has been transferred to the Efficiencies Projects Reserve. A detailed explanation of the variances is provided in appendix 1.
- 4.2. The Council will close the 2016/17 accounts by 31st May 2017, a full month before the statutory deadline. This puts the Council in a good position for closing 2017/18 by the brought forward statutory deadline of 31st May 2018. The 2016/17 Statement of Accounts will be reviewed by External Audit and must be signed off by Audit, Pensions and Standards Committee by 30th September 2017.

¹ Figures in brackets are underspends.

5. DEDICATED SCHOOLS GRANT

- 5.1. Dedicated schools grant (DSG) is paid in support of local authority schools budgets, being the main source of income for the schools budget. This is split between central expenditure and the individual schools budget (ISB) in conjunction with the local schools' forum.
- 5.2. The High Needs Block and Early Years funding have come under increased pressure in recent years. The Council has an overspent DSG balance of £2.1m.
- 5.3. Children's Services are considering the actions required to fund the overspend. This includes an agreed transfer of funds in 2018/19 of £720k from the schools' block to the High Needs block and considering a case to request additional funding from the Education Funding Agency.

6. HOUSING REVENUE ACCOUNT OUTTURN

- 6.1. The HRA provisional underspend is £0.504m (table 2). The reasons for the underspend are explained in appendix 2. Overall HRA balances have increased by £1.565m to £20.086m. This is attributable to the underspend of £0.504m and the budgeted contribution to balances of £1.061m.

Table 2: 2016/17 Housing Revenue Account Outturn

Housing Revenue Account	£m
Balance 31 March 2016	(18.521)
Budgeted Contribution to Balances	(1.061)
HRA surplus (underspend)	(0.504)
Balance 31st March 2017	(20.086)

7. RESERVES², BALANCES AND PROVISIONS³

- 7.1. The favourable outturn has enabled a transfer to the Efficiency Projects reserve of £0.198m at the year end.
- 7.2. General Fund Balances remain at £19.004m (4% of the gross budget excluding Housing Benefit transfer payments). This is at the upper end of the range of £14m to £20m identified as prudent. Maintaining balances within this range is prudent to mitigate against budget pressures and risks.

² Reserves in general are amounts set aside which are for future policy purposes or to cover contingencies. Earmarked reserves are for specific expenditure or projects only.

³ A provision is an amount set aside for liabilities anticipated in the future which cannot always be accurately quantified. A provision is for a present obligation as the result of a past event.

- 7.3. General Fund earmarked reserves total £82.721m at the close of 2016/17.
- 7.4. HRA reserves are £25.589m. Departmental analysis is shown in table 3 and further detail in appendix 3.
- 7.5. Provisions have decreased by £4.860m to £8.119m and are detailed in appendix 4.

Table 3: Earmarked Reserves, Balances & Provisions at 31 March 2017

Department	31 March 2017 £m
Adult Social Care	3.722
Children's Services	2.342
Corporate ⁴	64.467
Environmental Services	8.548
Libraries	0.058
Housing and Regeneration	3.673
General Fund Earmarked Reserves	82.720
Housing Revenue Account Reserves	25.589
Earmarked Reserves	108.310
Provisions	8.119
General Balances	19.004
Total	135.433

8. VIREMENTS

- 8.1. In order to produce the final accounts to statutory deadline of 30th June, a number of actions are required that normally need Cabinet approval (final budget carry forwards, use of reserves, budget virements, level of bad debt provision etc.).
- 8.2. In order to meet the deadline, Cabinet delegated decision making in relation to these issues to the Strategic Finance Director in consultation with the Cabinet Member for Finance.

9. CARRY FORWARD PROPOSALS

- 9.1. Environmental Services and Libraries Services have presented justifications to carry forward underspend budgets totalling £0.181m

⁴ These include £8.2m of reserves, such as insurance, that are effectively ring-fenced or, if used, expose the Council to risk

into 2017/18 (table 4). This has been approved and noted here for information only.

Table 4: Departmental Budget Carry Forward to 2017/18

Department	Approved Budget Carry Forward £m
Environmental Services	0.135
Libraries and Archive Services	0.046
Total	0.181

CAPITAL OUTTURN

10.1 Total capital expenditure for the financial year was £70.6m. This comprised expenditure in the General Fund of £30.3m and £40.3m in the HRA. Expenditure on the Council-funded element of the General Fund programme (the 'Mainstream Programme') was £6.5m. A slippage of expected General Fund capital receipts in-year necessitated use of internal borrowing of £3.0m to fund the mainstream programme. Anticipated receipts arrived in the first quarter of the following year.

10.2 A summary of capital expenditure by department and capital financing is included below. A more detailed capital out-turn report by scheme, together with carry-forward requests and slippage adjustments, will be presented later in the year.

Table 8 - Capital Expenditure and Funding Summary 2016/17

Capital Expenditure by Department	2016/17 £'000
Adult Social Care	315
Children's Services	12,655
Environmental Services	13,345
Finance and Corporate Services	95
Housing – General Fund	3,922
General Fund sub-total	30,332
Housing – HRA	40,294
Grand Total	70,626

Capital Financing Source	2016/17 £'000 Total
Capital receipts – General Fund	3,486
Capital receipts - Housing	21,599
Capital Grants and Contributions	15,168
Major Repairs Reserve (MRR)	17,618
Council reserves (including money held by schools)	4,024

Revenue	3,108
Internal Borrowing – Schools Windows Programme	2,499
Internal Borrowing – Mainstream Programme	3,124
Total	70,626

10. CONSULTATION

10.1. N/A.

11. EQUALITY IMPLICATIONS

11.1. It is not considered that the adjustments to budgets will have an impact on one or more protected groups so an EIA is not required.

12. LEGAL IMPLICATIONS

12.1. N/A.

13. FINANCIAL IMPLICATIONS

13.1. This report is of a financial nature and the financial implications are contained within, which is subject to audit review.

13.2. Implications verified/completed by: Gary Ironmonger, Finance Manager 0208 753 2109.

14. IMPLICATIONS FOR BUSINESS

14.1. N/A.

15. OTHER IMPLICATION PARAGRAPHS

15.1. N/A.

16. BACKGROUND PAPERS USED IN PREPARING THIS REPORT

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

LIST OF APPENDICES

Appendix 1 Departmental Analysis – General Fund 2015/16 Revenue Outturn

- **Adult Social Care**
- **Centrally Managed Budgets**
- **Children’s Services**
- **Controlled Parking Account**
- **Corporate Services**
- **Environmental Services**
- **Housing & Regeneration**
- **Libraries (Shared Services)**
- **Public Health**

Appendix 1a Dedicated Schools Grant

Appendix 2 Departmental Analysis – HRA 2015/16 Revenue Outturn

Appendix 3 Earmarked Reserves

Appendix 4 Provisions

APPENDIX 1:

DEPARTMENTAL ANALYSIS – GENERAL FUND 2016/17 REVENUE OUTTURN

ADULT SOCIAL CARE (ASC)

Variance Analysis by Departmental Division

Departmental Division	Revised Budget 2016/17	Year End Variance	Explanation of Major Variances (over £100k)
	£000	£000	
Integrated Care	44,864	1,719	<p>As in the previous year, there were increasing pressures during 2016/17 on the Home Care Packages and Direct Payments budgets. This includes the 7 days' social care services to support customers at home and avoid hospital admission or to enable early discharge. This has led to an increase in home care costs above that which would have been expected. There was a net overspend of £911,000 which has been managed downward by (£1,172,000) Better Care fund contribution, (£517,000) from Care Act funding and (£800,000) from ASC reserves. There was the additional financial impact of the full year effect of customers from 2015/16 and a net increase of 121 customers.</p> <p>Better Care Funding Shortfall of £482,000. Within the base budget is an MTFs efficiency of £2m following the negotiations with health over the second year of the Better Care Fund. The £2m efficiency target has various target measures to deliver this saving which include avoidance of care in residential and nursing placement and securing lower prices from placement providers. The department outturned with reductions in residential and nursing placements moving in the right direction with reduction in volumes of placements and supported living with savings of (£1,418,000)</p>

Departmental Division	Revised Budget 2016/17	Year End Variance	Explanation of Major Variances (over £100k)
	£000	£000	
			<p>factored in. In addition, several contracts with Elgin House homes have been renegotiated delivering savings of (£100,000).</p> <p>Continued management actions from Learning Disability Service reviews delivered savings and an underspend of £181k due to a reduction of care in LD packages and placements costs.</p> <p>Mental Health Service outturn position of £507,000 overspend due to demand pressures in Home Care and an increasing number of 50/50 placements with Health as well as a net increase of 13 customers.</p>
Strategic Commissioning & Enterprise	5,938	244	The overspend in this Division is due to the need to recruit interim resources to cover workloads and additional legal costs.
Finance and Resources	8,859	(34)	
Executive Directorate	458	(39)	
Total	60,119	1,890	The Departmental outturn was an overspend of £1,890,000, which is an increase in the overspend of £46,000 compared to the period ten projected overspend of £1,844,000. The departmental recovery action plan delivered some reductions on the overspend during the year but overall it was more difficult to achieve a balanced budget. Significant growth was included in the Adult Social Care budget for 2017/18 to address the areas of the budget that are overspending.

CENTRALLY MANAGED BUDGETS
Variance Analysis by Departmental Division

Departmental Division	Revised Budget 2016/17	Year End Variance	Explanation of Major Variances (over £100k)
	£000	£000	
Corporate & Democratic Core	6,411	82	
Housing and Council Tax Benefits	(437)	60	
Levies	1,571	(28)	
Net Cost of Borrowing	32	670	The unfavourable variance is due to low interest rates in 2016-17 which led to reduced income on the cash balances held by the Council.
Other Corporate Items (Includes Contingencies, Insurance, Land Charges)	1,060	(2,853)	Unallocated contingencies of £2,960k were not used in 2016/17. Council wide HR legal costs were £192k under budget. This is offset by a £249k adverse variance due to reduced Land Charge income caused by slowdown in housing market activity and other minor variances of £50k .
Pensions & Redundancy	9,049	(427)	An underspend of £232k was due to reduced historic unfunded pension costs. Redundancy costs were £195k under budget.
Total	17,686	(2,496)	

CHILDREN'S SERVICES DEPARTMENT (CHS)

Variance Analysis by Departmental Division

Departmental Division	Revised Budget 2016/17	Year End Variance	Explanation of Major Variances (over £100k)
	£000	£000	
Family Services	30,469	(80)	
Safeguarding, Review and Quality Assurance	1,209	69	
Schools Commissioning and Education	7,188	(95)	
Commissioning	5,300	802	£962k overspend on salaries due to additional resource required for transition to the new structure and LBHF work programme requirements which exceeded baseline capacity, plus additional transitional support costs required of £158k. These pressures were offset by underspends in other areas.
Finance and Resources	3,323	90	
Schools Funding	7,473	0	
Total	54,962	786	

CONTROLLED PARKING ACCOUNT (CPA)

Variance Analysis by Departmental Division

Departmental Division	Revised Budget 2016/17	Year End Variance	Explanation of Major Variances (over £100k)
	£000	£000	
Pay & Display (P&D)	(11,807)	(1,159)	The introduction of phone payment has resulted in an increase in the overall income from P&D. This is partly offset by an increase in the expenditure to the Council associated with phone payment.
Permits	(4,496)	(131)	Income from resident permits in 2016-17 is higher than the same period last year. As permit fees have been frozen over recent years, this increased income is due to an increase in the number of permits.
Penalty Charge Notices (PCNs)	(14,611)	588	The numbers of Moving Traffic PCNs issued in 2016-17 were significantly lower than in previous year. The civil enforcement officer (CEO) issued PCNs were also lower.
Parking Bay Suspensions	(3,223)	105	Income in 2016-17 was similar to the previous year.
Towaways and Removals	(325)	69	
Expenditure and Other Receipts	12,079	118	Staffing costs are underspent by £253k due to enforcement posts that have been vacant for part of the year. The costs associated with phone payment total £353k. The cost of the smarter budgeting deep dive work in Parking totalled £26k in 2016-17. There was an underspend of £8k in other expenditure and receipts.
Total	(22,384)	(411)	

CORPORATE SERVICES

Variance Analysis by Departmental Division

Departmental Division	Revised Budget 2016/17	Year End Variance	Explanation of Major Variances (over £100k)
	£000	£000	
H&F Direct	19,212	(49)	Overspend of £210k due to unaccrued 2015/16 Shared Services charges being recognised in 2016-17 accounts, £76k unbudgeted expenditure on interns and £28k other smaller overspends.
Innovation & Change Management	(148)	314	Under recovery of costs due to legal income fluctuations.
Legal & Electoral Services	716	223	
Finance & Audit	1,748	(282)	(£157k) underspend on salaries (£84k) credit for incorrect Shared Services recharges from 2015/16 (£41k) other smaller underspends
Shared ICT Services	161	(205)	(£318k) unbudgeted Shared Services recharge, £48k underachievement on income, £65k other smaller overspends
Commercial Directorate	204	30	
Executive Services	281	(28)	
Human Resources	700	(280)	(£251k) charge to the pension fund not previously allowed for, (£29k) other smaller underspends
Delivery & Value	859	(43)	
Total	23,733	(320)	

ENVIRONMENTAL SERVICES

Variance Analysis by Departmental Division

Departmental Division	Revised Budget 2016/17	Year End Variance	Explanation of Major Variances (over £100k)
	£000	£000	
Cleaner, Greener & Cultural Services	21,611	(1,064)	(£470k) one off waste disposal rebate relating to prior years; (£404k) other waste disposal due to continuation of reduced recycle charge. Cheaper recycling tonnages for the year were 1.5% more than last year, and more expensive general waste tonnages were 1.6% less. Overall tonnages reduced by 1.2% (882 tonnes) year on year, saving approximately £130k. (£192k) net underspend on waste contract due to inflation being less than budgeted.
Safer Neighbourhoods	9,436	162	£411k overspend on Phoenix Leisure Centre due to capital works (£276k) and contribution to reserves to fund further known pressures to the end of the contract (£135k). The capital works are now complete and the refurbished facilities are open to the public. (£99k) Cemeteries underspend due to higher levels of income in quarter 4 (£169k) higher sports booking income, based on amounts billed by the contractor. £19k other smaller net overspends.
Customer & Business Development	(119)	164	£153k People Portfolio savings shortfall. Additional £11k top up of sundry bad debt provision based on year end debt levels.
Former ELRS Executive Directorate & Finance	(274)	376	£186k income shortfall on the ducting contract, plus £190k top up of bad debt provision at year end, based on year end debt levels.

Departmental Division	Revised Budget 2016/17	Year End Variance	Explanation of Major Variances (over £100k)
Building & Property Management	(1,756)	503	The overspend is mainly due to the following: 1) Shortfall in advertising hoarding income of £605k - mainly on the Two Towers, L'Oréal and Benworth sites. 2) Unachievable Building Control income of £50k due to the current economic environment. 3) Shortfall on rent contribution from other business group towards Lila Hussett building of £128k met by Environmental Services. There were underspends in Valuation Section's staffing costs because of costs recharge (£132k) and rebates from Carbon Reduction and contractors' costs of (£145k).
Transport & Highways	14,850	(718)	The underspend is the result of several large schemes that were booked during the year which resulted recharging of staffing costs to the projects.
Planning	2,227	465	Overspends due to unfunded legal charges and claimants' costs from challenges to planning decisions made by the Council.
Environmental Health	3,279	(23)	
Former TTS Support Services	(786)	78	
Total	48,468	(57)	

HOUSING & REGENERATION - GENERAL FUND

Variance Analysis by Departmental Division

Departmental Division	Revised Budget 2016/17 £000	Year End Variance £000	Explanation of Major Variances (over £100k)
Housing Options, Skill & Economic Development	10,250	393	<p>This mainly relates to an inflationary pressures overspend of £816k on rents for suitable temporary accommodation from private sector landlords and an increase in the average client numbers (833 outturn compared to 780 in the original budget). Major landlords threatened to withdraw all their homes from us unless we granted them a rent increase. Additionally, incentive payments to private sector leasing landlords (as opposed to the Direct Letting Incentives which were funded in 2016/17 from an earmarked reserve) exceeded the budget by £95k. A legal costs overspend of £48k was due to an increase in the number of applications for reviews of the decision to place households in temporary accommodation out of borough which are being driven by a homeless person's successful claim (Nzolameso v City of Westminster, 2015) heard at the Supreme Court which challenged Westminster's decision making process in placing a homeless family in temporary accommodation out of borough.</p> <p>The adverse variances are offset by:</p> <ul style="list-style-type: none"> ● a reduction in the net costs of Bed and Breakfast (B&B) accommodation of (£68k) due to lower average client numbers (118 outturn compared to 130 in the original budget), ● a reduction in Bad Debt Provision (BDP) because of the better than expected collection performance on Private Sector Leasing (PSL) (£303k), ● and income of (£195k) from the DWP New Burdens Fund for the removal of the TA Management Fee Subsidy.

Departmental Division	Revised Budget 2016/17	Year End Variance	Explanation of Major Variances (over £100k)
	£000	£000	
Housing Strategy & Regeneration	201	55	
Housing Service	44	(38)	
Strategic Housing Stock Options Appraisal & Transfer	699	0	
Finance & Resources	0	0	
Total	11,194	410	

LIBRARIES & ARCHIVES (SHARED SERVICE)

Variance Analysis by Departmental Division

Departmental Division	Revised Budget 2016/17	Year End Variance	Explanation of Major Variances (over £100k)
	£000	£000	
Shared Service - Libraries & Archives	3,422	0	
Total	3,422	0	

PUBLIC HEALTH

Variance Analysis by Departmental Division

Departmental Division	Revised Budget 2015/16	Year End Variance	Explanation of Major Variances (over £100k)
	£000	£000	
Public Health Grant Income	(22,516)	(387)	Grant reduction was estimated at 3.9% but Public Health England applied a 2.3% reduction in the Autumn statement.
Sexual Health	5,768	(143)	Genito Urinary Medicine forms 70% of the budget and there has been a lag in payments with block contracts. Chelsea and Westminster Hospital expects to reconcile its claims in early 2017/18.
Substance Misuse	4,870	(1,004)	Substance Misuse budget changed significantly this year with major procurement exercises completed at lower contract prices. Referrals and placements started increasing in the second half of the year as pathways were developed. However, the slow start meant that the budget was still under spent by year end.
Behaviour Change	2,527	(1)	
Intelligence and Social Determinants	60	(45)	
Families and Children's Services	6,441	451	This budget group includes the 0-5 service which transferred from the NHS. School Nursing overspent by £581k offsetting underspends in the adult and children obesity areas.
Public Health Investment Fund	2,162	61	
Salaries and Overheads	1,285	318	Shared Service agreement for the recharge of actual costs have resulted in an overspend.

Departmental Division	Revised Budget 2015/16	Year End Variance	Explanation of Major Variances (over £100k)
	£000	£000	
Contribution to (-) or from Public Health balances	(597)	(153)	Reserves will be increased by £153k from the unspent balance of the grant.
Total	0	0	

APPENDIX 2

DEPARTMENTAL ANALYSIS – HOUSING REVENUE ACCOUNT (HRA) 2015/16 REVENUE OUTTURN

Variance Analysis by Departmental Division

Departmental Division	Revised Budget 2016/17	Year End Variance	Explanation of Major Variances (over £100k)
	£000	£000	
Housing Income	(76,571)	(1,677)	This is due mainly to an underspend on the bad debt provision for rental income on Council Homes (£1.505m), caused by a slower rollout of the Government's Welfare Reform programme than anticipated and a very effective rent collection strategy on the part of the Rent Income team (the collection rate at year end is 99%). Additionally, rental income from Council homes has been higher than budgeted (£492k) primarily because of a lower than anticipated void rent loss (0.9% compared with budget of 2.0%). Leaseholder service charges income has increased by (£277k), mostly because more repair work than estimated was carried out. A shortfall in income of £405k is due to void commercial properties and garages (32% void rate) and of £178k due to a delay on installing advertising hoardings at Falkland House. Other minor variances largely offset each other and account for £14k.
Finance and Resources	10,918	2,001	This relates to staffing underspends mainly due to vacant posts (£179k) and greater than expected salary capitalisation (£50k). In addition, there are underspends on project costs (£177k), a review of corporate recharges (£89k), and internal legal recharges (£110k). These underspends are offset by an increase in the provision for housing service risks of £2,606k which mostly relates to the need to provide for the potential impact of refunding tenants for water and sewerage charges following the outcome of a court case against Southwark Council.

Departmental Division	Revised Budget 2016/17	Year End Variance	Explanation of Major Variances (over £100k)
	£000	£000	
Housing Services	12,980	(827)	This mainly relates to staffing vacancies (£190k), underspends against the budgets for grants for downsizing tenants (£145k), and a delay in the procurement of a weed spraying contract (£156k). Additionally, rental income is being generated from the Edward Woods Community Centre (£65k), caretaking cost recovery from third parties (£46k), and there are further underspends on grounds maintenance (£23k), book-keeping support (£45k) and audit fees (£25k), compensation payments (£33k) and other minor variances account for (£99k).
Property Services	2,720	(900)	This underspend relates mainly to staff vacancies including higher capitalisation of salaries (£289k), running costs (£250k), a successful claim against the Council's former repairs contractor, Wilmott Dixon, for which a prudent assumption was previously made (£342k), and lower decant costs than expected (£168k). These underspends are partially offset by a reduced income shortfall of £149k on property compliance fees due to a delay in the implementation of the project.

Departmental Division	Revised Budget 2016/17	Year End Variance	Explanation of Major Variances (over £100k)
	£000	£000	
Housing Repairs	13,869	1,023	This mainly relates to additional requirements added to the repairs contract with MITIE of £440k and lower than budgeted capitalisation of void works of £347k. Additionally, costs of £157k previously anticipated to be covered by insurance claims are still to be agreed by loss adjusters. The number and cost of disrepair cases has increased by £80k, a further £88k has been incurred on other contractors and there are other minor overspends of £26k. These overspends are partially offset by a reduction in lift servicing costs (£115k) due to the lift modernisation programme.
Housing Options	410	(159)	This mainly relates to higher than expected income from hostels due to a lower void rate than budgeted and lower running costs (£132k). There are other minor variances of (£27k).
Adult Social Care	48	0	
Regeneration	1,007	35	
Safer Neighbourhoods	610	0	
Capital Charges	32,857	0	
Strategic Housing Stock Options Appraisal & Transfer	91	0	
(Contribution to)/ Appropriation From HRA General Reserve	(1,061)	(504)	

4: HRA General Reserve

	B/Fwd	Budgeted (Contribution to)/Appropriation from General Reserve	HRA Variance (Surplus)/ Deficit	C/Fwd
	£000	£000	£000	£000
HRA General Reserve	(18.521)	(1.061)	(0.504)	(20.086)

APPENDIX 3: EARMARKED RESERVES

		Balance at 31 March 2016	Transfers Out 2016/17	Transfers In 2016/17	Movement Between Reserves 2016/17	Balance at 31 March 2017
		£000	£000	£000	£000	£000
	General Fund					
1	Insurance Fund	(5,720)	-	(622)	-	(6,342)
2	Controlled Parking Fund	(1,153)	521	(521)	99	(1,054)
3	Computer Replacement Fund	(1,237)	55	-	-	(1,182)
4	IT Infrastructure	(4,528)	3,531	(800)	(591)	(2,388)
5	Efficiency Projects Reserve	(14,552)	3,303	(4,949)	449	(15,749)
6	Corporate Demand Pressures	(9,133)	219	-	1,383	(7,531)
7	Dilapidations/Office Moves	(4,248)	921	-	-	(3,327)
8	Housing Benefit	(2,248)	-	-	-	(2,248)
9	Planning Enquiries	(291)	291	-	-	-
10	LPFA Sub Fund	(1,000)	-	(272)	-	(1,272)
11	Temporary Accommodation	(3,506)	-	-	-	(3,506)
12	ASC Pressures & Demands	(2,994)	1,116	-	-	(1,878)
13	Human Resources Reserve	(920)	-	-	-	(920)
14	Capital Reserves	(1,720)	298	(524)	-	(1,946)
15	Supporting People Programme	(1,809)	300	-	-	(1,509)
16	MTFS Delivery Risk	(6,148)	523	-	-	(5,625)
17	VAT Reserve	(2,500)	-	-	-	(2,500)
18	Business Board Reserve	(1,080)	-	-	-	(1,080)
19	TFM Reserve	(890)	37	-	-	(853)
20	3SIF Grant Reserve	(941)	-	(67)	-	(1,008)
21	Troubled Families	(579)	-	(238)	-	(817)


		Balance at 31 March 2016	Transfers Out 2016/17	Transfers In 2016/17	Movement Between Reserves 2016/17	Balance at 31 March 2017
		£000	£000	£000	£000	£000
22	NDR Deficit Support	(3,208)	-	-	-	(3,208)
26	Stock Options Appraisal	(466)	697	-	(1,240)	(1,009)
24	Partners in Practice	-	-	-	(852)	(852)
25	Redundancy Reserves	(3,747)	-	-	-	(3,747)
26	Other Funds	(11,184)	4,661	(1,248)	743	(7,028)
27	S106 - Revenue Schemes	(3,634)	845	(731)	-	(3,520)
28	Other Revenue Grants	(621)	85	(95)	9	(622)
	General Fund Sub-Total	(90,057)	17,403	(10,067)	-	(82,721)
	HRA					
29	HRA Efficiency Reserve	(1,411)	-	-	911	(500)
30	HRA Non-dwellings Impairment Reserve	(7,415)	-	153	-	(7,262)
31	HRA Strategic Regeneration and Housing Development	(3,250)	697	(1,655)	-	(4,208)
32	HRA Utilities Reserve	(5,511)	-	(2,663)	(1,208)	(9,382)
33	Welfare Reform Reserve	(1,500)	-	-	-	(1,500)
34	Parking Charges Review Reserve	(606)	-	-	-	(606)
35	Other HRA Funds	(3,102)	923	(249)	297	(2,131)
	HRA Sub-Total	(22,795)	1,620	(4,414)	-	(25,589)
	Total	(112,852)	19,023	(14,481)	-	(108,310)

APPENDIX 4: PROVISIONS

	Insurance £000	Non-Domestic Rates (NDR) - Losses on Appeals £000	Other Provisions⁵ £000	Total £000
Balance at 31 March 2016	(2.532)	(10.144)	(0.303)	(12.979)
Additional provisions	(0.123)	0.000	(0.753)	(0.384)
Amounts used	0.000	4.935	0.000	0.000
Unused amounts reversed	0.000	0.492	0.309	0.000
Balance at 31 March 2017	(2.655)	(4.717)	(0.747)	(8.119)

⁵ Other Provisions of £0.747m are to cover Housing Revenue Account legal fees, disrepair cases and disputed capital works

Agenda Item 7

<p>London Borough of Hammersmith & Fulham</p> <p>CABINET</p> <p>4 SEPTEMBER 2017</p>	
HR, PAYROLL AND FINANCE SERVICES RECOMMENDATIONS	
Report of the Cabinet Member for Finance: Councillor Max Schmid	
OPEN REPORT	
A separate report on the exempt part of the agenda provides exempt information in connection with this report	
Classification - For Decision Key Decision: Yes	
Consultation: HR, Payroll and Finance Transformation Board Strategic Leadership Team Staff from the Finance, HR and ICT communities Legal Services Internal Audit Environmental Services Workforce Group	
Wards Affected: N/A	
Accountable Director: Kim Dero, Interim Chief Executive	
Report Author: Camilla Black, Programme Director	Contact Details: Tel: 020 753 3000 E-mail: camilla.black@lbhf.gov.uk

1. EXECUTIVE SUMMARY

- 1.1. The London Borough of Hammersmith and Fulham (LBHF) currently has a contract with BT for the provision of Finance, HR and Payroll services using Unit 4's Agresso IT platform.
- 1.2. Officers have assessed the options for alternative delivery against four guiding principles which build on the lessons learned from the current arrangement. These principles, subject of a separate previous Cabinet report (Principles for

a future HR, payroll and finance services solution), are that a future delivery model offers:

- Proven implementation and service delivery experience in the public sector (preferably in local government);
- Value for money;
- Low risk; and
- An integrated solution.

1.3. An options analysis has been undertaken looking at alternatives for a replacement service. The five options considered were:

Option Description

<i>A</i>	Procure an alternative managed service solution.
<i>B</i>	Implement an interim HR and payroll IT solution utilising in-house staff to deliver services.
<i>C</i>	Procure an alternative integrated solution. Insource the service but continue to use the Agresso IT system.
<i>D</i>	Join a public to public partnership offering a fully managed service model
<i>E</i>	Procure integrated IT software and deliver the services through additional in-house capacity

1.4. Of the options considered, the model that best balances the four principles is the public to public partnership model. Advantages of this model include a shared understanding of local government, along with the challenges and complexities it brings, together with a higher likelihood of shared objectives in periods of change and uncertainty.

1.5. Of the various public to public models identified, a partnership has been identified that could best meet the four principles. Specifically, it demonstrates that:

- It has proven onboarding experience having onboarded a range of public sector services including another local authority;
- It has a functioning integrated HR, payroll and finance platform that LBHF would migrate to; and
- It has a functioning business centre operating to a defined set of business processes appropriate for local government.

1.6. An outline business case has been developed in collaboration with this partnership which explores the feasibility of LBHF joining the arrangement for HR, payroll and finance services. This work concluded with the partnership putting forward a proposal for LBHF to on-board.

1.7. The partnership model is underpinned by principles of self-service, staff empowerment and continuous improvement. These principles align closely

with LBHF's Moving On programme and wider cultural change initiatives to give staff more accountability for the services they deliver.

- 1.8. This will be a major implementation programme for LBHF which will need a significant and sustained change management work-stream to support and embed the adoption of new business processes. The change management work will need to be continued and resourced beyond the implementation period to enable effective service delivery.
- 1.9. LBHF officers have considered the offer and recommend that LBHF joins the partnership subject to agreement on future governance arrangements.

2. RECOMMENDATIONS

- 2.1. That approval be given for LBHF to join a public to public arrangement, subject to there being final agreement on detailed arrangements that satisfy LBHF's objectives and sufficiently meet the requirements referred to in the legal implications section of this report.
- 2.2. That agreement to join the Partnership be delegated to the Chief Executive in consultation with the Cabinet Member for Finance and the Leader, and that the same delegation is also in place for the final decision to 'go-live' with services following transition.
- 2.3. That the financial recommendations as set out in the exempt report are noted.
- 2.4. That quarterly updates on progress moving to the Partnership, including costs, are made to Cabinet.

3. REASONS FOR DECISION

- 3.1. LBHF are considering the replacement of those services currently provided by BT in relation to HR, payroll and finance. This decision will enable the Council to transition away from BT at the earliest safe date to a proven solution and ensure an improved level of service. LBHF will require BT to provide assurance that the supplier is capable of delivering a safe exit and transition to the new provider. Failure to achieve this in the near term will inevitably result in a protracted process resulting in a significantly longer term relationship with BT.
- 3.2. Of the options considered, the recommended option to join the public to public partnership named in the exempt report best meets the Council's strategic aims.

4. BACKGROUND

Status of the BT Managed Services solution

- 4.1. The current framework was procured in 2012 by Westminster City Council with LBHF calling off from the framework in 2013. The Council are preparing to replace the BT service.
- 4.2. Details of the current service status with BT are set out in the exempt report.

5. OPTIONS AND ANALYSIS OF OPTIONS

High level options considered

- 5.1. Officers considered alternative options. These were subsequently narrowed down to five options representing a range of alternatives:

Option Description

<i>A</i>	Procure an alternative managed service solution.
<i>B</i>	Implement an interim HR and payroll IT solution utilising in-house staff to deliver services. Procure an alternative integrated solution longer term.
<i>C</i>	Insource the service but continue to use the Agresso IT system.
<i>D</i>	Join a public to public partnership offering a fully managed service model
<i>E</i>	Procure integrated IT software and deliver the services through additional in-house capacity

- 5.2. Option C was discounted early into the initial evaluation process.

Evaluation of options

- 5.3. The following table compares the merits of each of the options against both the principles and additional critical success factors identified following consultation with the then Chief Executive, Strategic Director of Finance, and Director of HR.

- 5.4.

Option	A	B	D	E
Lowest Cost*	10	6	8	8
Lowest impact to MTFS	10	5	10	9
Lowest Risk	8	4	7	6
Integrated and proven	7	7	9	5
Speed of Implementation	7	9	10	7

Positive end user impact over years 1-3	7	5	7	7
Enables Change & Transformation	8	8	8	8
Promotes Governance & Control	5	7	9	9
Option Score	62	51	68	59
Option Ranking	2	4	1	3

**Cost scores were updated in June 2017 following receipt of financial information in the Outline Business Case from the Partnership*

- 5.5. The conclusion of the exercise was that Option D - Implement a Public to Public managed service model for, HR, payroll and finance scored highest against the criteria and was identified as a clear leading option.
- 5.6. Benefits identified which distinguish the public to public partnership model are:
- Speed of implementation;
 - A shared understanding of local government and the challenges and complexities it brings; and
 - A higher likelihood of shared and mutual objective in periods of change and uncertainty.
- 5.7. The programme board agreed to pursue the development of an outline business case for a public to public option with a reserve option of a procured solution (Option A).

Review of public to public offerings

- 5.8. As part of the process to understand the options several public to public offerings were considered. Details are set out in the exempt version of the report.
- 5.9. Amongst the public to public offerings explored, the Partnership recommended by this report demonstrated the best ability to satisfy the four guiding principles. Specifically, it demonstrated that:
- It had proven onboarding experience the other public to public options lacked;
 - It has a functioning technology platform that the Council would migrate to; and
 - It has a functioning business centre operating to defined business processes.

5.10. Following initial discussions with the recommended Partnership, they proposed to carry out an 8-week exercise to develop a joint outline business case to assess whether a strategic fit could exist between the Partnership and LBHF. This approach was agreed by the Programme Board and Cabinet Member for Finance and an outline business case was developed.

6. PROPOSALS AND ISSUES

Partnership Outline Business Case

Summary of the Partnership model

6.1. As set out in the exempt report.

Scope of services offered

6.2. The OBC details the core offer as follows:

HR Services	Finance	Purchase to Pay
HR administration	Billing	Purchasing services
Recruitment services	Cash management and debt collection	Invoice processing and payments
Payroll	General ledger maintenance	
Pension employer administration services	Financial management and reporting tools	
	Planning budgeting and forecast tools	
Master data (customer, employees, vendors, catalogues, GLs)		
Self-service manager reports and agreed corporate reports		
Single view of an organisational structure		
Integration with key line of business systems		
Mobile working through employee, member, and volunteer self-service		
Customer interaction centre and employee self-help		

6.3. Additional optional services offered are:

- Treasury Management; and
- LGPS Pension administration.

6.4. LBHF's Treasury Management is provided by a shared service arrangement with Westminster City Council and the Royal Borough of Kensington and Chelsea. LBHF's LGPS pensions administration is managed by Surrey County Council. It is not proposed to move from these arrangements to the partnership at this stage however these options could be considered in the future.

6.5. LBHF currently provide some HR, payroll and finance services to three schools, one academy and two charities in the borough via BT Agresso.

These services will not be provided as part of the initial partnership offer. The partnership does provide services for local authority maintained schools, however they would require all schools in LBHF to take up the offer which is not viable at this time. Officers at LBHF will work with the above organisations to help them transition to a reliable provider of transactional services while retaining the option for LBHF to provide strategic HR support to them. We will update Cabinet on the progress of the transition.

Advantages of the Partnership model for LBHF

6.6. For LBHF, joining the partnership model will:

- Enable access to a single technology platform and operating model that has already been developed and proven to operate safely and effectively at scale across a range of diverse organisations;
- Provide access to a well developed and maturing partnership with high performing public sector partners, enabling shared services on an extensive scale using modern digital technology platforms and best practice business processes;
- Avoid the need for implementing, and developing a new integrated system, either in-house or through an outsourcing agreement and the associated increased risks of those options;
- Avoid the need to design and establish a new operating model from scratch;
- The Partnership's technology platform has the ability to enable self-service via a wide range of mobile (employee owned also) technology. This can reach out to remote workers in a manner LBHF's current platform cannot;
- The increase in-depth and breadth of employee self-serve empowers staff to undertake day to day transactions with confidence, and further the Councils objective of being the Best Council; and
- Sharing in innovation across several public organisations permits the Council access to leading practices and processes to drive value from its resource base in a manner that is distinct from, and considerably more sector focussed than a commercial provision.

Summary of risks identified in the business case

6.7. The risks associated with joining the Partnership are set out in the exempt report.

Change implications for LBHF

- 6.8. To optimise the benefits from the partnership model LBHF must commit to delivering significant levels of business change across the organisation. This includes:
- Policy changes in some areas e.g. expenses approvals, invoice approvals, sickness self-certification and purchasing cards;
 - Business process changes to align with the partnership model e.g. managers making organisational changes in the system, new starters and leavers process; and
 - Training of managers and staff e.g. adapting to new ways of working and self- service.
- 6.9. There will need to be a significant and sustained change management work stream to support and embed the adoption of new processes beyond the initial implementation period.

Proposed implementation approach and timetable

- 6.10. The implementation approach would use a combination of LBHF and Partnership staff together with consultancy support.
- 6.11. Internal audit will play an active role during the implementation programme to ensure that the right controls and governance are put in place and that any corrective actions are identified and mitigated early.
- 6.12. The programme would aim to deliver a live system within 12 months of formal commencement.

Conclusion

- 6.13. The recommendation is that LBHF join the recommended Partnership for the future delivery of the services outlined in paragraph 6.2.

7. CONSULTATION

- 7.1. The work leading to the development of this paper has involved the following groups:
- HR, Payroll and Finance Transformation Board
 - Cabinet Member for Finance
 - Strategic Leadership Team
 - Staff from the Finance, HR and ICT communities
 - Legal Services
 - Internal Audit
 - Environmental Services Workforce Group
- 7.2. A full staff engagement plan is being developed as part of the overall communications plan.

8. EQUALITY IMPLICATIONS

- 8.1. An initial screening has identified the following protected characteristics that could be impacted:
- Age - There are older members of the workforce and roles that do not require PC skills, therefore there maybe additional support and training required to enable them to confidently access the system.
 - Disability - the Council may need to make adjustments to the processes or system both on the grounds of learning disabilities and physical or sensory impairment.
- 8.2. There is potential through the use of more intuitive mobile technology to facilitate easier access to systems that are currently restricted to desktop terminals.
- 8.3. Should the decision be approved, a full EIA will be completed as part of the Design stage which will identify specific equalities impacts and relevant mitigation measures.
- 8.4. Implications verified by Peter Smith, Head of Policy and Strategy, Ext 2206

9. LEGAL IMPLICATIONS

- 9.1. Legal implications are set out in the exempt report.
- 9.2. Implications completed by: Babul Mukherjee, Senior Solicitor (Contracts), Shared Legal Services, tel: 020 73613410

10. FINANCIAL IMPLICATIONS

- 10.1. Financial implications are set out in the exempt report.
- 10.2. Implications verified by: Hitesh Jolapara, Strategic Finance Director, ext 2501

11. IMPLICATIONS FOR BUSINESS

- 11.1. Due to the specialist and sensitive nature of this service, local businesses and residents are expected to benefit directly from more efficient internal council HR, finance and purchase systems.
- 11.2. Social value benefits in the form of local employment and skills opportunities and SME local supply chain opportunities will be limited as the provider proposed is an established service with established systems and processes which do not rely on additional labour and supply from within the borough.

- 11.3. However, it would be advisable to explore social value benefits and corporate social responsibility approaches with the proposed provider to identify the scope of any additional local benefits to be derived.
- 11.4. Implications completed by Albena Karameros, Programme Manager, 0207 938 8583

12. IT STRATEGY IMPLICATIONS

- 12.1. The Partnership model supports LBHF's strategy to deliver applications through hosted solutions, thus minimising LBHF's running costs.
- 12.2. The proposal has the ability to provide true mobile access to applications from a variety of devices, including Bring Your Own, which supports the SmartWorking II strategy.
- 12.3. The proposal supports the council's future desktop model which is based on VMWare technology and the ability to log into full VDi desktops for those managers who need to access to the Partnership portal itself.
- 12.4. The security controls for accessing the system are confirmed to be suitable.
- 12.5. The timetable for migrating to Partnership is realistic and supports the requirement to exit the current solution.
- 12.6. Industry research specialists, Gartner, have reviewed the outline business case and confirmed that the underlying system is one of the technology leaders in this area for combined HR and Finance systems.
- 12.7. Gartner flagged as a risk that the proposed model is dependent on a shared application where all partners are running on a single instance and therefore it may not be possible to implement configuration changes where LBHF would like to differentiate themselves from the other partners. However, the proposed partnership model is designed to support collaborative decision-making for key policy areas and this risk can be addressed through the governance model.
- 12.8. Implications completed by: Veronica Barella, Chief Information Officer (interim), Ext 2927

13. RISK MANAGEMENT IMPLICATIONS

- 13.1. Risk implications are set out in the exempt version of the report.
- 13.2. Implications completed by: Michael Sloniowski, Risk Manager, Ext 2587.


14. COMMERCIAL IMPLICATIONS

- 14.1. Commercial Implications are set out in the exempt version of the report.

14.2. Implications completed by: Michael Hainge, Commercial Director, Ext 6992.

15. BACKGROUND PAPERS USED IN PREPARING THIS REPORT

15.1. None

<p>London Borough of Hammersmith & Fulham</p> <p>CABINET</p> <p>4 SEPTEMBER 2017</p>	
INDUSTRIAL GROWTH STRATEGY	
Report of the Cabinet Member for Economic Development and Regeneration: Councillor Andrew Jones	
Open Report	
Classification - For Decision	
Key Decision: YES	
Consultation	
Wards Affected: ALL	
Accountable Director: Jo Rowlands Lead Director of Regeneration, Planning & Housing Services	
Report Author: David Burns Head of Housing Strategy	Contact Details: Tel: 020 753 6090 E-mail: david.burns@lbhf.ogv.uk

1. EXECUTIVE SUMMARY

- 1.1. The Council's Industrial Growth Strategy sets out an approach to supporting Growth in the Borough. It focuses on four key areas where Council interventions can shape growth: Tech led industries; Encouraging enterprise; Place; People and skills. The strategy is intentionally high level, setting out the broad approach – an action plan and policies will be developed to implement the strategy.

2. RECOMMENDATIONS

- 2.1. To approve and adopt the draft Industrial Growth for Everyone document attached as Appendix 1.
- 2.2. To delegate authority to the Director for Housing, Growth, and Strategy in consultation with the Cabinet Member for Economic Development and Regeneration to complete a designed version of the strategy and publish the document.

- 2.3. To delegate authority to the Director for Housing, Growth, and Strategy in consultation with the Cabinet Member for Economic Development and Regeneration to develop an implementation action plan.

3. REASONS FOR DECISION

- 3.1. Hammersmith and Fulham has a vibrant local economy, which has developed as a centre for a range of creative and media industries, and with the location of Imperial College London in White City and Shepherd's Bush a hub for STEM (Science, Technology, Engineering, and Maths) industries is emerging. When combined with the Borough's excellent transport links, this creates an opportunity to focus on growth in the borough and promote a vision of industrial growth. The Industrial Growth Strategy seeks to harness this opportunity and boost cutting edge ventures, reinforce existing businesses, and reap the benefits for residents.

4. PROPOSAL AND ISSUES

- 4.1. The Industrial Growth strategy sets out a vision for industrial growth for everyone, with the aim of making Hammersmith and Fulham the best place to do business in Europe
- 4.2. Appendix 1 sets out the draft of the strategy for approval by Cabinet. It sets out the overall strategic approach and key areas of focus, and highlights some key areas of collaboration and intervention needed to succeed. A final version will be designed and published widely.
- 4.3. The strategy focuses on four key areas, summarised below:
- 4.4. The '**West Tech**' section focuses on the opportunity to support STEM led growth through our development policies. We will deliver affordable and flexible working spaces for these types of industries. The decision of Imperial College London (ICL) to create a new campus in White City and Shepherd's Bush, and the Council's decision to collaborate with ICL creates a research and industry led anchor in the borough, from which growth can be leveraged.
- 4.5. **Encouraging Enterprise** focuses on how the Council can make Hammersmith and Fulham the best place to do business in Europe, support start-up businesses and those businesses graduating to bigger and better things, enabling them to stay in the borough. Opportunities include creating a business growth team as part of the collaboration with ICL; making use of Council assets to support small business; creating affordable workspaces. This programme will link closely with the Upstream work that has developed from the Council's Business Commission.
- 4.6. **A great place in London** focuses on the planning led interventions the Council can take to support existing business and encourage new growth. This includes completing the work in our regeneration areas; making the most of Crossrail and our transport links; regenerating Hammersmith town centre; supporting and promoting our excellent nightlife and cultural offer.

- 4.7. **People** focuses on supporting residents to benefit from the growth, mobilising the next generation of skilled people, and supporting all residents into training and employment. Opportunities include engaging with young people so that their aspirations align with the opportunity available; and focused employment and skills support.

5. OPTIONS AND ANALYSIS OF OPTIONS

- 5.1. The strategy builds on the work of the Business Commission, partnership work with Imperial College and existing economic data that highlights Hammersmith's strong economy and emerging growth opportunities. The other options are essentially to either do nothing; or to focus growth and skills development away from technology and STEM sectors. Neither of these alternatives are desirable given the context.

6. CONSULTATION

- 6.1. The strategy builds on the work of the Business Commission, which has consulted widely with business in the borough to identify the strengths and weaknesses of the current offer.
- 6.2. Prior to the development of the implementation plan and policies that result from the strategy, consultation and co-working with services involved will be undertaken.

7. EQUALITY IMPLICATIONS

- 7.1. The strategy creates opportunities to tackle existing inequalities through broad based and inclusive growth. However, the Council must consider the impact of any changes that result from this strategy and so the implementation plan will be accompanied by an equalities assessment for policies.

8. LEGAL IMPLICATIONS

- 8.1. Section 1 of the Localism Act 2011 provides local authorities with the power of general competence and therefore the power to adopt this strategy. Implementation activity arising from the strategy is likely to rely on this and other enabling powers such as the Council's powers as land owner, powers to assemble land as well as other housing and planning powers. Those powers which are relevant will be identified at the time.
- 8.2. Whilst there is no statutory duty to produce an Industrial Growth Strategy, doing so provides an important framework for helping to deliver the Council's statutory obligations around planning, regeneration, housing and, where relevant, infrastructure provision.
- 8.3. The Equality Act 2010 requires public authorities to have regard to the need to eliminate discrimination and advance equality of opportunity. The Council must further consider its wider Public Sector Equality Duty (PSED) under s.

149 of the Equality Act 2010 when making its decisions. The public sector equality duty (s.49, Equality Act 2010) requires the Council when exercising its functions, to have 'due regard' to the need to eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act, advance equality of opportunity between those who share a 'protected characteristic' and those who do not share the protected characteristic and foster good relations between persons who share a relevant protected characteristic and persons who do not share it (this involves having due regard, in particular, to the need to (a) tackle prejudice and (b) promote understanding).

- 8.4. The Council will consider the impact of changes that might arise as a result of implementing work coming out of this strategy on those protected equality characteristics. Individual proposals will be subject to a full equality analysis wherever relevant prior to any decision taken to proceed, including the identification of mitigating action where possible.
- 8.5. This strategy is not intended to amend any existing planning policies which are contained in the Council's Local Plan and Supplementary Planning Guidance. However, it may be necessary to review some existing strategies and plans and consider whether amendments might be required to support this strategy. Any proposed revisions and enhancements will be brought to Members for approval, where necessary.
- 8.6. *Implications verified/completed by: (LeVerne Parker, Chief Solicitor (Planning and Property) 020 7361 2180*

9. FINANCIAL IMPLICATIONS

- 9.1. There are no immediate budgetary implications from this report, but there will be for some of the individual policies and projects that are developed as a result of it.
- 9.2. The growth it seeks to promote will have the potential to create additional revenue either from commercial exploitation of Council assets or the generation of additional business rates revenue.
- 9.3. However, some of the projects are likely to require up-front investment to generate returns to the Council. This will need to be funded from the General Fund.
- 9.4. Each policy and/or project that is developed from this strategy will require detailed a financial appraisal as it comes forward to ensure the affordability for and impact on the Council is fully understood before it is approved and implemented.
- 9.5. *Implications verified/completed by: Kathleen Corbett; Director of Finance & Resources (Housing and Regeneration), Telephone 020 8753 30314*

10. IMPLICATIONS FOR BUSINESS

- 10.1. The strategy seeks to support businesses in the borough, making it easier for them to work and grow, and seeks to attract new business into the borough to start up and grow.

11. BACKGROUND PAPERS USED IN PREPARING THIS REPORT

None

LIST OF APPENDICES:

Appendix 1 – Economic Growth for Everyone – Draft Economic Growth Strategy



Economic growth for everyone

An industrial strategy for Hammersmith & Fulham

The best place in Europe - for everyone



to do business

London's thriving international economy is forcing business outwards from the increasingly expensive centre. Crossrail will drive this expansion west and east.

With all the advantages we have now, it's no surprise investors are already eyeing up the borough for growth.

We have exceptional transport links - the nearest major business centre to Heathrow, 14 tube stations, the West End and the City in easy reach, and HS2 at Old Oak Common poised to speed up travel to the rest of the UK.

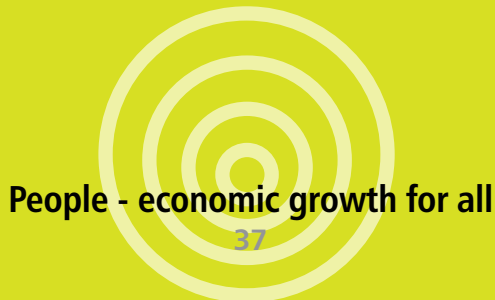
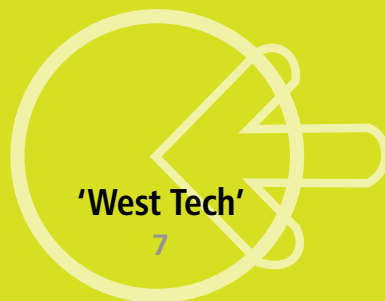
We're home to numerous international businesses - and new regeneration projects are boosting White City, Shepherds Bush, Hammersmith town centre and Fulham.

Our thriving media, creative, and cultural scene includes the Lyric and Bush Theatres, LAMDA, Riverside Studios and the BBC.

Our leisure facilities and night-time economy make the borough a great place to live and work.

This is a great start to build on.

The industrial strategy set out here aims to take our borough to the next level. It centres around four priorities: 'West Tech'; encouraging enterprise; a great place in London; and people - growth for all.





Leader's view

Hammersmith & Fulham is changing rapidly and we're determined to seize the opportunities for everyone.

Quite simply, we want to make our borough the best place to do business in Europe. And to ensure that everyone benefits, not just a favoured few.

That's why we've created a new modern industrial strategy for Hammersmith & Fulham.

We believe local government has a role in supporting growth. It can bring partners together, regenerate town centres, help with affordable workspaces, teach people the skills they need, use procurement to support local firms and much more.

In Hammersmith & Fulham, we want to use the power of local government to create a borough able to compete with the best in the 21st century.

The engine of our plan is collaboration across the public, research and private sectors, working with the inspiring people and organisations in our borough - including

a Growth Partnership with Imperial College London - to unleash the skills, talents and aspirations of our residents and businesses.

Whatever their background, our residents will enjoy opportunities open to few, with excellent jobs on offer in 21st century industries such as bio-tech, digital and creative.

Think of the future of Hammersmith & Fulham as like Cambridge, Massachusetts today, where world-leading research is forging the creation of numerous new businesses and jobs in the 'hot' industries of the 21st century global economy.



A handwritten signature in black ink, appearing to read 'Stephen Cowan'.

Councillor Stephen Cowan
Leader
Hammersmith & Fulham

Our priorities

1. 'West Tech'

We want to make Hammersmith & Fulham into 'West Tech', a global beacon for innovation and growth and a leading place for tech and creative businesses, education and research. This will be focused on the new innovation district emerging at White City.

Our approach will include a Growth Partnership between Hammersmith & Fulham Council and Imperial College London, one of the world's leading universities. This will drive knowledge-based growth and opportunities for all in the borough.

Our new land development policy will deliver further affordable flexible workspace for STEM (Science, Technology, Engineering and Mathematics), digital and creative industries.

2. Encouraging Enterprise

We want Hammersmith & Fulham to be the best borough in Europe for business to start up, survive and grow.

So we'll establish a business growth team led by a chief entrepreneurship officer to lead this work and forge networks across the borough.

To get new and more affordable workspace, we'll address under-utilised council land and assets and will review planning mechanisms.

We'll consider new funding approaches, including business rate reductions in key locations and sectors, and the establishment of a tech/creative venture capital fund. We'll drive super-fast broadband throughout the borough.

By taking an 'economic and social value' approach to procurement, we'll create new opportunities for local firms and jobs and training for residents, and ensure our contractors pay their sub-contractors on time.

3. **A Great Place in London**

We'll improve our town centres and commercial hubs to transform what they offer and enhance our reputation in Europe and around the world.

Our new Local Plan will enable the creation of 10,000 new homes, half of them genuinely affordable. We'll ensure the infrastructure needed for growth is in place.

We'll support, enhance and promote our vibrant arts, cultural and leisure scene to make Hammersmith & Fulham an even better place to work and play. We'll hold a bigger ArtsFest and a new comedy festival; review local licensing to support the night time economy; and explore planning flexibility for pop-up events.

4. **People - Economic Growth for All**

We want Hammersmith & Fulham residents to be at the heart of the new knowledge-based economy in the borough. Our aim is economic growth for all, whatever their background.

So we'll give residents the best possible chance to build the lives they want, supporting them into high-quality training and employment with the skills they need for the 21st century.

Leveraging our relationships with key anchor institutions in the borough, including Imperial, we'll engage with schools and young people to inspire the next generation of engineers and makers, and we'll foster continuing professional development for teachers in science and maths.

We'll create apprenticeship, employment and training packages tailored around business needs, and we'll develop a package of start-up support.

West Te





ch,

Our ambition is to make Hammersmith & Fulham into 'West Tech' - a beacon of innovation and growth on the European and global stage, and a leading place for creative and tech businesses, education and research.

We want West Tech to be a place in which everyone can flourish. There is already a successful, thriving economy in Hammersmith & Fulham, but there are also significant pockets of deprivation.

The most successful areas have been those that get in on the ground floor with new technologies that will change the world. Hammersmith is creating the conditions so that can happen and collaborating across the public and private sectors to harness the opportunities. With Imperial and other anchor firms we are creating an innovation district at White City - a dense network of research, tech and creative institutions and high-growth firms, within a growing residential and commercial environment.

Council-Imperial Growth Partnership

To create economic opportunities that work for all, our approach will be anchored in a Growth Partnership between Hammersmith & Fulham Council and Imperial College London.

Imperial is one of the world's leading universities, with a mission to achieve enduring excellence in research and education in science, engineering, medicine and business for the benefit of society.

The college is committed to supporting Hammersmith and Fulham as a beacon of innovation and growth, and a leading place to do business, education and research on the global stage.

Our unique Growth Partnership will ally the world's best education and research with the talents and ambitions of local people.

It will actively support the clustering of technology and creative industries. It will drive knowledge-based growth in the borough, break down barriers to success and provide more people with the opportunity to start and grow their businesses.

PRIORITY ACTIONS

- Create a Growth Partnership with Imperial to drive knowledge-based growth and opportunities for all in the borough
- Support the expansion of Imperial's campus in White City to create a new Innovation district in the borough and enable all types of business to thrive
- A new land development policy that delivers affordable flexible workspace for STEM, media, digital, and creative industries.







Imperial's new White City Campus

Imperial has a long-standing presence in Hammersmith & Fulham, which is set to increase with the development of a major 23-acre campus in White City, a key part of this innovation district.

As the new campus evolves, it will become a centre of discovery and innovation, supporting the college's mission to achieve enduring excellence in research and education in science, engineering, medicine and business for the benefit of society. The campus will further enable co-location and collaboration between academics, businesses, entrepreneurs and the local community.

In close proximity to Hammersmith Hospital, the northern section of the White City Campus will focus on multidisciplinary research in health and well-being. Academic hubs will foster research in molecular sciences, biomedical engineering and public health.

The recently opened Translation and Innovation Hub (I-HUB) provides a space for corporate partners, fast-growth and start-up companies to work side by side with Imperial academics in modern wet-labs and flexible incubator space to translate the outcomes of research into commercial applications.

Workspace for STEM, digital and creative industries

Hammersmith and Fulham has 23 times higher concentrations of TV, programming and broadcasting businesses than the rest of the UK (and film and TV production is one of the fastest growing industries in the UK, up 16% to Q3 2016). Allied with this are clusters of technology, media and telecoms businesses (TMT), giving us a unique market of high tech, digital and creative industries.

The council will support this sector and underpin it alongside the Growth Partnership's work with a new land development policy that delivers significant amounts of affordable flexible workspace for the science, technology, engineering and maths (STEM) industries and the digital and creative industries. We will use our Local Plan and planning gain to promote new B1 space for expanding industries and start-up hubs for emerging ones.

Christine Telyan, co-founder of UENI, a Hammersmith-based tech start-up



GET ONLINE
GET NOTICED
GET NEW CUSTOMERS

Digital solutions for small businesses





Mediaworks at White City Place

The White City innovation district is already emerging as a hub for networked STEM, TMT and creative industries, with over 2.2m sq ft office space in the area, and major HQs ranging from TalkTalk and Fox TV, to Net-A-Porter and Stella McCartney. With the support of the council, Stanhope has developed Mediaworks, a 231,000 sq ft modern and flexible working space.

We will continue to work with Stanhope and other developers to maximise affordable workspace and co-working opportunities so that new and established businesses can take advantage of the opportunities of a networked hub at White City.

The council will build on the combination of a world-class research institution in Imperial and the dynamic eco-system of innovative firms to continue to grow in this area.



We want Hammersmith & Fulham to be the best borough for business in Europe to start up, survive and grow. To lead this work, the council-Imperial Growth Partnership will establish a **Business Growth Team**, led by a chief enterprise officer.

The team will champion the borough as a leading place for science, technology, and the creative industries. It will lead initiatives to create the space, support, and social amenities for enterprise to flourish. And it will forge new connections by promoting opportunities for business interaction and networking.

The chief enterprise officer will work with our anchor institutions and firms to help build a tech and creative community, enabling networking, TEDx events, after-work social events and generally build a buzz about working in Hammersmith and Fulham. He or she will also support organisations that want to create a network of tech and creative entrepreneurs.

The team will help coordinate the borough's existing institutions and connect them with our entrepreneurs, supporting the clustering of firms and enterprise. We will also connect start-ups with customers, leveraging the support of existing anchor firms.

Encouraging enterprise

Helping businesses survive and thrive

The borough suffers from high birth and death rates for new businesses. Research suggest that entrepreneurial enthusiasm is not adequately matched by the support and advice to help businesses survive and thrive.

We recognise that business rates can create challenges for businesses new and old, and will review the options for business rate reductions in key sectors and locations. Our target is to use the coming business rates devolution to provide business rate relief to new businesses moving to the borough.

There are a number of existing initiatives, run by the council and other organisations to provide support, advice and training for budding entrepreneurs. For example, the Wormholt & White City Big Local has been

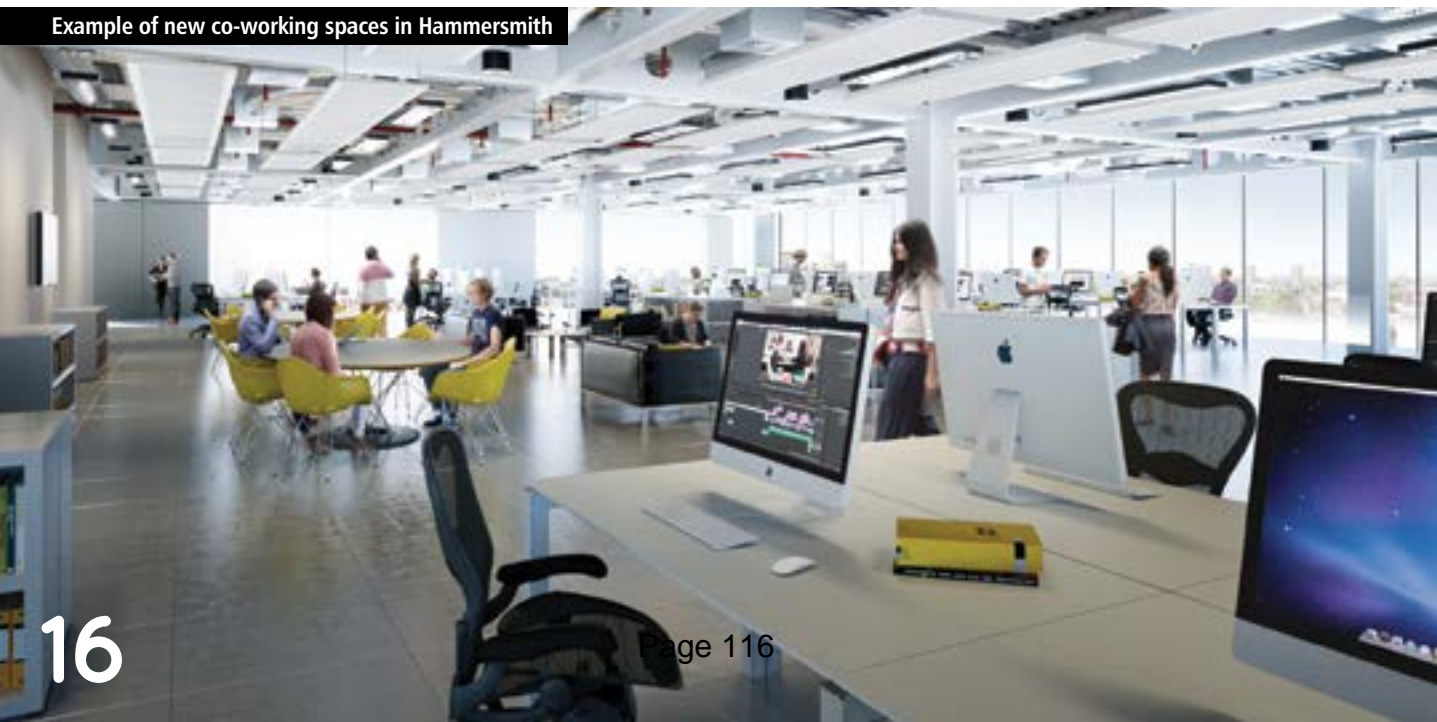
organising social enterprise courses for local residents, and received a high level of take-up and support.

We will expand our support for new businesses, enhancing our advice and mentoring services. We will work to streamline the way in which all businesses interact with the council, making it easier, cheaper and quicker for them to access the services they need.

We'll also develop a first customer programme that will connect entrepreneurs with larger companies through engagement with leaders at those firms.

An important part of this will be engaging business in ongoing consultation to understand needs better and provide, for example, the kind of local skills training required.

Example of new co-working spaces in Hammersmith





New workspace at the I-HUB

Creating affordable workspace

The borough has a strong office market across our town centres, driven by costs in central London and recent lower levels of supply. We know that our success and attractiveness as a place to do business puts pressure on affordable workspace for new and for growing businesses.

As costs drive new businesses from inner to outer boroughs, we'll capture and support this growth in Hammersmith & Fulham by ensuring more affordable, flexible workspaces for entrepreneurs. This will also respond to the existing need for space by start-ups and 'scale-ups' who are already looking to grow in the borough.

The council's new land development policy will deliver affordable flexible workspace for the STEM, digital and creative industries. We will ask developers to provide informal co-working spaces (eg in lobby spaces) as part of planning obligation, as well as creating new space for start-ups in residential developments. We'll also find new ways of encouraging the development of underused existing property to increase the supply of suitable B1 workspace for start-ups and scale-ups. Investment in new office space will also be encouraged through our emerging Local Plan, as will the creation of co-working hubs.

Imperial will create 'acceleration space' for scale-ups and flexible office lab space for corporate partners by moving its successful tech incubator from South Kensington to the I-HUB at White City.

With council support, Imperial will provide further, affordable, 'meanwhile' space for spin-outs, scale-ups and R&D operations. More than 50 companies in a range of sectors including tech, digital, biotech and media are already based here. The council will also use our own land and work with developers on long-term projects to promote meanwhile uses (the temporary use of vacant space) and make the most of underused land.

I-HUB at White City campus



Funding for growth

The council will carry out a feasibility study on the establishment of a venture capital fund that could support promising tech and creative industries.

We'll further seek to raise funding to create new co-working and creative hubs that provide affordable business incubator environments across the borough, enabling and encouraging entrepreneurs to establish new businesses in Hammersmith & Fulham.

This includes the council guaranteeing leases of co-working companies in exchange for a profit share of their revenues. This would enable these companies to compete for leases in office property that would otherwise go to more established companies.

The council will also consider using its borrowing powers to accelerate growth and bring forward new B1 uses which otherwise would not be developed, in particular on multi-phase sites.



Using procurement to support local firms and jobs

The council operates an 'economic and social value' procurement policy. This aims to create new opportunities for local firms and new jobs and training for local residents through the council's annual £280 million procurement of goods and services.

It involves actively reaching out to the local supplier market, simplifying tender requirements, splitting contracts into lots and setting targets for spend with local firms and people. The council is also applying the same approach to agreements with developers.

We want to expand this to our anchor firms and we'll work with them to develop local procurement and joint demand programmes.

The council also requires its prime contractors to pass on no less favourable payment terms to their sub-contractors than they get from the council, and requires tenderers to demonstrate how they will allow the council to monitor this.

Using our assets to support new and growing businesses

The council has a variety of property assets that could be put to better use supporting businesses and enterprise. We will open our properties to creative businesses to develop ideas, make them business friendly or simply provide spaces for people to work. This could be directly managed or we will work with co-working companies to lease them our property.

Where we have commercial properties that have been vacant for over six months, we'll let them rent free to new businesses for up to six months; we'll also prioritise lettings to businesses that bring economic and social value to the borough and our residents.

Making it easier to do business with us

We want to be the best place to do business in Europe; and to do that we want to make it easier for you to do business with us.

We will build on the work of the Business Commission and work with local businesses to improve how we interact and how our services are accessed. We will also open our data to developers to enable creative approaches to customer service and our relationships with residents.





PRIORITY ACTIONS

- Create a business growth team and chief entrepreneurship officer
- Foster entrepreneur networks
- Address under-utilised council land or assets
- Use planning mechanisms to create new workspaces
- Support new co-working and creative hubs by 2020
- Discover, enable and promote 'meanwhile' uses to make the most of temporarily vacant or underused land by 2019
- Consider business rate reductions in key locations and sectors by 2020
- Support investment in new office space through the Local Plan and other policies
- Take an 'economic and social value' approach to procurement to create new opportunities for local firms, and jobs and training for local residents
- Consider establishing a venture capital fund for tech and creative industry firms



RIVERSIDE STUDIOS

A great place in London



The council has an essential role in 'placemaking' - using our assets, inspiration and potential to manage our public spaces so as to promote growth, happiness and well-being. We know that creating vibrant, quality places means residents and businesses want to live and work here.

A priority is to improve Hammersmith & Fulham's town centres and commercial hubs to transform what the borough has to offer and enhance its promotion in Europe and around the world. A new Local Plan and Hammersmith town centre masterplan will be at the forefront of this work.

Land at the eastern end of the Old Oak and Park Royal Development Corporation Opportunity Area lies in the borough and will contain the new HS2/Crossrail station, and 22,000 new homes.



Key

-  London Underground station
-  London Overground station
-  National Rail station
-  Central Line
-  Circle Line
-  District Line
-  Hammersmith and City Line
-  Piccadilly Line
-  London Overground
-  National Rail

Creating growth opportunities through regeneration

We'll continue to ensure that the borough's regeneration areas - White City, Hammersmith town centre, and South Fulham Riverside - deliver significant growth opportunities for existing residents and new businesses, private and social housing, jobs and infrastructure. Plans for White City, Earls Court and West Kensington are well advanced.

To the north, the eastern part of the Old Oak and Park Royal Development Corporation Opportunity Area lies in the borough and will contain the new HS2/Crossrail station and 22,000 new homes.



A new civic heart for King Street, Hammersmith

The council is leading on the creation of a new civic heart, with new offices, new affordable and private homes, cinema, retail and restaurants uses. The development will respect the scale and height of the neighbourhood and protect views from the river.

This new high-quality development will mean we can demolish the town hall extension and create a public square, and restore the glory of our town hall. We will transform the western end of King Street, bringing more jobs and leisure opportunities to a forgotten part of the borough.



Proposed Hammersmith Flyunder



Working with the Mayor and TfL to advance the Flyunder

The council is pursuing a major plan to replace the Hammersmith flyover and other sections of the A4 with a 'flyunder' tunnel. We will work closely with the GLA and TfL to get this long-term plan moving.



A re-imagined Hammersmith town centre with the proposed 'flyunder' replacing the existing flyover

This will completely transform the town centre by reducing congestion and noise, improving pedestrian links and air quality, expanding green space and reconnecting the heart of the borough with the riverside. The major mixed-use development opportunities created will drive the regeneration of King Street and the central island sites at Hammersmith Broadway, linking them back to the town centre.

The regeneration of Hammersmith town centre, the borough's commercial and

transport hub, will transform perceptions of the borough. We are working closely with the long-established Business Improvement District there.

Companies are already increasing their investment and presence here, with L&G building 250,000 sq ft of flexible office space at 245 Hammersmith Road and firms like customer science business dunnhumby choosing to locate in Hammersmith.

Television Centre, White City



A networked hub at White City

White City is delivering over 2.2 million square feet of new office space, over 4,500 new homes and an additional 2.3 million square feet of retail and leisure space, and three TV recording studios with 22,500 sqft of space. With Imperial's campus expanding south of the A40, there is a critical mass of tech, STEM and creative industries focused in a new London innovation district.

The council will continue to ensure White City delivers, through the planning process, planning obligations and our close working with developers and Imperial so that it delivers jobs and homes for local residents.



Networked businesses at White City:

TalkTalk

Net-a-Porter

Thinkspace

N3RD

Autolus

Stella McCartney

Yonex

Jaeger

Mario Testino

Westfield London

Fox TV

Endemol Shine

BBC

Red Bee Media

Mr and Mrs Smith

National Geographic

Egmont

Colart



North End Road Summer Market

Promoting place

We'll continue to preserve and enhance Hammersmith & Fulham's excellent mix of retail, entertainment, football clubs, parks and the riverside. We'll promote this locally, regionally and internationally to leverage the borough's 'brand' and West London as a place to live, visit and do business in.

We'll establish more Business Improvement Districts in the three major business and retail centres to work with businesses to improve the quality, variety and appeal of what is on offer. The next one is proposed for Fulham (subject to a ballot of local businesses).

We'll also improve the public realm in our town centres to encourage new activity, high-quality retailing, services, arts, cultural and other leisure facilities and decent jobs. We'll work with developers to create new spaces and to improve existing spaces and places.



Boosting our infrastructure

Hammersmith & Fulham is already the best situated and best connected borough in west London - only 20 minutes from Heathrow by tube, with 14 tube stations and four tube lines.

We'll harness the growth driven by the opening of the Queen Elizabeth Line (Crossrail), which will meet HS2 at Old Oak and Park Royal. This vital new junction will be serviced by an improved London Overground orbital rail link and station at Old Oak Common, connecting to the rest of the borough further south.

We'll also continue to seek a new Crossrail 2 station in Fulham to support growth there.



Building more genuinely affordable homes

Our new local plan will enable the creation of 10,000 new homes in the borough over the next 20 years, of which we want 50 per cent to be genuinely affordable.

In addition, 22,000 new homes are planned at Old Oak and Park Royal in the north of the borough, a massive boost to our housing supply.

On our own land we will enable up to 800 new homes by 2020, directly ourselves or in partnership. We will also work with providers to deliver key worker housing so that workers can continue to live in our borough.

Old Oak Park





Television Centre



Bush Hall



Bush Theatre



POSK

White City

Shepherds Bush

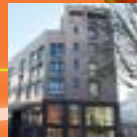
Hammersmith



Shepherds Bush Empire



Lyric Hammersmith



Irish Cultural Centre

Fulham



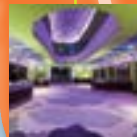
Bhavan Centre



Arts and Crafts Hammersmith



Riverside Studios



Hammersmith Apollo



LAMDA



Barons Court Theatre



Fulham Palace

Expanding the arts and culture



Hammersmith & Fulham has an excellent artistic and cultural offer for locals and Londoners, and is home to many media and creative organisations. We have a long history of creativity and culture, from William Morris and the Arts and Crafts movement to the BBC in the heart of White City to first-run plays at the Lyric and Bush Theatres.

The arts are vital to Hammersmith & Fulham, as are the creative industries. We are developing plans for a new arts incubator hub and expanding our support for the annual, resident-run ArtsFest. We look forward to the exciting move of the Royal College of Art to White City.

The council will support, grow and promote its anchor arts organisations and encourage new events and venues through the planning process. This will include supporting street festivals in our local markets such as North End Road and exploring planning flexibilities

for pop-up events. This year, we held our first comedy festival across the borough in collaboration with the Bush Theatre.

As well as the BBC and its legacy, anchor arts organisations include:

- Festivals
 - H&F ArtsFest**
- Theatres
 - Lyric Theatre**
 - Bush Theatre**
 - London Academy of Music & Dramatic Art (LAMDA)**
 - Barons Court Theatre**
 - Riverside Studios, Hammersmith**
- Music venues
 - Bush Hall**
 - Hammersmith Apollo**
 - O2 Shepherds Bush Empire**
- Museums and galleries
 - Museum of Fulham Palace**
 - Arts and Crafts Hammersmith**
- Cultural centres
 - Bhavan Centre**
 - Irish Cultural Centre**
 - POSK - Polish Social and Cultural Association**
- Performance groups
 - Addison Singers**
 - Fulham Symphony Orchestra**
 - Fulham Opera**
- Visual arts groups
 - Society of Fulham Artists and Potters**
 - Artists at Home**
 - ACAVA**

Expanding leisure

The borough is a great place to work in and to relax. Westfield is a destination for fashion, cinema and food, and the borough is filled with great places to eat and drink at lunchtime and in the evening, from award-winning curry houses to the renowned River Café, and from top gastropubs to Brewdog's most successful UK bar in Shepherd's Bush.

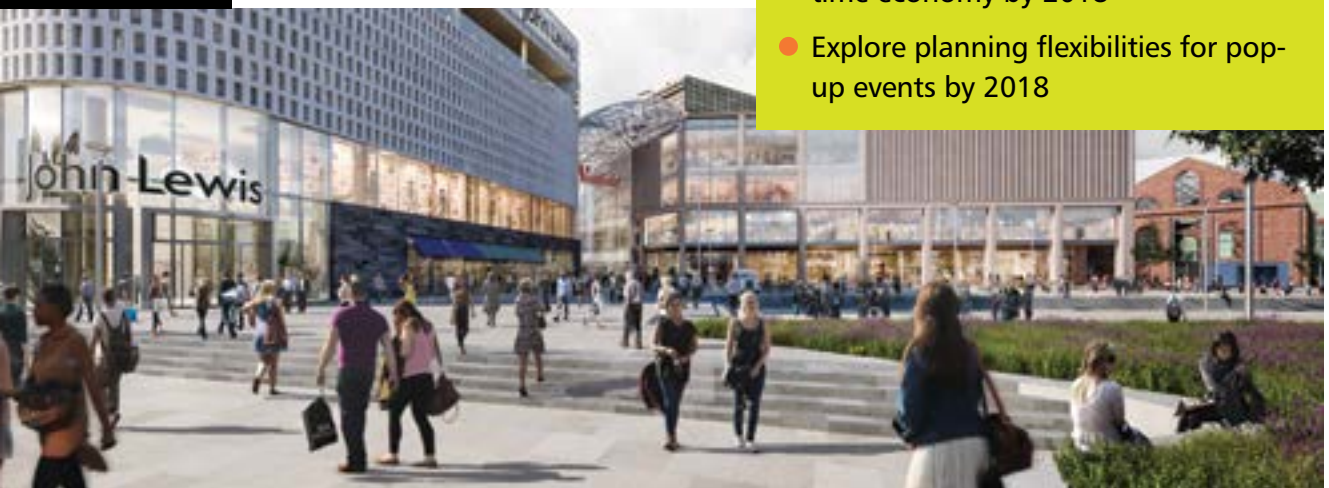
Working with residents, we'll cement Hammersmith and Fulham's cultural and leisure offer through a licensing approach that supports a vibrant night-time economy in key town centres and tech and cultural hubs, including restaurants, cafés, bars and clubs.

We will continue to support the expansion of Westfield, ensuring that the jobs in the 70 new stores are offered to local residents.

PRIORITY ACTIONS

- Improve our town centres and public realm, with Local Plan and Hammersmith town centre masterplan at the forefront
- Deliver a new Civic Heart in Hammersmith
- Promote the 'Flyunder' to connect the river to Hammersmith Town Centre
- Build on the success of the highly networked White City regeneration area
- Deliver 10,000 new homes - 50 per cent of these genuinely affordable - over 20 years
- Enable the infrastructure needed for growth
- Support and promote our cultural offer, with a bigger ArtsFest and a new comedy festival in 2017
- Local licensing to support the night time economy by 2018
- Explore planning flexibilities for pop-up events by 2018

Westfield Phase 2







Peo eco gro

PRIORITY ACTIONS

- Leveraging our relationships with key anchor institutions in the borough, including Imperial, we'll engage with schools and young people to inspire the next generation of engineers and makers by 2018
- Develop locally tailored apprenticeship, employment and training packages by 2019
- Create a business start-up support package

people - economic growth for all

This new industrial strategy will build a 21st-century borough that is stronger and more globally orientated, fairer and more enjoyable for everyone, whatever their background.

Our aim is economic growth for all, with new opportunities spreading from north Hammersmith to south Fulham. Residents will be at the heart of the creation of a new knowledge-based economy in the borough.

Hammersmith & Fulham is a young borough and we want to give all our young people

the best possible chance to build the lives they want. Nearly half (45%) of our almost 190,000 residents are aged between 20 and 40. This is significantly higher than the London average (32%) and the rest of the country (27%). It represents a great resource for cutting-edge businesses.

We are already home to many major, visionary businesses - dunnhumby in data analytics, Cylon Labs in cyber security, BBC Worldwide, Disney and Fox TV in media, and GE Capital in financial services.

Developing residents' skills for the 21st century

Building from our Growth Partnership with Imperial, we will work with local anchor institutions to play a leading role in developing 21st century skills. This will bond excellent education and research with the skills, talents and ambitions of local people to inspire the next generation of engineers and makers by 2018.

To ensure inclusive growth, as well as broad employment and skills programmes, we'll also target specific groups, including young people not in education, employment or education, older people and residents with disabilities.

We will explore how together we can build on the good work already taking place and expand it further to include:

- Engaging with schools to resource our teachers to sow the seeds that will lead to our young people playing a full role in developing the borough's knowledge economy
- Developing a CPD programme for science teaching in schools
- Providing hands-on engagement opportunities for young people

Year 11 school pupils take part in a science summer school at Imperial College London



Work Zone

The Work Zone is a dedicated service helping people to secure jobs and helping employers recruit staff. Based at Shepherds Bush Library at Westfield London, the Work Zone team helps jobseekers gain the qualifications needed and valued by employers, and offers them a clear advantage in their search for employment. It plays a key role in making sure local residents get jobs in new developments, for example accessing the some 6,000 jobs that the Westfield expansion will create.

We will work closely with employers to ensure that the Work Zone meets their needs and expand it to cover more roles in the borough.

We will also improve our partnerships with housing and office developers to ensure that planning obligations include the right level of jobs, training and apprenticeships and we have the right pathways and network to get residents into these jobs.

We will also be aligning our commissioned contracts with our Work Zone and training activities. Through, for example, our adult services, commissioned contracts can create a pathway from entry level jobs through to other opportunities and career development.

Building the talent pipeline

Digital skills across a range of roles and sectors will be key for our residents to be successful in securing jobs. We will take a coordinated approach to these skills, with schools and employers. This includes embracing digital passports for young people, and working with our anchor institutions to develop the full range of apprenticeships in digital specialisms (given that apprenticeship standards are now available in these roles). This includes cyber security, data analysis and software development.

Building on the unique breadth and depth of our media, culture and leisure sectors, we will partner with businesses to match their skills needs with tailored apprenticeship, employment and training packages for potential employees by 2019.



Local colleges and adult education

Our adult education service is rated highly by Ofsted. The forthcoming devolution of adult education budgets give us the opportunity to review and focus our efforts on having the right service for residents, and to work jointly with other west London boroughs in commissioning high-quality education services.

We will also work to align the council and our voluntary sector partners' workforce strategies with our adult education offer, to deliver better, sustainable and worthwhile jobs.

We will continue to analyse the labour market to align supply of training and to pinpoint where local residents could fill roles in local occupations and sectors.

Supporting enterprise

To support new micro and small businesses the Growth Partnership will provide start-up support and training programmes.

London Living Wage

Hammersmith is proud to be a London Living Wage employer, and we want local businesses to be too. We will build on the coalition of London Living Wage employers and develop a plan to promote and expand it in the borough, looking at what we can do to make it happen.

Bringing it all together

We will bring all the elements discussed together to deliver a brighter future for Hammersmith & Fulham, its people and businesses, to create one of the best places in London, Europe and the world in which to do business and create growth.



For more information please contact:


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<p>London Borough of Hammersmith & Fulham</p> <p>CABINET</p> <p>4 SEPTEMBER 2017</p>		
<p>SINGLE HOMELESS SERVICES PROCUREMENT STRATEGY</p>		
<p>Report of the Cabinet Member for Health and Adult Social Care: Councillor Ben Coleman and the Deputy Leader of Council: Councillor Sue Fennimore</p>		
<p>OPEN REPORT</p> <p>A separate report on the exempt part of the agenda provides exempt information in connection with this report</p>		
<p>Classification - For Decision Key Decision: YES</p>		
<p>Wards Affected: Munster and North End</p>		
<p>Accountable Director: Sue Redmond Interim Executive Director of Adult Social Care & Health</p>		
<p>Report Author: Julia Copeland Strategic Commissioner</p>	<p>Contact Details: Tel: 020 87753 1203 E-mail: Julia.Copeland@lbhf.gov.uk</p>	

1. EXECUTIVE SUMMARY

- 1.1 This report seeks approval for the procurement strategy for supported accommodation services for single homeless people in three buildings in LB Hammersmith & Fulham. The aim of the strategy is to improve service quality, outcomes, and value for money and to contribute to the Council's ambition to reduce rough sleeping in Hammersmith and Fulham to zero.
- 1.2 The current contract for 25 homeless people expires on 31 March 2018. It is recommended the Council undertakes a Restricted Tender for the provision of supported accommodation services at the properties set out in Table 1. It is proposed to invite Tenderers to bid for services at a fixed annual price for a five-year contract, with the option to extend for two periods of 12 months each.
- 1.3 The notification of the award of the new contract is expected to be on 1 March 2018; to ensure continued provision of the services during the mobilization period, a modification to the existing contract is recommended to continue services to no later than 30 September 2018.

Table 1

Building	Landlord	Total Units
Lillie Rd, SW6	Stonham (Home Group)	13
Talgarth Rd, W14	Metropolitan	6
Talgarth Rd, W14	Metropolitan	6

2. RECOMMENDATIONS

- 2.1 That the Lillie Rd & Talgarth Rd Procurement Strategy, as set out on the exempt part of the agenda, be approved
- 2.2 That a five-year contract award with the option to extend for two periods of 12 months each will be made to the Most Economically Advantageous Tender.
- 2.3 That a contract modification in accordance with section 20.3.2 of the Council's Contract Standing Orders to continue provision by the incumbent provider until contract award and implementation is completed until no later than 30th September 2018.

3. REASONS FOR DECISION

- 3.1 A procurement strategy is required to maximise the outcomes of future services at Lillie Rd and Talgarth Rd. A new specification is required to meet the increasingly complex needs of homeless people in Hammersmith & Fulham.
- 3.2 While award of contract can be achieved prior to the end of the current contract on 31 March 2018, the mobilization period will run beyond this. Sufficient time is required to resolve TUPE, property issues and to ensure appropriate support is in place for vulnerable people. A modification to the existing contract is therefore required to ensure service continuity during the mobilization period.

4. PROPOSALS AND ISSUES

- 4.1 The Council is committed to reducing rough sleeping to zero and addressing the harm it causes to individuals and communities. Supported housing services such as those at Lillie Rd and Talgarth Rd are vital to addressing rough sleeping.
- 4.2 Currently there is lone working for substantial parts of the rota in all three services and there is no staff cover at the weekends, evenings or overnight at the Talgarth Rd properties. Officers consider that 24-hour staffing is required in all three services to reduce evictions and serious incidents and to improve residents' outcomes.
- 4.3 Increased levels of staffing will enable the Council to refer people with multiple and complex needs; result in fewer failed placements; reduce serious incidents and increase throughput to benefit more homeless people. This will improve the overall value for money of the contract and contribute to the strategic goal of reducing rough sleeping to zero.

- 4.4 A new service specification will set out the Council's expectations of the service provider as set out in Appendix A on the exempt part on the agenda.

Procurement Timetable

- 4.5 If the strategy is approved, the procurement of the new contract will commence in October 2017 and the notification of the award of the contract will be on 1 March 2018. The new service is expected to commence on 1 June 2017.

5. OPTIONS AND ANALYSIS OF OPTIONS

Allow Existing Contract to Expire on 31 March 2018

- 5.1 The contract provides 25 units of supported accommodation and a loss of these units would place considerable pressures on other accommodation services and would likely lead to an increase in homelessness. For this reason, this option is not recommended.
- 5.2 Option Two as set out on the exempt part of the agenda. This option is not recommended.
- 5.3 Option three as set out on the exempt part of the agenda. This option is not recommended.

Undertake a procurement of a new contract with an increase in resources

- 5.4 Local supported housing services are critical in the Council's strategy to reduce rough sleeping to zero and to support homeless people. The procurement strategy set out in Appendix A on the exempt part of the agenda is intended to ensure high quality, outcome-focussed services are secured.
- 5.5 A revised service specification setting out the Council's requirements will improve outcomes for homeless people and ensure safe services for residents, staff, and the local community. By setting a financial envelope the Council can control expenditure within the allocated budget while ensuring value for money is secured by evaluating which bid provides the Most Economically Advantageous Tender. For these reasons this option is recommended.

6. CONSULTATION

- 6.1 Consultation with a range of stakeholders, including customers and suppliers has been undertaken and their views have been incorporated into the procurement strategy. Further engagement with residents and suppliers will be undertaken as part of the procurement and service implementation processes.

7.0 EQUALITY IMPLICATIONS

- 7.1 We do not consider there will be any adverse equality implications for protected groups because of the proposals in this report. Overall the impact on vulnerable

people is adjudged as neutral or positive as service improvements and service continuity will be secured.

8.0 LEGAL IMPLICATIONS

8.1 As set out on the exempt part of the agenda.

9.0 FINANCIAL AND RESOURCES IMPLICATIONS

9.1 As set out on the exempt part of the agenda.

10.0 IMPLICATIONS FOR BUSINESS

10.1 The project will identify and engage with all relevant local organisations and businesses to support delivery. During the procurement process, bidders will be assessed as part of the procurement plan for evidence of delivering added value in the borough, including:

- extensive use of local volunteers;
- local employment opportunities; and
- opportunities for partnerships between the successful provider and local voluntary and community organizations to provide social inclusion and leisure opportunities.

10.2 Business Implications verified by Mark Brayford Head of Development & Regeneration

11.0 RISK MANAGEMENT

11.1 Meeting local needs, including anticipating future need, should form the basis of all commissioning decisions to ensure a strategic and long-term approach. Customers, service users and suppliers should be a part of this discussion. Understanding current levels of service provision, spend and patterns of demand and use over time is also vital to making a decision over what service should be delivered in the future.

11.2 The strategy, together with a range of options available for consideration by Members, contributes positively to the management of procurement risk. It provides transparency to Members of the options available and better outcomes for local people.

11.3 Managing corporate and service spending efficiently through a structured approach to commissioning and procurement offers potential to improve financial performance through: competition between all parties; accountability in the spending of public money; transparency in the decision making process; and value for money.

11.4 Risk Management implications verified by Michael Sloniowski, Risk Manager, telephone 020 8753 2587.

12.0 PROCUREMENT COMMENTS

12.1 As set out on the exempt part of the agenda.

13.0 SOCIAL VALUE

13.1 Due to the size of the contract and the specialist nature of the services to be delivered, it will be difficult to stipulate specific local social and economic contribution requirements in the contract e.g. offering an apprenticeship or a % of local residents to be employed. It is anticipated the successful provider will be a community or voluntary sector organization.

13.2 It is possible to state however, that a future supported accommodation contract will provide the following local general social and economic benefits:

- The potential opportunity for the employment of local housing staff.
- Volunteering opportunities for residents.
- Enhanced opportunities for partnerships between the successful provider and local voluntary and community organizations to provide social inclusion and leisure opportunities.
- Reduced rough sleeping and the negative impact on individuals and the community.

14.0 HUMAN RESOURCES IMPLICATIONS

14.1 It is considered that TUPE (Transfer of Undertakings, Protection of Employment) will apply, in terms of existing staff transferring to a new provider (if the incumbent provider is not the successful tenderer) but this does not involve any Council staff or staff with Council Terms and Conditions.

15.0 PRIVACY IMPACT ASSESSMENT

15.1 An initial Privacy Impact Assessment (PIA) has been undertaken. There will be a full PIA undertaken prior to the procurement as there may be a new provider to hold or share information about individuals.


BACKGROUND PAPERS USED IN PREPARING THIS REPORT

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

Contact officer(s):

Julia Copeland - Strategic Commissioner Julia.Copeland@lbhf.gov.uk

Agenda Item 10

<p>London Borough of Hammersmith & Fulham</p> <p>CABINET</p> <p>4 SEPTEMBER 2017</p>	
NORTH WEST LONDON HOSPITAL DISCHARGE - JOINT WORKING AGREEMENT	
Report of the Cabinet Member for Health and Adult Social Care – Councillor Ben Coleman	
Open Report	
Classification: For Decision Key Decision: Yes	
Wards Affected: All	
Accountable Director: Stella Baillie, Tri-borough Director for Integrated Care	
Report Author: Arkut Senel - Head of Hospitals & CIS,	Contact Details: Tel: 020 E-mail: Senel.Arkut@lbhf.gov.uk

1. EXECUTIVE SUMMARY

- 1.1. The West London Alliance (WLA) is leading on a programme of change across North West London (NWL) to improve the service that residents receive when being discharged from hospital. To enable this change, five of the eight NWL boroughs are collaborating to provide a more consistent service and maximise the efficiency of existing resources by working more closely together.
- 1.2. Through the collaboration of a number of different local authorities in North West London the programme aims to improve outcomes for people being discharged from hospital, including the residents of Hammersmith & Fulham (H&F). The changes will provide a more consistent transfer of care service in NWL for the residents of all partner boroughs, irrelevant of the hospital attended.
- 1.3. The WLA programme naturally progressed from the work undertaken in Hammersmith & Fulham, Royal Borough of Kensington & Chelsea (RBKC) and Westminster City Council (WCC) in 2015/16 to bring together the different hospital teams to act as one single adult social care hospital discharge function. This programme has shown a number of benefits for patients, for each local authority and for the system as a whole.

- 1.4. The benefits to be gained, as shown by the work already completed, can be divided into the following categories:
- Patient outcomes: a more consistent service supporting Hammersmith & Fulham residents
 - Staff efficiencies: a more effective and efficient use of Hammersmith & Fulham staff to support service users
 - Reduction in delayed transfer of care from hospital (DTC)
- 1.5. Previous to this work being completed, Hammersmith & Fulham residents who attended Chelsea and Westminster and St Mary's hospital did not have a social care team within the hospital site to support them. The Hammersmith & Fulham team were required to support the residents admitted to the hospital from their base in Charing Cross hospital, often needing to travel to the relevant site.
- 1.6. This led to an inconsistency in the level of support that could be provided at these sites compared to Charing Cross hospital. Hammersmith & Fulham social workers were not able to attend the wards as frequently in St Mary's and Chelsea and Westminster hospital and were not integrated with the hospital team as they were in Charing Cross.
- 1.7. Moving to a collaborative service enabled the WCC and K&C social care teams to manage the H&F discharges at these sites, providing an onsite service. This has enabled a more consistent and more effective service for H&F residents at these sites, improving their outcomes during and after discharge.
- 1.8. Prior to this change, as well as H&F residents attending St Mary's and Chelsea and Westminster hospitals receiving a poorer service, there were inefficiencies in managing the discharges from these hospitals. Staff were required to travel between hospital sites which required 1hr to a 1.5hr return journey time. Not being located on site also caused communication issues with the hospital teams and limited the establishment of successful professional relationships with the trust staff.
- 1.9. The inefficiencies are difficult to quantify. However, between April 2016 and March 2017, 5,396 adults from Hammersmith & Fulham were admitted for unplanned care to St Mary's and Chelsea and Westminster hospitals, of which 2,266 were aged over 65. Many of these residents would have required support from social care¹, and by launching the new service the inefficiency issues mentioned above were removed for these cases.

¹ Detailed data for 2017 social care case activity has not been collated. However, data for a similar 12 months over the period of January 2016 to December 2016 shows that 824 cases (potentially requiring multiple visits to the acute site) were opened for H&F residents admitted to St Mary's and Chelsea and Westminster hospitals. The team would have also supported other residents and acute staff with general information and advice which may not be included within the case numbers.

- 1.10. Delayed transfers of care (DTC) refers to the number of days after a person in hospital is deemed 'medically fit' before they are discharged. These days are a high cost to the health and care economy and cause a negative impact on patient outcomes and the level of long term care that they will require after discharge. Although not obligatory, the acute trusts are entitled to seek reimbursement of £150 for each delayed day that is attributed as the responsibility of Adult Social Care.
- 1.11. The new approach was launched in March 2016 and in the 12 months following this (April 2016 – March 2017) delayed days due to ASC shared service assessments in hospital were 807. For the same period in the previous year (April 2015 – March 2016) the delayed days due to ASC shared services assessment in hospital were 738. Although this shows an increase of 9% this is significantly lower than the national average of 39% for this time period; the higher DTC levels for 2016/17 can be attributed to the extreme pressure over the winter period compared to a much milder winter in 2015/16.

Furthermore, when focusing on the Imperial sites only (i.e. the sites impacted by this work) DTC has dropped by 9% and 8 of the 12 months saw zero DTC days for ASC assessments in this period, compared to 4 of the 12 months in the previous period. This provides clear evidence that the introduction of shared working has reduced delays in Charing Cross and Hammersmith hospitals.

- 1.12. Based on the learning from this work and the evidenced benefits, the programme is looking to expand the arrangement to the London boroughs of Brent and Ealing, which will and provide an even wider level of support to the residents of Hammersmith & Fulham.
- 1.13. To support this work, this report is asking the cabinet to approve a set of legal agreements that will allow staff from each Local Authority to operate on behalf of each other and to allow the sharing and processing of data between the local authorities.
- 1.14. The approval of these agreements is the key dependency remaining. Expansion of the model to Brent and Ealing could be launched within a matter of weeks after these agreements are approved.

2. RECOMMENDATIONS

- 2.1. To approve the WLA (West London Alliance) Hospital Discharge Joint Working Agreement, WLA Hospital Discharge Data Processing Agreement and the Section 113 that underpins the joint hospital discharge service the boroughs of Hammersmith & Fulham, Royal Borough of Kensington and Chelsea, the City of Westminster, Brent and Ealing.

3. REASONS FOR DECISION AND BENEFITS

- 3.1. This decision will further expand the described model, increasing the level of benefits to Hammersmith & Fulham residents.

- 3.2. Expansion of the model to Brent and Ealing will expand support to a number of additional hospitals including Hammersmith hospital, Ealing hospital, Central Middlesex hospital and Northwick Park hospital. Between March 2016 and April 2017, 1,632 H&F residents were admitted to these hospitals for non-planned care. Under the new model these residents would have a greater level of support and a more effective discharge service.
- 3.3. Without expanding the model to the wider boroughs, Hammersmith & Fulham residents attending these hospitals will continue to receive an inconsistent level of support due to the geographical and operational realities across NWL hospital sites.
- 3.4. Expansion to Brent and Ealing will extend Hammersmith & Fulham's ability to centre care around the service user and support them in the wider hospitals across NWL. By collaborating across boroughs, the social care teams will provide on-site support for service users over a much wider geographical area, ensuring a more consistent level of high quality care to all the residents of NWL.
- 3.5. Specifically, the programme aims to achieve a number of service user outcomes, including:
 - Residents are supported earlier in hospital and are returned home from hospital sooner.
 - Better discharge planning means the right care will be set up in the community to support the service user after discharge.
 - Residents will have an increased input into their care and their future choices.
 - Residents will be provided with clear information about the care that they will receive and their future care.
 - Residents will only have to tell their story once.
 - A much more efficient allocation of staff and resource, removing the need to travel across multiple sites and reducing the amount of duplication and hand-offs across organisations and professions.
 - Fewer communication issues due to staff being located at different sites.
- 3.6. All of these outcomes will be measured for Hammersmith & Fulham and a six-monthly report provided to H&F's Cabinet Member for Health and Adult Social Care.

- 3.7. The new model will bring a reduction in the delays in discharging patients (estimated at a £1.5m saving for the NHS by 2020²) and a reduction in the number of readmission of patients (estimated at a £1.9m saving for the NHS by 2020³).
- 3.8. Studies have proven that DTOC days lead to an increase in the need for long term care after discharge, as does an increase in the number of days in hospital (e.g. due to readmissions). The National Audit of Intermediate Care shows that for older patients, 'a wait of more than two days negates the additional benefit of intermediate care, and seven days is associated with a 10 per cent decline in muscle strength'. This leads to an increase level demand on long-term social care services after discharge.

4. BACKGROUND

- 4.1. At present NWL and WLA residents across the eight boroughs can attend any one of 12 hospitals sites across London and are subject to eight different adult social care systems and health funding mechanisms and a myriad of community care providers including GPs, care agencies, nursing homes, etc.
- 4.2. To address these issues, the WLA programme team has been working with five of its member boroughs (Brent, Ealing, Hammersmith & Fulham, Westminster and Kensington and Chelsea) to agree a consistent approach to managing discharges and to propose a process of joint working that will allow the management of each other's discharge cases to be more effectively managed.
- 4.3. Following on from the work completed across H&F, RBKC and WCC, a joint hospital discharge service agreement has been proposed for these five boroughs as their residents attend a large number of the same hospitals across North West London, providing a clear case for collaborating and managing hospital discharges collectively.
- 4.4. A number of collaborative initiatives have already been completed; including alignment of processes and assessments across the five boroughs and co-location of staff within the hospital to provide a more integrated management of the different hospital sites. Social workers have also been identifying service users on behalf of partner boroughs to allow for earlier discharge planning.
- 4.5. To allow for a more comprehensive management of partner discharges, the WLA has through its Solicitors M/S Bevan Brittan LLP, drafted a joint working agreement, Section 113 agreement and data processing agreement to facilitate the joint working of the joint hospital discharge service across the five boroughs.

² Estimates based on modelling work completed as part of the project business case; based on predicted DTOC reductions (using best practice and early data from pilots) and demand and population predictions. This is across the eight CCG's in NWL.

³ As above for predicted readmission rates.

- 4.6. The joint working agreement, Section 113 agreement and data processing agreement will allow social workers from each of the boroughs to work across the boroughs, access key information about those residents that attend hospital and complete an assessment on behalf of a partner borough in order to facilitate a smoother and potentially quicker discharge from hospital.
- 4.7. Although the current level of collaboration is important, the boroughs are currently limited in the level of support they can provide as they cannot complete much of the activity that is required to discharge someone from another borough.
- 4.8. All preparation activity is complete and expansion to the full model is awaiting the approval of these working agreements.

5. PROPOSAL AND ISSUES

- 5.1. This report proposes setting up a joint hospital discharge service across the five boroughs of Hammersmith & Fulham, Kensington and Chelsea, the City of Westminster, Brent and Ealing that will allow the processing of information and completion of discharge activity.
- 5.2. The proposal is to manage the joint service through a hosted model. The hosted model refers to each hospital site being managed by a single host authority on behalf of the partner local authorities. This host team will act as the primary social care representatives on site, acting as a key point of contact and holding primary management of social care cases.
- 5.3. Each hosted site will be resourced with staff from across each of the relevant boroughs. Each site will be resourced with the correct number of staff to manage the total number of discharges across the different boroughs and across the different sites.
- 5.4. Staff will be managed on a daily basis by the Team Managers of the host team; the Performance and Disciplinary management responsibility will be retained by the contractual borough.
- 5.5. A social worker will manage a case on behalf of another borough when directed to do so by the host borough's management team. This will be at the request of the host management team and through a direct agreement with that team.
- 5.6. The proposed agreements will allow staff to complete assessments on behalf of a partner borough when directed to do so and to share and process data on behalf of a partner borough.
- 5.7. The WLA's Director of Adult Social Care Board will provide senior oversight of the agreements. The ongoing service governance structure consists of weekly operational management groups and monthly strategic steering groups.
- 5.8. The proposed agreements also ensure that each party ("the indemnifying party") shall indemnify and keep indemnified the other parties ("indemnified party") fully against all third party claims that may be brought against or suffered by the

indemnified party arising out of any breach of the agreements by the indemnifying party.

- 5.9. The proposed agreements also contain clauses ensuring each party agrees to provide and share such information necessary to monitor and measure the overall performance of the joint discharge service; to ensure confidentiality; to ensure data protection; and to allow termination of the agreement by any party where it no longer meets requirement.
- 5.10. The proposed agreements will allow a collective approach to managing discharge more effectively across a complex landscape of acute hospitals.
- 5.11. To ensure an even distribution of responsibility across the boroughs, Ealing will be the lead borough responsible for coordinating discharges from Hammersmith Hospital on behalf of partner boroughs with on-site senior social worker support. Although the hospital sits within Hammersmith & Fulham boundaries, Ealing also have a large number of attendances to this hospital. At this current time no senior social work representation is available at Hammersmith hospital. The case management of H&F cases is completed by the management team at Charing Cross hospital, and all communication and escalation from the Hammersmith hospital staff must happen remotely to the team in Charing Cross. Under the new model, Ealing local authority will provide senior social work representation on site and take responsibility for the case management of H&F cases. This will provide a more effective social care service for H&F residents and a more effective team to work alongside acute colleagues.

6. CONNECTIVITY AND INFORMATION GOVERNANCE

- 6.1. In the short term, all five partner boroughs will log in to the network of H&F, RBKC and WCC network directly and access Frameworki/Mosaic (and vice versa). Each staff member will log on securely with their own username and password. Access to each borough's systems will be gained through either partner borough IT equipment or NHS equipment using the standard virtual private network solution used by each of the boroughs. In the medium term, a shared portal solution is being developed. This will securely submit information back to the system
- 6.2. The data processing agreement ensures that a thorough approach to data governance has been taken. Only trained social workers will be accessing and processing data and will have been through all relevant data training activities. The ownership of the data remains with the borough the customer resides in and the agreements simply provide professionals from another borough with the ability to process the data on behalf of the home borough.
- 6.3. The agreement also outlines clear quality rules and processes for the escalation through the relevant governance structures where required.

7. OPTIONS AND ANALYSIS

- 7.1. There are effectively only two options; (a) to continue with the existing arrangements and not extend the joint service to cover Brent and Ealing; or (b) to support the North West London proposal to extend the agreement to cover Brent and Ealing.
- 7.2. Option (a) maintains the existing service but would not enable the provision of the enhanced service to the 1,600 H&F residents admitted to Brent and Ealing hospitals a year.
- 7.3. Therefore, option (b) is the recommended option as it improves the support H&F residents will receive.

8. CONSULTATION

- 8.1. The legal agreements have been drawn up in collaboration with the legal teams, information governance teams and Caldicott guardians of each of the boroughs⁴.

9. EQUALITY IMPLICATIONS

- 9.1. There are no equality impact implications.

10. LEGAL IMPLICATIONS

- 10.1. The report brings out the benefits of setting up a joint hospital discharge service across the five boroughs of Hammersmith & Fulham, Kensington and Chelsea, the City of Westminster, Brent and Ealing. To facilitate setting up and operation of such joint hospital discharge service a suitable Section 113 agreement, joint working agreement and data sharing agreement enabling joint working across the five local authorities has been drawn up in consultation with both legal and information governance teams within each borough.

11. FINANCIAL AND RESOURCES IMPLICATIONS

- 11.1. The total resourcing of each borough's hospital team will not be changed based on this proposal. The model set out here will not cost Hammersmith & Fulham anything extra.
- 11.2. Resources will be distributed to match the collective demand at each of the hospitals; including the number of resources supporting hospitals within own boroughs and resources allocated to hospitals hosted by other boroughs. Demand will be monitored regularly and changes to resourcing agreed collectively through the governance structure.
- 11.3. Resources will be allocated to reduce the negative impact of managing out-of-borough hospitals and improving the collective efficiency of the workforce across partners.

⁴ A Caldicott Guardian is a senior person responsible for protecting the confidentiality of patient and service-user information and enabling appropriate information-sharing. Each NHS organisation is required to have a Caldicott Guardian;

Stella Baillie
Tri-borough Director for Integrated Care

Cleared by Finance (officer's initials)	<i>[Rachel Wigley]</i>
Cleared by Legal (officer's initials)	<i>[Babul Mukherjee]</i>

Local Government Act 1972 (as amended)

Background papers used in the preparation of this report

None

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Detailed description of service

1. The Parties agree that the hospital sites where the ‘hosted model’ will be implemented from the Commencement Date will be;

Hospital	Host Authority
Charing Cross	London Borough of Hammersmith & Fulham
Northwick Park	Brent
Ealing	Ealing
Central Middlesex	Brent
Hammersmith	Ealing
St Marys	Westminster City Council
Chelsea and Westminster	Royal Borough of Kensington and Chelsea

2. The hosted model refers to each hospital site being managed by a single Host Authority (see above) on behalf of the partner local authorities. This host team will act as the primary social care representatives on site, with responsibilities including:
 - Key point of ‘on site’ contact for the hospital staff for all five boroughs.
 - Co-ordination of support for the MDT processes across the WLA.
 - Additional route of escalation for WLA cases for each of the boroughs (please note that this will only be for cases where the direct escalation route to the borough has been unsuccessful).
 - Reciprocal case management of cases on behalf of partner boroughs.
3. The Host Authority shall appoint a manager for the service at the Hospital.
4. The Host Authority and the other Parties with staff at the Hospitals shall, enter into Section 113 agreements in respect of staff based at that hospital to enable the mutual making available of staff to provide a unified team to carry out discharge assessments for all Parties.
5. Each site will be resourced with the correct number of staff to manage the total number of discharges across the different boroughs and across the different sites. To ensure an equitable coverage of discharges across the boroughs, a number of staff will be moved to sites that are hosted by other boroughs. The resourcing of the sites will change throughout the course of this agreement to match demand and ensure equity across the boroughs.
6. The Host Authority's appointed manager will be responsible for managing the caseload and day-to-day line management of staff at each hospital site, including staff from the other Parties. The overall line management of staff will remain with the borough management team of the borough to which they are employed.

7. The case management of the staff at the hosted sites is to be managed by the host management team. This management would allow for the different borough staff to manage discharges and complete assessments on behalf of the other boroughs, based on the level of demand for each borough at the hospital/to align to the ward allocations that can be shared across the five-borough team.
8. A social worker will manage a case on behalf of another borough when directed to do so by the host management team. This will be at the request of the home borough management team, through a direct agreement with the host borough management team.
9. The handover of a case to a social worker from a partner borough will be in agreement across the team managers of the two relevant boroughs. The home borough team manager will contact the relevant host team manager and request a case is picked up. The host manager will agree or reject the request. If the request is granted the host team manager will indicate which worker is to pick up the case, and this worker will be assigned this case by the home borough.
10. The worker will manage this case until discharge at which point they will hand the case back to the home borough manager (or duty manager). The home borough can request that the host borough hand the case back to a specific home borough social worker if required at any point through the hospital journey.
11. The following outlines the key activity that will be completed by social care staff in managing cases of discharge on behalf of partner boroughs:
 - Visits to and communications with service users within the hospital
 - Communication with carers and/or family in regard to a service user's care
 - Communication with hospital staff in regard to relevant cases that require social care support in the hospital
 - Attendance at Multi-Disciplinary Team meetings discussing discharge, board rounds or any other group discussions regarding a service user
 - Assessment of service user's care needs (both short term needs and ongoing care needs)
 - Completion of social care assessments (including financial assessments where required)
 - Completion of care plans to document a service user's needs after discharge
 - Case management activities to ensure an effective and efficient process to discharge a service user safely back to the community
 - Attendance of decision panels or boards where relevant
 - Communication with brokerage teams to establish follow-on care
 - Submission of purchasing requests for follow-on care

- Communication with community care teams to hand over care responsibility
- Submission of referral forms to establish follow-on care
- Communication with residential or nursing home managers to establish and confirm follow on care.

12. The expectations of people working in the matrix are:

- **To be clear about workload.** This includes clarifying with all managers how much time is allocated to each task and deadlines. All the individual's managers have to be clear and agree how the time is split between these activities. These agreements have to be shared with the WLA Programme Manager. Managers hold their reports to account about how much time is actually spent on the various tasks.
- **To be clear about the tasks.** If conflicting messages are passed on about what needs to be done and by when, it is the individual's responsibility to escalate contradictions to the managers involved and seek clarity.
- **To be clear about accountability and ownership.** An individual's managers have to clarify to the individual who the owner is for allocated actions and who is ultimately accountable for their completion. If an individual (manager or not) does not complete an action, this is a performance management issue and has to be escalated to that individual's line manager, as well as to the manager who allocated that action.

13. Escalation routes are used to raise any issues or concerns. Within the local authority hospital social care teams these usually include performance management and risks.


- Performance management is the responsibility of everyone in the organisations involved in the five-borough hospital discharge function. All managers must recognise that effective performance management is their responsibility.
- Risks are to be considered at the outset, and mitigation built into the plans to deliver service plan objectives.
- Whenever an individual identifies a risk, they need to highlight this as soon as possible to the relevant manager, who will take appropriate action to mitigate/manage/escalate it.
- All staff are responsible for raising issues of any kind
- In particular, managers and senior staff are responsible for addressing the issue, when they come to know about it, supporting the staff who are facing it and liaising with other staff who can help solving it. In the case of issues that affect more than one borough, after the escalation, senior members of staff are responsible for liaising with the relevant boroughs to find solutions.

- Issues that affect multiple boroughs are discussed at the weekly steering group, which acts as an open forum to reach agreements, discuss mitigations and find solutions.
- Each individual is encouraged to escalate any issues to their own team managers and the team managers of the boroughs affected by the issue (where relevant).

14. For the avoidance of doubt grievance, discipline, pay review and promotion are reserved to the employing party.

15. The output from the discharge process is a recommendation to the responsible authority for the patient, and is not delegated to the discharge team.

Agenda Item 11

<p>London Borough of Hammersmith & Fulham</p> <p>CABINET</p> <p>4 SEPTEMBER 2017</p>	 <p>h&f hammersmith & fulham</p>
<p>MAYOR'S AIR QUALITY FUND & NEIGHBOURHOODS OF THE FUTURE COMBINED SCHEME</p>	
<p>Report of the Cabinet Member for Environment, Transport and Resident's Services: Councillor Wesley Harcourt</p>	
<p>Open Report</p>	
<p>Classification - For Decision</p> <p>Key Decision: Yes</p>	
<p>Consultation: <i>Finance & Legal</i></p>	
<p>Wards Affected: Hammersmith Broadway</p>	
<p>Accountable Director: Mahmood Siddiqi, Director of Transportation and Highways</p>	
<p>Report Author: James Abbott, Transport Planner</p>	<p>Contact Details: Tel: 020 8753 7352 E-mail: james.abbott@lbhf.gov.uk</p>

1. EXECUTIVE SUMMARY

- 1.1. This report seeks approval for the progression of the combined NoF (Neighbourhoods of the Future) and MAQF (Mayor's Air Quality Fund), scheme, which for the purposes of this report will be referred to as the 'Hammersmith Grove South Scheme'.

2. RECOMMENDATIONS

- 2.1. That approval be given to make realistic and necessary changes to the concept designs for the Hammersmith Grove South scheme, resulting in a preferred design which can be progressed to public consultation.
- 2.2. That authority be delegated to the Director of Transport and Highways in consultation with the Cabinet member for Environment, Transport and

Resident's Services to approve the implementation of the Hammersmith Grove South Scheme, subject to a favourable outcome of public consultation in Autumn 2017.

- 2.3 That an order be placed with the Council's Term Contractor (F M Conway PLC) in the sum not to exceed £760,000.

3. REASONS FOR DECISION

- 3.1. Physical improvements to the public highway and programmes of work designed to reduce congestion, manage traffic and promote road safety fall under the council's statutory duties under a variety of acts including the Traffic Management Act 2004.
- 3.2. Where changes to the highway are proposed, these are to be in line with section 122 of the Road Traffic Regulation Act 1984; securing the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities.
- 3.3. The funding streams provided by TfL represent an opportunity to deliver a scheme which will improve the urban realm and pedestrian permeability in addition to providing opportunities to enhance air quality through the use of electric vehicle charging points and engagement with local businesses.

4. BACKGROUND

- 4.1. In 2015/16 officers submitted bids to TfL (Transport for London) for both NoF and MAQF2 funding for two separate projects. Both submissions were successful on the basis that they would be match funded by existing or new S106 funding from nearby developments. Early design work was undertaken in 2016.
- 4.2. In late 2016 it was confirmed that S106 match funding was not available and it was proposed to combine funding for both projects (NoF and MAQF2), alongside the council's sustainable urban drainage [SUDS] and LIP funding to deliver a combined project – the Hammersmith Grove South Scheme.
- 4.3. The approximate cost breakdown of the combined project's various funding streams is set out in the below table;

Source/year	17/18	18/19	Total
NOF		£210k	£210k
MAQF2	£300k	£50k	£350k
H&F LIP Allocation		£200k	£200k
Total	£300k	£460k	£760k

- 4.4. As shown in table 1 there is funding in the 17/18 financial year, resulting in a need to consult publicly on the scheme and deliver its basic elements, as soon as possible.
- 4.5. Design work undertaken to date has centred around the removal of all non-low emissions vehicles from the scheme boundary. Whilst this would be a progressive way to improve air quality, it would preclude access for businesses and residents and the lead in times associated with gaining the relevant permissions from the Department for Transport would likely result in the allocated funding not being spent in 2017 / 2018. Transport for London are comfortable with this element of the scheme being removed.
- 4.6. Therefore, the proposal for the progression of this scheme is to make a series of changes to the preferred concept design, resulting in a scheme design which can be taken to consultation in Autumn 2017 with the works starting to be implemented later in the financial year.

5. PROPOSAL AND ISSUES

- 5.1. The proposed way forward for the Hammersmith Grove South scheme is to build on the work undertaken to date by refining the concept designs into a practical option which can deliver on the funding objectives of NoF and MAQF2.
- 5.2. The area in question is a section of highway running between Glenthorne Road and Beadon Road, along which a number of businesses are located. The area currently receives overspill from the A219 at present, resulting in reasonably high vehicle volumes. Additionally, the highway layout responds to an historic entrance/exit to the NCP car park which is no longer there, meaning that there is a northbound lane halfway along this short section of road.
- 5.3. The highway is populated by parking and neither the northern or southern junctions are signalised. There is a plan to signalise the southern junction (with Beadon Road), as part of the TfL Better Junctions programme. The Hammersmith Grove South scheme would consolidate the highway down to one lane southbound through the scheme area.
- 5.4. The main challenge to this scheme at the present moment is the uncertainty surrounding key elements of the original concept designs, namely the proposed ban on all non-low-emissions vehicles in the scheme boundary, and the proposed right turn ban from Glenthorne Road into Hammersmith Grove. Whilst these proposals would be a progressive way to improve air quality, there is a concern that the lead in times associated with gaining the relevant permissions from the Department for Transport would likely result in the allocated funding not being spent in 2017 / 2018, resulting in a loss of a substantial portion of the TfL funding streams.

- 5.5. Officers are confident that a progressive scheme can still be delivered if these two elements are shifted to later years and wish to shape a design over the coming months. TfL have given confirmation that delay of these two elements will not result in a loss of funding but there is a need to progress quickly with the project to ensure delivery in 2017/18.
- 5.6. The scheme can be consulted on in Autumn 2017 and built in 2018.

6. OPTIONS AND ANALYSIS OF OPTIONS

- 6.1. Officers have considered a number of options relative to the progression of the Hammersmith Grove South Scheme and these are set out below;
- 6.2. Option One: Proceed with the scheme as originally intended, retaining the traffic order and banned turn elements. This is likely to result in an extended scheme programme whilst the traffic order element is resolved around other schemes in the area (Hammersmith Grove Area Action Plan, Better Junctions and CS9). Sound project management principles would dictate that the projected spend should be revised down to TfL to reflect the achievable actions in 2017/18.
- 6.3. Option Two: Undertake minor changes to the concept designs that have been produced for the Hammersmith Grove South Scheme, whilst shifting the two elements detailed in this report into later phases of delivery, in order to honour the predicted spend for the 2017/18 financial year, and deliver a scheme which will benefit residents and businesses in the area. The resulting design would be consulted on in Autumn 2017.
- 6.4. As set out in this report it is recommended that option two is progressed as this represents the most deliverable scheme at the present moment. It should be noted that the low-emissions only traffic order and banned turn elements will be considered for this area at a later date, following the delivery of the physical aspects of the scheme.

7. CONSULTATION

- 7.1. Consultation undertaken to date has included informal presentation of concept designs to the Hammersmith Grove Residents Group.
- 7.2. Should the recommendations outlined in this report be approved, a formal public consultation would be undertaken in Autumn 2017.

8. EQUALITY IMPLICATIONS

- 8.1. The groups with the following protected characteristics will benefit from improvements to the council's highway network and urban environment through accessibility improvements such as entry treatments which reduce the crossing distance for pedestrians and a reduced volume of heavy goods vehicle traffic; Age, Disability, Pregnancy and Maternity.

- 8.2. All groups will benefit from improved air quality which is one of the core objectives of the LIP and the Mayor of London's emerging environmental policies.

9. LEGAL IMPLICATIONS

- 9.1. The Council has the power to make such traffic orders under sections 6 and 9 of the Road Traffic Regulation Act 1984 and to carry out improvements to the highway under Part II of the Highways Act 1980. The Council has had regard to its public sector equality duty under section 149 of the Equality Act 2010.

Comments provided by Lindsey Le Masurier, Solicitor – 020 7361 2118.

10. FINANCIAL IMPLICATIONS

- 10.1. Transport for London (TfL) have allocated £300,000 from the Mayor's Air Quality Funding 2 (MAQF2) programme in 2017/18 and £210,000 from the Neighbourhoods of the Future (NOF) Programme in 2018/19. Additional funding for future years has not yet been finalised.

- 10.2 At present the costs are based on an estimate. This is subject to change once the detail of the scheme has been costed. The funding however is limited to the amount approved by the TfL board. Any variation in costs cannot be assumed to be funded by TfL unless this is approved in advance. Alternatively, officers may need to manage the workload to ensure that expenditure is contained within the approved provision.

Comments provided by Gary Hannaway, Head of Finance, 020 8753 6071.

11. IMPLICATIONS FOR BUSINESS

- 11.1. There are a number of businesses in the immediate vicinity of the scheme boundary that will benefit from this scheme as the core objectives include engagement with local businesses on how to reduce emissions through freight consolidation and the use of electric vehicle charging points and loading bays which will be installed on Hammersmith Grove South.

- 11.2. Businesses will also benefit from the borough meeting its transport objectives and targets, as set out in LIP2. A safe and efficient transport network will allow both staff and customers to access a wide range of businesses in all areas of the borough.

- 11.3. An efficient and effective road network will allow businesses to deliver goods and services to a number of customers across the borough and within the wider west London sub-region.


12. COMMERCIAL IMPLICATIONS

12.1. There are no procurement related issues as the recommendations relate to a series of orders to be placed across the Council's Measured Term Contractors to carry out the highway improvement works in the neighbourhood of Hammersmith Grove.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT

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

Agenda Item 12

London Borough of Hammersmith & Fulham CABINET 4 SEPTEMBER 2017	 hammersmith & fulham
20MPH SPEED LIMIT EXTENSION	
Report of the Cabinet Member for Environment, Transport and Residents Services - Councillor Wesley Harcourt	
Open Report	
Classification - For Decision	
Key Decision: Yes	
Wards Affected: All	
Accountable Executive Director: Mahmood Siddiqi, Director for Transport & Highways	
Report Author: Slobodan Vuckovic	Contact Details: Tel: 020 8753 3360 E-mail: slobodan.vuckovic@lbhf.gov.uk

1. EXECUTIVE SUMMARY

- 1.1. The current Administration's 2014 manifesto committed to "take measures to improve safety for pedestrians and make our neighbourhoods better places to live, saying "all residential streets, not trunk roads [should] become 20mph".
- 1.2. Following consultation in June 2016, the Cabinet agreed to:
 - introduce a 20mph speed limit on all remaining side roads in the borough
 - only introduce a 20mph speed limit on sections of main roads in the three town centres, where collision rates are high,
 - retain the 30mph speed limit on the other main roads in the borough (please see map at Appendix 1 showing current speed limits),
 - monitor the effect of the 20mph speed limits and collision data to inform the decision to implement traffic calming measures where these are considered necessary and subject to local consultation.
- 1.3. The scheme was launched on 5 September 2016 under an experimental Traffic Management Order which is valid for up to 18 months. We therefore need to address representations made by the public and decide whether to make the order permanent or amend or rescind it. Along with the expressions of support for the schemes, we have carefully considered the objections to the scheme and will

address some of the more substantive points as outlined in para 1.6 below. Overall officers do not see anything in the objections to make us rescind or amend the scheme and therefore recommend making it permanent.

- 1.4. Speed surveys across the borough before and after scheme implementation indicated there was an overall reduction in speed, with the 20 fastest roads surveyed in 2015 all seeing speed reductions in 2017.
- 1.5. It is too early to assess the effect on collisions as an assessment of three years before and after periods are usually required.
- 1.6. From the speed surveys, we will identify the areas of greatest non-compliance and with the highest collision levels and develop a programme of engineering, education and enforcement measures to support the new speed limit

2. RECOMMENDATIONS

- 2.1. That approval be given to make the Traffic Management Order no 1283 (20mph speed limit extension) permanent.

3. REASONS FOR DECISION

- 3.1. The Cabinet decision of September 2016 is that 'delegated authority be given to the Director of Transport and Highways (or such other duly Authorised Officer) to deal with any representations arising out of the statutory consultation process under the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("The Regulations") for the purposes of making the Traffic Regulation Order referred to in this report as the ("Order"), and , 'That all substantial objections (other than those matters previously raised through the consultation process that would normally be dealt with at officer level and therefore not regarded as having a material or otherwise adverse effect on the council's decision-making process) in respect of the proposed Order/s be referred to Cabinet for consideration'. As substantial objections to the scheme have been received, it is appropriate for the Cabinet to decide the future of the scheme.
- 3.2. When introducing the 20mph speed limit extension, the Council was determined to make its roads safer and this borough better place to live. The scheme was designed having regard to the Section 122 duty and its Network Management duty and the current guidance from Department for Transport (DfT) on the use of 20mph speed limits, contained in Circular 1/13. When introducing the scheme, it was our aim to secure expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). The key factors taken into consideration when considering the reduced speed limit were history of collisions, road geometry and engineering, road functions, composition of road users, existing traffic speeds and road environment. With fewer collisions on our roads there would be less traffic delays and traffic would travel more smoothly with less braking and accelerating. This would in addition contribute further to more cyclists

and more pedestrians feeling more confident when on roads. The 20mph limit is a key part of the council's overall strategy to become the greenest and the best borough. Our aim is to make the borough a healthier, more pleasant, and safer place to live, work and visit, and the 20mph limit should be seen as part of a package combined with other measures such as new and improved cycle routes and parking places and the provision of electric vehicle charging points.

- 3.3. The extensive and well publicised consultation on the possible extension of the 20 mph speed limit we carried out in 2015 showed that 71% of respondents were in favour of extending the 20mph limits to more roads in the borough, but that there was less support for lower speed limits on main roads. The present scheme responded to this consultation by extending the 20 mph limit across the Borough but excluding some of the more major roads in Hammersmith and Fulham and delivers the scheme that local people asked for in large numbers.

4. INTRODUCTION AND BACKGROUND

- 4.1 Cities around the world, such as New York with its Vision Zero* scheme, and councils across the UK are doing their best to reduce traffic speeds and the number and severity of collisions, and to make town centres and residential streets safer and more pleasant places to walk, cycle and live. Several groups are campaigning for lower urban speed limits, including the Child Accident Prevention Trust, 20's plenty, Living Streets and the London Cycling Campaign. These bodies have been calling on councils to cut speed limits to 20mph. The Mayor of London and TfL are proposing 20mph limits on parts of their main road network which are effectively town centre high roads. To date, about half of inner London borough's have either adopted or voted to adopt 20mph on all borough roads, which includes their main road networks. Our neighboring boroughs, the London Borough of Ealing and London Borough of Hounslow have also followed and introduced 20mph speed limit in some capacity. Hammersmith & Fulham Council has been implementing 20mph zones and limits in residential areas since the early 2000s, and collisions and injuries have reduced significantly in these areas.

* Vision Zero means that road danger will be targeted at its source by ensuring the street environment incorporates safe speeds, safe people, safe street design and safe vehicles. It means reducing the dominance of motor vehicles on streets, and then making the remaining essential motorised journeys as safe as possible.

- 4.2 The Council's Transport Plan 2011 – 2031 (LIP2) was approved by both the Cabinet and TfL in 2011. The production of LIP2 is a statutory duty and its purpose is to show how the borough will implement the Mayor of London's Transport Strategy (MTS2) which was adopted in May 2010. The main focus of the MTS2 is how London will accommodate the predicted growth in population and employment in the capital – the equivalent of an additional city the size of Birmingham will have to be accommodated by 2031. Without significant interventions, problems of congestion, overcrowding, poor air quality, collisions and network disruption are likely to become significantly worse than they are at present.

4.3 In June 2017 the draft third Mayor's Transport Plan (MTS 3) was issued for consultation. It expands on this approach and one of its main features is the concept of "Healthy Streets". This has nine components:

- Clean air
- People feel relaxed
- There are things to see and do
- People choose to walk, cycle and use public transport
- It's not too noisy
- There are places to stop and rest
- There is shade and shelter
- It's easy to cross the road
- Pedestrians from "all walks of life" feel welcome.

Draft MTS 3 emphasises the links between transport and health, particularly in relation to air quality and inactivity, and stresses the health benefits of "active travel" – walking, cycling and public transport, as this involves walking to the bus stop or rail station.

Lower speed limits play an important part in this vision. It suggests that walking and cycling and healthy streets should include reducing the speed limits to 20mph and designing streets to keep speed down.

4.4 On 9 June 2015 the Mayor of London announced his target to halve the number of people killed or seriously injured on London's roads by 2020. The Mayor of London and TfL are proposing 20mph limits on parts of their main road network elsewhere in London that are effectively town centre high roads, and are supporting boroughs who want to extend 20mph limits as part of their Transport Local Implementation Plans (LIP)

4.5 In 2001 the council embarked on a programme of introducing 20 mph zones in residential side roads. Prior to the 20mph speed limit extension scheme, over the years we have introduced sixteen 20 mph zones and three 20 mph limit areas, covering around 40% of the borough. Injuries from collisions within these areas dropped by up to 80% after the implementation of the reduced speed limit. The existing 20 mph zones in the borough were all designed to be self-enforcing with associated traffic calming measures (such as road humps and raised entry treatments) to reduce traffic speeds. However, traffic calming measures are costly to implement and maintain, and they do raise concerns about ground vibration and driver discomfort. The use of 20 mph limit areas without widespread traffic calming measures has become more widespread in recent years.

4.6 In April 2015 the council conducted borough-wide speed surveys, in which the speed on 100 roads within the borough were surveyed. In April 2017, following the scheme implementation we visited the same roads and survey them once again. Please see paragraph 5 for more about traffic surveys.

4.7 On 9 June 2015, the Council launched a nine-week consultation on the extension of 20mph speed limits in the borough as part of our LIP.

- 4.8 Six reasons were given as to why the extension of 20mph speed limits was being considered;
- To address a real danger
 - To reduce deaths and injuries
 - To reduce accidents
 - To make our children and all of us healthier
 - To cut delays on the road
 - To make our neighbourhoods more pleasant
- 4.9 In total 5,287 responses were received and recorded, 45% of respondents (or 2,367) replied YES for all roads managed by LBHF 26% of respondents (or 1,351) replied YES but not on all roads 29% of respondents (or 1,493) replied NO.
- 4.10 There were also two Policy and Accountability Committee (PAC) public meetings held on 9th June 2015, where the consultation was launched and 18th November 2015, where the results of the consultation were discussed. Those were well attended by residents who played a full role in the discussions, with their comments contributing to the development of this report. Strong support for the 20mph limit was expressed at the meetings.
- 4.11 The scheme was launched on 5 September 2016
- 4.12 In February 2017 a number of objections to the TRO was received which are shown and addressed in Section 6 and Appendix 3 of this report
- 4.13 In April 2017 we carried out post implementation traffic surveys, at the exact locations as in 2015, so the traffic volume and traffic speed before and after scheme implementation can be compared. There was overall reduction in speed across the borough, with 20 fastest roads in 2015 all seeing speed reduction in 2017. (See para 5 below)
- 4.14 At this point we are not able to provide casualty analysis as the data is not yet available. Data is not generally released by the police until it has been confirmed, and this is several months after the event. The standard collision data evaluation is to compare the collision data three years before the scheme implementation with the data three years after the scheme implementation.
- 4.15 Following the introduction of reduced speed limit, we now intend to develop a borough wide engineering, education and enforcement strategy for supporting the new speed limit. This will mean considering whether additional measures are needed to help support the lower speed limit in roads where the problems of non-compliance and/or high levels of collisions persist.
- 4.16 In 2017/18 we have Transport for London funding to carry out traffic calming to ensure compliance with the new speed limit.
- 4.17 A further Public and Accountability Committee meeting was held on 28 June at which traffic surveys results were presented. The meeting was open and attended

by members of the public who asked questions in relation to the scheme and in general expressed their support for the scheme and introducing further measures where necessary to achieve results.

5 SPEED SURVEY RESULTS

5.1 In April 2015, prior to the scheme implementation, we surveyed 100 roads across the borough. We have also surveyed the very same roads once again in April 2017, once the scheme was introduced. This was done so the traffic data before and after the scheme implementation can be compared. Surveys were carried out for 7 consecutive days, 24hrs a day.

5.2 In summary, although it is very short period of time to evaluate the effectiveness of the proposal, there has been an overall decrease in speed in the streets whose speed limit has been reduced, although the effect in different streets is variable. The results are summarised in Appendix 2. Further work on engineering measures, as well as visible interventions and landscaping, together with education, drivers' information, training and publicity as well as enforcement if necessary, will be undertaken to achieve desired results.

6 REPRESENTATIONS FROM THE PUBLIC

6.1 Since the scheme was launched in September 2016 a number of public representations to the making of Traffic Regulation Order permanent were received. The role of this report is to enable the cabinet to consider objections to the scheme and the response of officers to them.

The objections, and officers' responses to them, are detailed in Appendix 2. There were 53 objections in total. This compares with 3,988 people who supported the limit for either the whole borough or with some exemptions (and 1493 opposed it) in the original consultation. There have also been expressions of support for the 20mph limits from various organisations such as Hammersmith and Fulham Cyclists and the Avonmore Residents Association.

6.2 Summary of objections received and council's response in italics:

- The unfairness and lack of thoroughness of the consultation process, and the Council's decision to ignore results; *In total 5,287 responses were received and recorded, 45% of respondents (or 2,367) replied YES for all roads managed by LBHF; 26% of respondents (or 1,351) replied YES but not on all roads; 29% of respondents (or 1,493) replied NO. Thus 71% of respondents voted for some form of extension of 20mph speed limits in the borough (whether all roads or some roads).*
- The 20mph is an 'unnaturally low speed limit' which would deprive learner drivers of the experience of driving at 30mph which lures drivers into a false sense of security, and which lulls drivers into an unnaturally drowsy and disengaged state; *in busy urban streets such as ours, there are large numbers of hazards to challenge drivers, and lower speeds give them more time to react to them. A competent driver should be able to drive and*

observe traffic ahead as well as the speed of travelling as with any other speed limit.

- That is wrong to criminalise safe driving between 21-30mph and is an unjust, oppressive, and bad policy; *the benefits of the policy are described within the report, under para 6.4.*
- The cost is too great and the money could be spent on more effective measures; *the approach is cost effective as it enables us to focus costly engineering measures on areas where they are most needed*
- That the limit is inappropriate on busy through roads and should not apply to any main roads within borough; *our town centres are places for people to walk, cycle and shop in and therefore lower speeds are appropriate on the main roads there. Following analysis and consideration of the results of the consultation we decided to retain a 30 mph limit on most of the Borough's Principal ("A") roads.*
- That the limit causes drivers to be looking out for speed cameras or speed limit signs and thus giving less attention to the road; *fewer signs are needed if there is a general limit than if limits change with individual streets. No additional cameras have been installed as part of this scheme. A competent driver should be able to drive and observe traffic ahead as well as the speed of travelling as with any other speed limit.*
- the limit causes further road congestion; *Fewer and less severe collisions will mean less congestion; lower speeds increase road capacity because vehicles can travel closer together; if more people walk and cycle, there will be less traffic and therefore less congestion*
- the speed limit is a means of raising funds; *the council does not receive any funds from speeding penalties*
- speed limits are not generally enforced by the police who, in any event ought to be concentrating on poor driver behaviour; *police resources are limited and we will be undertaking a range of measures, in consultation with the police, to ensure compliance where appropriate.*
- traffic travelling at slower speed emits more pollutants. *Traffic travelling more slowly, but more smoothly, should emit less pollutants. Reductions in traffic resulting from more people walking and cycling will improve air quality*

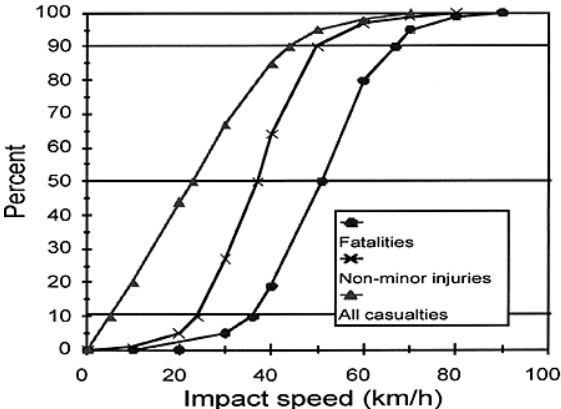
6.4 The 20mph speed limit was extended across the Borough for six reasons:

6.4.1 *Addressing a real danger,*

The speed as a contributory factor together with other factors that contribute to the collisions, e.g. careless driving or failing to judge other drivers speed or path are common mistakes that lead to the collisions. Collisions at high speed kill people or often affect their lives forever. It is our intention to reduce the number and severity of collisions in our borough, in line with the Mayor of London target to halve the number of people killed or seriously injured on London's roads by 2020. Currently it is not possible to compare the number and severity collisions due to the short period since scheme implementation. Once the collision data is available it will be evaluated in detail.

6.4.2 *To reduce death and injuries*

The severity of a casualty directly relates to the speed of vehicle travelling. There are a number of researches available in relation speed-severity of injury. They are all agree that the person hit by vehicle travelling at lower speed has more chance to survive. The graph below shows different risks of injuries to a pedestrian struck by a car at various impact speeds*.



- If someone is hit by a car at 40 mph they are 90% likely to be killed.
 - If someone is hit by a car at 30 mph they are 50% likely to be killed.
 - If someone is hit by a car at 20 mph they are 10% likely to be killed
- (* www.safespeed.org.uk)

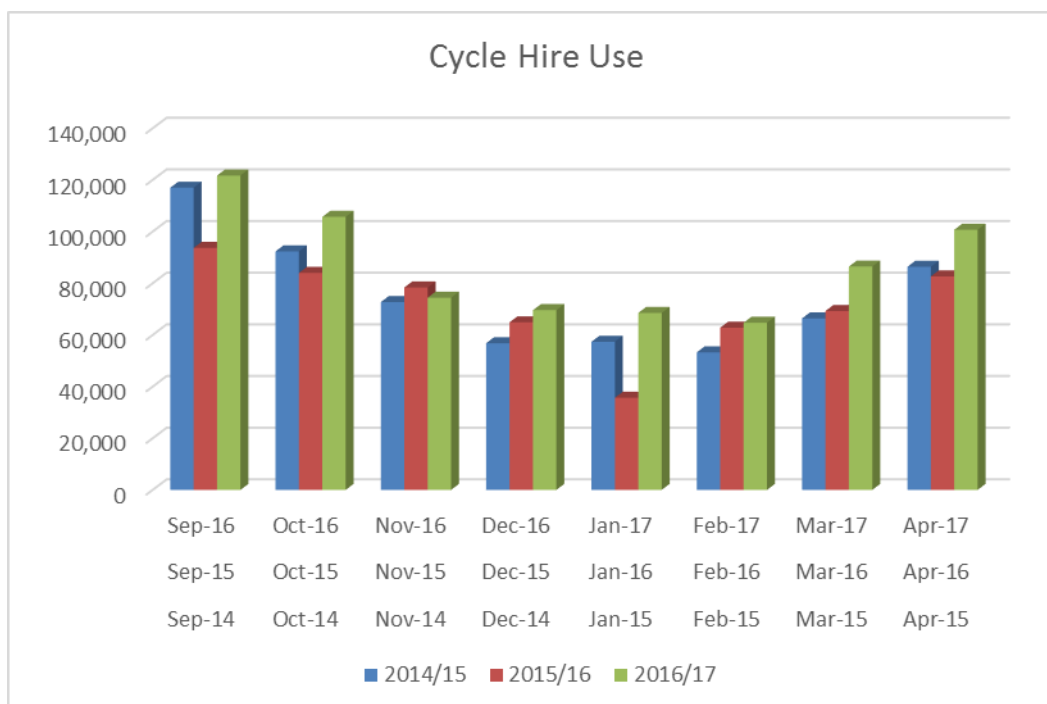
6.4.3 Reducing collisions

At slower speeds drivers have more time to react, therefore more chance for the collision to be avoided. Royal Society for the Prevention of Accidents (RoSPA) states that *‘Drivers and riders who are travelling at inappropriate speeds are more likely to crash and their higher speed means that the crash will cause more severe injuries, to themselves and/or to other road users. Inappropriate speed also magnifies other driver errors, such as driving too close or driving when tired or distracted, multiplying the chances of these types of driving causing an accident’*. Their researches also confirm that *‘higher speeds mean that drivers have less time to identify and react to what is happening around them, and it takes longer for the vehicle to stop. It removes the driver’s safety margin and turns near misses into crashes’*.

It is still too early for us to confirm if reduced speed in our borough contributed towards the reduction of collisions. Once the data becomes available it will be evaluated and reported to members.

6.4.4 Making our children and all of us healthier

High vehicle speeds are often a deterrent to walking and. With slower vehicle speeds on our roads, both children and adults are more likely to cycle or walk. It has been noted that there has been an increase in cycle hire use following the extension of the 20mph speed limit in September 2016. We have compared the period September to April for 2014, 2015 and 2016, see the chart below. There could be, of course, other factors that can influence lower or higher use of cycle hire scheme, however we believe that the reduced speed of travelling in our borough should help encourage more people to cycle. We will continue to monitor this.



6.4.5 Cutting delays

Serious road crashes cause severe delays and disruption to other traffic, not only on the road on which the accidents take place but across the surrounding area ([www.racfoundation.org/delays due to serious road accident](http://www.racfoundation.org/delays%20due%20to%20serious%20road%20accident)). With slower speed on our residential road, the number of collisions should follow and decrease, which would lead to less delays on our roads.

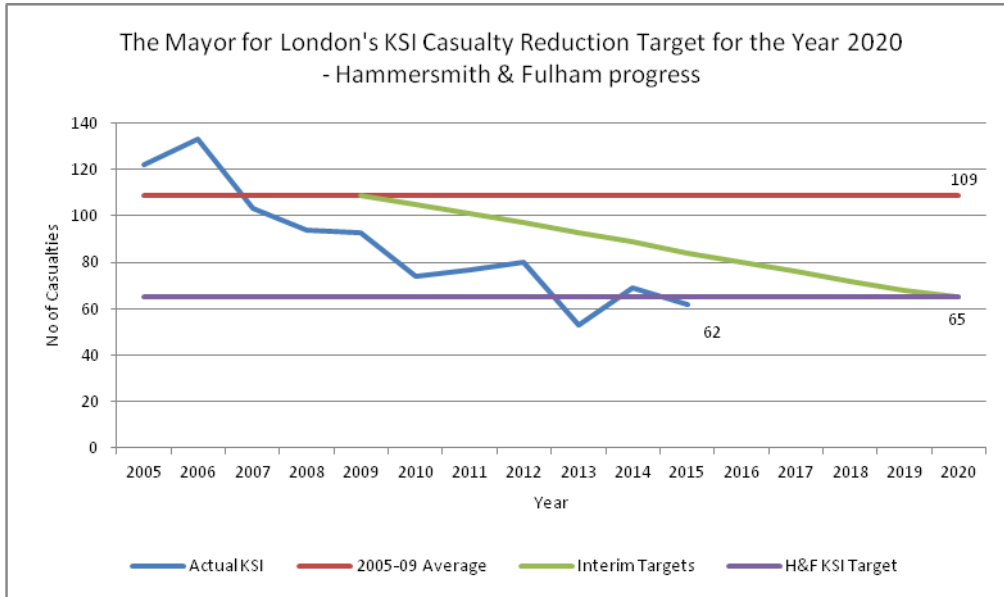
6.4.6 Making our neighbourhoods more pleasant

It is our intention to continue investing in making our neighbourhoods greener and more pleasant places to live. With the reduced speed of travelling, people can spend more time outside, having street parties or walking together. In Hammersmith and Fulham from January to June 2017 we have hosted 18 open street events, with people taking “ownership” of the highway from vehicular traffic. This kind of engagement is expected to continue and increase.

7 CASUALTY DATA

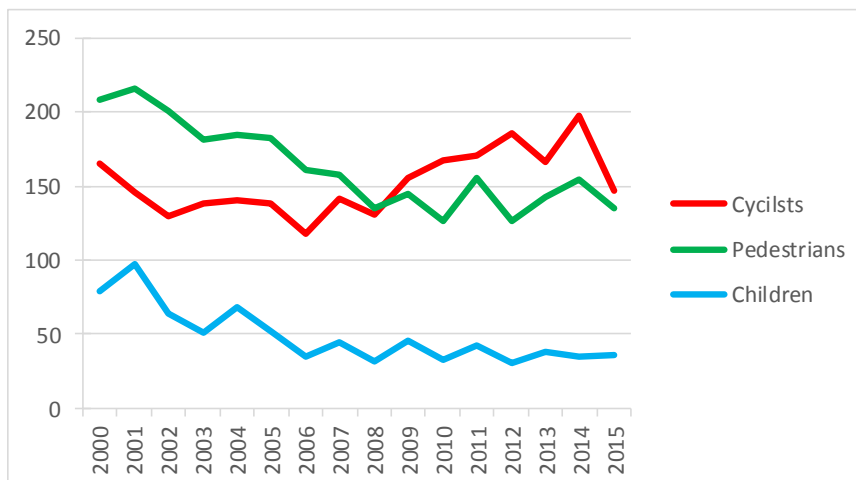
7.1 It is currently not possible to evaluate casualty and collision data, due to data still not being available. It is standard procedure within the industry to provide and analyse casualty data three year prior to the scheme implementation and three years after.

7.2 One of our key transport objectives is to reduce the number of people killed or seriously injured (KSI) on our streets. The average number of KSIs per annum between 2005 and 2009 was 109. The target set by the Mayor of London is to reduce our 2005-09 baseline KSI rate by 40% by 2020. This would equate to the KSI rate reducing to 65 by 2020. The graph below shows that though progress has been made, the reduction in the casualty rate is 'levelling off' and may even start to increase if further interventions are not introduced.



The reduction in casualties between 2005 and 2010 corresponds with the Council's previous intensified programme of introducing 20mph zones.

7.3 The graph below shows the casualty trend between most vulnerable road users over the years in H&F. It shows increases in both pedestrian and cycling casualties in recent years although the number for these two categories went down in 2015. The recent increase in number of injured cyclists could be partly reflecting the growth in numbers of cyclists.



8 OPTIONS

8.1 The following options are considered

- **OPTION 1** - making current TRO permanent
- **OPTION 2** – Extend the experimental order
- **OPTION 3** – Do nothing

8.2 OPTION 1 - making current TRO permanent

We intend to develop a borough wide engineering strategy for supporting the new speed limit. This will mean considering whether additional measures are needed to help support the lower speed limit in roads where the problems of non-compliance and/or high levels of collisions persist.

Supporting measures will range from installation of additional or new traffic calming measures, improving signs and markings, further education and raising driver's awareness of their environment, training, publicity, engaging with the local Police for the safety events, encouraging people to cycle and walk more and to change mode of transport in favour to more sustainable way of traveling. We plan to invest more in electric charging points, getting residents engaged at street parties/events and many other actions that would emphasise reduced speed limit on our roads.

8.3 OPTION 2 – Extend the experimental order

Legally, an experimental Traffic Management Order (TMO) can only be extended for six months with the written permission of the Secretary of State. Further extensions of six months would each need a similar application to the Secretary of State. This would be administratively cumbersome. Option 1 is preferable as the administration can amend or annul a permanent Traffic Management Order at any time.

8.4 OPTION 3 – Do nothing

This option would involve removal of the signage and markings from the roads and returning to the situation prior to 5 September 2016, the day the scheme was launched. It would also have additional financial implications due to the works needed to be done to remove signs and marking previously installed. This option is also against the current administration's 2014 manifesto that is committed to "take measures to improve safety for pedestrians and make our neighbourhoods better places to live" also saying "all residential streets, not trunk roads [should] become 20mph".

Therefore Option 1 is the recommended way forward.

9 PUBLIC HEALTH IMPLICATIONS

- 9.1 There is a complex relationship between the environment and health. National Institute for Health and Care Excellence (NICE) evidence which looked at physical activity in areas where 20mph speed limits were introduced found that 25% of residents increased their cycling and walking and 60% felt more children were playing outside as a result of the speed reductions.
- 9.2 10.3 Slower traffic is particularly important for people aged over 60 who face a 47% risk of fatality if hit by a vehicle, compared to 7% for younger people.”(KCL,2015 *Tinker and Ginn*). It is believed that social isolation raises a person’s chance of death irrespective of a person’s health or other factors.
- 9.5 GLA research on barriers to cycling in London that was carried out in 2010 identified two thirds of those interviewed for the research felt the roads were too dangerous for them to consider cycling. The concerns of being safe on the roads increased with age and was more prominent for women.

10 EQUALITY IMPLICATIONS

- 10.1 The groups with the following protected characteristics will benefit from improvements to the council’s highway network and urban environment through accessibility improvements such as dropped kerbs, decluttered and widened footways and improved street lighting; Age, Disability, Pregnancy, and Maternity.
- 10.2 All groups will benefit from improved air quality which is one of the core objectives of the LIP and the mayors emerging environmental policies

11 LEGAL IMPLICATIONS

- 11.1 The Road Traffic Regulation Act 1984 (“RTRA 1984”) and the Local Authorities Traffic Orders (England) Regulations 1996 (“LATOR”) provide for the making of experimental orders. In Greater London an experimental order may be made for any of the purposes set out in sections 6, 45, 46, 49, or 83(2) or by virtue of section 84(1)(a) of RTRA 1984. It is the last of these that covers local speed limits. An experimental order may not continue in force for longer than 18 months – although there is some leeway for the Secretary of State to extend the period for six months where the order is to be replaced by a permanent order to the same effect and where there is some delay in the new order coming into force.
- 11.2 In LATOR 1996 provision is made for experimental orders to be made and come into operation without the need for the publication and objection requirements that apply to other types of order. Instead, subject to compliance with the provisions of Schedule 5 to LATOR, a shortened notice procedure is provided, various documents have to be deposited and made available to the public, and objections can be lodged within the first six months of the order coming into operation. So long as the notice of making the order was in the correct form and the relevant documents were made available for inspection then a permanent order containing the same provisions as the experimental order will also be relieved from the notice and objection provisions that normally apply to traffic orders. However,

objections received to the experimental order within the first six months will be subject to the procedural provisions in the LATOR.

- 11.3 Before making an order giving permanent effect to the experimental order, the Council is required to consider all objections received within the six-month period (regs.13 and 22). When publishing the proposal to make the permanent order, the authority may (but, in the circumstances of the present order, is not required to) give notice that a Public Inquiry is to be held and must then take into account (but is not bound to follow) the recommendations of the Inspector who has held that inquiry (regs 10, 13 and 23).
- 11.4 When any decision is made it will be important to ensure that all objections have been fully considered and specifically addressed. Whilst it is not necessary to re-consider all objections raised during the original consultation process prior to making the experimental order, issues raised during that initial consultation and repeated subsequently in objections duly lodged within the six-month period must be considered. It maybe prudent for the Council to consider any issues raised during that initial consultation if they reflect on the merits of making the orders permanent in the light of the evidence that the experiment has provided.
- 11.5 Before deciding to make any traffic order under the RTRA 1984 it is also important for the Council to demonstrate that it has complied with section 122 of the Act. That section provides: -

“(1) It shall be the duty of every strategic highways company and local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway or, in Scotland, the road.

(2) The matters referred to in subsection (1) above as being specified in this subsection are—

(a) the desirability of securing and maintaining reasonable access to premises;

(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

(d) any other matters appearing to the strategic highways company or the local authority to be relevant.

(3) The duty imposed by subsection (1) above is subject to the provisions of Part II of the Road Traffic Act 1991.”

11.6 It should be noted that any decision the Council arrives at in deciding whether the order should be made permanent must be a rationale decision having regard to its statutory duty under section 122 of the 1984 Act and its network management duties, to withstand any form of judicial challenge

11.7 Implications verified/completed by: Horatio Chance, Licensing and Highways Solicitor, Tel: 020 8753 1863.

12 FINANCIAL AND RESOURCES IMPLICATIONS

12.1 The Council has an allocation of £300,000 from TFL to implement 20mph schemes. This funding would be used to continue with the programme if option 1 is chosen and would also be used to fund adjustments to the scheme in the event of options 2 or 3 being chosen.

At present the costs are based on an estimate. This is subject to change once the detail of the scheme has been costed. The funding however is limited to the amount approved by the TfL board. Any variation in costs cannot be assumed to be funded by TfL unless this is approved in advance. Alternatively, officers may need to manage the workload to ensure that expenditure is contained within the approved provision.

12.2 Implications verified/completed by: Gary Hannaway, Head of Finance, Telephone 0208 753 6071.

13 IMPLICATIONS FOR BUSINESSES

13.1 With a higher footfall in town centres, in front of shops and business and slower vehicle speeds around, it is anticipated that retail businesses are likely to see increased activities too, albeit that empirical evidence to support this view is scarce.

13.2 With more open streets events planned in the future, with streets and roads closed for traffic, local shops and business are more likely to benefit.

13.3 Implications verified by: Slobodan Vuckovic, Project Engineer, telephone 020 8753 3360.

14 RISK MANAGEMENT

14.1 Improving Safety is a key Corporate risk, the recommendation to make the traffic order permanent, along with other calming and education measures, contributes to making roads safer in the borough as further evidenced in paragraphs 6.4. to 6.4.6 of the report.

14.2 Implications verified by: Michael Sloniowski, Shared Services Risk Manager, telephone 020 8753 2587

15 COMMERCIAL IMPLICATIONS

15.1 There are no direct Procurement arising from the report.

15.2 Implications verified by: Alan Parry, Procurement Consultant. Tel. 020 8753 2581.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT

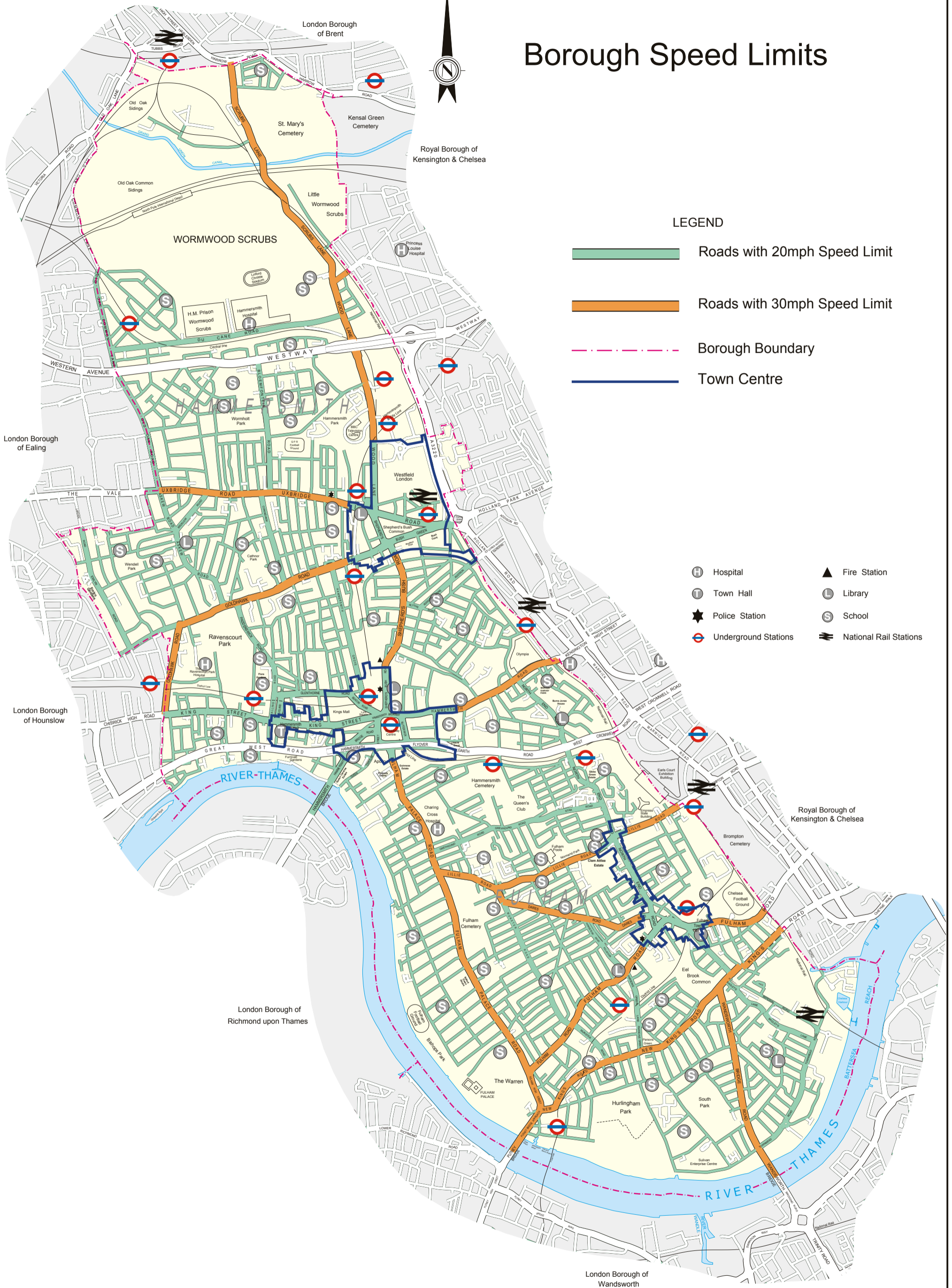
No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
	None		

LIST OF APPENDICES:

- Appendix 1 CURRENT SPEED LIMITS IN LBHF
- Appendix 2 CHANGES IN SPEED ON ROADS WITH CHANGES IN SPEED LIMITS
- Appendix 3 COMMENTS / OBJECTIONS RECEIVED AND OFFICERS' RESPONSE

London Borough of Hammersmith & Fulham

Borough Speed Limits



APPENDIX 2: CHANGES IN SPEED IN ROADS WHOSE LIMIT WAS REDUCED TO 20mph in SEPTEMBER 2016

85th percentile speeds (speed which 85 percent of vehicles do the same as or less than) -miles per hour

Road	2015	2017	Change
Askew Rd	28.5	26.51	-1.99
Avonmore Road	14.65	24.73	10.08
Bloemfontein Road	19	23.14	4.14
Butterwick	22.05	22.25	0.2
Clancarty Road	21.8	21.25	0.55
Dalling Road	22.35	22.645	0.295
Dawes Road	24.2	22.01	-2.19
Du Cane Road	27.2	27.33	0.13
Flanchford Road	24.8	24.16	-0.64
Glenthorne Road	29.95	26.09	-3.86
Gliddon Road	28.9	27.11	-1.79
Gowan Avenue	32.1	31.28	-0.82
Greyhound Road	28.3	27.745	-0.555
Haydn Park Road	24.6	24.435	-0.165
Hartswood Road	32.1	30	-2.1
Harwood Road	23.9	24.84	0.94
Hugon Road	29.55	22.655	-6.895
King Street	28.2	25.1	-3.1
Linver Road	22.45	23.93	1.48
Loftus Road	23.75	24.345	0.595
Margravine Gardens	23.85	22.34	-1.515
Margravine Road	23.7	23.01	-0.69
Munster Road(a)	27.5	25.06	-2.44
Munster Road(b)	23.6	23.41	-0.19
North End Road (a)	26.25	22.54	-3.715
North End Road(b)	29.45	28.75	-1.2
Old Oak Common Lane	19	18.88	-0.12
Old Oak Road	29.75	29.063	-0.125
Paddenswick Road	31.3	28.21	-3.09
Pearcroft Road	31.3	17.53	-13.77
Pennard Road	23.5	25.43	1.93
Quarendon Street	27.15	22.95	-4.2
Queen Caroline St (a)	26.6	27.25	0.65
Queen Caroline ST (b)	21.3	19.74	- 1.565
Rannoch Road	20.5	27.16	6.66
Rivercourt Road	16.65	18.7	2.045
Rockley Road	22.8	25.4	2.6
Rylston Road	11.85	26.34	14.49
Settrington Road	23.7	23.8	0.1
Shottendane Road	27.05	28.02	0.97
South Africa Road	24.4	23.4	1
Stamford Brook Road	31.2	22.1	-9.1
Stokenchurch Road	31.55	25.8	-5.755

Sulgrave Road	21.7	22.9	1.2
Tournay Road	23.05	25.51	2.46
Woodlawn Road	24.35	21.71	-2.645
Average	1151.4	1126.558	-0.56

Appendix 3 – Comments / objections received and officers’ response

No	Comments / objections	Officers’ response
1	<p>I strongly object to this ridiculous 20 MPH limit. It has been noticed that even bus drivers do not adhere to this local speed restriction. I do agree that limited speed restrictions should be adhered near school areas.</p>	<p>This has been addressed with Transport for London.</p>
2	<p>Dear Nick, how can it be right that you are trying to reduce the speed limit to 20mph borough wide? I live in Eynham road and its already a ridiculous waste of money to have put the road markings in. 30mph is the legal speed limit for built up areas it works. why not inforce the existing law rather than wasting money on something new which won't work or be obeyed. Have you forgotten that you serve the people it is not for you to control the people.</p>	<ol style="list-style-type: none"> 1. 30mph speed limit is the national speed limit on roads with street lighting. The speed limit regime enables traffic authorities to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit (Setting Local Speed Limits, DfT circular 01/2013) 2. The Council has no enforcement power in relation to speed limit. It is the Police that enforce the speed. <p>The aim of introducing the 20mph speed limit extension was to:</p> <ul style="list-style-type: none"> To address a real danger To reduce deaths and injuries To reduce accidents To make our children and all of us healthier To cut delays on the road To make our neighbourhoods more pleasant <p>30mph is the national legal speed, however, local authorities reserve the right to change/reduce it if necessary. (RTRAO 1999)</p>
3	<p>I understand that you are the correct person to write to concerning the recently imposed 20 mph Speed Limit on many of the minor roads In Hammersmith and Fulham. I also understand that this was introduced via the Experimental Traffic Order No. 1283 and that, as this was only</p>	<p>In total 5,287 responses were received and recorded, 45% of respondents (or 2,367) replied YES for all roads managed by LBHF 26% of respondents (or 1,351) replied YES but not on all roads 29% of respondents (or 1,493) replied NO.</p>

<p>temporary, objections against it may still be entertained.</p> <p>I am one of those who voted against this proposal and, when the result was announced, I understood that there had been no majority in favour. I was therefore somewhat surprised to see the limit imposed on so many roads – apparently against the wishes of a majority. I can only presume that you assumed that those not voting must have been in favour of the limit, although how you came to this conclusion is a mystery. Why ask and then ignore the result?</p> <p>My experience of the new limit is that, for the first few weeks, it was followed by a majority of drivers but that after a short time it is now almost totally ignored. We have all spotted that there is nothing to enforce the limit – no speed cameras, and no policemen or traffic wardens lurking in the shadows.</p> <p>A number of questions occur to me –</p> <ul style="list-style-type: none"> • Is there some evidence that 20mph is safer than the country-wide limit of 30mph in towns? • Why are we residents being criminalized? • Are there any statistics to prove that the new limit has decreased the number of speeding accidents? • Why are the hundreds of bicyclists on our roads apparently allowed to ignore the speed limit – in the same way as so many of them totally ignore other road users? • Why make criminals out of safe drivers? • There is already a plethora of speed bumps on the Borough's roads, and in my opinion – as I said at the time – whilst they play havoc on the springs of our cars, surely they are amply sufficient to reduce speed. • It is a well-known adage that hard cases make bad law. Speeding in H & F is not a hard case. But the arbitrarily impose 20mph speed limit is a bad law. • The cost of painting all those hundreds of signs on so many roads must have been enormous. • But is there some link between the proposed fines imposed for speeding, and the announcement that our Council Tax is not going up this year? <p>I write in my capacity as a concerned Fulham resident of over 40 years, although in my time I have been the Chairman of the Fulham Society as well as of the large block of flats where I live.</p>	<p>Thus 71% of respondents voted for some form of extension of 20mph speed limits in the borough (whether all roads or some roads).</p> <p>The Council has no enforcement power in relation to speed limit. It is the Police that enforce the speed</p> <ol style="list-style-type: none"> 1) The speed of the vehicle travelling is directly related to the severity of injuries sustained after the accident. 2) We do not think that residents are being criminalised with this scheme. However, motorists observing the speed limit would not be subject to enforcement. 3) It is currently not possible to evaluate casualty and collision data, due to data still not being available. It is standard procedure within the industry to provide and analyse casualty data three year prior to the scheme implementation and three years after. 4) Cyclists can be subject to the Police enforcement as other drivers do, should they endanger other road users or themselves. 5) As under 2 above 6) This scheme does not involve additional installation of speed humps. 7) We do not believe that reducing the speed to 20mph is an example of a bad law, for all the reasons mentioned as well as for being supported by the majority of residents who responded to the consultation 8) This scheme was and is fully funded by Transport for London 9) The Council has no financial benefits from this scheme. 10) There is no link connecting this scheme with the Council tax not going up this year. Also, the speed enforcement is not carried out by the Council
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4	<p>Greetings, I write to complain about the reduction of speed limits and the imposition of speed bumps defined in Traffic Management Order no. 1283. I object to several points from the cluttering of the roadside with signs to the additional screwing of money out of the motorist.</p> <p>I see no reference to the “abort conditions”, whereby after a certain number of months have passed, the accident statistics will be analysed, and the whole scheme abandoned as having shown no real benefit, apart from potentially screwing money out of motorists. Is this the main target for this initiative??.</p> <p>30 MPH is the national safe driving speed limit. I see no reason for this to be reduced by local government officials who will be spending money which could be used to serve the community more effectively.</p> <p>Punishing drivers and screwing money out of them for driving below an already safe speed limit is not right.</p> <p>Please acknowledge this e mail</p> <p>.</p>	<ol style="list-style-type: none"> 1) It is currently not possible to evaluate casualty and collision data, due to data still not being available. It is standard procedure within the industry to provide and analyse casualty data three year prior to the scheme implementation and three years after. 2) 30mph speed limit is the national speed limit on roads with street lighting. The speed limit regime enables traffic authorities to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit (Setting Local Speed Limits, DfT circular 01/2013) 3) The council has no financial benefits from this scheme. The aim of the scheme is to address a real danger, to reduce deaths and injuries, to reduce accidents, to make our children and all of us healthier, to cut delays on the road and to make our neighbourhoods more pleasant for living
5	<p>I am writing to state my opposition to the 20mph limit currently in force in Hammersmith.</p> <p>My experience to date has been that very few people are taking any regard of this limit, which indicates that most people think it is not effective. 30mph has been shown to be a safe and effective speed limit in most areas of the country and the additional signage and traffic warning systems must have cost a considerable amount of money. Now to enforce it you will have to install speed cameras and maintain them. In these cost constrained times, there are surely more effective ways to achieve road safety.</p> <p>Please could you provide details of any accident statistics before the trial period and during it. Does the cost justify the expense?</p>	<ol style="list-style-type: none"> 1. Motorists not observing the speed limit would be subject to Police enforcement. The scheme has been fully funded by Transport for London. There was no additional speed camera installation as part of the scheme, therefore no additional costs associated with installing or maintaining them. 2. It is currently not possible to evaluate casualty and collision data, due to data still not being available. It is standard procedure within the industry to provide and analyse casualty data three year prior to the scheme implementation and three year after 3. This scheme does not involve additional installation of speed humps.

	<p>I am sure that you are aware that speed bumps have now been shown to damage vehicles and cause additional pollution by the slowing down and speeding up of the engine - this is particularly relevant at the moment.</p> <p>I sincerely hope that the council will reconsider this initiative which was not approved of by the majority of residents in the borough.</p> <p>Thank you</p> <p>Joanna Busvine Brook Green</p>	<p>4. In total 5,287 responses were received and recorded, 45% of respondents (or 2,367) replied YES for all roads managed by LBHF 26% of respondents (or 1,351) replied YES but not on all roads 29% of respondents (or 1,493) replied NO.</p> <p>Thus 71% of respondents voted for some form of extension of 20mph speed limits in the borough (whether all roads or some roads).</p>
6	<p>Dear XXX,</p> <p>I've recently been sent an e-mail asking me to object to the above order. It sounds as though it's been drafted by someone who drove too fast, was caught/fined and is now an aggrieved motorist. As an LBHF resident (SW6 3SB), my e-mail is to register my support for the Council's action in setting a 20 mph limit, given the high levels of air pollution in Inner London and the frequency of accidents involving either cyclists or pedestrians. The residential streets of Fulham are safer for the limit (if only it were observed !). If anything, the limit should be extended and more rigorously enforced.</p> <p>With kind regards,</p>	<p>This is not an objection.</p>
7	<p>My email, is regarding the Traffic Management Order Number 1283</p> <p>1. Please return our streets back to the 30 mph. This is the legal limit for most built up areas in most of the country. All 20mph limits are doing is causing more traffic build up. In some areas the 20 mph is forcing drivers to slow down from 40mph to 20mph BUT we do not have the time to slow down, we have to put full breaks on, hence more traffic holdups. Drivers use their initiative when driving and we slow our vehicles accordingly, As</p>	<p>1. 30mph speed limit is the national speed limit on roads with street lighting. The speed limit regime enables traffic authorities to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit (Setting Local Speed Limits, DfT circular 01/2013)</p>

	<p>and when needed.</p>	
<p>8</p>	<p>RE: Traffic Management Order no. 1283 & The London Borough of Hammersmith and Fulham - ROAD TRAFFIC REGULATION ACT 1984 - THE HAMMERSMITH AND FULHAM (20 MPH SPEED LIMIT) EXPERIMENTAL TRAFFIC ORDER 2016 (Per publication in London Gazette, 23 August 2016, Notice ID = 2598828)</p> <p>Dear Mr.</p> <p>I previously wrote quite a detailed objection to this speed limit reduction project at the time of the initial consultation. And I maintain my objection now.</p> <p>Some of my grounds for objection include the following.</p> <ul style="list-style-type: none"> 1 • 20mph is an unnaturally low speed. 30mph is the legal speed limit for built up areas in most of the country. 2 • It is wrong to criminalise safe driving. The majority of drivers do seem to drive both safely and within existing 30mph speed limits. Traffic congestion itself provides a very effective speed limiter. 3 • It is unreasonable for drivers to get a fine for driving at a safe speed, even under 25mph. This already reportedly happens on Shepherds Bush Green, Hammersmith Road and Old Oak Road, where there are cameras. 4 • If it's safe to drive at 30mph on roads like Fulham Palace Rd, New Kings Rd and Scrubs Lane, then it should be as safe to drive at the same speed on roads like King Street or Old Oak Rd, and the myriad of quieter less busy side streets that provide through roads. 5 • When approached, LBHF failed to provide accident statistics justifying a lower limit. Apparently Speed wasn't a factor in even 1% of the accidents studied. I previously asked Council to provide detailed accident statistics (Freedom of Information, etc.), that specifically identified those accidents within the Borough that related only to speed of motor powered vehicles, as opposed to carelessness by pedestrians and cyclists, possibly crossing at 	<ol style="list-style-type: none"> 1. 30mph speed limit is the national speed limit on roads with street lighting. The speed limit regime enables traffic authorities to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit (Setting Local Speed Limits, DfT circular 01/2013 refers) 2. We do not think that residents are being criminalised with this scheme. However, motorists observing the speed limit would not be subject to enforcement. 3. The Council has no enforcement power in relation to speed limit. It is the Police that enforce the speed 4. Fulham Palace Road, Scrubs Lane and New Kings Road are Borough's classified A roads. The speed on these roads were retained at 30mph (except within or close to town centres), following consultation with residents. 5. We have provided collision statistic prior to the scheme implementation which is publicly available. however, the post scheme implementation collision data is still not available for analysis. 6. We do not believe that reducing the speed to 20mph is an example of a bad law, for all the reasons mentioned as well as for being supported by the majority of residents who responded to the consultation. 7. Statement 8. This scheme does not involve additional installation of traffic calming. 9. This scheme was/is fully funded by Transport for London (TfL). <p>In total 5,287 responses were received and recorded, 45% of respondents (or 2,367) replied YES for all roads managed by LBHF 26% of respondents (or 1,351) replied YES but not on all roads 29% of respondents (or 1,493) replied NO.</p> <p>Thus 71% of respondents voted for some form of extension of 20mph speed limits in the borough (whether all roads or some roads).</p> <ol style="list-style-type: none"> 10. Police would enforce 20mph speed limit the same way as they would

<p>non-authorized crossing points, or actively using mobile phones at the time of an accident. LBHF failed to provide even an acknowledgement of my objection let alone requested information relevant to a case for reduced speed limits.</p> <p>6 • Bad laws breed disrespect for the law. There is evidence that drivers are just ignoring the badly-set limits when they can. Rather than waste money on enforcing them with more speed humps and the like, LBHF should scrap the experimental scheme.</p> <p>7 • Frequently we see quoted research and commentary that in actual reality the average speed of motorised traffic through London is no faster now than in the days of horses and carriages, usually no higher than 10-12 miles per hour being covered. This suggests any arbitrarily imposed speed limit of 20 mph is redundant in any event for the vast majority of journeys.</p> <p>8 • The use of speed humps as a traffic and speed calming measure are, in any event, of limited effectiveness, and seem to have 2 key negative effects. Firstly the increase neighbourhood noise as vehicles (especially commercial vehicles) bounce over them. And secondly they definitely increase the wear and tear on all vehicles, increasing maintenance costs, notably tyre wear and exhaust wear/damage. These additional costs will be passed on by commercial firms, adding an inflationary factor in distribution channels. But private drivers have to bear extra wear & tear vehicle costs themselves.</p> <p>9 At a time of budgetary constraints both nationally and within local Councils, Hammersmith & Fulham should NOT be using local Council Tax funds and other scarce (human and financial resources) on a scheme that is unwanted by the majority of local residents (as recorded in your previous, flawed, Consultation on this topic), and which is poor value for money.</p> <p>10. Also local Police Resources are already very stretched across the Borough (as I well know from participation in the Shepherds Bush Safer Neighbourhood Team Committee since its inception). Expecting Police to give valuable time to such a minor matter as enforcing a reduced speed limit as an alternative to tackling serious crime and disorder, in its many forms, is unrealistic. Over my years at SNT Committees the issue of local road speed limits and their enforcement has NEVER been prioritised for local policing in the Shepherds Bush area.</p> <p>11. As I understand it, at the original flawed Consultation, some 55% of respondent opposed the proposed reduction of Speed Limit from 30mph to</p>	<p>enforce 30mph speed limit, if deemed necessary. They are expected to manage their own resources.</p> <p>11. As explained under 9 above</p>
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	<p>20mph with the LBHF Borough. Is this very significant majority in opposition to the traffic management project, and hopefully should prompt Councillors and Officers to respect the democratic process of Consultation.</p>	
<p>9</p>	<p>OBJECTION TO EXPERIMENTAL TRAFFIC MANAGEMENT ORDER (#1283, 20mph extension) I would like to raise a formal objection to LBHF Traffic Management Order 1283 which came into effect on 5 September. a) First I would like to comment that although I searched the LBHF website, I could not find any mention of this opportunity to object. It should have been in the Consultations section. For some reason, LBHF is very keen to send residents lots of very self-congratulatory emails, but less keen to tell us about our rights to object. A website search on 20mph at first just prompted the most propagandistic articles pushing 20mph. The many hostile comments from residents about</p>	<p>a) The Council has followed the required statutory process in terms of advertising and consultation in the making of the TRO in accordance with sections 9 and 10 of the Road Traffic Regulation Act 1984. All previous consultations are classified as a 'good practice' in which the public informed was informed about oncoming scheme.</p> <p>The LBHF web site provided information about the scheme which residents can access. The Consultation carried out offered residents and all relevant parties the opportunity to object to the scheme, as well as this way. 29% of the people who responded objected to the scheme.</p>

<p>the biased consultation and the inappropriateness of 20mph speed limits on one page seem to have been “lost” in the website redesign.</p> <p>The biggest casualty in the sorry saga of the 20mph extension has been LBHF’s reputation. Since the rigged consultation and associated propaganda exercises, LBHF has increasingly been seen as a racket, a listening council prepared only to listen to what it wants to hear. People who might otherwise respond to the call for objections will not do so if just because they believe that they will not be listened to. LBHF will continue to delude itself about ‘majority support’ as the figures had to be contrived. In reality, about 95% of people canvassed, particularly in traditional Labour areas, think that the wide-area 20mph extension is a total waste of time and money.</p> <p>I am also not surprised that some residents believe that LBHF profits financially from the 20mph extension, even though the campaign against made it quite clear that the infringement fines go to central government. Maybe some people make a connection between general central government revenue and grants to local authorities?</p> <p>Anyway, for what it is worth, some quick points about the practicalities of the scheme</p> <p>1) 20mph is an abnormally low speed limit. 30mph is the natural and therefore default legal speed limit for built-up areas in most of the country. The Highway Code requires drivers to drive according to the conditions, so the lowered limit should be totally unnecessary. Truly dangerous driving can be prosecuted at any speed.</p> <p>By forcing local learner drivers to crawl at no more than 20mph, the scheme will largely deny them the opportunity for (legal) full use of gears and ill-prepare them both for their test and driving in most of the country. I bet that their needs were never considered.</p> <p>2) It is wrong to criminalise safe driving between 21-30mph and totally unreasonable for drivers to get a fine for driving at a safe speed. I note that the lower limit applies on Hammersmith Road and Shepherds Bush Green to name just two locations where there are cameras.</p> <p>LBHF recognises that it is clearly safe to drive at 30mph on roads like Fulham High St and Wandsworth Bridge Rd (as conditions permit). It is</p>	<p>LBHF does not profit from this scheme as the Council has no such enforcement powers in respect of speeding.</p> <ol style="list-style-type: none"> 1) 30mph speed limit is the national speed limit on roads with street lighting. The speed limit regime enables traffic authorities to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit (Setting Local Speed Limits, DfT circular 01/2013) 2) The scheme is not about penalising drivers for safe driving but to have safe roads and pleasant neighbourhoods, to reduce the number and severity of collisions. Cameras on roads mentioned were installed prior to the 20mph scheme implementation. Fulham Palace Road and Wandsworth Bridge Road are classified A roads, and the 30mph speed limit on these roads was retained (except within or close to town centres) following consultation results in which residents asked for the main routes to retain 30mph speed limit.. 3) We have in our report provided collision statistic data (prior to the scheme implementation). Contributory factors that lead to collisions are very subjective and written by the police officers assessing the case. With higher speed of travelling the time of drivers reaction is increased as well as braking distance, therefore chances of getting involved in collision too. 4) The money for the scheme has come from TFL and £300,00 has been secured for the second stage of the scheme (2017/18). The money for other improvements mentioned will be identified from other sources. 5) This scheme does not involve installation of traffic calming. However, in case supporting measures are needed, would consult and install them only where supported by local people. 6) In an attempt to keep costs down we have tried to use existing street furniture to accommodate signs and used minimum number of signs and signs repeaters required. If signs in some places are excessive or not needed, we are happy to reduce the numbers and where applicable we will remove them, should this be legally correct. However, the signage needs to conform to national legislative requirements. 7) noted
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therefore a joke to enforce 20mph limits on similar roads such as King St, Peterborough Rd or Askew Rd.

3) When approached, LBHF failed to provide accident statistics justifying a lower limit. Speed not demonstrably a significant factor in two years of accidents examined. Careless road user behaviour was, but it seems LBHF has a blind spot, in spite of me booking a meeting to discuss road safety improvements with Cllr Harcourt. It seems LBHF is more interested in appeasing the 20's Plenty lobby with its contrived statistics than addressing the predominant causes of accidents.

4) Even if LBHF claims the funds come from the GLA, it is all still money still levied on our Council Tax bills. This is money that could be spent on things that the public actually wants like more police or keeping the price of our tube fares and travelcards down. The GLA claims to be short of money, and the London Mayor has let some fares rise in breach of his election pledge. It has also been reported that the GLA levy on our Council Tax bills is due to rise in April 2017.

Yet the Cabinet Minutes, 5 Dec 2016 and other working papers show that a large sum of money has been approved for feasibility design and consultation. The Integrated Transport Programme 2017/18 implies that further spend on the 20mph project area could reach £300,000 out of a total commitment of £1m for the project!

The 'reason' seems to be to "encourage compliance with the new speed limits", and is a tacit admission that drivers routinely ignore speed limits they regard as insanity. I have been in a friend's car and seen even a police car (not on siren/blue lamp) ignore the limits.

5) Given LBHF's history, "compliance" is most likely taken to mean more speed humps, which previous council papers admit can be property-damaging.

6) The extra 20mph and 30mph signs give a cluttered look to our streets. It also looks obsessive to have 20mph limits on short cul-de-sacs such as Purcell Crescent and in Cambridge Grove, where it would be difficult to build up any speed.

	<p>7) With the power of the internet, rest assured that many residents have become aware of LBHF's muddled priorities and this potential obscene waste of their money. If certain councillors insist on going ahead with this vanity project, they will have only themselves to blame if there is a backlash in the 2018 council elections.</p> <p>So, rather than "do things to people", as a senior councillor puts it, LBHF needs it come to its senses.</p> <p>It has made itself a laughing stock by posing as wanting to be "fairer to drivers".</p> <p>Ideally LBHF should promptly terminate the experimental scheme and sell the surplus road signs to another local authority or a scrap dealer.</p> <p>At the very least it should decriminalise safe driving at between 21-30mph by immediately suspending the 20mph limits and making the borough 'Advisory 20mph'. If the ruling group wants to revive it as an enforced limit, it should be put openly to local voters as a clear manifesto item well before the 2018 council elections. The 2014 manifesto, released under 48 hours before polling day in 2014 but after postal votes had been cast cannot be considered as a proper mandate. Rather, it was seen as something-to-hide and an insult to the intelligence of voters.</p> <p>It is unfortunately a fact of public life that once trust has been betrayed, it is difficult to regain. In a moment of candour, Ed Miliband MP observed that his party was voted out because it had become out of touch with the public. There is still time to learn from others' mistakes.</p> <p>Yours sincerely</p>	
10	<p>Dear Mr</p> <p>I previously took part in a consultation around introducing 20 mph speed limits in the borough and it seem to me that the implementation is not at all the approach that had public support. I am writing to you as I understand that you are the Chief Transport Planner for London Borough of Hammersmith and Fulham.</p>	<p>1. In total 5,287 responses were received and recorded, 45% of respondents (or 2,367) replied YES for all roads managed by LBHF 26% of respondents (or 1,351) replied YES but not on all roads 29% of respondents (or 1,493) replied NO.</p> <p>Thus 71% of respondents voted for some form of extension of 20mph speed limits in the borough (whether all roads or some roads).</p>

In responding to the consultation, I was strongly in favour of 20 mph limits to cover residential streets but opposed to 20 mph limits on the major through routes through the borough.

1. I understand that the view from the consultation was similar to mine - a majority view that residents did not support 20 mph limits on most major roads in the borough. And yet, the scheme when implemented under Traffic Management Order no. 1283, has put in 20 mph stretches on many major roads - e.g. Hammersmith Road, Shepherds Bush Road and Fulham Palace Road.

2. I think it is important that traffic should be able to get through the borough on the major routes. It does not help us if slow moving traffic clogs the main arteries adding to congestion and pollution.

A further consequence I detect is that the level of rat-running in residential streets is increasing. There is reduced incentive to stick to the main routes if they do not offer a quicker route. And in fact, there is a perverse incentive to use side roads as lack of enforcement means that speeding drivers are far less likely to be caught if they speed in residential streets.

3. The signage for the 20 mph zones in many places is extremely confusing given all the other street side clutter. The main indicator seems to be the roundels painted on the roads but it is often not at all clear where 30 mph limit actually changes to 20 mph (or back again) - particularly when 30 mph would be a perfectly safe speed according to the road conditions. It is confusing even for those of us who live in the area and who are familiar with the roads. It is far too easy to unwittingly infringe the 20 mph speed limit and this only feeds public cynicism about the purpose and serves to bring the policy into disrepute.

4. I think there are far better uses for scarce resources to tackle real problems, rather than penalising motorists who drive at what is considered a safe speed elsewhere - 30mph.

5. It seems to me that LBHF did not follow the majority wishes of borough residents in implementing this scheme. I wish to lodge an objection while

2. Following consultation results we decided to retain a 30mph speed limit on the borough's classified A roads (except in or close to town centres). Necessary signage and markings are prescribed by DfT and we generally used minimum number of signs and repeaters required.
3. We do not think that residents are being criminalised with this scheme. However, motorists are expected to conform to the speed limit.
4. As under 1 above

	<p>this is still an Experimental Traffic Order. Please can you reconsider before any further resources, which are likely to impact on local council tax, are wasted on implementing and enforcing the current scheme. Yours sincerely,</p>	
11	<p>I am writing to object to the proposed introduction of 20 mph speed limits in Hammersmith and Fulham. The cost of implementation and the eyesore of additional signs is not justified by grounds of safety – it seems to be a thinly disguised project to raise revenue. 30 mph is slow enough. Anything less than that becomes frustrating and boring – and therefore dangerous. Please conserve resources for things that residents really need – park maintenance, policing and segregated refuse collections to capture organic waste. Sincerely,</p>	<p>This project is not about raising revenue as the Council has no enforcement powers in respect of speeding. Park maintenance, policing and segregated refuse collections are funded from other resources.</p>
12	<p>I am a driver, a keen cyclist and a pedestrian, and I object to the widespread roll-out of 20mph limits across the borough. Unarguably, 20mph limits are reasonable in crowded and narrow residential streets. We have had them for years in the Brackenbury area and my own road - no problem. But 20mph feels too slow on major streets like Askew Road and Old Oak Road. In other parts of the country 30mph is the limit on streets such as this, and no one is questioning it. No vehicles actually respect the 20mph limit, including buses and police cars! I have tried driving at 20mph on Old Oak Road and I just caused a tailback. The driver behind me got irate and started flashing his lights at me. This is a law that criminalises safe driving at between 25 and 30mph, and lessens respect for road safety measures because it seems so poorly thought out.</p>	<p>The 20mph is a long term project and we expect drivers to conform to the speed limit. It is not about penalising drivers, however drivers that don't respect the speed limit may be subject to enforcement. The aim of introducing the 20mph speed limit extension is to: To address a real danger To reduce deaths and injuries To reduce accidents To make our children and all of us healthier To cut delays on the road To make our neighbourhoods more pleasant</p> <p>The Council did not ignore the wish of the majority. There was a higher number of people in support to 20 than those rejecting the proposal. In total 5,287 responses were received and recorded, 45% of respondents (or 2,367) replied YES for all roads managed by LBHF</p>

	<p>I am concerned that the council has ignored the general lack of support, and even opposition to this program in order to placate a constituency who are irrationally anti-car. That is not a good basis for action and risks damaging our local economy, not to mention wasting large sums of money in implementation.</p> <p>I hope you will reconsider. There are better ways to make our roads both safer and more efficient than this.</p> <p>yours sincerely,</p>	<p>26% of respondents (or 1,351) replied YES but not on all roads 29% of respondents (or 1,493) replied NO.</p>
13	<p>Dear Sir</p> <p>I have recently been alerted to your new idea of a blanket 20mph limit on driving in the borough. I should like to make you aware of my objection to this policy. 30mph has proved to be a reasonable speed limit without irritating motorists. To reduce it by 10mph would just be a step too far and motorists would be angered and take unnecessary risks. I can see in a year's time you might reduce the 20 to 15 and then 10mph in the borough. This is not logical or the way to make our streets more safe.</p> <p>Please reconsider this policy and keep the 30mph and do NOT reduce it to 20mph.</p> <p>Thank you</p>	<p>There are no plans for further reduction in speed. 30mph speed limit is the national speed limit on roads with street lighting. The speed limit regime enables traffic authorities to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit (Setting Local Speed Limits, DfT circular 01/2013)</p> <p>The aim of introducing the 20mph speed limit extension was/is to:</p> <ul style="list-style-type: none"> To address a real danger To reduce deaths and injuries To reduce accidents To make our children and all of us healthier To cut delays on the road To make our neighbourhoods more pleasant
14	<p>As a longstanding resident and council tax payer in the London Borough of Hammersmith & Fulham, I cannot believe that there was overall agreement to the above Traffic Management scheme and would highlight the following points:</p> <ul style="list-style-type: none"> • 20 mph is an unnaturally low speed (although I am in agreement for this speed limit to be imposed on many residential streets); however, 30 mph is the legal speed limit for built up areas in most of the country and 30 mph should be extended to roads such as on Fulham Road, Fulham Palace 	<ul style="list-style-type: none"> - 30mph speed limit is the national speed limit on roads with street lighting. The speed limit regime enables traffic authorities to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit (Setting Local Speed Limits, DfT circular 01/2013) - The roads mentioned have the speed retained at 30mph, except if within town centre. Old Oak Road has however changed the speed limit from 30 to 20.

	<p>Road, Shepherds Bush Road, Hammersmith Road, Uxbridge Road, Goldhawk Road and Old Oak Road etc.</p> <ul style="list-style-type: none"> • — It is unreasonable for drivers to get a fine for driving at a safe speed on these roads, even under 25 mph. This already stands to happen on Shepherds Bush Green, Hammersmith Road and Old Oak Road, where there are cameras! • It is wrong to criminalise safe driving and I feel the above scheme is gesture politics. The Council should divert their efforts on educating some road users to take due care and NOT be distracted by the use of mobile phones or headphones whilst driving! <p>I sincerely hope you are able to scrap this 'experimental' scheme and use the money more wisely, for example, in providing extra care homes for the elderly and also in saving our hospitals rather than the provision of even more traffic cameras and speed humps!</p> <p>I look forward to hearing from you.</p> <p>With thanks and kind regards</p>	<ul style="list-style-type: none"> - There were no safety cameras installed as part of the scheme. As with any speed limit, motorists are expected to conform to the speed limit. The Council does not collect any revenue from speed camera fines - Drivers using mobile phones whilst driving are subject to the Police enforcement
15	<p>"I would like to point out that I am fully against the 20mph speed limit that is in place on Fulham. I am fully in support of this being scrapped.</p>	<p>Noted</p>
16	<p>I am writing to object to the 20 mph speed limit. This order is not welcomed by people in the borough. It is designed to catch out unsuspecting motorists and is nothing more than money spinner for LBHF.</p> <p>In most cases the traffic is painfully slow anyway and as a responsible driver and local resident I strongly urge you to end this experiment.</p> <p>Best Wishes,</p>	<p>The majority of people who responded to the consultation voted in favour of the scheme. The scheme is not a 'money spinner' as the Council has no such enforcement powers in respect of speeding.</p>

17	<p>Dear Sir,</p> <p>I am writing to confirm that I would like both the Experimental Traffic Order and the 20 MPH scheme scrapped.</p> <p>Many of the roads I already take require me to drive at the unnatural speed of 20 mph. I have found this requirement lulling me into an unnaturally sleepy state and it has certainly has given me a false sense of security.</p> <p>Although it may be slightly counter-intuitive I suspect that slightly higher speed limits probably encourage safer and certainly more alert driving.</p> <p>Kind regards,</p>	<p>Following consultation results we have retained 30mph speed limit on borough's classified A roads except in or close to town centre. The aim of introducing 20mph speed limit was/is to:</p> <ul style="list-style-type: none"> To address a real danger To reduce deaths and injuries To reduce accidents To make our children and all of us healthier To cut delays on the road To make our neighbourhoods more pleasant <p>Drivers should always remain alert when driving, regardless of the speed limit</p>
18	<p>This experiment has failed. It has been extremely costly and the 20mph limit been ignored by most motorists. It has brought the law into disrepute and when disrespect becomes the norm more dangerous practices such as jumping red lights will be encouraged.</p> <ol style="list-style-type: none"> 1. There has been no published data about the change in accidents since the trial commenced but speed was not a factor in 99% of accidents before the trial. 2. Even ROSPA does not support wide area 20mph speed limits BECAUSE THEY DO NOT WORK. <p>Just because the money comes from the GLA doesn't mean that we the tax payers aren't funding it.</p> <p>Gesture politics must stop and common sense restored. We have had the experiment and it hasn't worked so abandon it please.</p> <p>Regards</p>	<ol style="list-style-type: none"> 1. The post implementation collision data is still not available therefore not possible to analyse the effectiveness of the scheme in relation to casualty reduction. 2. ROSPA in its document '20 mph zone fact sheet' explains about zones and limits. The document is not against limits but states that 'There is less experience with 20mph limits although they have generally been positive at reducing traffic speeds. They do not reduce traffic speeds as much as zones'.

19	<p>I do hope that the experimental 20mph will be scrapped, 1. it is a waste of council tax payers money, I have also had to have my exhaust replaced twice due to road bumps and my wheels aligned many times, 2. if it is safe to drive at 30mph on New Kings Road and Fulham Palace Road then why is it not safe on King Street? To fully enforce this would be a waste of police time, driving at 30mph is a safe speed.</p>	<ol style="list-style-type: none"> 1. The scheme was/is funded by TfL and it did not involve implementation of speed humps. 2. King Street is largely part of Hammersmith Town Centre and thus regularly used by a large number of pedestrians that cross the road more often than in New Kings Road or Fulham Palace Road which are classified A roads.
20	<p>Please do not go ahead with the 20mph speed restrictions in our area (W14), they are actually quite disruptive to traffic and could even cause accidents if people slow down by 10mph suddenly. Taking a driver's eyes off the road ahead, and the traffic on it can also be dangerous, especially to cyclists. I vote NO to this scheme.</p>	<p>We don't see how the speed reduced can be disruptive to traffic or dangerous to cyclists. With the lower speed limit drivers have more time to react to a potential danger which reduces the chance of a collision occurring.</p>
21	<p>I understand that the 20 mph limit in Hammersmith and Fulham is an experiment and that the speed limit change will not be permanent unless people object and in that context, I object very strongly indeed. The principal reasons are:</p> <ul style="list-style-type: none"> • It turns perfectly safe and lawful driving into a criminal offence – that is unjust, oppressive and bad policy. • It will result in safe drivers being aggravated by unnecessarily slow traffic – I speak from personal experience as a driver. It puts me in a frame of mind where I am more likely to be distracted; it makes me worry about looking for speed cameras rather than for hazards on the road, which is an unsafe scenario and it makes me angry because I did not vote for it, 	<ul style="list-style-type: none"> • The injuries sustained at 30 are more severe than those sustained at 20. Driving at 20 gives pedestrians and other more vulnerable road users to feel more safe. Major routes have however retained 30mph speed limit. • the majority of people who responded to the consultation voted in favour of 20mph speed limit. • 20mph is very relaxed with no many oppressive measures e.g. police enforcement, large number of speed cameras etc. It is still left to drivers to adjust their speed and drive safely as we would expect motorists to comply with the speed limit. • LBHF have provided collision statistic prior to the scheme implementation. Post scheme collision data is still not available to examine. Once the data becomes available it will be analysed against the data prior to the scheme implementation. Speed is one of few contributory factors often mentioned by the Police. Usually more than one factor can contribute to the collisions. Speed is

	<p>because the majority did not vote for it and because it unnecessarily slows down the traffic, which wastes my time and everyone else's time.</p> <ul style="list-style-type: none"> • It is a better strategy to trust people to behave well (ie drive safely) than to so constrain them (with punitive and oppressive measures) that they disengage or rebel. • The safety argument is bogus. I understand that LBHF has failed to provide accident statistics justifying a lower limit. Speed wasn't a factor in even 1% of the accidents studied! If one wants to make roads safer, then it is important to look at the causes of accidents and to address them; that would be sensible. However, reducing speed for dogmatic reasons is a bad waste of money and leaves reasonable people justifiably disrespecting the politicians, the law and the people responsible for enforcing the law. • It is and/or will be perceived to be yet another wheeze by the council to put its hands illegitimately in drivers' pockets. <p>Therefore, please stop the experiment and put the speed limits back where they were before.</p> <p>With very best regards</p>	<p>often one of them. With the higher speed of travelling, drivers have less time to react to the danger which increase the chance of the collision occurring.</p> <ul style="list-style-type: none"> • The Council has no such enforcement powers in respect of speeding
<p>22</p>	<p>Dear Sir I am totally against the 20mph speed limit imposed on many of the main arteries of H&F, within the last year. I say this because –</p> <ul style="list-style-type: none"> • There does not seem to be consistency in terms of the roads being enforced. Some main arteries remain 30mph and others not. <p>Total confusion will naturally result – i.e. all drivers driving through H&F, (Londoners and those from outside). The National Road standard should</p>	<ul style="list-style-type: none"> • Following consultation with residents we have decided to retain a 30mph speed limit on the borough's classified A roads except those in or close to town centres. • All drivers are required to obey the highway code and speed limits. • Most of our A roads retained 30mph speed limit, as explained above.

	<p>apply or have that changed!!</p> <ul style="list-style-type: none"> • 20mph as an advised speed in 'back streets' might be sensible, only if VERY clearly marked – otherwise, those visiting such roads will not be respectful of such restrictions. <p>The average 'white van man' does not care to think of the implications of a child running out on a narrow residential street – he/she just wants to deliver an order during the course of a congested busy day! VERY clearly advising them to drive carefully is the best way to win them over – not making their lives more difficult with pan borough restrictions.</p> <ul style="list-style-type: none"> • If this is an experimental scheme, then lessons should be learnt from the trial – i.e. the main arteries of H&F all need to conform to national roads speed limits, so as to gain free-flow of traffic and most importantly driver respect/recognition/implementation <p>I hope my comments will be duly considered. They are entirely non-political and only wish to seek sensible and practical solution for all, whilst delivering economic road safety initiatives.</p> <p>Kind regards,</p> <p>JUSTIN SUMNER 11 NITON STRET, SW6 6NH 020 7385 9719</p>	
<p>23</p>	<p>Dear Mr Boyle, I wish to advise of my ongoing objection to the 20mph speed limit currently imposed within the borough. I am both a pedestrian, cyclist and motorcyclist within the borough. I find it harder to drive having to continually scan for street speed signs when I should be concentrating fully on the road by following it's well recognised and national speed limits / rules. In addition I have been undertaken / overtaken / flashed and beeped</p>	<p>20mph is no different than any other speed limit and a qualified driver is expected to conform to the speed limit as well as traffic signs advising on it.</p>

	<p>at a number of times whilst on the motorbike trying to abide by this trial speed limit. I genuinely feel less safe on the roads within lbhf as it creates additional hazards on the roads and should be withdrawn immediately.</p> <p>With Thanks for your consideration, David</p>	
24	<p>Please register my objection to the present experimental 20 mph speed limit in the Borough</p> <p>With at least 178,000 residents the original survey only asked less than 1% of the population; Over 99% were not consulted</p> <p>When the plan was announced it failed to say that the majority of residents did not vote for this scheme nor that it was experimental</p> <p>There has been little or no advertising of the deadline for debate</p> <p>There is no evidence to suggest that this new 20 mph speed limit reduces accidents</p> <p>As a driver, biker and pedestrian for over 40 years, I see a deterioration of road safety</p> <p>On many occasions cars are speeding, and by that I mean too fast in the circumstances, or drivers on the phone, or better put 'driving without due care and attention. I see pedestrians walking off the pavement without even looking and I see bikers jumping the lights and hurtling down the inside of traffic all too often</p> <p>I personally cannot see the upside for people in any of these circumstances but I have never seen any convictions or admonishments being issued</p>	<ol style="list-style-type: none"> 1. Consultation leaflets were sent to every registered address in the borough and residents were asked to vote online too. We have held open public meetings and the information about progress of the scheme or key dates were detailed on the Council's Web Site as part of the Council's communication drive to be open and transparent. The majority of people that responded to the consultation voted in favour of the scheme. In total 5,287 responses were received and recorded, 45% of respondents (or 2,367) replied YES for all roads managed by LBHF 26% of respondents (or 1,351) replied YES but not on all roads 29% of respondents (or 1,493) replied NO. Thus 71% of respondents voted for some form of extension of 20mph speed limits in the borough (whether all roads or some roads). 2. The post implementation collision statistic is still not available. Once it becomes available we will be able to analyse data. The industry standard is to analyse collision data three years before and three years after the scheme's implementation. 3. Many factors can contribute to the traffic collision and speed is one of them. With the higher speed of travelling, drivers have less time to react to the danger which can increase the chances of a collision occurring. Reducing the speed of traffic, can have direct impact on severity of injuries. 4. This scheme is entirely funded by Transport for London (TfL) 5. This is not a revenue generated scheme. The Council has no such enforcement powers in respect of speeding.

	<p>Most injuries are caused by lack of care and attention by car drivers, bikers and pedestrians and reducing the speed limit to 20 mph will have no effect whatsoever on this</p> <p>Surely the key to this is to enforce better the existing legislation/bye laws</p> <p>Let's try and enforce better what we have, for example why is it that bikers are not required to register as are all other road users, thus making them accountable</p> <p>The huge amount of money being spent on the new 20 mph limit is a misuse of Council funds and could be better employed elsewhere in enforcement, registration or elsewhere in the community</p> <p>The Council assured me on 7 March last year that there were no plans to impose fines and that this was not a money making venture and I quote from Councillor Stephen Cowan "I assure you this is not a revenue generating scheme. It can't be as no legislation allows that to happen so it would be unlawful." his comments to me were copied to Cllr Wesley Harcourt, Cllr Larry Culhane, Chris Bainbridge, and Mahmood Siddiqi</p> <p>I am now informed that this is not the case and plans for enforcement are already in the pipe line</p> <p>My objection is clear</p> <p>Regards Gavin Hamilton-Deeley 30 Settrington Road, Fulham</p>	
25	<p>I would like to register my objection to the experimental 20mph speed limits on many of the roads around W12.</p> <p>I understand that the council has disregarded the results of its own</p>	<p>The majority of people that responded to the consultation voted in favour of the scheme. In total 5,287 responses were received and recorded, 45% of respondents (or 2,367) replied YES for all roads managed by LBHF 26% of respondents (or 1,351) replied YES but not on all roads 29% of respondents (or 1,493) replied NO.</p>

	<p>consultation.</p> <p>Most motorists are trained to drive safely. Most understand that a speed limit of 20mph is - at times - silly, even dangerous. For example, a driver travelling at 20mph (at max) when it is safe to drive at 30mph, frustrates drivers behind, encouraging them to overtake dangerously.</p> <p>Bad laws encourage disrespect for the law. This speed limit is widely flouted and disrespected, for good reason. Please return the speed limit to 30mph, as it was before, and please stop wasting our money.</p>	<p>Thus 71% of respondents voted for some form of extension of 20mph speed limits in the borough (whether all roads or some roads).</p> <p>We do not believe that reducing the speed to 20mph is an example of a bad law, for all the reasons mentioned as well as for being supported by the majority of residents who responded to the consultation</p> <p>Driving at 30 can be safe, however the chances of a collision occurring are higher and as well as severity of them.</p>
26	<p>Dear Mr Boyle</p> <p>I understand that there is a review coming up of the 20mph limits imposed throughout large parts of the borough at which this imposition could be overturned.</p> <p>As a resident I responded to the original consultation and I was disappointed to see at that time that the council chose anyway to impose these restrictions.</p> <p>I urge you and the council to roll back these reduced speed limits and by so doing listen to the opinions and opposition I believe of many of your constituents.</p> <p>If it is believed that the reduced speed is defensible for accident prevention or mitigation reasons then I should like to see any evidence you have that what has been imposed already has actually made a jot of difference. The interpretation of the limit on my part is that it is primarily a back door revenue generating initiative disguised as something else, which seems to be a favourite ploy of many council decisions.</p> <p>The speed limit in towns and cities across the country is 30mph; if I may assume you yourself drive then you will know just how ludicrous many of these new 20mph limits are on what are in the majority of cases in the borough quite large roads.</p> <p>In short and as I imagine will be evident from my email may I again urge you all to reconsider and admit you got this wrong; you might actually win more support for yourselves if you admitted error from time to time!</p> <p>kind regards</p>	<ol style="list-style-type: none"> 1. The council decided to proceed with the implementation of the scheme after the majority of people that responded to the consultation voted in favour of the scheme. 2. The post implementation collision data is still not available therefore it is not possible to analyse the effectiveness of the scheme in relation to casualty reduction. Once the data becomes available we will analyse it. <p>This scheme has no financial benefits to the council. The Council has no such enforcement powers in respect of speeding.</p>

	Jonathan Scherer	
27	no comments	No response
28	<p>Dear Mr Boyle,</p> <p>I opposed the 20 mph speed limit in the borough when it was mooted and now that it has been partially implemented have not changed my mind. First, the 20 mph speed limit is wholly inflexible. At many times of day 20 mph is sensible and drivers travel at 20 or slower. At other times it is safe to drive at up to 30 mph. Secondly, there is a lack of clarity about the roads that are part of the 20 mph scheme. Drivers who wish to obey the law find themselves breaking it.</p> <p>Traffic calming measures such as chicanes, humps, pedestrian crossing lights and box junctions do a pretty good job at keeping traffic moving slowly and a mandatory 20 mph blanket limit is unnecessary. I support a 30 mph blanket limit on all but the main roads in the borough.</p> <p>Finally, I should declare that I am a car owner and driver. My annual mileage is well under 1,000 miles a year so I do not often contribute to traffic congestion in the borough.</p> <p>Yours sincerely, Christopher Bellew 56 Margravine Gardens London W6 8RJ</p>	<ol style="list-style-type: none"> 1. We sign and mark roads according to the Department for Transport requirements and recommendations. We are happy to review these and put some extra signs if deemed necessary, in order to improve clarity of the scheme. 2. All drivers contribute to congestion. We cater for all our residents and try to secure the expeditious, convenient and safe movement of vehicular and other traffic as well as pedestrians in accordance with our various statutory duties..
29		

	<p>Can I add my voice to object about the Council's 20 mph zones on many of the borough's major streets. I use Askew Road and Paddenswick Rd almost every day and the 20 mph limits are unsurprisingly ignored by the vast majority of motorists. I doubt you will be able to point to any serious accidents in the last year to show that non-compliance has endangered the safety of pedestrians/ road users. You should abandon this trial.</p> <p>Kind regards Tim Russell</p>	<p>Following consultation with residents, we have decided to retain the 30mph speed limit on borough's classified A roads except those in or close to town centres. Askew Road and Paddenswick Road are not A roads. Often more than one factor can contribute towards a collision occurring. A higher speed of travelling, an increase in vehicle stopping distance and time, can result in more collisions with severe consequences.</p>
30	<p>Dear Sir, We would like the current 20mph and increased use of speed bumps H & F traffic scheme scrapped. We feel only roads near schools or with bad accident histories should be at 20 mph rather than 30 mph. With heavy traffic the speed cars are actually moving at is regulated anyhow. The normal 30 mph speed limit ensures generally sensible and proven safety, as is found in most built up UK areas. We also feel the Polices' time would be better spent on fining drivers using mobile phones, and other in-car-distractions, which provide an acute & increasing danger.</p>	<p>Collision statistic shows that most of the collision occur on main roads, however, with so many schools and nurseries, most of our roads are near them or on route to them. The aim of introducing 20mph speed limit was/is to: To address a real danger; to reduce deaths and injuries; To reduce accidents; To make our children and all of us healthier; To cut delays on the road; To make our neighbourhoods more pleasant.</p> <p>Police can manage their resources according to the situation.</p>
31	<p>The 20/30 mph boundaries are far from clear and not logical (seemingly similar roads have different limits. Frequent changes too. There is much to concentrate on. What matters is drive safely, not slowly. Please may we revert to the old 30 mph on all roads? Regards</p>	<p>When driving slow, drivers have more time to react and breaking/stopping distance is reduced, which reduces the chance of a collision occurring.</p>

32	<p>I wish to add my voice to the many who object to the 20mph speed limit on any road in the borough which is not purely residential: it is almost impossible to comply with, there is no fair way of enforcing it consistently, and if in order to do this you start putting speed bumps and cameras everywhere we will feel that we live in a police state rather than in the pleasantest borough in London. Please will you reconsider this scheme.</p>	<p>Following consultation results we have retained 30mph speed limit on borough's classified A roads except those in or close to town centres. The aim of introducing 20mph speed limit was/is to:</p> <ul style="list-style-type: none"> To address a real danger To reduce deaths and injuries To reduce accidents To make our children and all of us healthier To cut delays on the road To make our neighbourhoods more pleasant
33	<p>Dear Mr</p> <p>I am writing as a resident at 64 Niton Street , London SW6 6NJ, to object to your ill-advised temporary 20 mph order for LBHF. I would like this temporary scheme removed.</p> <p>Of course, everyone wants fewer accidents. The 30 mph limit is a sensible compromise between safety and moving at a reasonable speed. Do you want to go back to a 4mph limit and a red flag? This is your direction of travel. At 4mph there would be few if any accidents but life would be impossible, including for LBHF doing its business. It is never wise to have "virtue-signalling" laws, which people do not comply with: in my experience no one in Fulham keeps to the 20 mph limit, including LBHF vehicles. My experience is that not concentrating is the main cause of accidents in Fulham, rather than the difference between 19mph and 29mph.</p> <p>If you want to do something that would cut risk in H&F, please:</p> <ul style="list-style-type: none"> - Take steps to stop drivers using mobiles when driving; - Take steps to stop cyclists jumping red lights and zebra crossings; - (One dear to my heart as a scooter rider) ensure speed bumps are kept 	<p>It is not only about driving slow, but about other factors that slower speed of traffic contribute to, e.g.. safer environment, reduction of number and severity of collisions, more people walking and cycling etc.</p> <p>The aim of introducing the 20mph speed limit extension was to: To address a real danger; To reduce deaths and injuries; To reduce accidents; To make our children and all of us healthier; To cut delays on the road; To make our neighbourhoods more pleasant.</p> <p>Often more than one factor can contribute to the collision. Higher speed of travelling increase vehicle stopping distance and time, therefore contributing to collision with more severe consequence.</p> <p>Road users mentioned are subject to the Police enforcement as the Council has no enforcement powers in respect to contraventions mentioned.</p> <p>We maintain our roads and other markings mentioned in your comments as per our maintenance programme.</p>

	<p>painted white on top. You put them in, painted at first, but you do not keep them painted. They are then very dangerous to scooters at night.</p> <p>Yours sincerely,</p>	
34	I object to this scheme	noted
35	<p>Sir,</p> <p>I am writing to object strongly to the proposed full rolling out of the 20mph speed restrictions in Hammersmith and Fulham.</p> <p>1. Firstly 20 mph is an unnaturally low speed, indeed most cars emit more pollution at this speed and by rolling out this scheme you are increasing the pollution levels in the borough.</p> <p>2. Secondly where are the accident statistics to back up the arguments that speed is a factor in injuries? I would suggest that more injuries are caused to pedestrians by cyclists showing no respect for road users than cars, and I speak from experience.</p> <p>3. Money which is in scarce supply could and should be spent in far more important areas than on increasing this unnecessary scheme. Social care, schools, street crime, are just a few things which have been grossly neglected over the past few years. A rethink is necessary.</p>	<ol style="list-style-type: none"> 1. It is not well documented yet if lower speed limits increase the pollution levels. Different researches give different as well as opposite results. This scheme also emphasises on alternative and more sustainable use of transport, and this is likely to have positive influence on air pollution. 2. There is often more than one factor that is contributed to the collision. The recording of contributory factors is very subjective and the officer's opinion at the time of reporting so care should be taken when using them 3. This scheme is financed by TfL. The areas mentioned have different sources of financing.
36	I am writing to you as I understand that you are the Chief Transport Planner	<ol style="list-style-type: none"> 1. Following consultation with resident we have retained the 30mph speed limit on borough's A roads, amongst them those mentioned (except if within town centre)

for London Borough of Hammersmith and Fulham. I previously took part in a consultation around introducing 20 mph speed limits in the borough.

My view was that I supported increasing the 20 mph limits to cover residential areas not already covered. My own area has had a 20 mph limit in force for many years now. However, I did not support making major roads, e.g. Hammersmith Road, Shepherds Bush Road and Fulham Palace Road, in the borough subject to these limits, except for specific areas such as those immediately round a school on a major road.

My understanding was that the consultation had resulted in a majority view that residents did not support 20 mph limits on most major roads in the borough. However, the scheme when implemented under Traffic Management Order no. 1283, put in 20 mph stretches on many major roads which I feel were not supported by the outcome of the consultation.

I feel that the signage for the 20 mph zones in many places is extremely confusing and I cannot see the rationale for introducing the limits in areas on many major roads. When driving round the borough I notice that frequently other road users are not complying with the limits and I think that to enforce the current restrictions will be an extremely costly exercise. The research I have read about shows that speed is only a factor in less than 1% of accidents in the borough, and that is more about driving without due care and attention. I think that the resources would be far better used in tackling the real problems, rather than penalising motorists who drive at what is considered a safe speed elsewhere, 30mph.

I feel that LBHF did not follow the majority wishes of borough residents, that were given in the original consultation, when the scheme was implemented. I now understand that there is still time to raise objections as the current scheme is still an Experimental Traffic Order.

Please can you reconsider before any further resources, which are likely to impact on local council tax, are wasted on implementing and enforcing the current scheme as it stands.

Yours sincerely

2. The majority of people who responded to the consultation have voted for the scheme to go ahead. In total 5,287 responses were received and recorded, 45% of respondents (or 2,367) replied YES for all roads managed by LBHF, 26% of respondents (or 1,351) replied YES but not on all roads, 29% of respondents (or 1,493) replied NO.
3. 20mph speed limit is signed and marked as per DfT requirements and recommendations. Drivers are expected to comply with the speed limit. There is often more than one factor that contribute to collisions. The higher the speed, the longer braking and stopping distance which increase the chances of the collision as well as the severity. The scheme is not about penalising anyone but in making this borough safer and better place to live. The Council has no enforcement powers in respect to speeding.
4. The majority of people that responded to the consultation have voted in favour of the scheme, as explained above.

	Liz Fairclough 65 Bolingbroke Road London W14 0AH	
37	I am writing to object to the proposed borough-wide 20mph scheme. 20mph is an unnaturally low speed to stick to. In most of the country 30mph is the legal speed limit for built-up areas. A 20mph restriction with more speed-humps would infuriate drivers and they would not respect it. I have not seen accident statistics to justify it. Please scrap this experimental scheme.	<p>30mph speed limit is the national speed limit on roads with street lighting. The speed limit regime enables traffic authorities to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit (Setting Local Speed Limits, DfT circular 01/2013)</p> <p>The aim of introducing the 20mph speed limit extension was to:</p> <ul style="list-style-type: none"> To address a real danger To reduce deaths and injuries To reduce accidents To make our children and all of us healthier To cut delays on the road To make our neighbourhoods more pleasant <p>This scheme did not involve implementation of speed humps.</p>
38	This scheme is having no effect as nobody polices it. Far better would be to address the misuse of mobile phones by drivers which is taking place all over London streets. This would have effect on everyone's safety. I am a Fulham resident living in Bishops Park Road.	Drivers using phone whilst driving is addressed by the Police. The Council has no enforcement powers in respect to this.
39	Dear Sir,	More than a third of the borough was already covered with 20mph speed limit. The

	<p>1. I would like to object to the above traffic order which had been implemented in LBHF. I have not heard or seen any reliable evidence to support this draconian measure to get people, out of their cars in the borough. Thankfully we do not have a high rate of accidents in this borough and this is nothing new so why we would waste money of this silly proposal to reduce the already slow speeds in the borough to 20mph? If you have bothered trying to drive in this borough you are doing remarkably well to ever get into second gear. If the evidence could be relied upon then that is another discussion.</p> <p>This borough is one that is filled with families who generally try and encourage their children into various activities that by their very nature require a vehicle to ferry them around. Reducing the traffic speed with a combination of speed humps creates more problems than they solve. Ensuring that all traffic must use the very few main roads going north/south in the borough you are ensuring that vehicle speed limits reduce, as are the phrasing of traffic lights. More measures are not needed.</p> <p>The Council could try educating the residents about speed as it must for cyclists who seems to ignore road rules and red lights. How can you protect people from their own stupidity, should we all suffer. What happened about taking responsibility for your own actions and abide by the speed limits that are in place across pan London, to protect everyone and allow traffic to flow.</p> <p>Yours faithfully,</p>	<p>aim of this scheme is not to get people out of their vehicles but to encourage them to drive slower and safer.</p> <p>Regardless of the rate of accidents in this borough is, we aim to reduce them further, as well as the severity of them.</p> <p>Following consultation results, we have retained 30mph speed on the borough's classified A roads, except if they are within or close to the town centre where large number of pedestrians are expected.</p> <p>We as a Council provide educative programme for cyclists, adults and children as well as drivers and encourage modal shift.</p>
<p>40</p>	<p>Dear Mr. ,</p> <p>I live at xxxx Road. I would like to register my objection to the Borough-wide 20 m.p.h. speed limit which is presently imposed on an experimental basis. I make the following points.</p> <p>1. Imposing a borough wide limit like this is 'cheapening the product'. The 20 mph limit should be reserved for situations which specifically demand it, such as on the approach to schools, children's playgrounds, old people's crossings and so on. Then people approaching will see a special, or different, sign and there is a reasonable chance that they will lower their</p>	<ol style="list-style-type: none"> 1. A third of the borough was already covered with 20mph speed limit, this scheme is only the extension of the previously introduced. This is very small and densely populated borough where the great majority of roads are residential. We have however retained 30mph on most main, A roads except those in or close to town centres. 2. A competent driver should be able to drive and observe traffic ahead as well as the speed of travelling. 3. It is inevitable that a person hit at 30mph will sustain more severe injuries than if hit by 20mph. 30mph speed limit increase braking and stopping

<p>speed and keep a special look out. I expect that there is evidence that such limited speed limit schemes do tend to reduce accidents; but you cannot extrapolate that evidence to support a borough wide scheme because the special value of a specific warning for a specific danger will be totally lost.</p> <p>2. All that the borough wide 20 mph limit will do is encourage people to look out for speed cameras, which of course lowers their concentration on important safety considerations.</p> <p>3. I know that it is said that an impact at 30 mph is far more dangerous to a pedestrian than one at 20 mph. True no doubt. But where is the evidence that people lawfully driving at 30 mph fail to slow down before impact? Surely those who strike a pedestrian at 30 mph were driving at considerably more than that when the danger appeared in front of them and they began to brake? Why will such people be driving at a slower speed if the limit is lowered? Is there any statistical evidence that a borough imposing a borough wide scheme such as this one experienced lower Impact-speed accidents after imposition of the scheme than before?</p> <p>4. From my experience, I don't believe anyone is complying with the new speed limit. It is simply being disregarded. Certainly, on my street I have noticed no difference in traffic speeds. It brings the whole idea of speed limits into disrepute if unreasonably and impracticably low limits are imposed on a borough wide basis.</p> <p>5. The people who you want to slow down are the bad drivers who have no regard for their speed; they drive too fast and without proper regard for the safety of others. They are not going to respond to these new limits especially if they are applied in a blanket fashion.</p> <p>6. Good drivers adjust their speeds to the conditions. 30 mph is accepted by all as a reasonable urban speed limit, to which they conform even where a higher speed would be perfectly safe (in certain conditions). But they should be encouraged to judge the speed at which they can safely travel, not be dictated to.</p> <p>7. Indeed, speed limits are often seen by inexperienced drivers as 'speed licences' – i.e. "because the powers that be have designated this a 20 mph zone, I have the 'right' and am perfectly safe to drive at 20 mph". This leads to irresponsibility "it's not my problem if that child runs into the road, because I am complying with the speed limit". People should be encouraged to take responsibility for all aspects of their driving, and they will drive more safely.</p>	<p>distance which also contribute towards the collisions. Evidence on effectiveness of 20mph speed limits can vary. It is still too early to evaluate the effectiveness of this scheme in relation to number of collisions or casualties as the post implementation collision data is still not available.</p> <p>4. We would expect motorists to comply with the speed limit. Drivers still need to comply with Highway code, even if they drive at 20mph.</p> <p>5. Same as under no 4</p> <p>6. We agree with this, however in reality this is often not the case</p> <p>7. As under 6</p> <p>8. Ok</p> <p>9. We tried to utilise existing street furniture and use the new one only if necessary. Also we used minimum number of signs, as required by DfT recommendations and regulations.</p> <p>10. The scheme is funded by Transport for London (TfL). Other projects are funded from different sources.</p>
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	<p>8. I believe that years ago there was a study done in Park Lane which showed that when the speed limit was raised from 30 mph to 40 mph the average speed of cars fell! In other words, motorists were ignoring what they saw as an unreasonable limit and not caring at what speed they drove; then, when the limit became reasonable, they slowed down to the limit.</p> <p>9. I object to yet more street furniture which will no doubt be required to impose this speed limit. Warning signs and other furniture is surprisingly ugly and depressing, as well as, on occasions, actually obstructing sight lines in a thoroughly dangerous way.</p> <p>10. I am sure the scheme comes at a significant cost, which is not worthwhile and takes money away from more worthy causes.</p> <p>Yours sincerely Howard Palmer</p>	
41	<p>I would like this scheme scrapped. 20mph is an unnaturally low speed. 30mph is the legal speed limit for built up areas in most of the country. Also, It is unreasonable for drivers to get a fine for driving at a safe speed, even under 25mph. This already stands to happen on Shepherds Bush Green, Hammersmith Road and Old Oak Road, where there are cameras. Sincerely, John Gray, Binden Rd</p>	<ul style="list-style-type: none"> - 30mph speed limit is the national speed limit on roads with street lighting. The speed limit regime enables traffic authorities to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit (Setting Local Speed Limits, DfT circular 01/2013) - As part of the 20mph speed limit extension we did not install any new speed enforcing cameras and the Council has no such enforcement powers in respect of speeding.
42	<p>Dear Sir, I object and do not support the 20mph restriction in Hammersmith and Fulham. Yours sincerely,</p>	Noted
43	<p>Dear Mr I understand that the trial 20mph scheme in LBH&F is still under review. I wish to state that I view this scheme as being totally without merit and</p>	<ol style="list-style-type: none"> 1. 30mph speed limit is the national speed limit on roads with street lighting. The

<p>believe it should be disbanded.</p> <ol style="list-style-type: none"> 1. First, 20mph is an unnaturally low speed and 30mph remains the legal speed limit for built up areas in most of the country. This type of difference tends to lead to non-compliance and disregard for regulations. Bad laws create disrespect for the law, which cannot be good for society. 2. I have noted significant non-compliance to the 20mph limits over the past year in local side streets. I am concerned that the council will waste more money on enforcing such limits, with more speed humps and the like. This would likely lead to focus traffic seeding to between enforcement sites (bumps/cameras etc). Such driving patterns would provide no safety improvement and would likely increase pollution levels. LBHF should scrap the experimental scheme. 3. I would also be interested in any independently audited data that may support a view that the lower 20mph speed limit has in any way contributed to a significant reduction in accidents in the borough. 4. In addition, the extra 20mph and 30mph signs give an overly cluttered look to our streets, in a most unsightly way. They are a distraction to drivers at road junctions where most driver attention should be paid to look out for traffic and pedestrians. Any moves to try and enforce compliance (speed bumps or further signage) will only increase driver distraction and street clutter. 	<p>speed limit regime enables traffic authorities to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit (Setting Local Speed Limits, DfT circular 01/2013). We do not believe that reducing the speed to 20mph is an example of a bad law. It is also supported by the majority of residents who responded to the consultation</p> <ol style="list-style-type: none"> 2. Motorist not complying with the speed limit can be subject to the police enforcement. 20mph speed limit is no different than any other speed limit. The Council has no enforcement powers in respect to speeding. 3. It is still too early to evaluate the effectiveness of this scheme in relation to the number of collisions or casualties as the post implementation collision data is still not available. Once the data become available we will do so. 4. We install Signs as per DfT requirements and recommendations using minimum numbers of signs and markings required. Competent drivers should be able to drive within the speed limit with regard to road surroundings and other road users. If drivers adhere to the speed limit, there would be no need for additional measures to support the speed limit.
<p>44 Dear Sir or Madam I am writing to object to the proposed 20mph speed limit in Hammersmith and Fulham.</p> <ol style="list-style-type: none"> 1. 20mph is an unnaturally low speed. 30mph is the legal speed limit for built up areas in most of the country. 2. If it is safe to drive at 30mph on roads like Fulham Palace Rd, New Kings Rd and Scrubs Lane, then it should be as safe to drive at the same speed on roads like King Street or Old Oak Rd. <p>Having lived in Fulham for over 40 years, I find it quite unreasonable to impose this speed limit and would like to make my objections quite clear. This limit should not be adopted.</p> <p>Yours faithfully</p>	<ol style="list-style-type: none"> 1. 30mph speed limit is the national speed limit on roads with street lighting. The speed limit regime enables traffic authorities to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit (Setting Local Speed Limits, DfT circular 01/2013) 2. 20mph is a widely accepted speed in built-up areas. The severity of injuries when a person is hit at 30 is higher than if the same person is hit by vehicles going 20mph. Most of the roads in our borough that have retained 30mph speed limit are classified 'A' roads. In addition, adjoining Boroughs (Hounslow and Ealing) have also adopted or are about to adopt 20mph speed limit which

		provide continuity and continuous speed limit along King Street and Old Oak Road.
45	<p>Dear Sir</p> <p>We wish to object to the above experimental traffic order being made permanent.</p> <p>1. While we support 20mph limits on mainly residential roads we do not support the general implementation of the limit on main roads. These roads are important for the movement of people and goods and 20mph limits on these roads have not been shown to reduce the number of accidents. We feel that the imposition of borough wide 20 mph restrictions is generally done for reasons of political expediency when it would be much more effective to target measures at known accident blackspots and for example at areas where there are large numbers of pedestrians interacting with heavy traffic. We therefore would like to see where possible all main roads removed from the current experimental restrictions.</p> <p>2. 20 mph restrictions are not generally enforced by the police and we believe that their resources should continue to be directed at enforcing poor driving standards not simply speed and the use of mobile phones etc. while driving.</p> <p>Yours faithfully</p>	<ol style="list-style-type: none"> 1. All our roads are residential. The scheme was designed following consultation results and the 30mph speed limit was retained on most of the borough's classified A roads (except those in or close to town centres). It is standard procedure to examine 3 year casualty data prior to the scheme implementation against three year casualty data after the scheme implementation. However, the post implementation collision data is still not available for analysis. 2. 20mph speed limit is no different than any other speed limit and it will be enforced by the Police if necessary.
46	<p>I have no objection at all to 20mph limits <u>in side streets</u> in the borough, but it is ridiculous to expect traffic to keep to this limit in busy through roads like Askew Road, Old Oak Common Road and Hammersmith High Road, when immediately you turn into the Goldhawk Road the limit rises to 30 mph, as it is in Fulham Palace Road (where traffic means you can seldom drive above 15mph anyway). I quite understand that you want to avoid accidents but there are plenty of crossings on all these roads and there should not be a safety issue as I agree there can sometimes be in narrow residential side</p>	<p>All our roads are residential. The scheme was designed following consultation results and the 30mph speed limit was retained on most of the borough's classified A roads except those in or close to town centres.</p> <p>The aim of introducing the 20mph speed limit extension was to:</p> <ul style="list-style-type: none"> To address a real danger To reduce deaths and injuries To reduce accidents

	streets.	To make our children and all of us healthier To cut delays on the road To make our neighbourhoods more pleasant
47	Not even buses or the Police comply; how can sensible enforcement take place of a scheme that is unnecessary on the majority of roads. Yes, close to schools etc, but no on the remainder	We have already addressed this with TfL (London Buses). All drivers and services should comply with the speed limit, including emergency services, who often drive faster than limit to address emergency calls. With so many schools and nurseries in LBHF many roads are leading to schools or nurseries.
48	<p>Dear Mr X</p> <p>I understand that you are accepting comments on the new 20mph speed limit across he Borough until Sunday 5 March.</p> <p>I voted in favour of such a move but with the proviso that major roads would not be included and then I discovered that all roads appear to have been included. Given the amount of traffic on say, the Fulham Palace Road or Hammersmith Road, it is impractical to expect this traffic to move at no more than 20 mph or none of us will ever manage to get anywhere.</p> <p>Furthermore I should be interested to know how many prosecutions the police have succeeded with since the 20 mph was introduced as there is no point having a limit if the vast majority of motorists in our Borough are allowed to get away with ignoring the limits set. I should have expected to see an article about the police's success in this particular area appearing in the local paper but I have not.</p> <p>I look forward to hearing from you on both issues.</p> <p>With many thanks</p>	<p>Not all roads are included within the 20mph speed limit. Most of the Borough's classified A roads have retained a 30mph speed limit (unless within or close to town centres). Fulham Palace Road and Hammersmith Road have therefore retained 30mph speed limit, except when within town centre.</p> <p>We have no information about Police enforcement associated with this scheme.</p>
49	<p>Dear Mr X</p> <p>We would like to give our opinions on the new 20mph speed limit in</p>	<p>1. 20mph speed limit is widely accepted across the country, with in some cases whole cities, e.g. Portsmouth or Edinburgh accepting the 20mph</p>

	<p>Hammersmith.</p> <ol style="list-style-type: none"> 1. It is out of kilter with the rest of the country, thus complicating and confusing to anyone having to pay fines. 2. Traffic congestion in Hammersmith automatically prevents high speed driving anyway. 3. It is a dreadful waste of tax payers' money. 4. We can't find anyone who agrees with the scheme. <p>We therefore urge you to do your best to prevent scheme from progressing any further.</p> <p>Yours sincerely</p>	<p>speed limit across the cities. 20mph speed limit is the same as any other speed limit.</p> <ol style="list-style-type: none"> 2. Traffic congestion may often prevent drivers from speeding, however, once the roads are clear from traffic motorists should comply with the speed limit. Speed is associated with collisions with more severe, life changing or even fatal consequences. <p>There are more benefits from reduced speed. The aim of introducing the 20mph speed limit extension was to: To address a real danger; To reduce deaths and injuries; To reduce accidents; To make our children and all of us healthier; To cut delays on the road; To make our neighbourhoods more pleasant</p> <ol style="list-style-type: none"> 3. The scheme is fully funded by Transport for London (TfL) 4. Consultation results shows that majority of people who responded agree with 20mph speed limit to be extended; <p>In total 5,287 responses were received and recorded, 45% of respondents (or 2,367) replied YES for all roads managed by LBHF 26% of respondents (or 1,351) replied YES but not on all roads 29% of respondents (or 1,493) replied NO.</p> <p>Thus 71% of respondents voted for some form of extension of 20mph speed limits in the borough (whether all roads or some roads).</p>
50	<p>I strongly object to speed limit of 20 mph. What does this achieve? In particular I object to this on main roads where it will just further clog up the flow of traffic.</p> <p>Why doesn't the borough do something which really would make a difference and crack down on the white van drivers who are often really dangerous and sometimes lethal drivers?</p> <p>With the continuing delivery craze this type of dangerous driving will only increase.</p> <p>All the best,</p>	<p>Not all roads are included within the 20mph speed limit. Many of the Borough A roads have retained a 30mph speed limit (except those in or close to town centre).</p> <p>The Council has no enforcement power in relation to speed limit. It is the Police that enforce the speed.</p>
51	<p>Reference the HAMMERSMITH AND FULHAM (20 MPH SPEED LIMIT)</p>	<ol style="list-style-type: none"> 1. The aim of introducing the 20mph speed limit extension is/was to: To address a real danger; To reduce deaths and injuries; To reduce accidents; To make our children and all of us healthier; To cut delays on the road; To make our neighbourhoods more pleasant.


	<p>EXPERIMENTAL TRAFFIC ORDER 2016: Please note our objections to this proposal on the following grounds:</p> <p>1. It is simply unreasonable to impose a 20mph restriction on so many roads in the borough which will result in a considerable slowing of traffic and hence an increase in journey times.</p> <p>2. There will be no road safety benefit as a result of this change as it has been clearly demonstrated in other parts of London, and in the rest of the country, that introducing such limits does not reduce casualties. Indeed in some cases they have increased. There are several articles on this page of our web site which covers some of the evidence to date: www.freedomfordrivers.org/Road_Safety.htm</p> <p>3. This change pre-empts the results of a Government study which has been commissioned by the Department of Transport which is investigating the benefits (or otherwise) or wide-area signed-only 20 mph schemes.</p> <p>4. It is in essence a waste of money, which would be better spent on other road safety measures.</p> <p>Yours sincerely Roger Lawson Campaign Director</p>	<p>2. It is still too early for us to assess the casualty and collision data, as the data is still not available. Once the data becomes available, we will do so. With slower speed of traffic, drivers have more time to react to danger and avoid the collision. The speed is often associated with collisions with more severe, life changing or even fatal consequences.</p> <p>3. As a result of the scheme traffic should move slower and with traffic running smooth and without delays caused by traffic collisions, delays are not expected or are to be minimal.</p>
52	<p>Dear Sirs and Madam, I am writing to confirm that I would like both the Experimental Traffic Order and the 20 MPH scheme (Traffic Management Order no. 1283) scrapped.</p> <p>1. Many of the roads I already take require me to drive at the unnaturally slow speed of 20 mph. I have found this requirement lulling me into an</p>	<p>1. A competent driver should be able to drive within the speed limit with regard to road surroundings and other road users</p>

	<p>unnaturally drowsy and disengaged state and it has certainly has given me and apparently other drivers a false sense of security.</p> <p>2. The research I've seen also shows that speed is a factor in an incredibly small percentage of accident cases.</p> <p>Although it may be slightly counter-intuitive I suspect that slightly higher speed limits probably encourage safer and certainly more alert driving.</p> <p>Kind regards</p>	<p>2. Often more than one factor contributes to the collision. With the higher speed of travelling, the stopping distance is longer, drivers have less time to react and consequences of the collision are more severe.</p>
53	<p>I understand that the 20 mph limit in Hammersmith and Fulham is an experiment and that the speed limit change will not be permanent unless people object and in that context, I object very strongly indeed.</p> <p>The principal reasons are:</p> <ol style="list-style-type: none"> 1. It turns perfectly safe and lawful driving into a criminal offence – that is unjust, oppressive and bad policy. 2. It will result in safe drivers being aggravated by unnecessarily slow traffic – I speak from personal experience as a driver. It puts me in a frame of mind where I am more likely to be distracted; it makes me worry about looking for speed cameras rather than for hazards on the road, which is an unsafe scenario and it makes me angry because I did not vote for it, because the majority did not vote for it and because it unnecessarily slows down the traffic, which wastes my time and everyone else's time. 3. It is a better strategy to trust people to behave well (ie drive safely) than to so constrain them (with punitive and oppressive measures) that they disengage or rebel. 4. The safety argument is bogus. I understand that LBHF has failed to provide accident statistics justifying a lower limit. Speed wasn't a factor in even 1% of the accidents studied! If one wants to make roads safer, then it is important to look at the causes of accidents and to address them; that would be sensible. However, reducing speed for dogmatic reasons is a bad waste of money and leaves reasonable people justifiably disrespecting the 	<ol style="list-style-type: none"> 1. Motorists are expected to comply with the speed limits and Council has no powers of enforcement in respect of speeding. The scheme was introduced: To address a real danger; To reduce deaths and injuries; To reduce accidents; To make our children and all of us healthier; To cut delays on the road; To make our neighbourhoods more pleasant. 2. A competent driver should be able to drive within the speed limit with regard to road surroundings and other road users. Consultation results shows that majority of people who responded agree with 20mph speed limit to be extended; <p>In total 5,287 responses were received and recorded, 45% of respondents (or 2,367) replied YES for all roads managed by LBHF 26% of respondents (or 1,351) replied YES but not on all roads 29% of respondents (or 1,493) replied NO.</p> <p>Thus 71% of respondents voted for some form of extension of 20mph speed limits in the borough (whether all roads or some roads).</p> <ol style="list-style-type: none"> 3. This scheme is not about enforcing, and the aim of the scheme is explained under 1 above. 4. Often more than one factor contributes to the collision and the speed is one of them often contributing. With the higher speed of travelling, the stopping distance is longer, drivers have less time to react and consequences of the collision are more severe. 5. The Council has no enforcement powers in respect of this scheme. however, if lives are saved, and if there are less collisions with less people injured or less people with life changing conditions after collisions, then the money will be well spent.

	<p>politicians, the law and the people responsible for enforcing the law.</p> <p>5. It is and/or will be perceived to be yet another wheeze by the council to put its hands illegitimately in drivers' pockets.</p> <p>Therefore, please stop the experiment and put the speed limits back where they were before.</p>	
54	<p>Dear Sir</p> <p>I wish to object very strongly to the extension of the Experimental Speed Order that is currently rolling out throughout the borough.</p> <p>Residents, when consulted, made it very clear that it was not wanted but for some unknown reason our salaried servants decided that they knew better and went ahead with implementation. I would expect that most of these are now Brexit Remoaners.</p> <p>The 20 m.p.h. limit is completely unnecessary in all but very few locations and will give drivers an added distraction in crowded and busy streets.</p> <p>The damage caused to vehicles by 'traffic calming measures' even when driving within the limit is criminal and places an even greater burden on motorists who are severely overcharged at every turn.</p> <p>In most cases road conditions, congestion, bus stops and deliveries are speed self-limiting and it is anyway impossible to exceed 20 m.p.h.</p> <p>More signage and traffic calming measures are not required to achieve this.</p> <p>There appears to be enough demands on the Council Tax without the officers searching for ways to spend on spurious and personal projects.</p>	<p>1. This scheme was launched following consultation with residents. In total 5,287 responses were received and recorded, 45% of respondents (or 2,367) replied YES for all roads managed by LBHF 26% of respondents (or 1,351) replied YES but not on all roads 29% of respondents (or 1,493) replied NO. Thus 71% of respondents voted for some form of extension of 20mph speed limits in the borough (whether all roads or some roads).</p> <p>2.This scheme does not involve additional traffic calming installation. However, traffic calming devices in LBHF are designed by DfT recommendations and guidance and should not cause damage to vehicles if the speed on the approach to the traffic calming measure is adjusted.</p>

	Regards	
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Agenda Item 13

<p>London Borough of Hammersmith & Fulham</p> <p>CABINET</p> <p>4 SEPTEMBER 2017</p>	
<p>OLD OAK NEIGHBOURHOOD PLAN AREA AND FORUM APPLICATION DESIGNATION</p>	
<p>Report of the Cabinet Member for Environment, Transport and Residents Services - Councillor Wesley Harcourt</p>	
<p>Open Report</p>	
<p>Classification - For Decision</p> <p>Key Decision: Yes</p>	
<p>Wards Affected: College Park & Old Oak</p>	
<p>Accountable Director: Jo Rowlands, Regeneration, Planning & Housing Service</p>	
<p>Report Author: Matt Butler</p>	<p>Contact Details: Tel: 0208 753 3384 E-mail: matt.butler@lbhf.gov.uk</p>

1. EXECUTIVE SUMMARY

1.1. The Council and the Old Oak and Park Royal Development Corporation (OPDC) received a joint application, for: (1) the designation of a neighbourhood area to be known as the Old Oak Neighbourhood Area; and (2) the designation of a group known as the Interim Old Oak Neighbourhood Forum as the neighbourhood forum for this area. The application can be viewed at Appendix A.

1.2. The proposed neighbourhood area falls partly within the Council's planning control and partly within the OPDC's planning control. The majority of the neighbourhood area falls within OPDC's area. The area boundary can be viewed at Figure 1.

1.3. The Council is only responsible for deciding the area located within LBHF planning control. The OPDC will be determining the part of the Application pertaining to the OPDC at Board on 12th September 2017. This report sets out the Council's decision

in relation to this application for a neighbourhood forum and area designation in the LBHF area.

1.4. The proposed neighbourhood area in LBHF is shown in Figure 1 (highlighted areas) and covers: College Park (to the north of Saint Mary's Cemetery), St Mary's Cemetery, Little Wormwood Scrubs, Upper Latymer Playing Fields (to the south of the Linford Christie Stadium), the Linford Christie Stadium, and the Old Oak Estate. The non-highlighted areas in the boundary are within the OPDC's planning control.

1.5. Neighbourhood planning is guided by a range of legislation and national guidance. Local planning authorities are required to support the neighbourhood planning process and there are different statutory considerations when considering applications. The Council has abided by the relevant regulations in terms of the process as well as the recommendations made in this report.

1.6. Neighbourhood planning enables neighbourhood forums, once designated, to develop planning policy documents known as neighbourhood development plans that, once adopted, become part of the Development Framework. Consequently, relevant policies within a neighbourhood development plan must be considered when determining planning applications.

1.7. There are a number of stages to produce a neighbourhood plan. The application for area and forum designation is the first formal stage, which the LPA must make a decision upon in the timeframes set out in the Regulations. If the Council does not make a decision within the timeframe, the entire proposed area will be designated. Once designated, the neighbourhood forum is the group that will lead the preparation of a neighbourhood plan for its designated neighbourhood area, should it wish to do so.

1.8. In response to the Old Oak Neighbourhood Area and Forum Application, Cabinet is asked to:

- I. designate part of the the proposed neighbourhood area which falls under LBHF planning control; and
- II. to refuse the application for the neighbourhood forum.

2. RECOMMENDATIONS

2.1 To designate the area identified in green and to refuse the areas in red in Figure 2;

2.2 To refuse the proposed neighbourhood forum due to insufficient members for the designated Neighbourhood Area.

Figure 1 Proposed Neighbourhood Area boundary

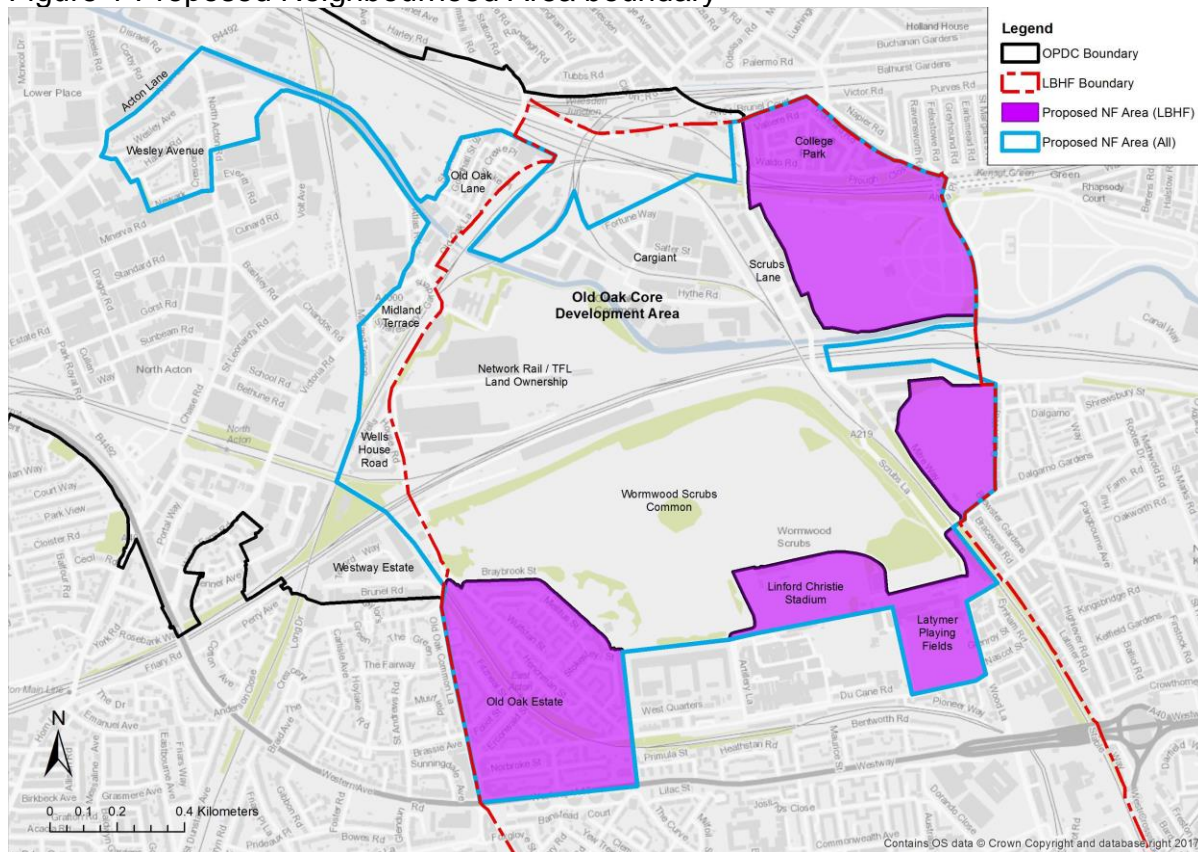
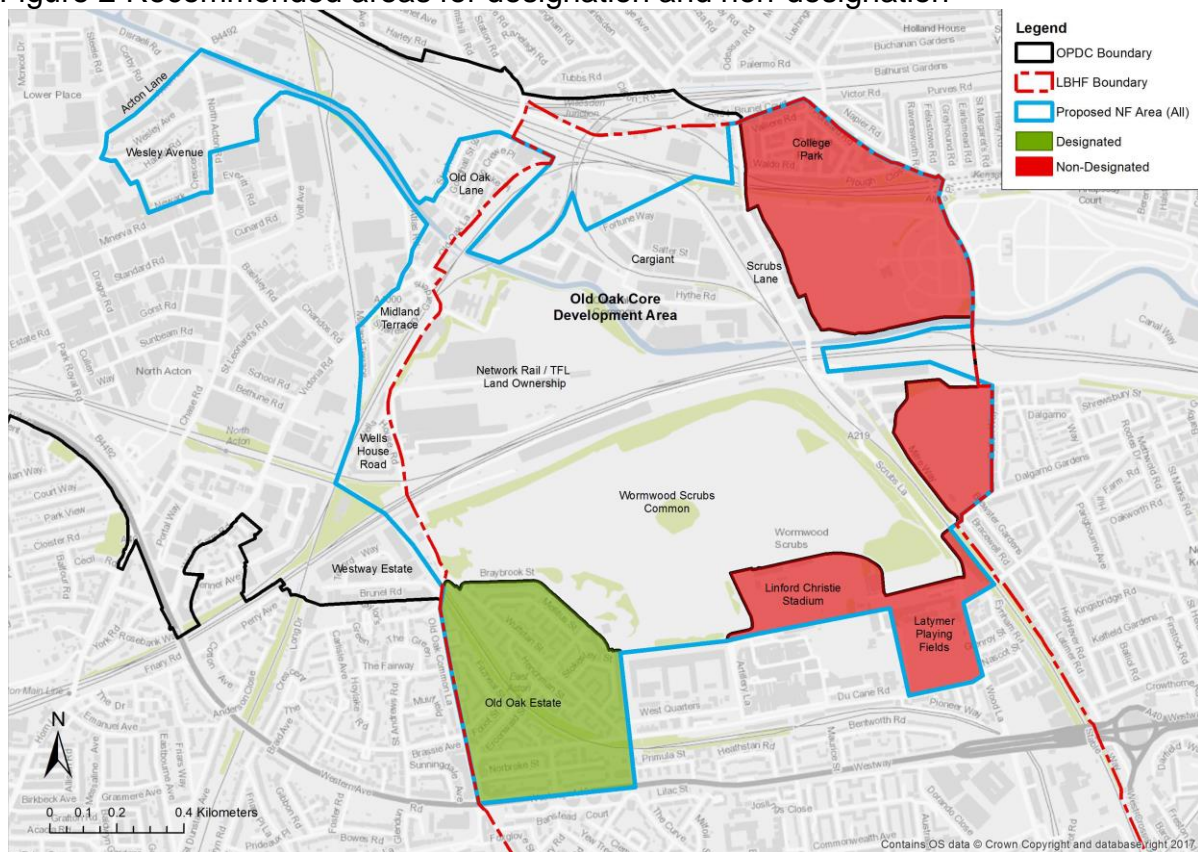


Figure 2 Recommended areas for designation and non-designation



3. REASONS FOR DECISION:

3.1. The Council is supportive of neighbourhood planning and communities being involved and engaged in the planning process. The Council has assessed the application in accordance with national regulation, the relevant law and guidance and has found the Old Oak Estate area to be the most appropriate in relation to national guidance and in response to the consultation feedback.

3.2. In summary, the area applied for is considered to be made up of distinct uses that do not easily translate into a cohesive area for the purposes of a neighbourhood plan. The first recommendation of this report, therefore, identifies designating a smaller area applied for from the original application. The decision to designate a neighbourhood planning area application is a matter of judgement for the Council and officers consider that the approach followed appropriate.

3.3. The second recommendation is to refuse the neighbourhood plan forum application. Due to the first recommendation, by designating a smaller area, the proposed neighbourhood planning forum is therefore not reflective of the area designated and does not meet the relevant regulations.

3.4. This report sets out the detail of the decision and the considerations of the recommendations.

4 NEIGHBOURHOOD PLANNING BACKGROUND

4.1 Neighbourhood planning is a community led process intended to shape and promote development at a neighbourhood scale and inform Community Infrastructure Levy (CIL) spending.

4.2 Neighbourhood planning was introduced by the Localism Act 2011 which introduced the neighbourhood planning powers and have been embedded into subsequent legislation, which sets out the role and responsibilities of local planning authorities. Further guidance is also set out in National Planning Practice Guidance, as to how to designate an area and forum.

4.3 Neighbourhood Planning enables organisations and bodies within local communities to apply to be designated as a neighbourhood forum for a specified neighbourhood area. If a neighbourhood forum is designated in relation to a neighbourhood area it can then prepare a neighbourhood development plan and/or neighbourhood development order. Local planning authorities are required to support the neighbourhood planning process and there are a number of duties the local planning authorities are required to undertake to support these processes. These include:

- consulting on any area and/or forum applications,
- consulting on a draft version of the neighbourhood plan,
- organising with the forum independent examination of the draft plan, and
- setting up a referendum on draft neighbourhood plan (if the recommendation of the examiner is that the plan should proceed to referendum).

The Council must also abide by a number of statutory timescales in relation to the neighbourhood planning process, and these are set out in the Regulations.

4.4 Neighbourhood plan areas can be any shape and be across Local Planning Authority boundaries. Only one neighbourhood area can cover one location and the application will usually be made by an organisation or body that is simultaneously seeking designation as the neighbourhood forum for the relevant neighbourhood area.

4.5 Neighbourhood plans can develop planning policies on land use, housing, identify local green spaces, design, and others. The policies must be developed in general conformity with national, regional and local planning policies. In LBHF any neighbourhood plan would need to be developed in general conformity with the Core Strategy, and subsequently the Local Plan when that is adopted (anticipated to be in early 2018).

4.6 There are a number of key stages in producing a neighbourhood plan:

- **Stage 1:** An organisation or body applies to the local planning authority to be designated as the neighbourhood forum for a proposed neighbourhood area.
- **Stage 2:** Once an application is submitted, a public consultation takes place. LBHF planning officers review responses and consider the area and forum applications and put forward a recommendation to the Cabinet.
- **Stage 3:** LBHF's Cabinet consider the recommendation and determine the applications.
- **Stage 4:** If designated, the neighbourhood forum can start production of a neighbourhood plan. The neighbourhood forum must consult on the plan before sending it to the Council for a further consultation and independent public examination.
- **Stage 5:** If found sound at Examination the result of the examination is that the draft plan meets the relevant legal requirements the examiner will recommend that the draft plan should proceed to a referendum. The plan will be voted on in the referendum by those residing in the neighbourhood area, organised by the Council. The plan needs a 50% majority of those who vote for it to then be 'made' by the local planning authority. Once made, a neighbourhood plan becomes part of the statutory development plan and its policies must be considered, where relevant, in the determination of planning applications.

Designation of the Neighbourhood Area

4.7 The Application has completed Stages 1 and 2. The first part of the Application is for the designation of the Old Oak Neighbourhood Area as a neighbourhood area. The Council has a statutory duty to determine applications to establish neighbourhood areas. In determining the application for designation, the Council is required to:

- consider whether the Area is appropriate to be designated; and

- designate all or part of the initially proposed area.

4.8 The Regulations, require that a joint neighbourhood application must be determined within 20 weeks of the date on which it is publicised by the LPA. The 20-week period for this part of the Application ends on 20th September 2017. If the Council fails to make a decision within this timeframe, the planning authority, as per the Regulations, must automatically designate the entire application area proposed in LBHF.

Designation as a Neighbourhood Forum

4.9 The second part of the Application is for the designation of the Old Oak Interim Forum as a Neighbourhood Forum for the proposed area. Neighbourhood forums are community-led groups which seek to help shape growth and development within their respective neighbourhood areas. Groups must apply to their Local Planning Authority to be designated as a neighbourhood forum. Once designated, neighbourhood forums can develop a neighbourhood plan for its neighbourhood area. As the Local Planning Authority for its area, the Council has a statutory duty to determine applications to establish neighbourhood forums.

4.10 The Act sets out four criteria that prospective neighbourhood forums needs to meet if they are to be designated:

- a) It is established for the express purpose of promoting or improving the social, economic and environmental wellbeing of an area that consists of or includes the neighbourhood area concerned;
- b) Its membership is open to individuals who live in the neighbourhood area, individuals who work there (whether for businesses carried on there or otherwise) and individuals who are elected members of (in respect of London) a London borough council any of whose area falls within the neighbourhood area concerned;
- c) Its membership includes a minimum of 21 individuals each of whom live in the area, work in the area or are elected members for the area; and
- d) It has a written constitution.

4.11 The Act also requires the Council in considering whether to designate a neighbourhood forum to consider whether the:

- organisation or body that is applying for designation has secured, or taken reasonable steps to secure membership from people who live, work or represent the area;
- Membership is drawn from different places in the area and different sections of the community in the area; and
- Purpose of the organisation or body reflects (in general terms) the character of the area.

4.12 Once designated, a neighbourhood forum ceases to have effect after 5 years. The Council is also able to withdraw a designation where they consider that the forum is no longer meeting the conditions by reference to which it was designated.

4.13 The forum and area are intrinsically linked in that the Forum members must be representative of the Area they are applying for designation.

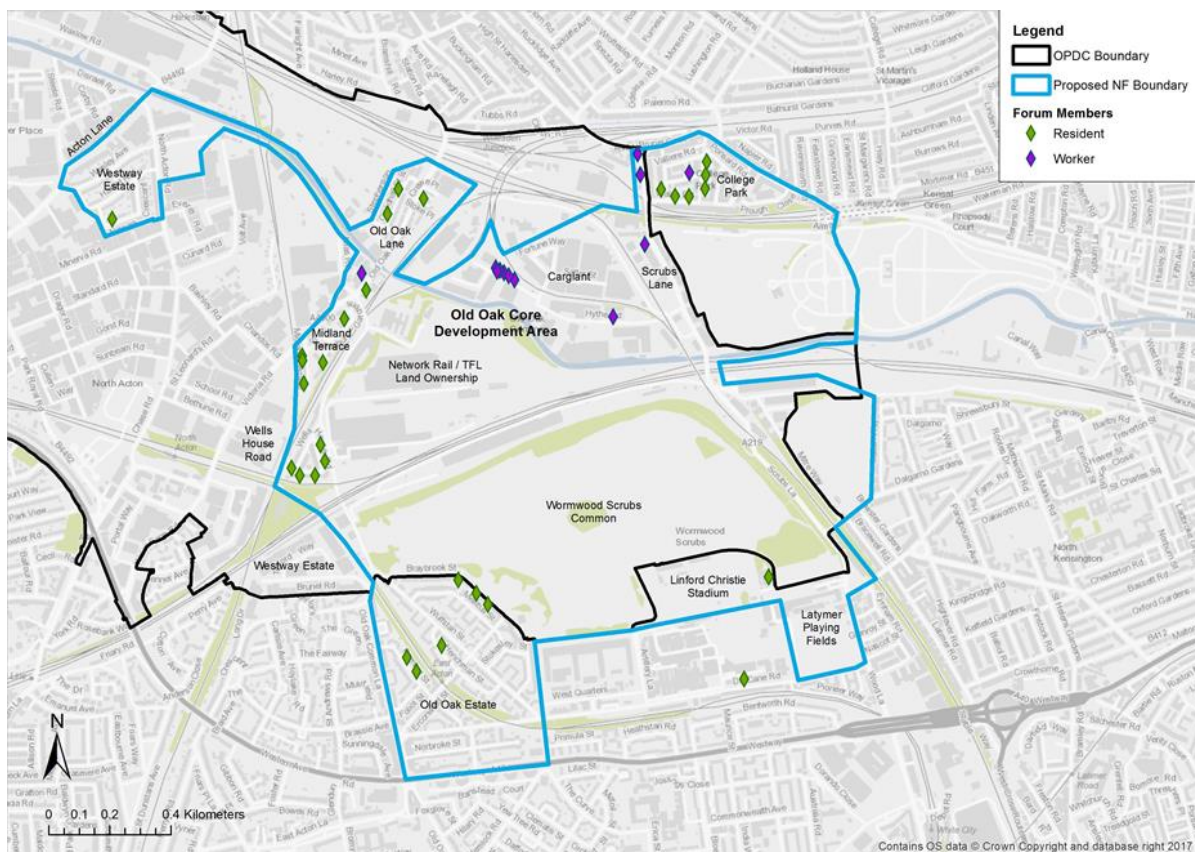
THE OLD OAK NEIGHBOURHOOD FORUM AND AREA APPLICATION

4.14 The proposed joint Old Oak Neighbourhood Forum and Area application was submitted to OPDC and LBHF in April 2017. The proposed area covers 270 hectares and is estimated to have approximately 7,000 residents in the proposed neighbourhood area. The submitted application material can be found in Appendix A. In summary, the proposed forum is motivated by the regeneration of the Old Oak area, managing the impact to the surrounding residential areas, the integration of existing communities with new development, including local people in to the process with their local knowledge, raising awareness of the regeneration of the area.

4.15 Figure 3 below shows the approximate addresses of the prospective neighbourhood forum members in the proposed neighbourhood area. The application identifies 44 potential neighbourhood forum members in their submission:

- 29 residents
- 14 people working in the area
- 1 elected representative.

Figure 3: map of prospective forum members and workers



PUBLIC CONSULTATION AND RESPONSES

4.16 The Application was subject to a six week consultation between the 3rd May and 15th June 2017, by both authorities. In accordance with the National Planning Practice Guidance, OPDC led the local consultation exercise on the basis that the majority of the proposed area is within OPDC planning control.

4.17 The following engagement activities were undertaken as part of the public consultation:

- All application and consultation details were made available on the Council's website;
- Public notices were published in local newspapers;
- letters were distributed to over 14,000 local addresses within and surrounding the proposed Old Oak Neighbourhood Area;
- The Forum and Area applications were made available for inspection at:
 - The Duty Planner Room, 1st Floor Hammersmith Town Hall Extension, King Street, Hammersmith, W6 9JU; and
 - City Hall, The Queen's Walk, More London Riverside, London SE1 2AA;

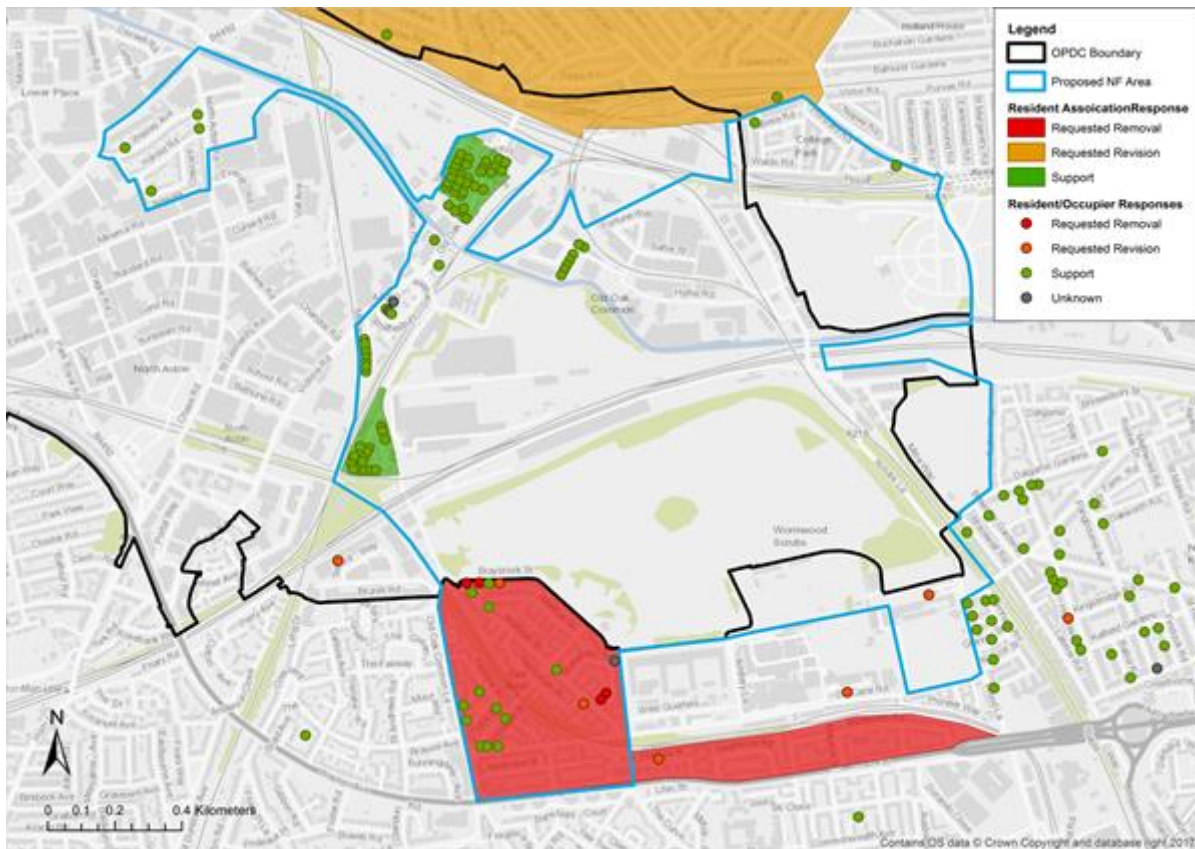
- Emails were sent out to stakeholders on OPDC's and LBHF's consultation databases;
- The public consultation was promoted on Twitter and Facebook; and
- OPDC and LBHF hosted a presentation session to provide stakeholders with a background to neighbourhood planning and inform them of the specifics of the Old Oak Neighbourhood Area and Forum application and how to respond to the public consultation.

4.18 In total, 198 responses were received as part of the public consultation on the proposed Old Oak Forum and Area Application:

- 162 responses were supportive of the forum and/or the area.
- 13 responses did not state a clear position either in support or in opposition to the proposed forum and area.
- 23 responses were received requesting revisions to the proposed area.

4.19 Figure 4 identifies the location of resident/occupier respondents to the consultation, whilst figure 5 shows the location of landowner respondents to the consultation. Those in support of the forum and/or area were mostly located either within the existing residential communities to the west (Wells House Road, Midland Terrace, Old Oak Lane and the Wesley Estate) or outside of the proposed Old Oak Neighbourhood Area boundary in North Kensington. Landowners in the core development area in Old Oak who responded to the consultation requested revisions to exclude their landholdings from the boundary. To the south-west, residents of the Old Oak Estate were largely in favour of revising the boundaries to exclude their estate from the proposed Neighbourhood Area.

Figure 4: location of occupier respondents to the consultation



Consultation responses

4.20 The full list of consultation responses can be viewed at Appendix B. The consultation responses have been mapped and displayed at figure 4. This map shows all of the responses received by both authorities, showing the responses received from those living or working in the area boundary, and the responses from those outside of the area. The responses can be separated into three broad responses:

- support for the area and forum, generally
- requests for revisions to the area and boundary
- requests for areas to be excluded.

General support:

4.21 The responses of broad support are mostly located in the residential areas. 3 from the College Park Area, 11 from residents in the Old Oak Estate area and those living outside of the area and borough.

Requests for revision:

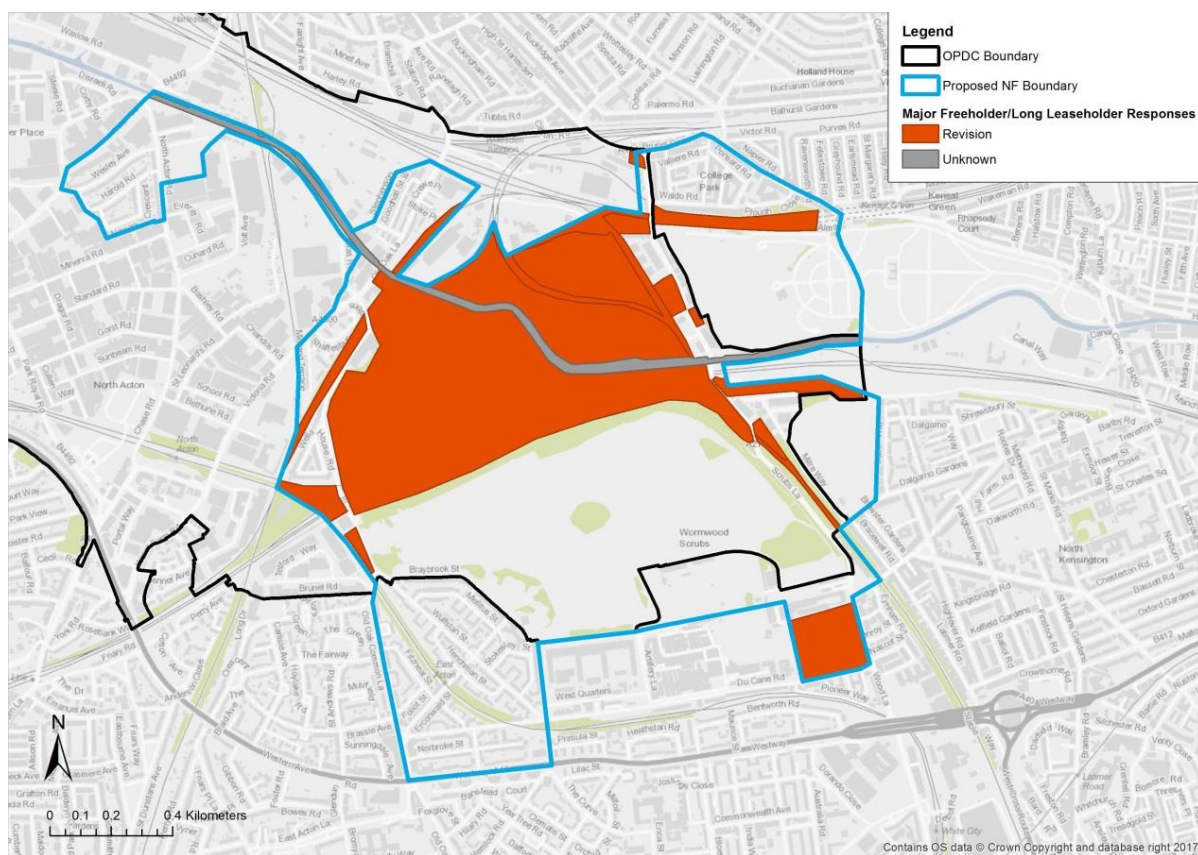
4.22 The Old Oak Friends and Residents Association made up of 34 residents located in the Old Oak Estate area requested for a revised boundary and identified that they would like to establish their own Neighbourhood Forum. A number of the

respondents living outside of the area boundary, also expressed support for the Old Oak Friends and Residents Association aspiration.

Requests for exclusion

4.23 The Upper Latymer School (landowners), the GLA, the Thames Valley Harriers (occupiers) requested that land be removed from the neighbourhood area designation. The Upper Latymer School did not consider it appropriate for a neighbourhood plan to control areas with local and regional significance, of public spaces and facilities to be included in the area designation. The Thames Valley Harriers stated that their membership is not just made up of local people but also of people from the wider area and did not consider it appropriate to be included in the neighbourhood plan area. The GLA expressed their concerns to the boundary generally – its scale and the little regard to natural boundaries and physical features. The GLA also expressed their concern of Wormwood Scrubs, St Mary’s and Kensal Green Cemetery being included whilst they are designated as MOL and protected by the Wormwood Scrubs Act 1879.

Figure 5: location of landowner respondents to the consultation



Summary of consultation comments:

LBHF Area	
Consultee	Comment/suggestion
OOFRA	The Old Oak Estate should be removed from the Old Oak Neighbourhood Area and the Estate should have its own area designated including properties along Du Cane Road
Queen's Park Rangers FC, Thames Valley Harriers, Latymer Upper School, OOFRA	The Linford Christie stadium should be removed from the boundary as it has a very different character to the existing residential areas
Greater London Authority, Queen's Park Rangers FC	St. Mary's Cemetery should be removed from the boundary as its character is very different to that of the existing residential areas included in the boundary.
Resident outside of the proposed area (Du Cane Road)	The boundary should be extended southwards to include the entire area north of the A40 within LBHF.
Two residents outside of the proposed area (in North Kensington)	The boundary should be extended to include parts of North Kensington (Latimer Road and Highlever Road)
Historic England	The boundary should be extended southwards to include all of the Old Oak and Wormholt Conservation Area, rather than severing it in two.
OPDC Area	
Greater London Authority, TfL, Queen's Park Rangers and 34 residents	The core development area in Old Oak (Old Oak North and South) should be removed from the boundary, as it has a very different character to the existing residential communities and includes large and complex strategic sites.
Greater London Authority, Queen's Park Rangers FC, Thames Valley Harriers, Latymer Upper School, 34 residents	Wormwood Scrubs common should be removed from the boundary as the area as it is not of a similar character as the rest of the area, has a number of designations protecting it and fulfils a metropolitan function.
Network Rail	The boundary should be revised to remove all Network Rail freehold land as this land is of a very different character to the existing residential communities and the proposed size, shape and boundary is not consistent with that of other Neighbourhood Areas.
Cargiant	The boundary should be revised to remove all Cargiant land as the area is different in character to the residential communities within the proposed area and there are more appropriate methods for engagement on a project on this scale than through neighbourhood planning.
CBRE	203 Old Oak Common Lane should be removed from the boundary, as its character is different to that of the existing residential areas.

CBRE, Fruition Properties	Sites on Scrubs Lane should be removed from the boundary, including: - 2 Scrubs Lane; and - 151 Scrubs Lane
Proposed Stonebridge Park and Park Royal Centre Neighbourhood Forum	Boundary should be revised to exclude the industrial and employment premises fronting onto Acton Lane to avoid a potential clash with the proposed Stonebridge Park and Park Royal Centre Neighbourhood Forum.
Resident within the proposed area	The Old Oak Sidings Waste site be included in the boundary as the waste site causes problems for local communities.
Business outside of the proposed area (Westway Estate)	The boundary be extended to include the Westway Estate so that there can be input into any neighbourhood plan from businesses in this location.
Harlesden Neighbourhood Forum	The boundary should precisely follow the borough boundary at the northern end of Harrow Road.

5 AREA DESIGNATION: ISSUES AND OPTIONS

5.1 This section sets out the issues and options officers considered in coming to the recommendations made in this report.

5.2 The proposed neighbourhood forum are permitted to submit a neighbourhood area for designation using their understanding and knowledge of the geography and character of the neighbourhood area.

5.3 In accordance with Planning Practice Guidance the Council has worked together with OPDC in the consideration of the applications on the basis that the proposed neighbourhood area straddles the boundaries of LBHF and OPDC. As advised by the PPG, OPDC has taken the lead in handling the application on the basis that the majority of the area is located in the OPDC. This Application has been jointly submitted to two planning authority areas, however both authorities are still required to undertake their own designation determination processes. Nevertheless, officers have discussed the OPDC's consideration of the Application in their authority area.

5.4 The initial starting point in deciding a neighbourhood area is to refer to the Town and Country Planning Act 1990, which states:

“(4) In determining an application the authority must have regard to-

(a) the desirability of designating the whole of the area of a parish council as a neighborhood area; and

(b) the desirability of maintaining the existing boundaries of areas already designated as neighbourhood areas.”

5.5 4(a) is not relevant to the Council, as this is specific to areas where there are parish councils. In terms of (b), other existing neighbourhood area boundaries, there are no conflicting neighbourhood area boundaries. The Council has designated one neighbourhood area in the borough – the St. Quintin and Woodland's Neighbourhood Area in 2013. This designated area can be seen at Appendix C.

Paragraph Subsection (5) states:

(5) If –

(a) a valid application is made to the authority,

(b) some or all of the specified area has not been designated as a neighbourhood area, and

(c) the authority refuse the application because they consider that the specified area is not an appropriate area to be designated as a neighbourhood area,

the authority must exercise their power of designation so as to secure that some or all of the specified area forms part of one or more areas designated (or to be designated) as neighbourhood areas.

5.6 The Council therefore must either designate the entire area, or some of the area proposed or an area in the proposed boundary, as stated in the Act. In response to the criteria above, officers are satisfied that a valid application has been made to the authority and there are no other existing neighbourhood plan area designated that conflict with the proposed area boundary. The next step is to consider whether it is appropriate to designate the entire area as proposed in the Application. In considering whether to designate the area proposed in the application, officers have considered, amongst other things the consultation responses, the character of the area, the integration and connectivity of the neighbourhood area as a whole and the policy context.

5.7 The PPG sets out the following considerations for determining the boundary of a neighbourhood area:

- village or settlement boundaries, which could reflect areas of planned expansion
- the catchment area for walking to local services such as shops, primary schools, doctors' surgery, parks or other facilities
- the area where formal or informal networks of community based groups operate
- the physical appearance or characteristics of the neighbourhood, for example buildings may be of a consistent scale or style
- whether the area forms all or part of a coherent estate either for businesses or residents
- whether the area is wholly or predominantly a business area
- whether infrastructure or physical features define a natural boundary, for example a major road or railway line or waterway
- the natural setting or features in an area
- size of the population (living and working) in the area.

5.8 The GLA has provided guidance on neighbourhood planning in London (see the GLA 'Character and Context SPG (June 2014). The SPG is aimed at applicants developing planning applications and communities looking to prepare neighbourhood plans. The SPG sets out guidance as to how character and context can be defined and

interpreted across London, looking at physical, cultural, social, economic, perceptions and experience of an area or place. The guidance acknowledges that in London, where there is great diversity, there may not be a single view of the character of an area and that decision makers must strike a balance between a range of viewpoints. In response to the application, officers have broadly assessed the neighbourhood plan area and categorised them accordingly:

- residential neighbourhoods – College Park and Old Oak estates
- railway infrastructure – to the south of College Park
- open space – Little Wormwood Scrubs
- public facilities – Upper Latymer Playing Fields, Lindford Christie Stadium.

5.9 Officers have further assessed the proposed area into the following:

- College Park – a residential area characterised by the layout of streets, houses, and architectural form. It has a number of local services in the local area.
- St Mary's Cemetery – is the western half of the cemetery with Kensal Green Cemetery to the east. It is designated as a Metropolitan Open Land in the adopted Core Strategy and London Plan, and Conservation and Nature Conservation Areas in the adopted Core Strategy. The neighbourhood area boundary divides the cemetery in half.
- Little Wormwood Scrubs – is identified as an Open Space and Nature Conservation Area in the adopted Core Strategy. It is located to the east of Scrubs Lane, to the north are industrial uses and railway infrastructure, with residential areas to the east. It is a relatively enclosed area, having a direct relationship to the neighbouring residential area and surrounding streets.
- Linford Christie Stadium (LCS) – is a sports stadium with an athletics track, football pitch, pony centre, and tennis courts, located on the southern edge of Wormwood Scrubs. To the south of the stadium, is Imperial College London Hospital and HMP Wormwood Scrubs (outside of the area boundary). The Scrubs and all of the LCS facilities are designated as Metropolitan Open Land (MOL) in the Council's Core Strategy and London Plan. MOL is afforded the highest level of protection and development will only be granted in very special circumstances.
- ARK Burlington Danes School and Upper Latymer School Playing Fields – are two separate sites with the primary school located to the north of the playing fields. They are located to the south of Wormwood Scrubs, and to the west of Wood Lane. The playing fields are designated as Open Space in the adopted Core Strategy and in the draft Local Plan. The Upper Latymer School Playing Fields are owned by the Upper Latymer school and are available for the public to use.

- Old Oak Estate – is a residential area characterised by the architectural style and local services. It is a designated Conservation Area in the adopted Core Strategy. The area is located to the west of HMP Wormwood Scrubs, to the south of Wormwood Scrubs. The Westway is located to the south. There are a number of local services, such as shops, East Acton tube station and a primary school within the area.

5.10 From this initial analysis, officers do not consider it appropriate to designate the entire proposed area. This view is substantiated by the consultation responses. The PPG identifies that a local planning authority can refuse to designate the area applied if it considers the area is not appropriate. The authority must provide reasons for doing so.

Reasons for refusal:

5.11 In terms of the character of the area for the purposes of a neighbourhood plan, officers consider that the area consists of distinctive parcels of land that have distinct uses which do not easily translate into a cohesive neighbourhood area. The range of land uses are common in a metropolitan area however in relation to the guidance these sites are independent of each other when looked at as a whole. The land uses are integral in understanding the physical character, and their function as sites of local and regional importance. The ARK Burlington Danes school and Upper Latymer playing fields, the Linford Christie Stadium and St Mary's Cemetery sites each add to and contribute to the character of the area, yet the purpose, use and function of each of the sites goes beyond the proposed neighbourhood plan area. The Little Wormwood Scrubs relates largely to the local area and is protected in policy terms through the Core Strategy and draft Local Plan.

5.12 Furthermore from the consultation, responses have been received requesting for the Linford Christie Stadium, St Mary's Cemetery and the ARK Burlington Danes playing fields be removed from the area designation due to their policy status in the London Plan, LBHF's Core Strategy (and draft Local Plan), and their use within the local and wider community. College Park area is predominantly residential and has its own character, although, in comparison to the Old Oak Estate area there were fewer comments of support to the application, which does not indicate a large interest in the neighbourhood plan.

5.13 In conclusion, it is acknowledged that neighbourhood areas may contain and have a variety of land uses, typologies, connections and functions. However, due to the broad and contrasting uses and distinct character areas, and the geographic spread, this does not easily translate into a cohesive neighbourhood area. For these reasons, officers consider that the purpose, uses and function outweighs the local importance and therefore consider it appropriate to refuse the following areas shown in red on Figure 2, from the designation:

- Little Wormwood Scrubs
- Linford Christie Site
- ARK Burlington Danes Academy and Upper Latymer Playing Fields
- College Park
- St Mary's Cemetery

Reasons for designation of part of the proposed area:

5.14 The Council is still required to exercise its powers of designation to ensure that part or all of the area applied for forms part of one or more designated areas.

5.15 In considering the Application, officers have had regard to the consultation responses received, which have included responses from residents of the Old Oak Estate. The consultation responses included an interest from the Old Oak Friends and Residents Association (OOFRA) that expressed a desire to not be a part of this proposed neighbourhood area and instead have expressed a desire to form their own neighbourhood area. OOFRA submitted signatures from 34 residents interested in producing a separate neighbourhood plan and also represents a wider set of residents in the area. 14 residents expressed support to the Application: 10 of which expressed general support of the overall boundary and the involvement of local residents in the development of the OPDC area, 4 residents expressed direct interest in being included in the Old Oak Neighbourhood Plan as per the application proposal.

5.16 Officers have identified that there is interest in neighbourhood planning in the Old Oak Estate area; and, that there are concerns of the impact of the OPDC development area upon the residential and amenity areas. As stated in 5.8 above, the Old Oak Estate is a predominantly residential area, has its own network of community networks, local services and physical appearance that do not have strong physical, or community links to include other areas into the designation. This understanding of the area, along with the consultation responses received from Old Oak Estate residents, has helped to inform the officer's recommendation to designate:

- The Old Oak Estate area, as shown in green on Figure 2.

Consideration/designation of Neighbourhood Forum

5.19 In determining the designation of a neighbourhood forum the Council is guided by the relevant Regulations. As stated previously, the Council confirms that a valid application was received in relation to the proposed area and met the relevant Regulations.

5.20 Following the area analysis, officers' recommend that a reduced area is designated as the neighbourhood area. As a result of this decision, officers do not now consider the proposed neighbourhood forum to meet the criteria set out in the Act. The Act requires that a neighbourhood forum is comprised of at least 21 members. The recommended area to be designated would result in the proposed neighbourhood forum not having the legal requirement for a minimum of 21 members.

5.21 Officers therefore recommend that the application for designation as a neighbourhood forum is refused on this basis, as it does not meet the requirements of the Act. This does not preclude a new neighbourhood forum group being formed and application being made in the future or indeed any other organisation or body making an application to be designated as the neighbourhood forum for the Old Oak Neighbourhood Area.

6 EQUALITY IMPLICATIONS

6.1 This section of the report addresses the needs of all protected groups and under the Equality Act 2010, as well as how S149 of the Act has been taken into account in the proposed decision.

6.2 Officers have considered the impact of the proposed decision against the protected characteristics under the Equality Act 2010 of those people who may be affected by the decision.

6.3 The decision proposes to exclude the Linford Christie Stadium and facilities, the ARK Burlington Danes primary school, Upper Latymer School playing fields, Little Wormwood Scrubs, St Mary's Cemetery and College Park area. The main groups of people affected by the decision are likely to be the residents in the College Park area. This decision however, is not considered to have a negative impact on equality groups. The Council acknowledges that the OPDC area will have an impact upon the surrounding areas, however, there are other channels for communities and individuals to be involved in the process, such as commenting on the Local Plan process and planning applications, and attending consultation events in the area.

7 LEGAL IMPLICATIONS

7.1 Under the Town and Country Act 1990, as amended by Localism Act 2011, every Local Planning Authority must consider valid applications to designate neighbourhood areas for the purpose of neighbourhood planning. The Town and Country Planning Act 1990 and the Neighbourhood Planning (General) Regulations 2012 outline the Council's responsibilities for the designation of neighbourhood areas.

7.3 The relevant legislation also sets out the criterion to be followed when deciding whether to designate an organisation or body as a neighbourhood forum

Implications verified/completed by: Adesuwa Omoregie 23rd August 2017

8 FINANCIAL IMPLICATIONS

8.1 If a neighbourhood plan becomes adopted, the local authority is required to consult with the community on the use of 25% of the levy revenues arising from the development that takes place in their area or can pass the money onto the Neighbourhood forum. The recommended area for designation is not a regeneration area and is unlikely to have high amounts of development that would generate a large amount of CIL.

8.2 The Council can apply for funding from DCLG at different points in the process. For the first five designated neighbourhood plan areas, Council can apply for £5,000 per designation. This should be applied for if the recommendations in this report are agreed.

8.3 For the first five neighbourhood forums designated, the council can apply for £5,000 per designation and this should be applied for if a suitable neighbourhood forum puts itself forward.

- 8.4 In order for a neighbourhood plan to be adopted, an Independent Examination and Referendum is required. The Council is required to support these processes and there will be costs to the Council. Appropriate Cabinet or Cabinet Member approval will be required before these costs are incurred.
- 8.5 Once a Referendum date has been set, the Council can claim £20,000, which would be used to offset the costs incurred by the Council organising the Examination and Referendum.
- 8.6 As with any decision of this type there is a risk of it being challenged via an application to the Ombudsman or by judicial review with the Council incurring costs as a result.

Implications completed by Kathleen Corbett, Director of Finance & Resources 23rd August 2017

9. IMPLICATIONS FOR BUSINESS

- 9.1 Neighbourhood plans are community led planning policy documents and can cover all land use related matters. Once adopted, neighbourhood plans ultimately will be used to assess planning applications in the area and can cover all land use related matters, such as housing, retail, open space designation and other matters.
- 9.2 Neighbourhood plans must be developed in general conformity with the strategic policies as set out in the Council's Core Strategy and the London Plan (the Development Framework). The recommended area for designation is predominantly residential, is not located as a growth area in the Development Framework is unlikely to have large employment sites. The scale of any neighbourhood plan policy is unlikely to have a negative impact upon delivering economic development, jobs and growth in the borough.

Implications verified/completed by: Prema Gurunathan 21st August 2017

10. RISK MANAGEMENT

- 10.1 If the recommendations are agreed, a separate forum would need to be formed and would need to submit a new application for further consultation to ensure it meets the Neighbourhood Planning Regulations.
- 10.2 If a neighbourhood plan is developed, officers would work closely with the community group to ensure that the neighbourhood plan policies align with those of the council. As a plan progresses, further consultation is required on draft versions of the plan which the council would submit comments and will be subject to an Independent Inspector to ensure the plan meets the legal requirements.
- 10.3 Community Infrastructure Levy spend - if a neighbourhood plan becomes adopted, the local authority is required to consult with the community and/or can pass on 25% of the levy revenues arising from the development that takes place in their area. The recommended area for designation is not a regeneration area and is unlikely to have high amounts of development that would generate a large amount of CIL.

Implications verified/completed by: Michael Sloniowski, Risk Management, (21/08/2017)

LIST OF APPENDICES:

Appendix A: Old Oak Neighbourhood Plan Application and map
Appendix B: Consultation Responses

APPLICATION TO THE OLD OAK AND PARK ROYAL DEVELOPMENT CORPORATION (OPDC) AND TO THE LONDON BOROUGH OF HAMMERSMITH & FULHAM (LBHF) FOR DESIGNATION OF AN OLD OAK NEIGHBOURHOOD AREA AND OLD OAK NEIGHBOURHOOD FORUM

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0. Executive summary and context

1. Introduction

2. Boundary and size of the proposed area

3. Why the proposed Old Oak neighbourhood area is appropriate for a neighbourhood plan (details in Annexe A)

4. Likely scope of an Old Oak Neighbourhood Plan

5. What an Old Oak Neighbourhood Plan will not cover

6. The existing residential communities within the proposed Old Oak neighbourhood area

7. Involvement of local businesses and with developers

8. A phased approach to neighbourhood planning at Old Oak

9. Consultation on the proposed boundary of an Old Oak neighbourhood area (details in Annex D)

10. Establishment of an Old Oak Neighbourhood Forum

11. Timetable for an Old Oak Neighbourhood Plan

Annexe A Maps of the proposed boundary of the Old Oak Neighbourhood Area

Annexe B Why the Old Oak area is appropriate for a neighbourhood plan

Annexe C Proposed constitution for the Old Oak Neighbourhood Forum, on designation

Annexe D Details of consultation on designation application and proposed boundary

Annexe E Basic facts about the Old Oak neighbourhood area (separate PDF document)

March 2017

Executive summary and context

0.1 Residents associations in and around the Old Oak area have been working together over the past 15 months to draw together this proposal for a neighbourhood area and neighbourhood plan. The area submitted for designation covers much of the eastern half of the OPDC area, combined with a number of residential communities in North Hammersmith lying on the edge of the OPDC boundary.

0.2 No parts of LB Brent or LB Ealing, that lie outside the OPDC boundary, are involved. Hence the application is 'cross-boundary' (as the Localism Act permits) while involving two local planning authorities only.

0.3 Neighbourhood planning is now a well established part of the English planning system. More than 1900 communities across England, covering nearly 10 million people, have started the process of neighbourhood planning¹. Over 290 plans have progressed to the referendum stage², following independent examination and modification as necessary. All but one (to date) have been supported by a majority vote and are now being used as part of the Development Plan of the relevant local authority.

0.4 In London, neighbourhood planning has been slower to gain momentum than elsewhere. There are now 100 neighbourhoods involved across London with 5 plans successful at referendum (one of which is adjacent to the OPDC boundary).

0.5 The Old Oak Interim Neighbourhood Forum has already contributed to the preparation of the OPDC Local Plan. We firmly believe that a neighbourhood plan for Old Oak would add significant value to the creation of a successful new part of London, through

- improved integration of existing communities with new development
- a better understanding of how local people see 'places' within the OPDC area
- input of local knowledge on what works, and does not work, in the area (in terms of access to services and shops, open space, pedestrian and cycle permeability)
- continued consultation and engagement, based on collaboration rather than conflict
- raising public awareness of the choices, trade-offs and viability issues inherent in the UK's largest regeneration programme

0.6 This designation application has to meet a number of statutory requirements. As a result it is a relatively lengthy document. It sets out why the Old Oak Interim Neighbourhood Forum considers the proposed Old Oak area to be 'appropriate' for preparation of a neighbourhood plan.

0.7 Our application identifies the likely scope of a neighbourhood plan and (equally importantly) what a neighbourhood plan would *not* cover. This final version follows a series of meetings with OPDC planning officers, and a presentation to OPDC planning Committee members held on February 1st 2017.

¹ DCLG Neighbourhood Planning, 2016 Response to Technical Consultation on changes to the planning system, September 2016.

² Planning Resource database March 2017

0.8 A number of sections of the originally proposed boundary, including HS2 construction compounds and other strategic sites, have been removed from earlier proposals at the request of the OPDC. The interim forum remains confident that a neighbourhood forum and plan for the area applied for will add value to the Local Plan process, and will not obstruct or delay the Corporation's ambitions.

0.9 The 2016 OPDC Review recommended that the Corporation *should adopt innovative practice on community engagement in the preplanning and master planning process, ensuring that decisions, pre-app discussions and advice are as transparent as possible*³. We believe that a designated neighbourhood forum for Old Oak will provide the most effective and focused means of implementing this recommendation.

1.0 Introduction

1.1 This application is made by the Interim Forum, as a qualifying body capable of designation under paragraph 61G of the Localism Act 2011 and Town and Country Planning Act 1990 (as amended). The application is for designation both of the Old Oak Neighbourhood Forum, and for the boundary of the proposed neighbourhood area for which a neighbourhood plan will be prepared.

1.2 The geographic area of the proposed neighbourhood lies mainly in those parts of LB Ealing and of LB Hammersmith and Fulham for which the Old Oak and Park Royal Development Corporation has since April 1st 2015 exercised the functions of these planning authorities. Hence the OPDC is the body primarily responsible for neighbourhood planning in the area submitted for designation. Other parts of the proposed neighbourhood area lie outside the OPDC area, within LB Hammersmith and Fulham. This application has therefore also been submitted to the latter planning authority.

1.3 Both the OPDC and LBHF are asked to publish, consult on and determine this application as soon as possible and within permitted statutory timescales. Assuming designation of all or part of the proposed area, it is assumed that the OPDC will thereafter act as the 'lead authority' in liaising with the Forum, and in meeting the 'duty of support' in accordance with the Localism Act and DCLG Planning Practice Guidance.

1.4 The Old Oak Interim Neighbourhood Forum has been working since autumn 2015 in putting together local views on the future of the Old Oak area. Many of the members of the forum attended the consultation meetings on the first Draft OPDC Local Plan in February/March 2016. The same applies to the series of consultation meetings held by Cargiant as the major landowner of the proposed Old Oak Park. Members have also been attending the meetings convened by the Grand Union Alliance, from 2014 onwards. The Interim Forum submitted a substantive response to the Regulation 18 consultation on the OPDC Draft Local Plan.

1.5 The current Forum membership is listed at pages 16/17 of this application. Membership will expand further once the Forum is designated and in a position to

³ Review of the Old Oak and Park Royal Development: Corporation: High-level findings, Greater London Authority, November 2016

undertake detailed work of preparation of a neighbourhood plan. In the meantime Forum members continue to work together in formulating views on the future of the area. The Interim Forum met on May 25th, 19th July, 21st September 2016, January 26th 2017 and March 8th 2017 to discuss and agree the final content of this application.

1.6 OPDC planning officers have argued previously that the UK's largest regeneration project, with complex infrastructure requirements, is not an obvious fit with neighbourhood planning. The neighbourhood planning framework was not available to local communities in the early stages of London's other major regeneration programmes (e.g. Greenwich Millennium Village, the Olympic Park, and Kings Cross). Central Government remains strongly supportive of neighbourhood planning, and the Neighbourhood Planning Bill, currently in the Lords, will further strengthen the role of local communities in preparing such plans.

1.7 Joint designation by the OPDC and LBHF of Old Oak as a neighbourhood area offers an opportunity to demonstrate to Londoners how this devolved layer of the national planning system can deliver new urban development that is both supported by the public and sustainable over the long-term. This is of particular relevance where a development corporation, with limited local representation and democratic accountability, is acting as the planning authority.

1.8 A 'new Old Oak' which does not meet these basic success measures will stand for several decades as an example of the dysfunctions in the UK planning system, comparable to the failures of urban planning in the 1960s. This is an outcome that must be avoided.

Collaboration not conflict

1.9 The Interim Forum has been clear from the start, in discussions with OPDC officers and developers, that proposals for an Old Oak neighbourhood plan have come forward in the spirit of dialogue and collaboration. Neighbourhood planning is a positive and constructive framework, through which local residents and businesses can participate in the land use planning process.

1.10 Preparation of such plans is a means through which local people gain understanding of the challenging choices and trade-offs inherent in any land use plan. Neighbourhood plans have to balance competing land use demands and make sense as a coherent whole, delivering sustainable communities. They are not about wish-lists or simplistic nimbyism. On the contrary, they are a statutory part of a national planning system in which neighbourhood forums and neighbourhood forums are *plan-making bodies* working alongside local planning authorities.

2.0 Boundary and size of the proposed area

2.1 The map at Figure 1 overleaf shows the proposed Old Oak neighbourhood area boundary as a pale blue line. The OPDC boundary is shown as a purple line. The total area

Figure 1 Proposed boundary of Old Oak neighbourhood area (blue) overlaid on OPDC boundary (red) and boundaries of adjacent neighbourhood areas.

of the proposed Old Oak NP area is approximately 275 hectares.



The current resident population of the neighbourhood area is estimated at just under 7,000⁴ living in a series of residential communities ranging in size from 32 houses in Midland Terrace to 1,056 dwellings on the Old Oak Estate.

2.2 In demographic and socio-economic terms, notable features of this population are

- the largest ethnic group is white with 48% of the proposed neighbourhood area's population. This compares with a figure of 68% for Hammersmith & Fulham as a whole and 85% for London .
- the second largest ethnic group Black/African/Caribbean/Black British' with 23% of the neighbourhood plan area's population. This compares with 12% for Hammersmith and Fulham as a whole and 13% for London.
- the proportion of households in social rented/other accommodation is high with at 37% of households. That compares with 15.4% for Hammersmith & Fulham as a whole and 8% for London.
- only 28% of Old Oak residents have achieved level 4 qualifications and above compared to 50% in Hammersmith & Fulham as a whole. 24% of Old Oak residents have no qualifications compared to 13% in Hammersmith & Fulham .

⁴ This figure and further demographic data are based on 2011 Census outputs, and a bespoke report generated by the LGA Inform Plus *Natural Neighbourhoods* database, submitted with this application as a separate Annex E.

2.3 The map at Figure 1 also shows the boundaries of adjoining neighbourhood areas, already designated. These are the Harlesden Neighbourhood Area shown in orange (first draft neighbourhood plan completed), the St Quintin and Woodlands Neighbourhood Area in North Kensington shown in dark blue (StQW Neighbourhood Plan successful at referendum on 25th February 2016) and the small neighbourhood area in Hammersmith designated by LBHF in 2013 and represented by the Brickfield Association of Residents, shown in red.

2.4 No draft plan has emerged for this latter area at Eynham Road W12. Because the area is already designated, it has not been included in the proposed Old Oak neighbourhood area (as the legislation would not permit this). In the event of a majority residents and businesses in the Eynham Road area expressing a wish to be included in a wider Old Oak neighbourhood, during the six week public consultation on this designation application, LB Hammersmith & Fulham will be asked to vary its 2013 decision and (with OPDC concurrence) re-designate this area as part of a wider Old Oak neighbourhood.

Why the proposed Old Oak neighbourhood area is appropriate for a neighbourhood plan

3.1 Regulation 5b of the Neighbourhood Planning (General) Regulations states that a designation application must include a formal statement explaining why the proposed area is considered 'appropriate' to be a neighbourhood area. For this application, the required statement is included as a separate Annexe A and addresses in detail the criteria for 'appropriateness' (insofar as these are defined in statute and guidance).

Likely scope of an Old Oak Neighbourhood Plan

4.1 Discussions within the interim neighbourhood forum and with OPDC officers have identified the following issues on which local residents and businesses feel that a valuable contribution can be made via preparation of an Old Oak neighbourhood plan:

- responding to the ambitions for new housing in London set by the Mayor and the Housing for Londoners team at City Hall, including affordable and low cost homes.
- working with Community Land Trusts and community interest companies on self-build and custom-build housing models⁵, widening housing opportunities for 'Generation Rent'.
- working with local housing associations and CICs in helping to achieve successful 'lifetime neighbourhoods' at Old Oak, including innovative models for co-living, open workspace, artists/makers studios, and supported/extra care housing.
- stitching together existing and new neighbourhoods in the area, within the context of the OPDC Local Plan and its set of 'Places'.
- contributing ideas and suggestions on what makes this part of inner west London distinctive and attractive to those who live and work here, including input to the

⁵ the term 'custom-build' being used as referring to a basic shell, constructed to meet Building Regulations, which can then be fitted out by owners (see community groups on the GLA Build Your Own London Home Register and for example the model developed by [The Naked House](#), a winner in the New London Architecture 2015 awards for New Ideas for Housing).

cultural visions being developed by the OPDC and by Cargiant/London and Regional Properties.

- examining alternative locations for community infrastructure (retail, health facilities, schools, and other public services).
- working up options and the detail of pedestrian and cycle routes across and beyond the Old Oak area.
- generating ideas for the future of the Grand Union Canal and its towpaths, as a key recreational amenity, cycle/pedestrian route, and heritage and environmental asset to the area.
- ensuring that the amenity value of Wormwood Scrubs is maintained, with its distinctive features and ecology and an appropriate balance between serving local and London-wide needs.
- feeding into public consultation and debate on density levels and building heights at Old Oak, recognising that ambitious targets for homes and jobs within the OPDC area are currently set in London Plan strategic policies (Annexe 1 to the FALP).
- identifying scope for new amenity space and reviewing use of existing small green spaces, proposing Local Green Space designations within existing residential areas in cases where the demanding criteria set out in the NPPF are fulfilled.
- contributing to character assessments and identifying the most valued parts of the heritage and environmental quality of the area.
- generating an evidence base, to accompany a neighbourhood plan at submission stage, on issues which have surfaced during OPDC and developer consultations.

4.2 The scope and range of a neighbourhood plan is a matter for a neighbourhood forum to decide. Some neighbourhood plans are more ambitious in their coverage than others. The Old Oak Interim Forum envisages a plan that covers all the main land use issues in the area. However, there are a several key statutory constraints on what policies can be included in a neighbourhood plan (i.e. the elements of a neighbourhood plan that achieve statutory weight as part of the Local Development Scheme for the area, if successful at referendum).

4.3 Draft neighbourhood plans are independently examined prior to referendum. There are now well established principles under which examiners will ensure that the referendum version of a NP meets all the 'basic conditions' required by the Act as well as EU and human rights requirements. It is only those policies in a neighbourhood plan which meet all such requirements that progress to referendum and form part of the subsequent plan 'made' by the local planning authority.

4.4 Proposals for projects, and/or aspirations that fall outside the scope of the *development and use of land*, cannot lawfully form part of a neighbourhood plan⁶. Very often, draft neighbourhood plans are 'modified' by an examiner to ensure that such proposals are

⁶ Material other than that specified in section 38A(2) of the Planning and Compulsory Purchase Act 2004 relating to the *development and use of land* cannot form part of a 'made' neighbourhood plan. There may well be many issues relating to e.g. transport and traffic on which a neighbourhood forum will have strong views but these need to be pursued as advocacy proposals and separately from the policies proposed in a neighbourhood plan.

deleted or placed in a separate advocacy document which does not form part of the 'made' plan.

4.5 The proposed planning period of an Old Oak Neighbourhood Plan is 15 years, from 2018 to 2033. Given the uncertainties and complexities of the major infrastructure sites, a first iteration of a NP will focus primarily on those areas with existing residential communities and where decisions on new development will be made in the next few years.

What an Old Oak Neighbourhood Plan will *not* cover

5.1 The proposed HS2 station at Old Oak Common is a national infrastructure project and as such excluded from any 'provisions made' in a neighbourhood plan (as a result of Section 38b of Section 2 of Schedule 9 of the Localism Act, and the TCPA 1990 as amended). Crossrail (Queen Elizabeth Line) and its infrastructure is also the subject of national legislation (Crossrail Act 2008). This context is understood and accepted by the Interim Neighbourhood Forum. It is also appreciated that that High Speed Rail (London Birmingham) Act 2017 gives very wide-ranging planning powers to HS2 Ltd and that these powers will be used to create the HS2 construction compounds and to safeguard further sites.

5.2 The Forum recognises that areas of land safeguarded by HS2, or earmarked as construction compounds, cannot realistically become the subject of neighbourhood plan policies or site allocations until such time as they become available for future development. Hence a number of adjustments made to the proposed neighbourhood boundary prior to this application.

5.3 The immediate surroundings of the Overground stations proposed in the OPDC Local Plan, and the vehicle, pedestrian and cycle routes which connect these to the surrounding areas, are however seen as a appropriate subject for local views to be articulated via a neighbourhood plan.

The existing residential communities within the proposed Old Oak neighbourhood area

6.1 There are six of these, including those lying within LBHF and falling outside the OPDC boundary, as follows:

College Park - terraced streets of Victorian housing east of Scrubs Lane and south of the Harrow Road, within LBHF. The area is isolated from the remainder of Hammersmith & Fulham and includes some 280 households. The street pattern is dense and there is little within the immediate area in terms of potential development sites. Strong development interest in the surrounding area has emerged in recent years, with a series of residential towers proposed in Scrubs Lane.

Woodmans Mews to the west of Wood Lane/Scrubs Lane (and opposite North Pole Road in W12) includes 50 properties, with a mix of private and social housing. Across Wood Lane are housing association properties at **28 North Pole Road** (79 houses and flats, managed by London Strategic Housing (LSH) an established part of Network Housing Group). Both these

small residential enclaves just outside the OPDC boundary are included within the proposed Old Oak neighbourhood area.

Old Oak Estate - a cottage estate designed by the London County Council before the First World War in 'garden city' style, and built out after the war. The completed estate is made up of 1056 homes – 228 five-room, 443 four-room, 341 three-room, 27 two-room and 16 one-room flats. These were designed at a density of 27 cottages per acre (approximately 100 housing units per hectare, allowing for the fact that one 'cottage' can contain two dwellings). The estate is a Conservation Area within LB Hammersmith & Fulham and is a highly regarded example of social housing of the period.

Properties are now some 50% owner-occupied and 50% managed by the Old Oak Housing Association. The housing association was set up in 1990 following a stock transfer from LBHF, and Family Mosaic HA is the major shareholder. Both the Housing Association and the ward councillor and LBHF Cabinet Member Wesley Harcourt have expressed the view that the whole estate, rather than the northern part only, should be included within an Old Oak neighbourhood area. This approach has been followed in this application.

Midland Terrace and Shaftesbury Gardens - these small and adjacent residential enclaves in LB Ealing will be hugely impacted upon by HS2 and by plans for the new Old Oak Overground station at the end of Midland Terrace. This location is also one of the intended sites for HS2 to base construction equipment, and manufacture of concrete sections for the proposed tunnel. Midlands Terrace consists of 35 Edwardian terraced houses, some converted into flats and others remaining as family homes. Shaftesbury Gardens is a relative recent (1990s) development of 170 flats (housing association and owner occupied) with communal outdoor space.

Wells House Road - another small enclave of 120 Edwardian semi-detached houses, very close to the proposed location of the main HS2 station and interchange and with enormous potential impacts and isolation as a result of HS2 plans (including the future closure of Old Oak Common Lane in order to lower the roadway beneath bridges). Represented by Wells House Road Residents Association.

The Island Triangle - several streets built as 220 railway cottages in Victorian times and designated as a Conservation Area in 1982. Bordered by Willesden Junction station and the West Coast mainline (WCML) to the north, the Willesden Euroterminal to the west, Powerday to the east and Atlas Road to the south. Represented by TITRA (The Island Triangle Residents Association).

The Wesley Estate - an area of 1930s houses built originally as company housing by stationery manufacturer Harold Wesley and subsequently sold to private owners. There are 230 houses, isolated by industrial premises in Park Royal and North Acton Road, in Harold Road, Newark Crescent and Wesley Avenue. Represented by the Wesley Estate Residents Association.

6.2 Inclusion of these streets in the Wesley Estate gives the suggested Old Oak neighbourhood area an unorthodox shape, but the local residents association is keen to see

this area included. The area shares many of the characteristics of the others above. This boundary will also enable the stretch of the canal in Ealing to be considered in a neighbourhood plan alongside the stretch in LBHF. Both stretches are designated as conservation areas.

6.6 A further residential enclave bordering the boundary of the OPDC area is the **Eynham Road area**, to the east of Wood Lane in LB Hammersmith and Fulham. These residential streets of some 300 houses and flats are already being impacted on by the Imperial West campus and the series of major developments along Wood Lane (Stanhope at the Television Centre, St James, and Westfield 2). As explained at paragraph 2.3 above, this 'fringe' area is not included in this designation application, having already been designated in 2013 by LB Hammersmith & Fulham in response to a 2012 application for a cross-boundary neighbourhood area. Residents and businesses in these streets will be informed of this application for an Old Oak neighbourhood, so that they can respond to the OPDC/LBHF consultation and express a preference for inclusion in this wider area should they so wish.

6.7 In social and demographic terms, all the communities described above include longstanding residents coupled with newer arrivals. As a result of their comparatively isolated locations (many being separated off by roads, railway lines, and industrial sites) there are strong and close-knit community ties within several of these small communities, as compared with parts of London where 'neighbourliness' now plays comparatively little part in daily life.

6.8 In recent years, representatives of most of these communities have been working together on seeking to mitigate the impact of HS2. Much data has already been gathered, and local consultation work undertaken, as background to a series of petitions to the HS2 Select Committee. The Grand Union Alliance has also provided a network for local groups and residents associations to come together. Over the past 18 months, closer joint working including the Hammersmith Society has taken place in response to consultations by developers and on the OPDC Draft Local Plan. The Old Oak Interim Neighbourhood Forum began meeting as a body in its own right in May 2016.

Involvement of local businesses and with developers

7.1 Direct engagement with developers and landowners is now a well-established part of the neighbourhood planning process.

7.2 **Cargiant** and its development partner **London & Regional Properties** consulted local people in summer 2015 on initial outline proposals for its 46-acre site north of the canal at old Oak/Hythe Road. More detailed plans have since been developed, and further rounds of consultation took place in February/March and July 2016. Cargiant/LRP held a detailed briefing session for local groups in December 2016, and the Interim Forum is up to date with the thinking on the masterplan for Old Oak Park. Further detailed planning work by Cargiant/LRP awaits progress on the OPDC Local Plan and major infrastructure decisions. The Forum has welcomed the way in which Cargiant/LRP and their team of consultants have been willing to engage in substantive dialogue. The Forum has kept Cargiant updated on this application for neighbourhood area designation.

7.3 **Queens Park Rangers Football Club** has been preparing a set of regeneration proposals centred around a proposed re-location of its ground from Loftus Road to a comprehensive redevelopment at Old Oak, badged as New Queens Park. These ideas are not now being pursued. Further meetings between QPR and the Interim Forum have taken place in late 2016 and early 2017, in relation to the Oaklands development (permission granted) at Old Oak Common Lane.

7.4 **Powerday and EMR (European Metal Recycling)** operate major waste management businesses in Old Oak, on land within the proposed Old Oak neighbourhood area. The OPDC Draft Local Plan includes policies (EU4) to continue to safeguard existing waste and recycling sites in the area, in accordance with the West London Waste Plan. The Interim Forum accepts that these policies are 'strategic', and has amended the originally proposed boundary of the neighbourhood area to exclude waste sites with major complexities. A neighbourhood plan may however suggest mitigation measures to reduce the impact of these operations on nearby residential areas. The Interim Forum has been in contact with both these companies, in relation to development proposals along Scrubs Lane.

7.5 **HS2** has continued its consultation programme over the period in which proposals for an Old Oak neighbourhood plans have emerged. These consultation meetings have involved several members of the Interim Forum, particularly from TITRA, Midland Terrace/Shaftesbury Gardens, and Wells House Road. Extensive work in 2015 and 2016 on petitioning both the Commons and Lords Committees has brought results, in terms of a more positive Government response on compensation and mitigation measures. As noted above, the HS2 interchange is 'excluded development' in terms of neighbourhood plans. The Interim Forum has modified its original boundary proposals to take account on planned HS2 construction compounds.

7.6 The Forum has met twice with **Thames Valley Harriers**, the athletics body which leases a significant LBHF owned site at the Linford Christie Stadium, on the south-east corner of Wormwood Scrubs Metropolitan Open Land.

7.7 Discussions took place in 2015 with **Boden Ltd** as a major business in the area. Boden has nominated a representative to the Old Oak interim forum, although the site of its HQ no longer lies within the proposed Old Oak neighbourhood area boundary.

7.8 Interest in the scope for detailed planning and new ideas for this part of the OPDC area has come from **The Collective** (with its completed development of 350 'co-living' housing apartments with shared workspace at the Atlas Road roundabout). The Collective has nominated a representative to the Old Oak Interim Forum.

7.9 In terms of existing cultural and entrepreneurial assets in the area, **Hythe Road** has a well-established community of artists and makers occupying studio space, and organised under the banner of **ArtWest**. The well established organisation **ACAVA** manages a number of these studios, and have joined the Interim Forum. So has the management of the Community Interest Company responsible for the **Light Factory** in Scrubs Lane.

7.10 The role played by arts organisations in successful regeneration, from Barcelona, Malaga and Chicago, is recognised worldwide. This community is seen as important to the retention of vitality and activity in the Old Oak area, through 'meanwhile' uses leading on to more permanent open workspace accommodation, during the extended construction period at Old Oak.

A phased approach to neighbourhood planning at Old Oak

8.1 In discussions with OPDC officers, it has been made clear to the Interim Forum that the OPDC Board and Planning Committee will want to have confidence that the preparation of a neighbourhood plan for Old Oak will not obstruct, delay, or complicate what is already one of the UK's most ambitious and complex regeneration programmes - with an expected duration of three decades. Any possible impact on the major infrastructure requirements for the Old Oak area would be a particular concern.

8.2 This application seeks to explain that such risks will not arise, for several reasons:

- a neighbourhood plan must be in general conformity with the strategic objectives of a Local Plan for the area, and cannot undermine the objectives of that plan.
- a neighbourhood plan cannot promote less development than the relevant Local Plan, and must 'have regard' to the National Planning Policy Framework
- the HS2 and Crossrail transport interchange will be 'excluded development' and cannot be the subject of policy proposals in a neighbourhood plan
- an independent examiner will assess the 'submission version' of an Old Oak Neighbourhood Plan to ensure adherence to the 'basic conditions' set out in legislation, prior to a referendum.

8.3 A first neighbourhood plan for Old Oak (for 2017-32) will focus primarily on those parts of the area where integration of the existing and the new, stitching together residential communities into a successful urban environment, will be planned and part implemented over the next five years

8.4 The Regulation 19 version of the OPDC Local Plan (now due in summer 2017) will include a number of changes in the boundaries of the 'Places' used as a spatial framework for the Regulation 18 version. It is understood that there will be 11 such 'Places' instead of the 10 in the February 2016 version. Places P8 and P9 now form linear corridors to the west and east of Old Oak North, Old Oak South, and Wormwood Scrubs.

8.5 These proposed changes reflect responses from the public and local groups to the first iteration of the Local Plan. They are very much in line with comments and suggestions submitted by the Interim Forum during the Regulation 18 consultation. They have been welcomed.

8.6 The proposed Place P8 brings together the existing residential communities of the Island Site, Midland Terrace/Shafesbury Gardens and Wells House Road, along with the new developments at the Collective and Oaklands. The boundary is similar to that of the

'New Place' suggested by the Interim Forum and offers scope for creating a more active hub of retail and community infrastructure at the Atlas Road roundabout.

8.7 The proposed Place P9 extends the former Scrubs Lane area southwards to include the Mitre Bridge Industrial Estate and Wood Lane.

8.8 It is these two parts of Old Oak which will present the most immediate challenges in terms of successfully stitching together existing and new development. The planning and development of these two areas is not dependent on major physical infrastructure (roads, tunnels, rail tracks) being put in place, nor on landlocked sites being opened up.

8.9 A first neighbourhood plan for Old Oak will therefore look closely at these two 'Places' (P8 and P9 within the OPDC Local Plan) and at how best to integrate successfully the 'fringe' areas of College Park, the Old Oak Estate, and the residential communities at the Island site, Midland Terrace/Shaftebury Gardens, and Wells House Road.

8.10 It is hoped that the above proposals for the scope, content, and phased approach to a neighbourhood plan for Old Oak provides assurance to the OPDC and LB Hammersmith & Fulham that the Forum's approach to plan preparation will be realistic and collaborative.

8.11 The OPDC and LB Hammersmith and Fulham have discretion, under the 2011 Localism Act and Neighbourhood Planning Regulations, to vary further the proposed boundary of a proposed Old Oak neighbourhood area. Reasoned justification for such a decision would need to be provided. The Interim Forum would argue that such a decision would be unhelpful, and unnecessarily defensive. The spirit of the current Neighbourhood Planning Bill is that areas should be designated on the boundaries applied for unless there are sound planning grounds for variation. In parished areas, the scope for variation by the relevant planning authority has been much reduced.

8.12 Were the proposed Old Oak NP boundary to be varied significantly by either the OPDC or LBHF, the result would be less scope for local residents and businesses to make a coherent contribution to the planning of the Old Oak area. At London-wide and national level, the signal given the growing number of local communities preparing neighbourhood plans would be negative, implying that neighbourhood forums cannot be trusted to prepare plans which add value to the planning process. The safeguards built into the neighbourhood planning system are substantial, and where independent examiners consider that draft plans fail to meet the statutory basic conditions (e.g. as being over-restrictive in relation to future development) such draft plans do not proceed to referendum⁷.

8.13 We therefore urge the OPDC Planning Committee, OPDC Board, and LB Hammersmith and Fulham to have confidence in the neighbourhood planning process and to take a positive approach to fulfilling a local planning authority's statutory 'duty of support' to neighbourhood planning (paragraph 3 of Schedule 4B to the Town and Country Planning Act 1990 (as amended)).

⁷ A total of nine draft neighbourhood plans have 'failed' at examination as at March 2017, for a range of reasons including proposed policies viewed as 'over-restrictive' in achieving sustainable development and having insufficient regard for the NPPF.

Consultation on the proposed boundary of an Old Oak neighbourhood area

9.1 The proposed boundary for an Old Oak neighbourhood has been defined as a result of a 15 month series of discussions amongst residents associations and groups in the Old Oak area. Three meetings have been held with OPDC planning officers to explore the pros and cons of including specific areas, with changes made as a result. Three meetings have been held with LBHF planning officers.

9.2 Details of meetings held to discuss the draft designation application and proposed boundary are listed in Annexe C to this application

ESTABLISHMENT OF AN OLD OAK NEIGHBOURHOOD FORUM

10.1 This part of the designation application seeks approval to the designation of the Old Oak Interim Neighbourhood Forum. The statutory requirements for a body qualifying as capable of designation as a neighbourhood forum are set out in section 61F(5) of the Town and Country Planning Act 1990 as applied to Neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004. These require that:

- the body is established for the express purpose of promoting or improving the social, economic and environmental well-being of an area that consists of or includes the neighbourhood area concerned
- its membership is open to those who live or work in the area concerned (whether for businesses carried on there or otherwise) along with elected members of the local authority any of whose area falls within the neighbourhood area concerned
- its membership includes a minimum of 21 individuals who fall within the above categories
- the body has a written constitution

10.2 The Interim Old Oak Neighbourhood Forum has been meeting since May 2016 and meets the above requirements, as a 'qualifying body'. Membership of the Interim Forum has been built up over the past 15 months, initially as a result of individuals coming together to respond to consultation sessions held by HS2, the OPDC, Cargiant, and other developers in the area. Residents association and groups affected by the proposals for HS2 have been working together over a longer period.

10.3 The Interim Forum wishes it to be clear that local resident associations and community groups in membership of the forum reserve the right to continue to act independently in fighting their corner on proposals from HS2 and on any individual planning applications perceived as causing harm or detriment to their areas. Such activity will be undertaken through the normal statutory consultation processes and separately from neighbourhood plan preparation, albeit that joint working through a neighbourhood forum may help to inform any such representations.

10.4 As a collective body, the Old Oak Neighbourhood Forum (as and when designated) will continue to respond to consultations on the OPDC Local Plan, OPDC Supplementary Planning Documents, the new London Plan, HS2 proposals and other relevant masterplans

(including the outline application due to be submitted by Cargiant/London Regional Properties for Old Oak Park). In relation to planning applications for other specific developments, the Forum intends to leave responses for member associations and groups to handle as they see fit, as at present.

10.5 The constitution of the Forum, proposed for adoption at a formal inaugural meeting (subject to designation by the OPDC and LB Hammersmith and Fulham as the relevant local planning authorities) is attached as Annexe C to this designation application.

10.6 The management committee of the Forum will be elected at its formal inaugural meeting. Mark Walker has acted as chair of the Interim Forum. Amanda Souter (community representative on the OPDC Board, and Chair of Wells House Residents Association) has been a member of the forum since its inception. So has Tom Ryland, as Chair of the Hammersmith Society,

10.7 The Interim Forum is being advised and supported by Henry Peterson OBE DipArch, chair of the St Quintin and Woodlands Neighbourhood Forum and a DCLG 'neighbourhood planning champion'. The St Quintin and Woodlands Neighbourhood Plan achieved a 92% 'yes' vote at its referendum on 25th February on a 23% turnout of the eligible electorate. Henry Peterson will continue to support the Forum's management committee in the drafting of a neighbourhood plan, over the next 18 months to 2 years, on an unpaid basis as at present.

10.8 The Interim Forum has been awarded a £2,600 neighbourhood planning grant from the DCLG programme administered by Locality. This is a first instalment of grant, designed to be spent by March 31st on consultation material for the 6 week consultation on this designation application.

10.9 With Old Oak meeting the criteria as a 'complex area' the Forum is eligible to apply in total for the basic £9,000 grant for neighbourhood plan preparation, plus a further £6,000. Additional technical support can also be provided via Locality, as and when required to complete Plan preparation. Hammersmith United Charities is acting as holder of the grant and as accountable body for expenditure.

10.10 The Hammersmith Society will also be providing advice and professional expertise to the Old Oak Neighbourhood Forum, and supports this application.

10.11 Current membership of the Interim Forum (as at March 2017) is set out below. The Forum anticipates a growing membership once the 6 week statutory consultation process on designation gets underway.

Members living in the proposed Old Oak neighbourhood area	Street address
Mark Walker	Chair of the Old Oak Interim Neighbourhood Forum and Chair of The Island Site RA (TITRA). Contact details 14 Stoke Place, London, NW10 6EH.
Darius Dzwigaj	Midland Terrace NW10
Ewa Cwirko- Godycka	Midland Terrace NW10
Tom Currie	Letchford Gardens NW10 and Chair of College Park RA (COPRA)
Sam Balch	Waldo Road NW10 6AT (College Park)
Maureen Clark (secretary COPRA)	Waldo Road NW10 6AT (College Park)
Penelope Condon	College Park NW10
Nick Pole	College Park NW10
Anne Snowden	College Park NW10
Nina Hall	Braybrook Street W12 (Old Oak Estate)
Clara Curry	Wells House Road NW10
Joanna Betts	Wells House Road NW10
Theresa McGee	Newark Crescent NW10 and Chair Wesley Estate RA
Austen Harris	Woodman Mews W12
Amanda Souter	Wells House Road NW10 and Chair of Wells House Road RA
Stewart Dalby	Wells House Road NW10 and Chair of Friends of Wormwood Scrubs
Lily Dalby Gray	Wells House Road NW10
Marek Brzegowski	Midland Terrace, NW10
Adam Kwiatkowski	Shaftesbury Gardens NW10
Daniel Bicknell	Goodhall Street NW10 (Island Triangle)
Linda Hartley	Goodhall Street NW10 (Island Triangle)
Jane Abrahart	Braybrook Street W12 (Old Oak Estate)
Sarah Abrahart	Braybrook Estate W12 (Old Oak Estate)
Eleanor Botwright	Henchman Street W12 (Old Oak Estate)
Stephen Williams	Fitzneal Street W12 (Old Oak Estate)
Celia Toler	Fitzneal Street W12 (Old Oak Estate)
Leiah Lewis	Old Oak Lane NW10
Philip Ward	Off DuCane Road W12 OTR
Shaheda Mulla	Shaftesbury Gardens
Members working in the proposed neighbourhood area	
Ed Thomas	The Collective (Old Oak Common Lane NW10)
Miranda Donovan	Studio 14, 19-19 Hythe Road NW10,
Chloe Fremantle	ACAVA studios , 17-19 Hythe road NW10
Ben Eastop	Estates and Regeneration Manager, ACAVA
Harry Audley	SOBUS Community Organiser, Old Oak
Sharon Tomlin	SOBUS Community Organiser, Old Oak

Rev Desmond Hall	Pentecostal City Mission, Scrubs Lane NW10
Renata Fernandez	ACAVA studios, 17-19 Hythe Road NW10
Amanda Kinsman	ACAVA studios, 17-19 Hythe Road NW10
Marcus Blattmann	Lessor of 55 studios on Hythe Road Industrial Estate
Nick Cowan	Governor, Kenmont Primary School, College Park W12
Noah Fatimi	Capital Accountants, Scrubs Lane
Alex Henebury	The Light Factory, 6 Scrubs Lane
Stephen Williams	ArtWest, 17-19 Hythe Road NW10 and Old Oak Estate resident in Fitzneal Street W12
Ward councillors who wish to be members of the forum	
Councillor Kate Crawford	LB Ealing councillor for East Acton ward

Timetable for an Old Oak Neighbourhood Plan

11.1 The intention is for preparation of an Old Oak neighbourhood plan to reach the stage of submission by early 2018, with independent examination and a referendum to follow. This means that the neighbourhood plan will follow on from the Regulation 19 statutory consultation on the OPDC Local Plan (mid 2017) and can take account of public views and comments expressed during that consultation.

11.2 Plan preparation will continue during the period when OPDC and LBHF are determining this designation application, as this work will accompany consultation on the Regulation 19 OPDC Local Plan.

11.3 The stages of neighbourhood plan preparation, and a provisional timetable, are as follows:

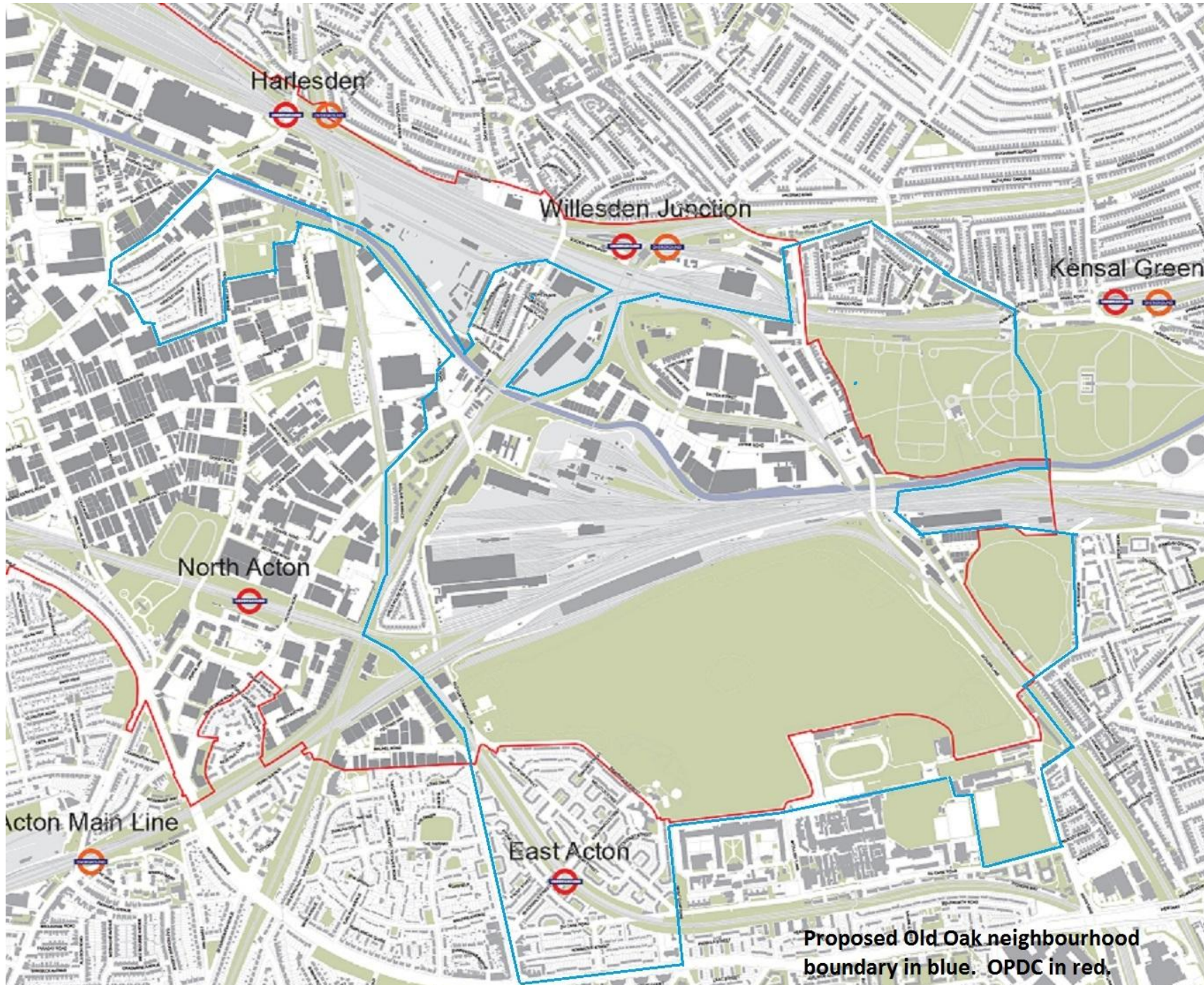
- establishment of interim Old Oak Neighbourhood Forum -- mid 2016
- submission of a combined designation application for forum and neighbourhood area -- March 2017
- OPDC and LBHF undertake 6 week consultation on proposed neighbourhood area and forum, leading to designation decisions -- April 2017
- consultation and development of vision and policies for the neighbourhood plan ongoing during 2017 and coupled with preparation of a response to the second iteration of the OPDC Local Plan -- Spring/Summer 2017
- statutory pre-submission consultation on draft Old Oak neighbourhood plan (6 weeks) -- early 2018
- submission of Draft Plan to OPDC and LBHF (Neighbourhood Plan, Basic Conditions Statement, Consultation Statement -- mid 2018
- statutory consultation and 'publicity period' on submission version of Old Oak NP undertaken by OPDC and LBHF (6 weeks) -- mid 2018
- examination and Referendum -- autumn 2018
- adoption or 'making' of the Old Oak Neighbourhood Plan by OPDC and LBHF as part of their respective Local Development Frameworks -- late 2018

11.4 The latest forecast timetable for the adoption of the OPDC Local Plan assumes early 2018. LB Hammersmith and Fulham submitted its newly revised Draft Local to the Secretary of State in

February 2017, with adoption due later this year. This means that the independent examiner of a Draft Old Oak Neighbourhood Plan is likely to be examining this plan, and testing for 'general conformity', against adopted and up to date Local Plans for all parts of the proposed cross-boundary neighbourhood area.

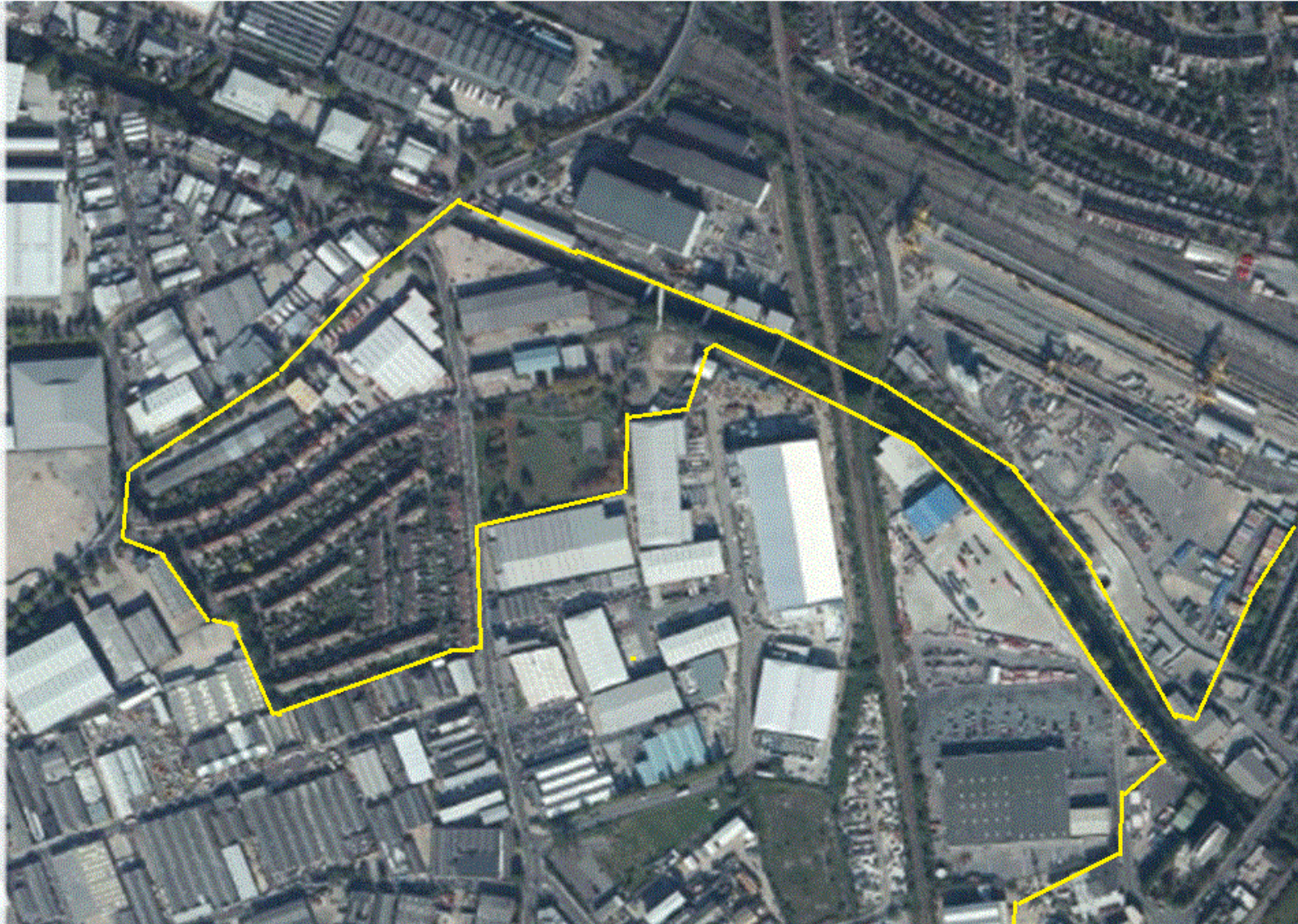
Old Oak Interim Neighbourhood Forum
March 2017

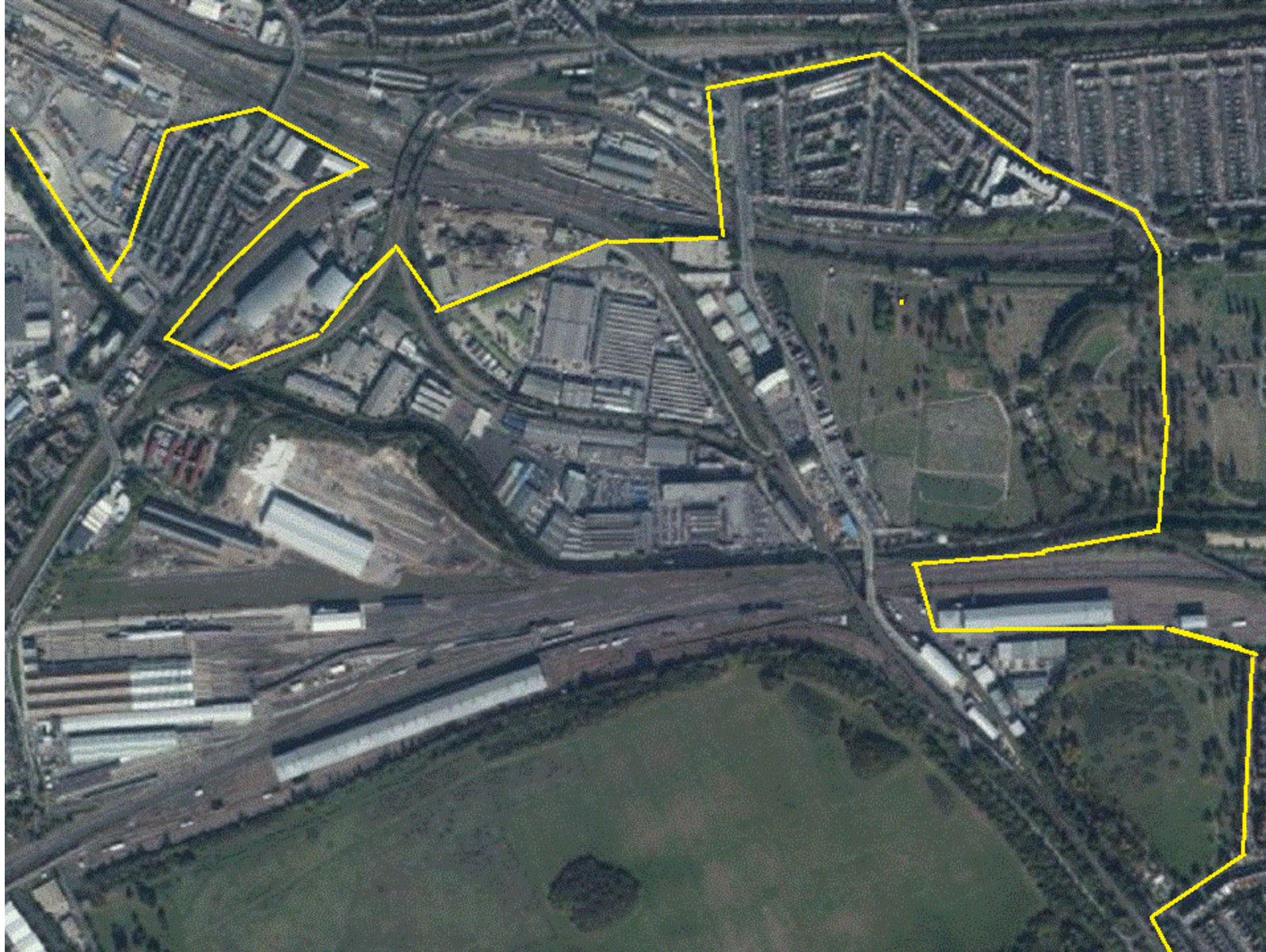
To contact the forum email to info@stqw.org or ring Henry Peterson on 0207 460 1743.

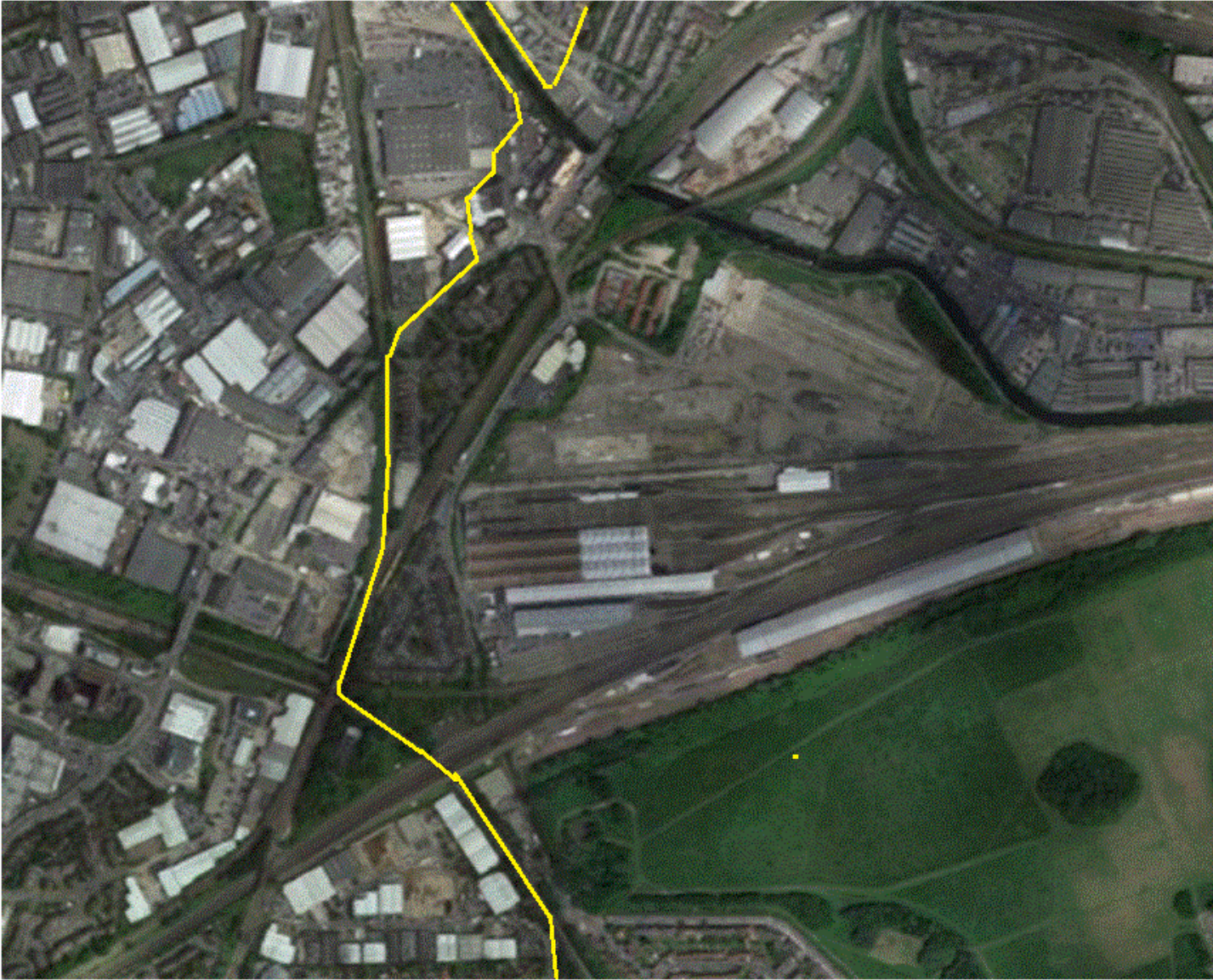


Proposed Old Oak neighbourhood boundary in blue. OPDC in red.

DETAIL OF PROPOSED BOUNDARY AT NORTH WEST (WESLEY ESTATE)









ANNEXE B - WHY THE OLD OAK AREA IS APPROPRIATE FOR A NEIGHBOURHOOD PLAN

B.1.1 The Old Oak area is a highly unusual part of inner London, in having a small resident population across a very large swathe of land, much of which has been in railway use for the last 150 years. It could be argued that existing residents and businesses should have only a modest part to play in deciding the future of the area, or that all such decisions should be made by professional planners and an OPDC Board.

B.1.2 We argue that involvement to date of local residents groups and businesses (and the Old Oak Interim Forum) in the OPDC Draft Local Plan has demonstrated the benefits of collaboration and dialogue. We know the area intimately. We know what works at present, and what does not, in terms of availability of shops and amenities, and the changing dynamics of the London housing market. We are a representative group of West Londoners, more familiar with the area than most of the non-elected members of the OPDC Board and Planning Committee.

B.1.3 In views that the Interim Forum submitted on the Regulation 18 version of the OPDC Local Plan, we questioned some of its first proposals (and the boundaries of some of its 10 'Places'). These comments were received and addressed by OPDC planning officers as a constructive contribution to the next stages of this vitally important planning process for London.

B.1.4 The OPDC area is the UK's largest current regeneration area. The Old Oak part of the area lies to the east of the Park Royal industrial area and is planned *to be transformed into one of London's key destinations, better connected than perhaps anywhere else in the UK*⁸. As stated in the Foreword to the Regulation 18 OPDC Local Plan the area *needs to be not only a place to live and work, but one to visit time and again*.

B.1.5 This is an ambitious aim, and one which many Londoners feel has not been fulfilled in other regeneration areas in the city (such as Vauxhall/Nine Elms/Battersea). This is why, looking ahead 10-20 years, residents in West London wish to contribute to the development of a new Old Oak as a place which redefines the quality of UK urban sustainable development.

B.1.5 'Old Oak' (as an area defined by the OPDC) is a label which is only gradually entering public consciousness at local level. It is not yet part of common parlance. The western part of this area lies in the East Acton ward of LB Ealing. 'Old Oak Common' is a recognised and historic name for the area between Harlesden and East Acton, known for its railway depots. 'Old Oak Park' is the name given by Cargiant and London and Regional properties to its proposed 46 acre development, north of the Grand Union Canal and west of Scrubs Lane. The existing Old Oak Estate lies to the south of Wormwood Scrubs, and outside the OPDC boundary.

B.1.6 The Old Oak area (as now defined by the OPDC boundary) includes a number of small residential communities, geographically separated by railway lines, major roads, and industrial and transport infrastructure. Around the OPDC southern and eastern boundary,

⁸ Chair's Foreword to Old Oak Local Plan, Regulation 18 version February 2016

on the 'fringe' areas in LB Hammersmith, are further residential communities some of which are also relatively isolated from their surroundings by railway lines (Central Line and West London Line) and major roads (A219 Wood Lane/Scrubs Lane and the Harrow Road).

B.1.7 Objective 3 of the OPDC Regulation 18 Local Plan (February 2016) is to *'create a series of connected and inclusive lifetime neighbourhoods designed to improve the quality of life, enhance health and wellbeing, deliver social and economic benefits for local communities and foster a sense of community and diversity'*.

B.1.8 Local residents and businesses within and around Old Oak welcomed this change in language from the 'Objective 3' as set out in the earlier Mayoral OAPF document⁹. This focused more on what will be coming to Old Oak in terms of new transport infrastructure, population and jobs, rather than on successful connection of existing communities within new and sustainable neighbourhoods. Responses from a range of local organisations to the February 2016 consultation on the OPDC Draft Local Plan show that this shift of emphasis needs to be further reinforced in the forthcoming Regulation 19 iteration of the OPDC Local Plan.

B.1.9 It is recognised that stitching together existing communities with extensive new development will be a challenge, and that the future Old Oak is currently being planned at density levels far higher than those within its present communities. We ask the OPDC to accept in turn that implanting a new 'mini-city' within West London carries risks of non-integration between the existing and the new. Successful integration, in terms of urban fabric and in socio-economic, demographic, and cultural terms, will not be easy.

B.1.10 Hence attention needs to be paid to the 'fringes' of a new Old Oak, and the views of existing communities addressed within the final Local Development Framework for the area. This is why a number of these 'fringe' communities have been included in the proposed Old Oak neighbourhood area.

B.1.11 The Old Oak Interim Neighbourhood Forum welcomes the fact that neighbourhood plans have been prepared or are in preparation in surrounding parts of North Kensington and Harlesden. Apart from those shown on the map at Figure 1, the White City and Wormholt Neighbourhood Forum (covering the area to the south of Old Oak) also has aspirations to prepare a neighbourhood plan and undertook preliminary studies of the area during 2014. (While a proposed boundary for such a neighbourhood has been discussed at agreed within the White City and Wormholt Forum, no designation application has yet been submitted).

B.1.12 Hence a primary theme of a neighbourhood plan for Old Oak will be that of successful integration of existing settlements with new development, including the 'fringe' areas on the OPDC boundary. This is the contribution which existing residents and businesses feel uniquely qualified to make.

Parameters of a neighbourhood plan

⁹ Old Oak and Park Royal Opportunity Area Planning Framework November 2015

B.2.1 Those involved in establishing the Old Oak Interim Neighbourhood Forum and proposing a neighbourhood plan have a full appreciation of the statutory framework, and the constraints on such plans that flow from the 'basic conditions' in the 2011 Localism Act.

B.2.2 It is recognised that Old Oak is an extremely complex brownfield location, the development of which involves huge amounts of investment and infrastructure to unlock. Neighbourhood plan policies will be drafted with care, and in collaboration with OPDC planning officers, so as to ensure that they provide for the many technical and land ownership issues that the OPDC Local Plan also has to work around.

B.2.3 The timeframe for a neighbourhood plan is normally 15 years or so, and this is the plan period proposed in this designation application. Given the 30 year timescale and infrastructure content of the OPDC Local Plan, a phased approach to the neighbourhood plan preparation and review/updating is suggested earlier in this document. The version of a neighbourhood plan prepared in 2017/18 will need updating after 5 years at a minimum to take account of a planning context likely to change by 2023.

B.2.4 The independent examiner of a neighbourhood plan will be assessing draft policies and site allocations from the perspective of viability, developability and deliverability so as to ensure that the Draft Plan as a whole meets to statutory basic condition of 'having regard' for the National Planning Policy Framework in achieving sustainable development.

B.2.5 The London Plan will be undergoing review over the same time period as the preparation of an Old Oak Neighbourhood Plan and the finalisation of the OPDC Local Plan. The Old Oak Interim Neighbourhood Forum has responded to the first stage of the London Plan review process, in comments submitted on the 2016 Mayoral publication *A City for all Londoners*.

How is 'appropriateness' of a neighbourhood area defined?

B.3.1 'Appropriateness' of a neighbourhood area boundary is not further defined (beyond the term itself) in the Neighbourhood Planning Regulations or 2011 Localism Act. CLG Planning Practice Guidance includes a list of considerations which '*could be applied when deciding the boundaries of a neighbourhood area*' (ID: 41-033-20140306). This list is set out below, with comments on the applicability of each consideration to the situation at Old Oak.

- village or settlement boundaries, which could reflect areas of planned expansion (*the proposed area is a major example of planned expansion*).
- the catchment area for walking to local services such as shops, primary schools, doctors' surgery, parks or other facilities (*the communities within the proposed area are currently underprovided with local services. Walkability is a key aspiration of the OPDC Local Plan, and one on which residents are well placed to contribute their experience and knowledge via a neighbourhood plan*).
- the area where formal or informal networks of community based groups operate (*the network of local residents associations and community organisations, established in 2014 by the Grand Union Alliance has been instrumental in bringing groups together to propose a neighbourhood plan. The Interim Forum has been active in the area over the past 18 months*).

- the physical appearance or characteristics of the neighbourhood, for example buildings may be of a consistent scale or style (*the existing residential communities in the proposed neighbourhood area consist largely of Victorian and Edwardian terraced streets, with the Old Oak estate being designed before the First World War in garden suburb style. In terms of built form, these existing neighbourhoods share common characteristics*).
- whether the area forms all or part of a coherent estate either for businesses or residents (*most of the existing residential communities share the fact of being physically isolated by major roads and railway lines. The stitching together of these communities, and their integration with new residential development, is a core aspiration for an Old Oak neighbourhood plan*).
- whether the area is wholly or predominantly a business area (*the proposed NP area is largely residential with some major businesses/landowners. This application does not propose a 'business neighbourhood forum' but businesses in the area are invited to become part of the forum and a number have joined the Interim Forum*).
- whether infrastructure or physical features define a natural boundary, for example a major road or railway line or waterway (*major roads and railway lines have been used to define sections of the boundary of the proposed Old Oak neighbourhood area*)
- the natural setting or features in an area (*less applicable in an urban as opposed to a rural setting*)
- size of the population (living and working) in the area. (*PPG guidance notes that 'Electoral ward boundaries can be a useful starting point for discussions on the appropriate size of a neighbourhood area; these have an average population of about 5,500 residents'. The proposed Old Oak neighbourhood boundary takes account of administrative boundaries with LB Brent and RB Kensington and Chelsea. In terms of existing population size, the present resident population of the proposed neighbourhood area is estimated to be 7,000.*

B.3.2 Hence, the Interim Old Oak Neighbourhood Forum considers the proposed area to be 'appropriate' in relation to many of the above considerations.

B.3.3 The Local Government Association/Planning Advisory Service guidance on neighbourhood planning (March 2015) rehearses the above considerations and also notes:

'A number of LPAs have encouraged the use of pre-existing boundaries for Neighbourhood Areas including:

- *Political and administrative boundaries such as individual or combinations of parishes and wards – these areas benefit from established and recognised representation and an existing data and evidence base.*
- *Identified areas of development opportunity such as regeneration areas or employment zones – these areas are suitable as the purpose of promoting development required for neighbourhood planning is often already justified within local plan policy, improving the compatibility of emerging NDPs with the existing local authority plan base.*

The proposed Old Oak neighbourhood area is seen as a clear example of the second bullet point above.

B.3.4 As the LGA/PAS guidance also notes *The area applied for by the ‘qualifying body’ should be approved by the LPA unless there are clear reasons why an alternative Neighbourhood Area is more appropriate.*

B.3.5 To date there has been a single case of legal dispute between a neighbourhood forum and a local planning authority on designation decisions, considered by the High Court and Court of Appeal¹⁰. Wycombe District Council chose to exclude two sites from the proposed Daws Hill neighbourhood area, and to designate a smaller area. This decision by the planning authority was upheld by the courts. The Forum considers that the context for this case was different in two significant respects:

- the designation application made very clear that the intention of the neighbourhood forum was to resist housing development on two major development sites within the proposed area.
- the mature planning status of these sites, on one of which the council had already adopted a detailed development brief and entered into a Planning Performance Agreement to progress a planning application for major residential-led redevelopment, and on the other planning permission had already been granted.

B.3.6 The interim Old Oak Neighbourhood Forum sees a very different context for a neighbourhood plan at Old Oak where the Draft Local Plan will be consulted on at Regulation 19 stage during 2017. This is seen as an ideal time for a neighbourhood planning exercise to make a constructive and positive contribution.

¹⁰ Daws Hill, see at [2013] EWHC 513 (Admin), and [2014] EWCA Civ 228

ANNEXE C

PROPOSED CONSTITUTION OF THE OLD OAK NEIGHBOURHOOD FORUM (TO BE ADOPTED AT INAUGURAL MEETING FOLLOWING DESIGNATION).

C.1. Aims and status of the Neighbourhood Forum

C.1.1 The name of the constituted body shall be the Old Oak Neighbourhood Forum

C.1.2 The aims of the forum shall be:

- to improve the economic, social and environmental wellbeing and quality of life of those living and working in the neighbourhood area, through the preparation and implementation of a neighbourhood plan (subject to a successful referendum demonstrating that the Draft Plan reflects the majority view of local people and meets the statutory basic conditions and other legal requirements for a neighbourhood plan)
- to contribute to the long-term creation of a sustainable community in the Old Oak part of the OPDC area.

C.1.3 The status of the Forum shall be that of an unincorporated association, established and designated for the purpose of preparing a plan which sets out policies in relation to the development and use of land in the whole or any part of the Old Oak neighbourhood area, in accordance with the Town and Country Planning Act 1990 as amended by the Localism Act 2011.

C.2. Membership of the Forum

C.2.1 Voting membership of the Forum shall be open to all those living and working (whether for business carried on there or otherwise) in the Old Oak designated neighbourhood area.

C.2.2 Membership shall also be open to any individual elected as a councillor for LB Ealing or LB Hammersmith & Fulham.

C.2.3 In the event of breaches of the code of conduct at paragraph 14 of this constitution, membership of the Forum can be suspended or ended by a two thirds majority at any general meeting of the Forum.

C.2.4 Any person whose membership has been suspended shall have the right to have this decision reviewed at a subsequent general meeting of the Forum.

2.5 The Forum may be advised by individuals who do not live or work in the designated neighbourhood area, and who have local knowledge and/or expertise to offer. Such individuals may be co-opted as management committee members (see 7.7 below).

C.3. Boundary

C.3.1 The area covered by the Forum shall be that shown on the map included in the designation application for the Old Oak neighbourhood area and forum. This area lies within the London boroughs of Ealing and of Hammersmith & Fulham, and includes those

parts of these boroughs for which the Old Oak and Park Royal Development Corporation took on local planning authority powers and duties as from April 1st 2015.

C.4. Equal Opportunities

C.4.1 The Forum will operate to principles of equal opportunities and shall not discriminate against any persons on grounds of race, nationality, gender, sexuality, religion, or age.

C.5. Political neutrality

C.5.1 The Forum will operate as a non party political body.

C.6. General Meetings and Annual General Meeting

C.6.1 The Forum will hold a minimum of four General Meetings each year, open to all members.

C.6.2 In addition to the above, the Forum shall hold an Annual General Meeting each year at which officers and management committee members shall be elected through the votes of those members in attendance.

C.7. Management Committee and Officers

C.7.1 The Forum shall have a Management Committee made up of no less than 8 and no more than 12 members.

C.7.2 The Management Committee shall include a chairperson, vice-chair, secretary and treasurer, these officers being elected each year at the AGM.

C.7.3 No more than one officer shall be elected from any one household.

C.7.4 The Chairperson shall chair general meetings and meetings of the management committee. In the absence of the chairperson, the vice chair or another management committee member shall take the chair.

C.7.5 Election or removal of officers or management committee members can only be carried out by votes at the Annual General Meeting or at a Special Meeting called for that purpose. Officers shall serve for a term of 12 months, and can be re-elected for an unrestricted number of terms.

C.7.6 Any vacancies on the committee occurring by resignation or otherwise can be filled by co-option of Forum members, pending the next General Meeting.

C.7.7 The Management Committee may co-opt up to three individuals who do not live or work within the Forum area, where their expertise is considered to be beneficial to the work of the Forum. Such co-opted members shall not have voting rights.

C.7.8 The Management Committee may establish sub-committees to carry out specific functions. All such sub-committees shall be chaired by a member of the management committee.

C.8. Business at Annual General Meetings

C.8.1 Business at Annual General Meetings shall include the following

- a written annual report
- statement of accounts
- nominations for elected officers
- any amendments to the constitution
- any resolutions put forward by members

C.8.2. Dates and times of Annual General Meetings shall be advertised on the Forum's website (at least 14 days before the meeting).

C.9 Special General Meetings

C.9.1 A Special General Meeting may be called by the Management Committee or if requested by 10% of the membership. Once summonsed, such a meeting shall be held within 21 days.

C.10 Decisions, Voting and Quorum

C.10.1 Decisions at General Meetings, Special General Meetings and at the Annual General Meeting shall be by consensus, or by a simple majority vote. All members present shall be entitled to one vote. Where a show of hands is inconclusive, a ballot vote will be taken and those present may be required to provide evidence that they live or work within the Forum area.

C.10.2 Decisions of General Meetings, Special General Meetings and of the AGM shall be binding on the Management Committee

C.10.3 Amendments to the constitution shall require a two thirds majority. Details of proposed changes are required to be circulated to all Management Committee members 14 days before the date of the meeting at which they are to be considered.

C.10.4 The quorum for a General Meeting, Special General Meeting or for an AGM shall be a minimum of 21 members present. The quorum for a management committee meeting shall be 5 persons including officers.

C.10.5 In the event of a tie in voting at annual, general, or management committee meetings, the chair of the meeting shall have a casting vote. A casting vote shall not be used to amend the constitution.

C.11. Finance and Accounts

C.11.1 Grants to the Forum are likely to be administered by a body which has incorporated status, and will be drawn on as necessary by the Forum. A statement of income and expenditure shall be provided each year to the Annual General Meeting.

C.11.2 Accounts of the Forum shall be independently audited if the turnover of the Forum exceeds £10,000 in the year in question.

C.11.3 Accounts should be open to inspection by members on request

C.11.4 The Forum may raise funds by donation, grants, or other means. The proceeds of such fund-raising shall be used solely in furtherance of the Forum's aims as set out in this constitution.

C.11.5 Records must be kept of any petty cash transactions.

12. Minutes

C.12.1 Minutes shall be kept of General Meetings, Special General Meetings, AGMs and Management Committee meetings. Such minutes shall be available for inspection by members and published on the Forum's website.

C.12.2 In rare circumstances where there is a requirement for confidentiality, a confidential section of the minutes may be recorded, available to members of the Management Committee.

C.13 Dissolution

C.13.1 The Forum can be dissolved only by a Special General Meeting summonsed for that purpose.

C.13.2 A majority vote of members present is required to dissolve the Forum

C.13.3 The Special General Meeting shall decide on the disposal of any remaining fund or assets on dissolution, for charitable purposes, after any debts or liabilities have been met.

C.14. Code of Conduct for Management Committee members

C.14.1 The role of the Management Committee is to conduct the day to day business of the Forum in an efficient, fair and responsive way. In taking decisions on behalf of the Forum, Committee members must always be aware of their responsibility to represent all those living and working in the Forum area.

C.14.2 All Committee members must comply with this constitution and code of conduct at all times.

C.14.3 Committee members should conduct themselves in a manner which respects the views of others. Racist, sexist, personalised or inflammatory comments are not acceptable.

C.14.4 Committee members must never use their position to seek preferential treatment for themselves, relatives or members of their household. Any pecuniary or non-pecuniary interests must be declared at committee meetings.

C.14.5 Committee members cannot receive any payment from the Forum, other than for bona fide expenses as approved by the Treasurer and submitted and recorded in writing.

C.14.6 Any serious breach of this Code of Conduct may result in a management committee member being asked to resign, or being suspended by a majority vote of the committee.

(Old Oak Interim Neighbourhood Forum, September 2016)

ANNEXE D: DETAILS OF CONSULTATION ON DESIGNATION APPLICATION AND PROPOSED BOUNDARY FOR AN OLD OAK NEIGHBOURHOOD AREA.

24th September 2015	Initial meeting between Alexandra Day, OPDC Community Engagement Officer and Henry Peterson
28th September 2015	Meeting between Pat Hayes, Executive Director for Regeneration LB Ealing and Amanda Souter and Henry Peterson.
7th October 2015	Meeting of Grand Union Alliance members at old Oak Community Centre, at which the idea of a neighbourhood plan for Old Oak was launched
15th October 2015	Meeting between College Park Residents Association, Cllr Elaine Chumnerly and Henry Peterson
19th October 2015	Meeting of Hammersmith Society management committee with Henry Peterson
21st October 2015	Meeting between LB Hammersmith and Fulham Planning Officers (David Gawthorpe and Trevor Harvey) and Henry Peterson.
21st October 2015	Meeting between David Jeffreys (Friends of Wormwood Scrubs) and Henry Peterson
27th October 2015	Walkabout of Wells House Road area, Amanda Souter and Henry Peterson Walkabout of Old Oak Estate, Nina Hall and Henry Peterson
3rd November 2015	Meeting and Walkabout of Wesley Estate, Teresa Magee and Henry Peterson
17th November 2015	Meeting between Cargiant, London and Regional Properties, DP9 and Henry Peterson
19th November 2015	Meeting between Andrew Kimmance, Old Oak Housing Association and Henry Peterson
4th December 2015	Meeting between Mick Mulhern OPDC, Amanda Souter and Henry Peterson
14th January 2016	Meeting and tour of the Collective, Atlas Roundabout, with Henry Peterson. Meeting between Mark Walker (Chair of TITRA) and Henry Peterson
14th January 2016	Presentation on updated proposals for Old Oak NP and NF and discussion at Grand Union Alliance meeting in Harlesden
19th January 2016	Meeting between Dr Onkar Sahota (GLA member for Ealing and Hillingdon), Amanda Souter and Henry Peterson
25th January 2016	Attendance by Amanda Souter, Henry Peterson and other Interim Forum members at Cargiant consultation event at Cumberland House, Scrubs Lane
26th January 2016	Meeting between artists/makers at ArtWest studios in Hythe Road and Henry Peterson
1st February 2016	Meeting between chair of Brickfield Association of Residents and Henry Peterson
5th February 2016	Meeting between Chair, Vice Chair and Chief Executive of Hammersmith United Charities and Henry Peterson
11th February 2016	Meeting between Amanda Souter and Henry Peterson and Paul O'Leary and Phil Tiffin of Boden Ltd
18th February 2016	Meeting between Cllr Wesley Harcourt and Henry Peterson
19th February 2016	Tour of Park Royal and Old Oak West with John Goodier (Chair Hammersmith Historic Buildings Society), Amanda Souter and Henry Peterson
1st March 2016	Meeting between Mark Higton (Old Oak Friends and Residents Assoc) and Henry Peterson
11th March 2016	Meeting between Thames Valley Harriers and Henry Peterson to discuss proposals for Linford Christie Stadium

30th March 2016	Further meeting between Henry Peterson and LBHF Planning Officers David Gawthorpe and Trevor Harvey
20th April 2016	Meeting between Mick Mulhern OPDC, Tom Cardis OPDC and Mark Walker and Henry Peterson, to discuss draft designation application for Old Oak NF and NP.
25th May 2016	First meeting of Interim Old Oak Neighbourhood Forum, in North Acton
June 8th 2016	Further presentation by Cargiant and PLP Architecture of updated proposals for Old Oak Park, to Interim Forum members and other community groups
June 20th 2016	Meeting between Aland Sendorek (QPR Football Club) and Patrick Grincell (QPT) and Henry Peterson to discuss QPR plans for Old Oak
June 22nd 2016	Meeting between Monica Kaur (OPDC Community Engagement) and Henry Peterson
July 5th 2016	Attendance by Interim Forum members at Cargiant launch of fourth round of consultation proposals, at Cumberland House
July 19th 2016	Second meeting of Interim Old Oak NF, in North Acton
July 26th 2016	Attendance of Interim Forum members at OPDC consultation session on Scrubs Lane
August 26th 2016	Meeting between Mick Mulhern OPDC, Tom Cardis OPDC, Chris Bowden (OPDC Neighbourhood Planning Adviser) and Mark Walker and Henry Peterson to discuss updated designation application for Old Oak NF and NP.
September 8th	Meeting between Fiona Fletcher-Smith GLA and Henry Peterson on the OPDC Review
September 21st	Third meeting of Interim Old Oak NF, in North Acton.
November 23rd 2016	Fourth meeting of Old Oak Interim Neighbourhood Forum, in North Acton
December 7th 2016	Session at Cumberland House with Cargiant/London Regional Properties on plans for Old Oak Park
11th January 2017	Meeting between Interim Forum (Mark Walker, Amanda Souter, Henry Peterson) and OPDC (Mick Mulhern and Tom Cardis)
26th January 2017	Fifth meeting of Old Oak Interim Neighbourhood Forum, at the Collective, Old Oak Lane.
1st February 2017	Presentation by OONF members to members of the OPDC Planning Committee
17th February 2017	Meeting between OONF (Henry Peterson, Amanda Souter), OPDC (Tom Cardis) and LBHF (Isabelle Haddow) at Hammersmith Town Hall
March 6th 2017	Meeting between OONF (Henry Peterson) and Thames Valley Harriers (Tim Dye)
March 8th 2017	Meeting of the Interim Forum at the Collective, Old Oak Lane

ANNEXE E
BASIC FACTS ABOUT THE PROPOSED OLD OAK NEIGHBOURHOOD AREA

A report providing demographic and other data about the proposed Old Oak Neighbourhood has been generated via the Local Government Association *Natural Neighbourhoods* database.

While the proposed boundary has varied slightly since the generation of this report, the changes have involved the deletion of non residential areas destined to become HS2 construction compounds, and other strategic industrial sites. These deletions will not have had a significant impact on the ONS and other data used in the *Natural Neighbourhoods* report.

The report is available as an appendix to this application, as a separate PDF document.

Appendix B: Schedule of responses to the proposed Old Oak Forum and Area consultations

Ref number	Name(s)	Stakeholder type	Response
1	Roger Evan	Business	My opinion is that the designated area should also include the businesses on the Westway Industrial Estate (i.e. Brunel Rd, Telford Way). This would enable you to include input from local business as well as community / private housing
2	Stephen Clark	Resident	I would ask that certain aspects of the conservation zone status are relaxed when planning applications are submitted and reviewed, specifically rear facing former windows. I like the intension to retain the look and feel of the existing area. Rear facing dormers would not be immediately visible from the road and would have minimal impact on the existing look and feel of the area.
3	Chloe Freemantle	Business	I thoroughly support this submission to have an OLD OAK NEIGHBOURHOOD FORUM so they can develop a Neighbourhood Plan and feel its very necessary to allow the affected residential and working communities to have a real and useful voice. I agree that the boundaries proposed are appropriate.
4	Jonathan Lowerson	Resident	Having received the letter for the neighbourhood forum and area application, I'd like to take the opportunity to say that East Acton is in desperate need of some regeneration. The high street on Old Oak common Lane is overrun with fast food shops which is bad for the health of the community. It is also car dominated and seems to be a magnet for anti social behaviour with drunks loitering throughout the day. But one of the main issues is that all the crossings in the area- from the small crossing at the bottom of Erconwald Street, to the main junctions that take pedestrians across the A40 are woefully unsafe. Young and old use these walk ways every day and it is only a matter of time before a serious accident happens. Moreover with the new student building at Savoy Circus due for completion later this year, an influx of young people will be coming to the area and will need safer and more reliable facilities in their living space. East Acton is a rough diamond of an area with the natural beauty of the scrubs, the pretty streets of the Old Oak estate and the brilliant transport links with lots of buses into town and it's own tube station with central line trains right into the City and beyond. But for years East Acton has been West London's blind spot and has been left behind while other parts of the Borough have been celebrated. With the spotlight now turning to the area, it's time the OPDC had a good look at this area and endeavour to provide the necessary funding to give East Acton it's much deserved village status and restore some of the 1930s glamour of the high

			<p>street.</p> <p>Do keep me posted on any plans you may have.</p>
5	Noam Lesham	Resident	<p>The exclusion of Powerday, if you excuse the pan smells to high heaven!</p> <p>I can't think of any good reason for Powerday site to stay close to any future neighbourhood plans. For years it has been nothing but trouble for residents in the area.</p> <p>My only conclusion is a corruption. Is an investigation into why really needed before elections?</p> <p>Wormwood scrubs park is protected and unique in the area and any plans to develop it to anything else will be strongly opposed so should not be included in this plan.</p>
6	Shirley Rance	Government Body	<p>At this early stage HSE can give a general opinion regarding development compatibility based only on the outline information contained in your plan. This opinion takes no account of any intention to vary, relinquish or revoke hazardous substances consents³. Planning authorities are advised to use HSE's Planning Advice Web App to verify any advice given. The Web App is a software version of the methodology used in providing land use planning advice. It replaces PADHI+. Further information on the Web App is available on HSE's website: http://www.hse.gov.uk/landuseplanning/padhi.htm</p> <p>Encroachment of Local Plan Allocations on Consultations Zones</p> <p>We have concluded that there is the potential for land allocated in your plan to encroach on consultations zones, namely.</p> <p>Sites:</p> <p>H4642 – Vale Europe Ltd, Action Refinery, Bashley Road, London NW10 6SN – this is a new major hazard site and potentially sometime in the future they will apply for hazardous substance consent</p> <p>H1465 - Transco Gas Holder Station – this has been mothballed but consent still exists</p> <p>Pipeline:</p> <p>HSE No: 8009, Transco No: 2267, Operator: National Grid Gas Plc, Pipeline name: Stanmore to Kensal Green (Buchen</p>

Gr to Kensal Gr). This is on the boundary of your development area.

Compatibility of Development with Consultation Zones

The compatibility issues raised by developing housing and workplaces within the inner, middle and outer zones are summarised below.

Housing Allocations Inner Zone – Housing is not compatible with development in the inner zone. HSE would normally Advise Against such development. The only exception is developments of 1 or 2 dwelling units where there is a minimal increase in people at risk.

Middle Zone – The middle zone is compatible with housing developments up to and including 30 dwelling units and at a density of no more than 40 per hectare.

Outer Zone – Housing is compatible with development in the outer zone including larger developments of more than 30 dwelling units and high-density developments of more than 40 dwelling units per hectare.

Workplace Allocations

Inner Zone – Workplaces (predominantly non-retail) providing for less than 100 occupants in each building and less than 3 occupied storeys are compatible with the inner zone. Retail developments with less than 250m² total floor space are compatible with the inner zone.

Note: Workplaces (predominantly non-retail) providing for 100 or more occupants in any building or 3 or more occupied storeys in height are compatible with the inner zone where the development is at the major hazard site itself and will be under the control of the site operator.

Middle Zone – The middle zone is compatible with workplaces (predominantly non-retail). Retail developments with total floor space up to 5000m² are compatible with the middle zone.

Outer Zone – Workplaces (predominantly non-retail) are compatible with the outer zone. Workplaces (predominantly non-retail) specifically for people with disabilities (e.g. sheltered workshops) are only compatible with the outer zone.

Retail developments with more than 5000m² total floor space are compatible with the outer zone. This is a general description of the compatibility for housing and workplaces. Detail of other development types, for example institutional accommodation and education, and their compatibility with consultations zones can be found in the section on Development Type Tables of HSE's Land Use Planning Methodology, which is available at:

<http://www.hse.gov.uk/landuseplanning/methodology.pdf>

Mixed-Use Allocations

Because of the potential complexity when combination use classes are proposed, advice regarding mixed-use allocations is outside the scope of the general advice that can be given in this representation. Please refer to the Web App to determine HSE's advice regarding mixed-use developments.

Verification of Advice using the Web App

The potential for encroachment is being brought to your attention at an early stage so that you can assess the actual

extent of any incompatibility on future developments. Information on the location and extent of the consultation zones associated with major hazard establishments and MAHPs can be found on HSE's extranet system along with advice on HSE's land use planning policy. Lists of all major hazard establishments and MAHPs, consultation zone maps for establishments, and consultation distances for MAHPs are included to aid planners. All planning authorities should have an authorised administrator who can access HSE's Planning Advice Web App; further information is available on HSE's website. When sufficient information on the location and use class of sites becomes available at the pre-planning stages of your local plan, the use of the Web App could assist you in making informed planning decisions about development compatibility.

Identifying Consultation Zones in Local Plans

HSE recommends that where there are major hazard establishments and MAHPs within the area of your local plan, that you mark the associated consultation zones on a map. This is an effective way to identify the development proposals that could encroach on consultation zones, and the extent of any encroachment that could occur. The proposal maps in site allocation development planning documents may be suitable for presenting this information. We particularly recommend marking the zones associated with any MAHPs, and HSE advises that you contact the pipeline operator for up-to-date information on pipeline location, as pipelines can be diverted by operators from notified routes. Most incidents involving damage to buried pipelines occur because third parties are not aware of their presence.

Identifying Compatible Development in Local Plans

The guidance in HSE's Land Use Planning Methodology, available at <http://www.hse.gov.uk/landuseplanning/methodology.pdf> will allow you to identify compatible development within any consultation zone in the area of your local plan. HSE recommends that you include in your plan an analysis of compatible development type within the consultation zones of major hazard establishments and MAHPs based on the methodology. The sections on Development Type Tables and the Decision Matrix are particularly relevant, and contain sufficient information to provide a general assessment of compatible development by use class within the zones.

There are a number of factors that can alter a Web App decision, for example where a development straddles 2 zones.

These factors are outside the scope of the general advice in this letter. HSE's final advice on development compatibility can only be determined through use of the Web App.

7	Katherine Lubar	Business	<p>I am writing in support of creating the Old Oak Common Neighbourhood Forum, so as to present the interests of affected local communities.</p> <p>I am an artist, with a studio in the Old Oak Common Neighbourhood, and I am worried about not only the lack of affordable artists' studios in the area, but about the demolition of some of the studios currently there, such as the Acava and other studios on Hythe Road.</p> <p>Artists make up an important part of a vibrant community, and give a lot back to residents and those who work in the area. We hold open studios once a year, where members of the public can come and see our studios and understand more about our work. Some of the artists also do outreach work, such as holding workshops in schools and doing art projects local prisons.</p> <p>It is getting harder and harder for artists to be able to afford to pay for studio space in London, but artists are necessary for local neighbourhoods, in terms of culture and also as a way to bring communities together.</p> <p>I would urge you to consider creating a good number of affordable studio spaces for artists as part of your plans for the new Old Oak Common neighbourhood.</p> <p>Some of these can be created as part of residential complexes, such as that of my own studio in Plough Close - a joint project of ACME Studios and Catalyst Housing.</p> <p>Others could be live/work spaces for makers who need a place to live as well as work.</p> <p>We need to have more artist studios for the area to thrive culturally. It would help to attract visitors and businesses to the area.</p>
8	Alex Keddie and Alexander Logie	Resident	<p>We have lived in Wells House Road for 42 years without any say in our community and therefore have been left to get on with it as best we could. Finally we have a group of people who are willing to take up our causes. This is vital for the survival of our community especially at this period in time when we are being bombarded by "plans for this building", "plans for that tower block" and of course the curse of HS2.</p> <p>We are so grateful for the formation of Old Oak Neighbourhood Forum and to the people willing to give their time to ensure that our area gets a fair deal (unfortunately due to ill health we are not able to do this ourselves). We hope that this forum enlists the support that it deserves.</p>
9	Laura Lukanz	Resident	<p>I am writing to say that I support the Old Oak Neighbourhood Forum and its vital for our community who will be going through enormous change in the next few years. I also agree with the boundaries proposed</p>
10	Thomas Dyson	Resident	<p>Hi, I'm in favour of the Old Oak Neighbourhood Forum and I'd like to be involved!</p>
11	Wells House Road Residents Association	Residents Group	<p>To confirm, the Wells House Road Residents Association would like to formally support the Old Oak Neighbourhood Forum. We desperately need strong community groups to support us throughout HS2 and the OPDC development. We would be extremely concerned if this was not supported by the local Boroughs and the OPDC.</p>

12	Steve Hudson	External resident	I heartily support the idea of a Neighbourhood Forum for the residents of the OPDC area and wish you the best of luck in representing the local community.
13	Fiona O'Brien	Resident	I support the involvement of local residents and businesses in planning of the Old Oak area.
14	Robert Newman	Resident	Supporting the Old Oak Neighbourhood Forum
15	Helen Backhouse	External resident	Support. Dear Locality Neighbours, Congratulations on your formation and I hope to meet some of you on Wednesday. I live in Harley Road but when I have time I love to visit Wormwood Scrubs and use the canal. I dislike high rises and I am not looking forward to the further pollution that the OOPRDC will cause. Once again, good luck and congrats. Long-term resident of BRENT
16	John Page	Resident	I SUPPORT THE OLD OAK NEIGHBOURHOOD FORUM" which is vital for our community".
17	Nadia Samara	Resident	I SUPPORT THE OLD OAK NEIGHBORHOOD FORUM" and "it's vital for our community".
18	Joanna Betts	Resident	This is to register my support for the Old Oak Neighbourhood Forum. As a resident of Wells House Road who will be severely affected by the development I believe the creation of the forum is fundamentally important in this development.
19	Stephen Waley-Cohen	External resident	I think the Neighbourhood Forum application is totally appropriate and desirable, and the boundaries make excellent sense. I am strongly in favour of this proposal.
20	James Evans	Resident	This email is to register my support for the Old Oak Neighborhood Forum which will be vital for the future of our community in Wells House Rd. Please make it happen.
21	Norma Campbell	Resident	WE SUPPORT THE OLD OAK NEIGHBOURHOOD FORUM" and/or that "it's vital for our community
22	Derek Rothnie	Resident	I write to voice my support for the creation of the Old Oak Neighbourhood Forum. I am a resident of the Old Oak Estate of nearly 15 years and am excited by the major developments that will be happening to the north of Wormwood Scrubs as it will bring great opportunities to the area. Yet I am also concerned that local communities around the development area will be significantly affected by the construction work and particularly by the subsequent road traffic that will result, given the density of proposed housing and businesses. Therefore, ensuring local peoples' views are heard and taken into account will be vital to ensure the development is a success.
23	A Robinson	Resident	I live within the boundary proposed, very close to where most of the major construction works will occur for the next 2 decades and beyond. I will be seriously affected by all works in this area, some of which are proposed to take place for long durations of time (years) for 24hours, 7 days per week. I fully support and endorse the Old Oak Neighbourhood Forum and Neighbourhood area application and wish to be consulted on all aspects of building and construction development works in the area.

24	Anna Gardiner	External business	I am an artist whose studio is not in the proposed development area, but am just up the Rd on Harrow Rd. I writing in support of this. The boundary appears appropriate. Please ensure all the artists currently working there have their voices heard. It's very important to maintain the existing community.
25	Theresa Magee	Resident	I would like to support the creation of the Old Oak Neighbourhood Forum, I live within the boundary proposed and am happy with the geographical area suggested.
26	Irene Gallagher	Resident	I support the Creation of the Forum and its Geographical Boundry.
27	Deborah Brimah	Resident	I support the creation of the forum and its geographical boundary.
28	Marylana Robinson	External Resident	I am in full agreement with and totally endorse this application as a resident who lives close to the area which will be affected dramatically in the coming years. I would like to be kept fully informed of construction developments affecting this area and the adjacent communities.
29	Hamish Rieck	Resident	I have recently moved into the area living at Stephenson Street and am in touch with XXXXX about the proposed forum and boundary of the neighbourhood area. They have told me what the local residents are looking to do and I wanted to add my name to the list of people supporting both the forum and boundary area.
30	Philip Ward	External resident	I am writing to give my full support to the acceptance and formation of this Neighbourhood Forum for the Old Oak area. I do feel however that the Southern boundary of the proposed forum area should be extended from Old Oak Common Lane following the line of the A40 Eastbound to the Railway line (London Borough of Hammersmith & Fulham Council boundary) and then following the LBHF Council boundary Northbound. The area of Du Cane Road, Wood Lane and the A40 will likely be affected by increased traffic use on our roads as well as by the additional burden on local infrastructure (Transportation, Police, NHS, etc.) as the development of the OPDC site progresses over the next ten to twenty years and there are several thousand residents living in the additional area which should have an input in to the decisions made.
31	Nina Hall	Resident	I have been attending the Old Oak Neighbourhood Forum meetings and think that the idea of a Neighbourhood Plan is a good idea. It seemed a useful response to the OPDC and HS2 proposed developments. However, I am now not completely convinced that the boundaries are ideal. Talking to neighbours on the Old Oak Estate, which is included in the current proposed plan, some feel that the neighbourhoods currently included are too disparate both geographically and in terms of relevant planning issues. They also straddle more than one Borough, which may have different priorities and policies to community participation in planning. It may be that the Old Oak Estate is best combined with Du Cane Road and Wormwood Scrubs, for example, in having

			common planning interests. In other words the planning area could be divided into two. Or the Old Oak Estate could have it own neighbourhood plan.
32	Bernie Timmins	Resident	I support the application for an Old Oak Neighbourhood forum as I think it is essential that all communities are represented and particularly with the massive developments and changes the area is going through, local people need a voice to protect existing residential areas.
33	Oonagh Heron	Resident	I would like to let you know that as a local resident in Old Oak, I strongly support the development and implementation of a neighbourhood plan. I want my community and others around us to have this kind of say in the development of our neighbourhood. Please have the OPDC agree to designate as appropriate the Old Oak Neighbourhood Forum so it can develop a grass roots plan for my community and the other six around us.
34	Liz Abraham	Resident	I am a resident of Stoke Place NW10 and wish to express my support to the idea of a designated Old Oak neighbourhood forum. As residents I think we have a vital role to play in ensuring that development is one that is suitable for the people who live in the area; not only those here now but those who will have to live in the areas of development. The community have people with experience and knowledge which should be harnessed, and we should have input into decisions which are taken as the Old Oak area undergoes development.
35	Jamie Sutcliffe	Resident	I am a local resident of Old Oak and I am in total agreement that Old Oak need a neighbour forum and our voice and concerns need a voice and this is a perfect platform so I am 100% for it. Please do keep all of the local neighbours updated as we are a united area of residents and want to protect our area and environment and are committed to local issues that effect our lives.
36	Sheela Selvajothy	External resident	I am the chair of West Acton Residents Association and would like to support the creation of the Forum and its geographical area. I am delighted and look forward to working with them.
37	Ed Thomas	Business	I wanted to share my support for the Old Oak Neighbourhood Forum and it's geographical area. I am based at The Collective Old Oak, Old Oak Lane, London, NW10 6FF.
38	Wojciech Ruk	Resident	I just want say, that I support the creation of the Forum and it geographical area .
39	Cat Goodall	Resident	I am an Old Oak resident and support the idea that different communities in Old Oak need a voice in the area's redevelopment. The forum being proposed is a great idea which I support.
40	Erika Endlein	Resident	I am writing to confirm that I support the creation of the Forum and live in the geographical area.

41	Tez Tesfa-Michael	Unknown	I am member of the TITRA group and I very much support the creation Old Oak Neighbourhood Forum to help protect our community's future. With so much recent developments and more to come it is important that all the communities in the area cooperate to make a positive contribution to planning and other related issues. I hope approval would be given for such a worthwhile initiative.
42	Teresa de la Rosa	Resident	Our community is strong and responsible, we have been appalled by Ealings agreement to various planning applications that have ignored our conservation status and we want a say in our local area. I fully support the forum and hope we can help with joined up thinking that this bare a deserves. we are not against new buildings , but want thought and consideration to go into this
43	Marji Aspinall	Resident	I wholly support the creation of the Forum and it geographical area.
44	Craig Gunn	Resident	Having read your flyer on Neighbourhood planning in my local I would like to express my interest in joining and supporting this forum. I was attracted to my home in Stephenson Street 3 years ago, due to its unique picturesque and secluded aspect and the area by and large has great transport links to the rest of central London with a vast scope of improvement in coming years. Being within an industrial area comes with its intrinsic issues, and with concerns over pollution, construction, Hs2, Old Oak, Network Rail and the myriad of other large scale infrastructure projects in the pipeline I want to be part of a process/forum that lends a voice for existing residents, whilst planning for our future growing community with the right mix of developments.
45	Tim Potter	Resident	I am a resident within what is the OPDC area. I live within the area represented by The Island Triangle Residents' Association (TITRA), one of a number of established, cohesive existing communities within the area. I am conscious that there is a large scale development planned for our area over the coming years and decades. I wish to express my support for an Old Oak Neighbourhood Forum being established. I believe that such a Forum can serve to be an enormously positive aspect of the development of the area to ensure that existing communities are incorporated within the construction of new and emerging communities. There is enormous potential for this neglected area of North West London to be improved for those that currently live here and for those who are going to reside in the area. It would be wonderful if the mistakes that have led to the incongruous residential development at North Acton could be avoided with this coming development. Both the existing communities and the developers stand to gain a huge amount by working together to ensure that a sustainable, integrated new neighbourhood is formed in London. Different communities in the Old Oak area need a voice with respect to the large scale projects on the horizon. I look forward to hearing from you and very much hope that the Old Oak Neighbourhood Forum can be established.

46	Gail Dobinson	Resident	<p>As a resident in the Old Oak Lane cottages for over 10 years I have seen much change. But nothing as big as the impact that Old Oak common development OPDC will have on our community of heritage railway cottages.</p> <p>I feel very strongly that our community should be heard & that the Old Oak Neighbourhood Forum should be instated to help protect our community's future.</p>
47	Catherine Lillingston	External resident	<p>We in Latimer road and around, already suffering from Imperial development and high rise buildings need to be part of the forum consultations as our roads are getting congested and out views blocked with less sun reaching our gardens, houses and streets.</p> <p>The neighbourhood needs to have wider boundaries as to respect all affected by such a massive plan.</p>
48	Corene Vaughan-Hughes	External resident	<p>Dear Sir / Madam</p> <p>I'd like to be part of a designated area of an old Oak neighbourhood forum regarding the developments north of North Kensington on Wood Lane / Big Scrubs</p>
49	Susan Newbury	Resident	<p>This is to confirm that I fully support the OONF and believe it's important for our community. I also agree with the boundaries proposed</p>
50	Wilston Allers	Resident	<p>This is to confirm that I fully support the OONF and believe it's important for our community. I also agree with the boundaries proposed."</p>
51	Belal Dobranja	Resident	<p>This is to confirm that I fully support the OONF and believe it's important for our community. I also agree with the boundaries proposed."</p>
52	Gladys Evans	Resident	<p>This is to confirm that I fully support the OONF and believe it's important for our community</p>
53	Alex Kitama	Resident	<p>This is to confirm that I fully support the OONF and believe it's important for our community. I also agree with the boundaries proposed.</p>
54	Sally Poynter	Resident	<p>I would like to voice my support for the Old Oak Neighbourhood Planning Forum and the Old Oak Neighbourhood Area, I feel this body would be representative of the local people living in the area.</p>
55	Priti Patel	Resident	<p>This email is to confirm that I fully support the OONF and believe it's important for our community. I also agree with the boundaries proposed.</p>
56	Michael Evans	External resident	<p>This is to confirm that I fully support the OONF and believe it's important for the community. I also agree with the boundaries proposed</p>
57	David Evans	External resident	<p>This is to confirm that I fully support the OONF and believe it's important for the local community. I also agree with the boundaries proposed.</p>

58	David Jeffreys	External resident	I would like to lend my strong support to the creation of the Old Oak Neighbourhood Forum with the neighbourhood boundary as proposed in the designation application. This should give a voice to the local community in relation to forthcoming planning issues which are bound to arise within the area, part of which is within the OPDC where there is going to be massive development. Planning permissions have already been granted by the OPDC with more to come. In particular I support the inclusion of the Linford Christie Stadium within the neighbourhood boundary as the stadium may be under threat from development proposals such as the construction of a football stadium for Queens Park Rangers to replace their existing Loftus Road ground. It is imperative I submit for the local community to have a say in this kind of proposal backed by a Neighbourhood Plan as opposed to mere objection as part of the ordinary planning process.
59	Jeremy Aspinall	Resident	This is to confirm that we fully support the OONF and believe it's important for our community. I also agree with the boundaries proposed.
60	Kenneth Newton	External resident	This is to confirm that I fully support the OONF and believe it's important for our community. I also agree with the boundaries proposed
61	Nicky Guymer	Resident	I passionately and wholeheartedly support the initiative to implement the Old Oak Neighbourhood Forum to protect, and give a dedicated and authoritative voice to, our longstanding and thriving local community.
62	David Turner	Resident	I passionately and wholeheartedly support the initiative to implement the Old Oak Neighbourhood Forum to protect, and give a dedicated and authoritative voice to, our longstanding and thriving local community.
63	Suzanne Iwai	External resident	<p>I totally support your mapped blue boundary area for Old Oak Neighbourhood Forum because it includes Residents within Bentworth Estate, the upper reaches of Wood Lane by the Scrubs and the important borders of both Brent and Ealing Boroughs. Neither Wormholt & White City Neighbourhood Forum or Big Local have included the interests of Residents living directly next to the A40 where the impact of recent development and Environmental issues intersect. Many more local residents have become registered Asthmatics commensurate with increased traffic flow and surrounding streets car Ownership.</p> <p>Whilst it seems the development area for the HS train link will be much larger than the neighbourhood plan area it is important to note that many Old Oak residents will remain within the core activity zones of major proposed change and will be directly affected during planning, construction and transition to day one use, then beyond that. It is crucial their voices are heard throughout the process and their representatives are given the powers to act on their behalf.</p>

64	Debbie Sandford	External resident	<p>I would just like to add my name to those supporting the protection of Wormwood Scrubs as it exists currently, in particular its current borders.</p> <p>As a local resident I feel the Scrubs is vital to maintaining the quality of life of people who live around the area, as a recreational area for many different people doing different things, and all for air quality and wildlife. There will always be economic pressure to nibble away at the boundaries, and it is extremely important that we resist this.</p>
65	Katy Lynton	Resident	No response
66	Duncan Venters	External resident	With regard to the threat of the redevelopment of the Scrubs,
67	Robert Still	External resident	I want the whole of the Scrubs to be protected and included in the boundary.
68	Ewa Cwirko-Godycka	Resident	This is to confirm that I fully support the OONF and believe it's important for our community. We need to feel part of all the new developments. I also agree with the boundaries proposed.
69	Dariusz Dzwigaj	Resident	I would like to confirm that I fully support the OONF and believe it's important for our community. We need to feel part of all the new developments and feel that our voices will be heard. I also agree with the boundaries proposed.
70	Wojciech Ruk	Resident	I would like to confirm that I fully support the OONF and believe it's important for our community. We need to feel part of all the new developments and feel that our voices will be heard. I also agree with the boundaries proposed.
71	Mary Shanahan	Resident	I am writing to express my support the Old Oak Neighbourhood forum, including the whole of Wormwood scrubs within it's boundary.
72	Rebecca Gouveia	External Resident	I am writing to express my support the forum and proposed area boundary.
73	Liam Markey	Resident	Old Oak development. I'm very excited about the proposed development. I am giving you guys my blessings !
74	Shaheda Mulla and Belall Ariff	Resident	<p>We are writing in response to the consultation for the creation of the Old Oak Neighborhood Forum. We believe that the forum will be of great benefit to the community by ensuring their voices are heard and the needs of the community are met.</p> <p>As residents of the area for over 10 years we have welcomed the development of the area. However we believe some of the development is solely in the interests of developers and not the community and the Old Oak Forum will help redress the balance. A forum will benefit both residents and developers by giving a single, consistent point of contact to discuss</p>

			ideas and understand and deal with challenges on both sides. It will also foster more collaborative working and give both residents and developers and give each side more of a vested interest in making this huge development a success.
75	Peter Kirkham	Unknown	Dear Friend, Please protect The Scrubs, a very important and irreplaceable open space and semi-natural environment.
76	Harlesden Neighbourhood Forum	Community Group	Boundaries <ul style="list-style-type: none"> • The proposed OONA boundary meets the HNF boundary around Scrubs Lane and doesn't appear to follow the borough boundary, which is south of Harrow Road, as the HNF boundary does. We would like to suggest that the OONA follow the borough boundary precisely at this point. Scope of the neighbourhood plan <ul style="list-style-type: none"> • We note the emerging OONF's intention to respond to the housing ambitions set by the Mayor of London and the Homes for Londoners team in the GLA, including affordable and low cost homes, as well as the Forum's aim to "widen housing opportunities for 'Generation Rent'". We would like to understand therefore whether the interim OONF has any intentions for their neighbourhood plan to address the specific housing needs of very low income. • The application mentions "stitching together existing and new neighbourhoods in the area, within the context of the OPDC Local Plan and its set of 'Places'." There are also existing neighbourhoods adjoining the NP area, such as Harlesden, which need to be stitched together with the new neighbourhoods within the area. The interim OONF should also have regard to the need to promote linkages to adjoining neighbourhoods • We would be keen to see a commitment to working with neighbouring areas on transport issues, given the OONF's desire to work up options for pedestrian and cycle routes "across and beyond the Old Oak area".
77	Trish Wylie	Unknown	I am writing to confirm that I agree with the area boundaries that the OONF have chosen and would like to add as an occupant in Cadogan House Hythe Road, that there should be a neighbourhood forum OONF to express the views and concerns of those people who currently live and work in this community, as part of a democratic right to a voice, but not only that but also because many of these people are intelligent, creative, and imaginative and can offer insights that so easily can be overlooked by planners and developers. I am making a case for planners, developers and local people working together to build, transform and enhance the region in a sensitive, exciting, and meaningful manner.
78	Stephen Mannion	Resident	Please do not have any really high buildings that cut down light, views and trap polluting air, nothing more than 5 stories please. I look forward to your response.

79	Sheila Villet	External resident	I would like to express my support for the Old Oak Neighbourhood Forum.
80	Steve Craddock (Canal and River Trust)	Landowner	<p>We note that the interim forum has provided an assessment of the proposed neighbourhood area against the national guidance for designating such areas set out in the NPPG. It is for the Corporation and Hammersmith & Fulham Council to determine whether the area proposed reflects settlement boundaries, catchment areas and similarities in physical appearance or characteristics, for example. We note that, in making such a decision, the Corporation and the Council are expected, in accordance with the NPPG, to avoid making assumptions about the neighbourhood plan or Order that will emerge.</p> <p>Notwithstanding this, the Trust welcomes the suggestion that the neighbourhood plan would be used to generate “ideas for the future of the Grand Union Canal and its towpaths, as a key recreational amenity, cycle/pedestrian route, and heritage and environmental asset to the area”. We hope and expect that the Grand Union Canal will be a key focus for the Local Plan, also. To achieve this aim, we believe that it is important to consider not only the canal itself but the development sites adjacent. These adjacent development sites can have a significant impact on the character and quality of place of the canal corridor. They should provide high quality, well designed places, offering natural surveillance and active uses that attract people to the waterway.</p> <p>The interim forum suggests that a number of HS2 construction compounds and other strategic sites have been removed from earlier proposals at the request of the OPDC. As a result, the proposed boundary includes an area where the canal and towpath is included but not the land adjacent. We believe that this will limit the ability of the neighbourhood plan to achieve its aim in relation to the Grand Union Canal in these areas, should any development come forward. It is important, therefore, that the Local Plan includes sound policies on protecting and enhancing the waterway corridor. It would not be appropriate for the Local Plan to delegate this issue to the Neighbourhood Plan as the policies will not apply to all sites that will impact on the canal corridor.</p> <p>We note that the interim forum recognises that the regeneration of the Old Oak area is dependent on complex infrastructure requirements. Where this infrastructure involves or interacts with the Grand Union Canal, we consider it to be essential that there is clarity in the policy position and that this offers the appropriate policy protection to the waterway corridor.</p>

81	David English (Historic England)	Public Body	<p data-bbox="763 197 1003 225">Proposed Boundaries</p> <p data-bbox="763 236 2056 443">Historic England notes that the proposed boundary of the Neighbourhood Area includes only parts of the Old Oak and Wormholt Conservation Area (Hammersmith and Fulham). We normally advocate that Neighbourhood Plans should respect pre-defined boundaries such as those for conservation areas. This is because the boundaries of conservation areas cover clearly defined character areas. As such respecting these boundaries in the plan making process is important in ensuring a consistent application of planning policies for the historic environment. This in turn will better protect local character and identity from piecemeal change.</p> <p data-bbox="763 491 2056 737">For these reasons we would encourage you to consider the possibility of amending your proposed boundaries so that they are more consistent with the existing conservation areas. We also note that the boundary of the Neighbourhood Area crosses the boundaries of two different local planning authorities Hammersmith and Fulham and OPDC (with conservation areas formerly designated by Ealing too). As such, the historic environment will not be, nor have been, considered under a single set of policies. This means that there are likely to be noticeable differences in the evidence bases and policies that the LPAs have developed and which you may later use to justify your policies. In order that your policies can be delivered it is important that they are supported by sufficient and robust evidence.</p>
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82	Colin Field (Network Rail)	Landowner	<p>I have viewed the proposed boundary of and struggle to see how it would comply with the Government Guidance on Neighbourhood Planning particularly the section that explains “What could be considerations when deciding the boundaries of a neighbourhood area?”</p> <p>The Government Guidance suggests the following when deciding the boundaries of a neighbourhood area:</p> <ul style="list-style-type: none"> •village or settlement boundaries, which could reflect areas of planned expansion •the catchment area for walking to local services such as shops, primary schools, doctors’ surgery, parks or other facilities •the area where formal or informal networks of community based groups operate •the physical appearance or characteristics of the neighbourhood, for example buildings may be of a consistent scale or style •whether the area forms all or part of a coherent estate either for businesses or residents •whether the area is wholly or predominantly a business area •whether infrastructure or physical features define a natural boundary, for example a major road or railway line or waterway •the natural setting or features in an area •size of the population (living and working) in the area <p>Paragraph: 033 Reference ID: 41-033-20140306</p> <p>It is our view that the character of Network Rail’s land which is in use for a number of operational purposes including amongst others the stabling of trains, train maintenance, rail freight etc. is completely different in character and appearance to other nearby land. In addition a proportion the site is going to be subject to a new railway station for HS2 and a new station on the mainline railway to link GWML with HS2.</p> <p>We believe the proposed size, shape and boundary of the neighbourhood plan to include four separate areas of residential properties is inconsistent with other examples of neighbourhood plans we are consulted on and doesn’t really relate to the rest of the locality.</p> <p>The railway operational land including permanent way (track) separates the four residential area which appear to have different characteristics in themselves.</p> <p>Notwithstanding these comments it is however likely that that once land is not required for operational railway purposes</p>
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			<p>in the future Network Rail will commit to carrying on a full and comprehensive masterplanning exercise using specialist consultants and will carefully consider design and appropriate mixes of uses for future development as well as engaging with stakeholders in this development.</p> <p>Therefore in conclusion the site area and boundary as currently proposed doesn't accord with the government guidance when considering the boundaries of a neighbourhood plan. We therefore request that all Network Rail land is removed from this neighbourhood plan area.</p>
83	Trudi Anderson	Resident	After reading your consultation on the proposed Neighbourhood Area boundary, I agree with the proposed neighbourhood boundary.
84	Susie Gretz	External resident	I am a supporter of the Friends of Wormwood Scrubs, and wish to express my support for the designation of the Old Oak Neighbourhood Forum -which should include the entirety of the Scrubs, including Linford Christie Stadium and the hospital car park.

85	Shona Elrick	Unknown	<p>I would like to register my interest in preserving artists studios and creative spaces - as these are under treat by luxury regeneration housing schemes. I would like to suggest to include affordable housing with 1-3 beds so that families can stay and become community. When I say affordable , it should be access able to people who work in the jobs equatable to public sector wages.</p> <p>Homes and workspace that build community should be priority.</p>
86	Caroline Sauzier	Unknown	<p>This is to confirm that I fully support the OONF and believe it's important for our community today and future communities tomorrow. I also agree with the boundaries propose</p>
87	Jane Dreaper	Unknown	<p>I'm writing to express my strong support for the establishment of this forum. I think that such a body is vital for proper local representation and involvement in decision-making while the area undergoes significant transformation. It would also allow a more coherent vision for the area to develop - and would demonstrate a strong commitment to community engagement by the planning authorities.</p> <p>I am proud to have lived in this fabulous community for almost 10 years and I'm in awe of the many positive things that go on here. But I know we could achieve so much more that would be in everyone's interest if we could proceed with the opportunities that a forum and neighbourhood plan would allow.</p>
88	Linda Hartley	Unknown	<p>I support the Old Oak Common Neighbourhood Forum and plan. I support the idea and boundary across Ealing and Hammersmith and Fulham boroughs.</p>
89	Nick Pole	Resident	<p>As a resident of College Park, I am strongly in favour of the proposal to designate the Forum. The scale and duration of the planned redevelopments in this area necessitate a clear channel for the expression of local concerns, especially with regard to traffic solutions and the large number of proposed high-rise apartment blocks on Scrubs Lane.</p>
90	Pippa Jones	External resident	<p>I strongly support the formation of the OONF and for this group to develop a neighbourhood plan for the area.</p> <p>As developments continue in this area, and those who don't live here form big ideas about what it should be like, it is critical that the needs of, impact on and views of local people are properly understood. A neighbourhood forum and plan are the best way to do this. Well-planned developments should benefit business and community - a forum and plan will inform planning as well as providing a voice for locals and holding developers to account, resulting in better use of land and not damaging the life of residents.</p> <p>The St Helen's forum and St Quintin plan has been successful at engaging local people and planning appropriate development that will improve life for locals. It has strengthened the neighbourhood and promoted sensible and sensitive development that improves life through development rather than imposes development on locals that reduces quality of life and neighbourhood.</p>

			I am happy that the designated area is as shown, adjacent to other neighbourhood forums with which they will consult.
91	Annie Hanson	Resident	<p>I am very much in favour of the proposed Neighbourhood Forum and Area application and agree with the proposed boundary.</p> <p>The proposal sees the need to create a vibrant and attractive community that is pleasant to live in and also supports young artisans by providing and maintaining workshop and studio spaces. It mentions that housing needs to be affordable and great care needs to be taken of the wonderful green spaces of Wormwood Scrubs.</p> <p>This development is a great opportunity to create an award winning scheme of which the population and developers can be proud</p>
92	Elvira Sanchez Almeida	Resident	I agree with the proposed boundary for OONF. In the last years we have seen how our surroundings have started dramatically changing with massive developments. I think this NF could help shape and protect the interest of the neighbours within the boundaries and also the ones benefiting from the spaces part of the metropolitan open land within the boundary.
93	Kei Iino	External resident	I am a resident of the Brickfields area neighbourhood adjoining the proposed Old Oak Neighbourhood Forum and my family and I am a user of Wormwood Scrubs Common and Linford Christie Stadium. I support the creation of the OONF within the proposed boundaries, since I believe it will increase accountability over the land-use democratically that are very important to my quality of life in the neighbourhood.
94	Gigi de Courcy Swoffer	External resident	As a local resident with many concerns regarding the future of my neighbourhood, due to the current plans and possible future plans for building in the Old Oak area, I am writing to say that I thoroughly support the proposed boundaries of the Old Oak Neighbourhood Forum to include Wormwood Scrubbs Common and Linford Christie Stadium.

95	Gilat Levy	External resident	<p>I am a resident of the area adjoining the proposed Old Oak Neighbourhood Forum and I am a frequent user of Wormwood Scrubs Common and Linford Christie Stadium.</p> <p>I very much support the creation of the Old Oak within the proposed boundaries. I strongly believe that this will increase transparency as well as democratic accountability over the land-use of these spaces. These spaces are important to my everyday life in the neighbourhood and for keeping me active and happy.</p>
96	Elaine Gristock	Resident	<p>I would like to show my support for the proposed Old Oak Neighbourhood Forum and Plan.</p> <p>Alongside all of the physical development and construction that is planned, there is a great deal of potential for positive change in the area within the proposed boundary. We have strong community representatives and it's essential that they're given the ability to work together for the good of all. This would make the difference between simply constructing a huge project and planning a huge community.</p>
97	Mark Gristock	Resident	<p>As a resident of Goodhall Street, I think this is a fabulous idea that will not only bring all local groups affected by HS2 together but will allow us to have a single, more powerful voice - something that should help both residents and those involved in planning HS2.</p>
98	Pablo Navarrete	Resident	<p>I am a member of TITRA (The Island Triangle Residents Association). I am writing to state that I support the idea of an Old Oak Neighbourhood Forum and the boundary (across Ealing & Hammersmith & Fulham boroughs) that they propose to the OPDC's consultation.</p>
99	Wanda Piontek	External resident	<p>As a local resident and user of Wormwood Scrubs I support the creation of the Old Oak Neighbourhood Forum. I am always keen to learn of development in the area.</p>
100	Liza Figueroa-Clark	Resident	<p>I am a member of TITRA (The Island Triangle Residents Association). I am writing to state that I support the idea of an Old Oak Neighbourhood Forum and the boundary (across Ealing & Hammersmith & Fulham boroughs) that they propose to the OPDC's consultation.</p>
101	Sharon	External resident	<p>This is to confirm that I fully support the Old Oak Neighbourhood Forum and believe it's important for our community. I also agree with the boundaries proposed.</p>
102	Smita Davé	External resident	<p>I live in W12 close to Wormwood Scrubs, very close to the proposed Old Oak Neighbourhood Forum. I have been in this area for some 30 years and have always been a frequent user of Wormwood Scrubs Common. I run too and am also associated with Linford Christie Stadium through various community sports especially a local youth football club that has become a vital part of this area for the last 10 years or so. I am completely in favour of the creation of the OONF within the proposed boundaries. I am hopeful that this will safeguard and maybe even increase democratic accountability over the land use of these spaces that are very important to our neighbourhood.</p>

103	Boko Inyundo	External resident	I have, for over 11 years, been a resident of the area adjoining the proposed Old Oak Neighbourhood Forum (OONF) and I, my wife and 2 children are frequent users of Wormwood Scrubs Common and Linford Christie Stadium. We very much support the creation of the OONF within the proposed boundaries, and sincerely believe it will increase democratic accountability over the land-use of these spaces that are very important to my and my children's everyday life in the neighbourhood.
104	Carmel Shirley	External resident	I am in favour of the inclusion of the LCS in the neighbourhood forum.
105	Liza Perschke	External resident	Please accept this email as my support of the designation of the Old Oak neighbourhood forum and the proposed boundary of an Old Oak neighbourhood area.
106	Jack Perschke	External resident	Please accept this email as my support of the designation of the old oak neighbourhood forum and the proposed boundary of the old oak neighbourhood area.
107	Sarah Abrahart	Resident	I fully support the implementation of the Old Oak Neighbourhood Forum and feel the boundary is appropriate & represents the interests of residents and local business. It is essential that this proposal is approved.
108	Simon Flemington	External resident	I support the idea of establishing the Old Oak neighbourhood forum and the proposed boundary for an Old Oak neighbourhood plan. It is essential for local people to have their say in local development plans. I live on the edge of the planned area.
109	Mickey Kaufmann	External resident	I support the designation of the old oak common neighbourhood forum and the proposed boundary for an old oak common neighbourhood.
110	Jane Ahrahart	Resident	I fully support the proposal for an Old Oak Neighbourhood Forum and believe the boundaries and representations are entirely appropriate.
111	Richard Stokes	External resident	I support the designation of the Old Oak neighbourhood forum and the proposed boundary for an Old Oak neighbourhood area.
112	Lee Newman	External resident	I would like to add my voice in support of the designation of the Old Oak neighbourhood forum and the proposed boundary for an Old Oak neighbourhood area.
113	Ciara and Ludovic Solmi	Resident	The Old Oak Neighbourhood Forum is a good idea which We support. Having a neighbourhood area that runs across areas of Ealing and Hammersmith & Fulham boroughs will benefit new and existing communities and it will help residents come up with local-level ideas that support and enhance the wider strategic redevelopment of the Old Oak area.

114	Rachel Abbis	Unknown	This email is to support the proposals to designate the Old Oak neighbourhood forum, and its proposed boundary.
115	Karin Koenig	Unknown	support the foundation of the Old Oak Neighbourhood Forum. It is vital that residents have at least a say that is considered when planning the neighbourhood and its boundaries and the height/density of buildings.
116	Andre Shapps	External resident	As a resident of Brickfields, the area bounded by Pavilion Terrace, North Pole Road, Shinfield Street and the railway, I would very much like to express my support for the creation of OONF. While our streets are just outside the area, we use the Scrubs and indeed Linford Christie Stadium and believe that the formation of the neighbourhood forum would enable its members to enforce democratic accountability over the area, which is essentially the lungs of this part of London.
117	Caroline Roots	Unknown	As a local resident, I am increasingly concerned that the intense development which appears to be proposed for Scrubs Lane and the Old Oak site is inappropriate. As often happens with such proposals nowadays, the emphasis is on density with no regard to architectural merit or the long term effects of such development on the immediate or wider local area. Too often there is little thought as to the enhancement of the area visually or culturally, and benefits to the whole community (schools, medical facilities, transport etc) which may appear in preliminary plans too often get diluted or disappear as projects develop and money gets tight. The model for regeneration shows that it is not always carried out to the benefit of those already living in an area, let alone those expected to live in the new development. Too often the scale (in terms of size of towers as well as housing density) of the development is out of keeping, the individual housing units poorly designed and mean and the increased population puts a heavy burden on transport (this is woeful now and there appear to be no plan on the table to ameliorate the situation - or to serve the proposed development) and all other facilities. There is always an argument to be made to find housing for people. It is a politically charged subject and needs addressing. How it is addressed, however, particularly here, is why the forum should exist. That there would be no significant local concern (you underestimate the demographic) is unacceptable. A neighbourhood forum which can develop a neighbourhood plan, speak for locals who care about the area and its reasonable redevelopment, are happy to see the area enhanced and could comment upon the plans to the benefit of all who live - and will live - locally is a thoroughly good idea and should be supported. To reduce the area of concern (already manoeuvres are undermining this boundary) is unacceptable. A robust and rational community voice has a right to be heard.

			If it is not allowed to come into being, this would seem to be a silencing of public opinion, a thoroughly undemocratic position to adopt.
118	Dimitrios Makromallis	Unknown	I write to say that I support the proposals to designate the Old Oak neighbourhood forum, and its proposed boundary.
119	Belinda Shand	External Resident	I wish to add my support to local residents wanting to prepare a neighbourhood plan for Old Oak. I support the designation of the Old Oak neighbourhood forum and the proposed boundary for an Old Oak neighbourhood area. I believe that neighbourhood plan offers local people the best chance to have some influence on the future of Old Oak, the UK's largest regeneration area, and an area that has enormous significance for me and all residents of this area.
120	Barry Dodd	Unknown	This email is to say that I support the proposals to designate the Old Oak neighbourhood forum, and its proposed boundary.
121	Victoria Hollertz	Resident	I write to give my support to the proposed Old Oak Neighbourhood Forum. I'm supportive of the plans emerging from OPDC, and if anything, think that work should be accelerated to get homes built. However, I agree that how the space is used and what is built at Old Oak requires input from local residents. A Neighbourhood Forum gives residents an opportunity to get involved and have their voices heard via another mechanism that isn't the planning authority. Also, living locally, in Old Oak and knowing the area well, the proposed boundary of the Forum area seems sensible and appropriate and includes many of the areas I would consider my neighbourhood.
122	Tania Martin	External Resident	I support the proposals to designate the Old Oak neighbourhood forum, and its proposed boundary. I live on the other side of Wormwood Scrubs and will be affected by any development in Old Oak Area. The Neighbourhood Forum will ensure that the development will be community led

123	Julie Jones	External resident	<p>I frequently use the Linford Christie Stadium and Wormwood Scrubs Common, both of which are extremely important to the mental and physical wellbeing of many people in the surrounding area. It is rare to get such a huge undeveloped space full of wildlife such as the Scrubs, in the middle of London, whilst the Linford Christie stadium should be developed to realise its full potential as a fantastic centre for athletics, and not left to become rundown and then most likely sold on to the highest bidder for private use and private profit.</p> <p>For this reason I am in very strong support of the creation of the OONF and the boundaries it proposes, as it means ordinary people will have a democratic voice in what happens to these spaces, which are vulnerable and need to be protected.</p>
124	James Osborne	External resident	<p>I would like it to known that I support the proposals to designate the Old Oak neighbourhood forum, and its proposed boundary.</p> <p>This whole area needs a guardian of it's soul and the neighbourhood forum will do that.</p>
125	Susan Wilson	External resident	<p>I write to support the proposals to designate the Old Oak Neighbourhood Forum and its proposed boundary. I live in North Kensington and walk daily on the Wormwood Scrubs. I have lived here for twenty-two years.</p>
126	Michelle Fine	Resident	<p>I am in favour of a neighbourhood forum in light of the developments in the Old Oak and Park Royal Area, so residents may have a voice to protect our area and community.</p>
127	Miranda Donovan	Business	<p>I am writing in support of the designation of the Old Oak neighbourhood forum and the proposed boundary of an Old Oak neighbourhood area.</p>
128	Lucinda Palmer	External resident	<p>I am a North Kensington Resident. I am writing to support the proposals to designate the Old Oak Neighbourhood Forum and its proposed boundary. This boundary is important.</p>
129	Celia Toler	Resident	<p>I support the designation of the Old Oak neighbourhood forum and the proposed boundary of an Old Oak neighbourhood area.</p>
130	Danny Lane	Business	<p>This email is to show our support the designation of the Old Oak neighbourhood forum and the proposed boundary of an Old Oak neighbourhood area.</p>
131	Caro Millington	External resident	<p>I am responding to the consultation on the future of Old Oak.</p> <p>I fully support the designation of the Old Oak neighbourorhood forum, and the proposed boundary of the Old Oak neighbourhood area.</p>
132	Helen Wallenda	Resident	<p>I would like to register my support for the Old Oak Neighbourhood Forum.</p>

133	Jeannette Davidson	Unknown	I am a local resident and I support the proposals to designate Old Oak Neighbourhood Forum and its proposed boundary.
134	Thomas Newman	External resident	Please be advised that I support the proposals to designate the Old Oak neighbourhood forum, and its proposed boundary.
135	Peter Blegvad	Business	I believe that a Neighbourhood Forum is a good idea for people who live and work in the area whose lives will be affected by the development. I approve of the boundaries the OONF suggests.
136	Rachel and Ivan Mulcahy	External resident	We support the proposals to designate the Old Oak neighbourhood forum, and its proposed boundary. in particular we are concerned about the boundary being shrunk.
137	Stephen Williams	Business	I support the designation of the Old Oak neighbourhood forum and the proposed boundary of an Old Oak neighbourhood area.
138	Franca Cereghini	External resident	I support the proposals to designate the Old Oak neighbourhood Forum and its proposed boundary.

139	Old Oak Friends and Residents Association	Community Group	<p>We the Officers of Old Oak Friends and Residents Association would like to establish a Neighbourhood Forum which encompasses the following area, see map attached, and comprises of the roads which constitute the Resident's Association, viz:</p> <p>Begonia Walk, Bentworth Road, Braybrook Street, Cactus Walk, Du Cane Road (west), Erconwald Street, Fitzneal Street, Foliot Street, Heathstan Road, Henchman Street, Hilary Road, Maurice Street, Melitus Street, Norbroke St, Old Oak Common Lane, Osmund Street, Primula Street, Stokesley Street, Terrick Street, Westway, Wulfstan Street</p> <p>The reasons for establishing the Neighbourhood Forum are summarised below.</p> <p>1 - The 54 acres of land which the Old Oak Estate and surrounding area occupies was given by the Ecclesiastical Commissioners for the provision of some 1000 homes. The land had belonged to the Church of St Michael and All Angels, Kensington, and construction of the Old Oak Estate began in 1905, and was completed in 1923 under the Addison Act, otherwise known as 'Homes fit for Heroes.' The development was the first Garden Estate in the country, comprising of several distinct styles of homes, all of which are considered to be of important architectural merit, and subject to Conservation Orders.</p> <p>The Old Oak Friends and Resident's association consists of 21 roads, and is open to Tenants and Residents, as well as Friends of Old Oak, alike. At the last AGM we had approximately 35 members in attendance, see list attached. OOFRA's constitution reflects the homogeneous nature of the estate, and it's unique history. We are desirous to establish a Neighbour Forum, and to develop a neighbourhood plan, that will benefit the community, and attempt to address the challenges that the area faces.</p> <p>2 - The boundary chosen for the Neighbourhood Forum encompasses the estate's residential dwellings, and community buildings, including the Community Centre and Church. It also includes the picnic area (which belonged to the Mission Church Scout Troop, Braybrook St), adjacent to Braybrook Street and Old Oak Lane, and the play-area immediately in front of Braybrook Street.</p> <p>It is felt that Wormwood Scrubs (excluding the picnic and play areas) and the Train Terminus / Development site / Linford Christie Stadium should not be included within the Old Oak Village Neighbourhood Forum boundary. This is because the Scrubs, and the land occupied by the terminus / development, Prison, Hospital and Linford Christie Stadium etc, has been shared by the local community, as well as herders and drovers, and the military, since the 19th Century. For this reason we would also ask that these areas be excluded from any other Neighbourhood Forums that may claim them, so that all communities may comment equally in regards to their future.</p> <p>3 - We are aware that there are plans to establish another Neighbourhood Forum, which encompasses Old Oak Estate,</p>
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Wells House Road, The Island / The Triangle Estate, Midlands Terrace, and the Wesley Estate. Given the unique history of Old Oak Estate, as mentioned above, we do not wish to be included within this Neighbourhood Forum. Furthermore we do not believe these areas are collectively homogeneous enough to constitute a single neighbourhood forum, as they are architecturally very diverse, and have no shared facilities, or community to speak of. As such it might be better that they constitute smaller Neighbourhood Forums, reflective of their own unique history, and the challenges that they face.

140	Robin Gardiner	External Resident	<p>I live on Highlever Road, W106PP and I support the designation of the Old Oak neighbourhood forum and the proposed boundary for an Old Oak neighbourhood area, which includes the Cargiant/London & Regional Property 46 acre site, as well as the Linford Christie stadium.</p> <p>In view of the recent catastrophic fire at Grenfell Tower in Latimer Road, any further plans for high rise, high density buildings should be opposed and rethought.</p>
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141	Lucia Zucchetti	External Resident	<p>I am a resident of W10 and I am affected by proposed changes in the Wormwood scrubs/Scrubs lane and surrounding area.</p> <p>This is an email to say I support the proposals to designate the Old Oak neighbourhood forum, and its proposed boundary.</p>
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142	Edward Gretton	External Resident	This is to let you now that I support the proposals to designate the Old Oak neighbourhood forum, and its proposed boundary.
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143	Selywn Midgen	Business	<p>I would like to add my support as one of the artists affected by these proposals.</p> <p>I fully support the designation of the Old Oak Neighbourhood Forum including the suggested boundary for the area to be contained within this neighbourhood.</p> <p>It is one of the most important aspects of the present Planning System that local people affected be allowed to have some say on the decisions affected by the proposed development</p>
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144	Sophie Cogan	Unknown	Please add my name to the list of supports for the Old Oak Neighbourhood Forum and it's proposed boundary.
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145	Tom Ryland (Hammersmith Society)	Unknown	<p>We are writing in support of the establishment of the proposed Old Oak Neighbourhood Forum and Plan.</p> <p>The Hammersmith Society is the over arching amenity society covering the northern half of the London Borough of Hammersmith and Fulham. This is defined by the old Metropolitan Borough of Hammersmith and includes Barons Court to the south and College Park and part of OPDC site to the north. The Society was founded in 1962 and is a member of the London Forum for Civic and Amenity Societies</p> <p>The Hammersmith Society seeks to promote excellence in the built environment and architecture in the borough, and preserve and enhance the historic environment and assets where they exist. We seek to improve the urban environment in Hammersmith by promoting public interest in townscape, by campaigning and working with the private developers, local and national authorities. Our membership includes both individuals and local groups concerned about the built and natural environment in Hammersmith. More detail about the Society can be found on our website www.hammersmithsociety.wordpress.com.</p> <p>The forum will represent the views of those living or working in the Old Oak area, most of whom support the need for redevelopment of this underused area of London.</p> <p>The setting up of a forum and neighbourhood area is not an exercise in nimbyism. In the vote at a referendum on a draft neighbourhood plan, voters will be fully aware of all the implications. Much improved access to public transport, and the consequential impact on property values in areas such as College Park and the Old Oak Estate, will play a big part.</p> <p>That said, we are advised that the members of the interim forum have sensed so far is that local people want genuinely 'good growth' rather than 'growth at any costs'. They do not want 'more of the same' in terms of poorly designed residential towers, and development without social and community infrastructure and sufficient open space.</p> <p>This requires some discrimination and foresight when decisions on planning applications are made. We consider that Cargiant/L&R Properties have shown such foresight, in reducing the densities proposed in their own masterplan from 9,000 to 6,300 housing units and in the thought and consultation that has gone into it. On the evidence to date, we have less confidence in the decisions of the OPDC Planning Committee.</p> <p>We ask that that you consider our points below:</p>
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While this Society broadly supports the OPDC Draft Local Plan – with specific reservations - we think that it is unusually prescriptive and detailed. It includes policies, site allocations, roads and routes which (in policy terms) will lock in development proposals at Old Oak North and in the surrounding area over a long period. We currently await the release of the Regulation 19 Submission Version of the Plan, but do not expect it to differ significantly from the initial Regulation 18 release.

The OPDC Local Plan will be adopted in a context of huge uncertainties, which have increased as a result of last week's Election. The form of Brexit to be pursued, and the impact of this on the UK economy, is now up in the air. Uncertainty seems likely to continue to contribute to a falling housing market in London.

Many of London Borough planning departments have to date proved to be unenthusiastic about Neighbourhood Planning, seeing it as an unwelcome complication. We think that this view is not shared by local politicians and MPs, who recognise the need for some rebalancing of power within the English planning system and for the voice of local people to be given greater weight as envisaged in the Localism Act 2011.

While London has been slower than the rest of England to see Neighbourhood Planning take off, we endorse the view that this will change. There are over 330 Neighbourhood Plans in place across England and over 100 forums in London working on draft Neighbourhood Plans.

We understand that the London network of Neighbourhood Planners at www.neighbourhoodplanners.london will be contributing to the review of the London Plan and also watching closely what happens at Old Oak. A Neighbourhood Plan as part of the development plan for a major regeneration area will be a novelty, as compared with what happened at Kings Cross and Battersea/Nine Elms/Vauxhall. But we agree it to be something that many Londoners will support.

In putting together a neighbourhood plan, the Old Oak Neighbourhood Forum should be able to respond swiftly to any changes in the context for the OPDC area. A Neighbourhood Plan has to be consulted on and independently examined, but the timescales for these stages are shorter than the equivalents for a Local Plan. If and when change happens (as it inevitably will) draft policies and site allocations can be adjusted much more quickly than is the case in a Local Plan.

The process of modification or revision of a Neighbourhood Plan has been streamlined through provisions in the new Neighbourhood Planning Act, granted Royal Assent in the final days of the last Parliament.

We endorse the proposed Plan Area for the Old Oak Neighbourhood Plan. However we understand that CarGiant/L & R Properties are considering objecting to the inclusion of Old Oak Plan from the area. We think this would be a negative

step as there could be scenarios in which an Old Oak Neighbourhood Plan is a positive help to ambitions for Old Oak Park.

The balance of power between developers, planning authorities, and local people remains very one-sided. The 'basic conditions' for a Neighbourhood Plan require 'general conformity with the Local Plan.

An over-detailed and prescriptive OPDC Local Plan which seeks to lock into place in 2017 every aspect of a future Old Oak, over two decades of uncertain future, seems to be a misguided approach.

We feel that the OPDC should trust its local residents to have a positive approach and therefore you should encourage the formation of the Neighbourhood Forum.

146	Thames Valley Harriers (Tim Dye)	Business	<p>I am writing as Chairman of Thames Valley Harriers (TVH). TVH is one of the UK's most successful athletics clubs. We operate out of Linford Christie Stadium (LCS), where we use the track and field facilities and where we have a clubhouse, on a site leased from the council.</p> <p>We have considered the proposed Neighbourhood Forum and Plan. We are very sympathetic to the objectives of the proposers. Nevertheless, we have concluded that we do not support the proposal for the Old Oak Neighbourhood Forum and Plan. The Scrubs in general and LCS in particular are obviously of great benefit to the local community as defined in the proposed Neighbourhood. Our membership is made up significantly of local people - many of whom come from within the proposed Neighbourhood area, but many also from the wider area of London and beyond. We are a club that competes nationally and internationally: the facility is of benefit to and is used by many people from beyond the proposed Neighbourhood area. As such, we do not think that it is appropriate for the Scrubs and LCS in particular to be included within it.</p>
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147	Cargiant (Jonathan Smith, DP9)	Business	<p>Firstly, we would like to say that we support the formation of a Neighbourhood Forum. We have greatly welcomed the organisation of the local community groups through the GUA and have found it extremely useful to have so many community organisations and community leaders to talk with. We have liaised closely with the individuals and groups involved in the proposed Neighbourhood Forum and we were pleased to see specific praise for our approach and consultation activities in the application document.</p> <p>Since first launching the project in December 2014, the Old Oak Park team has carried out four phases of consultation and each has included a programme of exhibitions and separate meetings with key representatives of the local community. In fact we have held dozens of such meetings as we are committed to genuine engagement.</p> <p>Over 1,000 people have attended our events and we have made real changes to our designs as a direct result of the engagement and in response to the feedback received, including retaining the Rolls Royce building, introducing a new canal basin and prioritising high quality green and open spaces by reducing the number of homes.</p> <p>The result of all this consultation is a masterplan which is now fully advanced and once we have resolved the issues surrounding the funding and location of key infrastructure, our intention is to submit a planning application during 2018.</p> <p>However, we are writing to request that the proposed boundary be revised so that it does not include the Old Oak Park site. We are conscious that the OPDC is bringing forward its own Local Plan, which the Interim Neighbourhood Forum has contributed to. There will already therefore be a Local Plan out for consultation and our own Masterplan proposals which will see further consultation, both at pre-application stage and once the planning application is submitted. We believe it would be an unnecessary duplication of work to then have a separate Neighbourhood Plan being developed covering the same area, and that the Local Plan and masterplan planning application remains the best route for local community involvement going forward. Relevant guidance recognises that a Forum is just one way to ensure local community engagement, with Local Plans and direct pre-application engagement also representing valid routes where they offer genuine participation in the process. We believe that is the case here.</p> <p>In normal circumstances a local authority plan is often lacking detail or can be out of a date when a Neighbourhood Forum wishes to develop proposals for its area. However that is clearly not the case here, given the extremely detailed level of planning which is being undertaken by both the OPDC and ourselves, and the commitment to genuine local consultation.</p>
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We do not have a view on the other areas proposed for the Neighbourhood Forum boundary, other than to note that our site differs considerably in character from some of the other areas within the boundary. We are a major regeneration site which will address strategic as well as local needs, compared to the established residential areas and areas of open space that the proposed boundary also encompasses. This is relevant to the statutory tests regarding the appropriate boundary for the Forum area, which the OPDC will no doubt need to consider. However, our comments are driven by a positive belief that our engagement strategy to date is a successful model that we wish to continue throughout our planning process, and so for the reasons stated we do not believe it to be appropriate for the Forum area to cover the Old Oak Park site.

On Wednesday 7 June we met with representatives of the Old Oak Interim Neighbourhood Forum to express our support for the formation of the Forum and to explain our position on the boundary. At this meeting we committed to continuing our engagement and close working with the Forum going forward. We explained that if the Old Oak Park site is excluded from the Neighbourhood Forum boundary we would keep consulting with the Forum as if the site was in the boundary. Equally, if the Forum and area is designated as proposed, we will engage positively with the Forum to secure the best outcome for our site and for the area.

148	David Semple	Resident	<p>I am an Old Oak resident and support the Old Oak Friends and Residents Association's plan to establish a Neighbourhood Forum, encompassing the residential streets south of Wormwood Scrubs Park, with Old Oak Common Lane to the west, the streets above Westway to the south, and stretching as far east as Scrubs Lane.</p> <p>The Old Oak estate is of huge architectural importance – the homes were built from 1905 onwards, as Lloyd George's 'Homes fit for Heroes' and the estate is Britain's first Garden Estate. It looks magnificent, has a wonderful sense of community and I think it's important we have a Neighbourhood Forum to help develop a neighbourhood plan.</p> <p>It also makes sense for this Neighbourhood Forum only to incorporate the Old Oak Estate, as it is a unique, homogenous area, in many ways unchanged for over a century. While surrounding areas were heavily bombed in the Second World War, the Old Oak Estate has much the same shape and appearance as it had before the war, and I feel it needs a Neighbourhood Forum to give it a unified voice.</p>
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149	Robin Wilson	External resident	DESIGNATE THE OLD OAK FORUM AND ITS PROPOSED BOUNDARY!! and do not allow the requests of developers to exclude the Linford Christie site and the 46 acres (!) owned by Cargiant.
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150	Pat Tebay	Resident	I believe that the neighbourhood forum is a great idea, as it will benefit new & existing communities as it is redeveloped. As I have lived in the area best part of my life I welcome change, especially if it benefits residents.
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151	Jane and Paula Edmund	Resident	<p>The Old Oak Neighbourhood Forum is a good idea. Having a neighbourhood area that runs across parts of Ealing and Hammersmith & Fulham boroughs will benefit new and existing communities as this area is redeveloped. The Neighbourhood Plan will help residents come up with local-level ideas that support the OPDC's strategic redevelopment of Old Oak.</p>
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152	Janie Duncan	Resident	<p>The Old Oak Neighbourhood Forum is a good idea. Having a neighbourhood area that runs across parts of Ealing & Hammersmith & Fulham boroughs will benefit new and existing communities as this area is redeveloped. The Neighbourhood Plan will help residents come up with local level ideas that support OPDC's strategic redevelopment of Old Oak.</p>
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153	Imogene Foss	External resident	I support the proposals to designate the Old Oak neighbourhood forum, and its proposed boundary.
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154	Heather Farrar	External resident	I support the designation of the Old Oak neighbourhood forum and the proposed boundary for an Old Oak neighbourhood area. the local area cannot support any more traffic
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155	Daniel Jones	Resident	<p>I believe that the Old Oak Neighbourhood Forum & Plan to be a good idea that will benefit new and existing communities through the redevelopment.</p> <p>We need to ensure that we have local policies that will help our local residential areas and start up companies thrive.</p>
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156	Marie Somerville	Resident	<p>Old oak neighbourhood forum is a good idea for existing residents who sometimes feel Left out. Having a neighbourhood area that runs across parts of Ealing, Hammersmith & Fulham boroughs will benefit new and existing communities during this very large redevelopment. The neighbourhood plan will help residents and enable them to come up with local-level ideas that support the OPDC's strategic redevelopment of Old Oak.</p> <p>Remember people matter.</p>
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157	Alessia Stevani	Unknown	<p>I'm writing to give my support to the creation of an extended neighbourhood area spanning Ealing and Hammersmith & Fulham.</p> <p>I hope this will ensure that residents can be consulted across matters covering surrounding areas, not just their own.</p> <p>The Old Oak area is uniquely situated on the border of 3 boroughs: Ealing, H&F and Brent and is affected by a number of issues originating in all these areas.</p>
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158	Eileen Walsh	Resident	<p>The Old Oak Neighbourhood Forum is a good idea. Having a neighbourhood area that runs across parts of Ealing and Hammersmith & Fulham boroughs will benefit new and existing communities as this area is redeveloped. The Neighbourhood Plan will help residents come up with local level ideas that support the OPDC's strategic redevelopment of Old Oak.</p>
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159	Alexandra McKenzie	External Resident	I would like to state that I support the proposals to designate the Old Oak neighbourhood forum, and its proposed boundary.
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160	Jane and Sarah Ahrahart	Resident	<p>We are Residents living in Old Oak, and support the Old Oak Friends and Residents Association in the initiative to establish a Neighbourhood Forum which encompasses the following area, see map attached, and comprises of the roads which constitute the Resident's Association, viz:</p> <p>Begonia Walk, Bentworth Road, Braybrook Street, Cactus Walk, Du Cane Road (west), Erconwald Street, Fitzneal Street, Foliot Street, Heathstan Road, Henchman Street, Hilary Road, Maurice Street, Melitus Street, Norbroke St, Old Oak Common Lane, Osmund Street, Primula Street, Stokesley Street, Terrick Street, Westway, Wulfstan Street</p> <p>The reasons for establishing the Neighbourhood Forum are summarised below.</p> <p>1 - The 54 acres of land which the Old Oak Estate and surrounding area occupies was given by the Ecclesiastical Commissioners for the provision of some 1000 homes. The land had belonged to the Church of St Michael and All Angels, Kensington, and construction of the Old Oak Estate began in 1905, and was completed in 1923 under the Addison Act, otherwise known as 'Homes fit for Heroes.' The development was the first Garden Estate in the country, comprising of several distinct styles of homes, all of which are considered to be of important architectural merit, and subject to Conservation Orders.</p> <p>The Old Oak Friends and Resident's association consists of 21 roads, and is open to Tenants and Residents, as well as Friends of Old Oak, alike. OOFRA's constitution reflects the homogeneous nature of the estate, and it's unique history. We are desirous to establish a Neighbour Forum, and to develop a neighbourhood plan, that will benefit the community, and attempt to address the challenges that the area faces.</p> <p>2 - The boundary chosen for the Neighbourhood Forum encompasses the estate's residential dwellings, and community buildings, including the Community Centre and Church. It also includes the picnic area (which belonged to the Mission Church Scout Troop, Braybrook St), adjacent to Braybrook Street and Old Oak Lane, and the play-area immediately in front of Braybrook Street.</p> <p>It is felt that Wormwood Scrubs (excluding the picnic and play areas) and the Train Terminus / Development site / Linford Christie Stadium etc should not be included within the Old Oak Village Neighbourhood Forum boundary. This is because the Scrubs, and the land occupied by the terminus / development / Prison, Hospital and Linford Christie Stadium etc, has been shared by the local community, as well as herders and drovers, and the military, since the 19th Century. For this reason we would also ask that these areas be excluded from any other Neighbourhood Forums that may claim them, so that all communities may comment equally in regards to their future.</p>
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161	Karin Derstroff (TfL)	Landowner	<p>Please note that the following comments represent the views of Transport for London (TfL), who is responsible for strategic transport co-ordination in Greater London. These comments are made entirely on a 'without prejudice' basis and represent TfL's views on the specific neighbourhood area application, as well as wider protocol issues around TfL's role in the Neighbourhood Planning process. You should not interpret them as indicating any subsequent Mayoral decision on any planning application based on any proposed scheme. Furthermore, these comments also do not necessarily represent the views of the Greater London Authority.</p> <p>Old Oak Area Application</p> <p>TfL recognizes the important role that neighbourhood planning plays in enabling local communities to shape and promote development in their area. Given its very nature, as a transport operator, employer and owner of land, assets and infrastructure across London, TfL has an interest in facilitating the neighbourhood planning process in Old Oak.</p> <p>However, the area submitted by the Interim Forum for designation covers a large and complex brownfield site and includes the existing East Acton station; the area for potential new London Overground stations at Hythe Road and Old Oak Common Lane; the proposed HS2 / Great West Mainline / Crossrail (Elizabeth Line) station; and the Crossrail depot. It therefore contains existing and proposed transport infrastructure of both London-wide and national importance, beyond the proposed neighbourhood area boundaries. The proposed infrastructure is technically complex to develop and TfL therefore has concerns that neighbourhood planning may not be the most appropriate process to shape the future of these major infrastructure sites, whilst ensuring these vital transport projects are deliverable and viable.</p> <p>In addition, TfL notes that part of the proposed neighbourhood plan area is brownfield land, which is currently used for commercial and industrial purposes, combined with a number of residential communities in North Hammersmith, lying on the edge of the OPDC boundary. Regeneration aspirations for the area envisage the nature of Old Oak Central to change substantially, with higher residential and employment densities and changes in the nature of jobs. TfL therefore acknowledges that while some areas are indeed appropriate to be designated as neighbourhood plan areas, the proposed area in its entirety may not be due to inherent differences in character. This is not in accordance with the DCLG</p>
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Neighbourhood Planning Practice guidance, which suggests the ‘physical appearance or characteristics’ of the neighbourhood as one of the criteria for assessing the suitability of a proposed neighbourhood planning area.

In summary, while TfL recognises and supports Central government’s aspirations to enable local communities to shape their local area, TfL would like to express concerns with regards to the suggested boundary. TfL considers residential areas in the fringe of the plan area appropriate to form a neighbourhood forum and prepare a neighbourhood plan, yet it does not consider the proposed area in its entirety to be appropriate for the purposes of neighbourhood planning. TfL therefore advises that the boundary should be revised to designate a smaller plan area that excludes the areas of existing and proposed transport infrastructure, and the most technically challenging large development sites, in order to form a more coherent neighbourhood. TfL has been working with the OPDC and boroughs to develop the Old Oak and Park Royal Local Plan. To support this work, TfL has also carried out a Strategic Transport Study for Old Oak Common and is currently conducting a review of the surface links proposed to date. TfL would welcome the engagement with local community groups, however, it would like to avoid the neighbourhood forum undertaking separate work with regards to linkages that could repeat or duplicate activities undertaken or underway, as suggested in the application document. TfL will need to consider how to maintain a dialogue with the community groups over the coming months and years, to ensure the local knowledge is captured as designs develop.

162	Stuart McCaffer	Resident	<p>The Old Oak Neighbourhood Forum is a good idea. Having a neighbourhood area that runs across parts of Ealing and Hammersmith & Fulham boroughs will benefit new and existing communities as this area is redeveloped. The Neighbourhood Plan will help residents come up with local level ideas that support the OPDC's strategic redevelopment of Old Oak.</p>
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163	Cheryl Aldridge	Resident	<p>As a local resident within the Old Oak Neighbourhood, I am writing to support the idea of the Old Oak Neighbourhood forum.</p> <p>As the development area crosses borough boundaries, I think it would be especially useful to have a neighbourhood area, with local representation and participation, that also runs across the affected parts of the Ealing and Hammersmith & Fulham boroughs. Such a forum will benefit both those of us already living in the area, and the new communities that will grow as new housing is developed and populated.</p> <p>The Neighbourhood Plan will help residents to come up with local-level ideas which will support the OPDC's strategic development of Old Oak.</p>
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164	Chris Paulsen	External Resident	I support the proposals to designate the Old Oak neighbourhood forum, and its proposed boundary, as it's important that local people have a say in matters that affect them.
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165	Eileen Hannington	Resident	<p>The Old Oak Neighbourhood Forum is a good idea, having a neighbourhood area that runs across parts of Ealing and Hammersmith & Fulham boroughs will benefit new and the existing communities as this area is redeveloped in the future. The Neighbourhood plan will help residents come up with local level ideas that support the OPDC's strategic redevelopment of Old Oak.</p>
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166	Fiona Gallagher	Business	I support the designation of the Old Oak neighbourhood forum and the proposed boundary of an Old Oak neighbourhood area
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167	Fleur Melville	Resident	<p>I believe that the old oak neighbourhood forum is an excellent idea and I support it fully. As this area is continued to be developed having a forum that represents residents from both Ealing and Hammersmith and Fulham boroughs will benefit all and give a much needed voice and unification of an already strong community presiding in all areas of the Old Oak Lane development area. We want to work alongside the OOCd and contribute to strategic redevelopment of Old Osk.</p>
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168	HS2 Ltd (Ryan Ward)	Business	<p>We have read the designation application documents and welcome the applicant's recognition of HS2 as a national infrastructure project and of the High Speed Rail (London-West Midlands) Act 2017 ("the Act"). The applicant's proposals recognise the planning powers conferred by the Act and acknowledges that proposals relating to works contained in the Act will be excluded from any provisions made/policy proposals in any Neighbourhood plan. However, we note that the character of the HS2 station site is different to the rest of the proposed area. Subject to the provisions outlined above, HS2 Ltd has no further comment to make on the proposed designation at this time, other than reiterating that any Neighbourhood Plan should not include policies or proposals relating to the HS2 safeguarded land area or works subject to the Act. Hs2 Ltd would welcome the opportunity to review the forthcoming iterations of any emerging Neighbourhood Plan information, and engaging with the applicants at an appropriate future point.</p>
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169	Laura Maniura	External Resident	<p>I live on Highlever Road, W10 6PP and I support the designation of the Old Oak neighbourhood forum and the proposed boundary for an Old Oak neighbourhood area, which includes the Cargiant/London & Regional Property 46 acre site, as well as the Linford Christie stadium.</p> <p>In view of the recent catastrophic fire at Grenfell Tower in Latimer Road, any further plans for high rise, high density buildings should be opposed and rethought.</p>
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170	Daniela Geatti	External Resident	I support the proposals to designate the Old Oak neighbourhood forum, and its proposed boundary. the boundary is important as not to be shrunk
171	Harriet Hedden	Resident	I would like to confirm that I support the designation of the Old Oak neighbourhood forum and the proposed boundary of an Old Oak neighbourhood area.
172	Gerard Gleeson	Resident	The Old Oak Neighbourhood Forum is a good idea. Having a neighbourhood area that runs across parts of both Ealing and Hammersmith & Fulham boroughs will benefit new and existing communities as this area is redeveloped. The Neighbourhood Plan will help residents come up with local level ideas that support the OPDC's strategic development of Old Oak.
173	Theokritos Papadopoulos	Resident	I would like to confirm that I support the designation of the Old Oak neighborhood forum and the proposed boundary of an Old Oak neighborhood area.
174	Interim Old Oak Forum (Mark Walker)	Community Group	<p>In response to the OPDC designation consultation, I'm writing to express my support for an Old Oak Neighbourhood Forum and Plan based around the proposed boundary that encloses communities totalling 7,000 people across Ealing and Hammersmith & Fulham boroughs.</p> <p>Local communities welcome the redevelopment of Old Oak. We are impressed by the detailed consultations and engagement from the OPDC staff at every level since the corporation was set up. We think too that amid ongoing reduction of councils' funding/resources, individual local boroughs cannot develop such a large area strategically and with such an open approach.</p> <p>We believe, however, that neighbourhood planning is an invaluable way to enhance this area's development, by drawing on local knowledge and insight, for six main reasons.</p> <p>1) An Old Oak Neighbourhood Forum means collaboration, not opposition We believe that our neighbourhood forum / boundary is an appropriate area for neighbourhood planning and a practical way to channel the best thinking and insights from local communities.</p> <p>We noted at our interim Forum's presentation of the concept to the OPDC Planning Committee in February 2017 some unease among committee members: Colin Haylock said that such plans had caused a kind of 'trench warfare' between</p>

certain Local and Neighbourhood Plans. In contrast, Old Oak Forum members are not interested in opposing the area's redevelopment (many residents want, for example, to see more social housing built) as we are a series of small communities with modest resources - we don't have the closed minds or ungenerous spirit that other communities have shown in trying to halt development; our areas need it. It's accepted by everyone involved in the forum that any Old Oak Neighbourhood Plan must be in general conformity with the OPDC Local Plan – there is no reason for committee members to portray our application as creating threats to redevelopment led by the corporation. In addition, we emphasise that the interim Forum policy is already to comment on OPDC strategic plans and it does not intend to respond to individual planning applications.

We believe that the fears expressed by planning Committee members in February (and in subsequent discussions) betray their background in big development projects and a lack of experience in dealing with small communities that are working together to assume a positive role in the area's revival.

2) Appropriateness of Forum Area for designation

Development on this scale will transform West London and Old Oak but in ways that go well beyond the purview of planning teams: the proposed area is appropriate for neighbourhood planning since its boundary was chosen after months of consultation between the residents' groups involved and because of the clear commonalities between these residential enclaves.

These small communities are and will be affected by a whole raft of development & associated factors - including HS2's construction, accommodating HS2 contractors' workforces, new TfL stations in Old Oak, rapidly-increasing HMO rental levels, pressure on parking, and impacts of the rapid Gypsy Corner gyratory development and so on. These impacts extend well beyond the OPDC's remit and will last for many, many years, even decades. Many of these factors require dedicated monitoring and enforcement from now onwards. Therefore, co-operation between small enclaves backed by the corporation, is essential to their cohesiveness and survival, rather than a case of local communities trying to 'shadow' the OPDC Local Plan area and set itself up to oppose development.

3) Information-sharing by the interim Forum supports community engagement

The interim Old Oak Neighbourhood Forum has operated for 18 months. Its meetings are attended by existing communities' residents associations, community groups, developers, new residents of the area and residents from outside its boundary. Members have been heartened by the practical discussions, updates for attendees and common thinking across the communities; people support the redevelopment and helping gain a sustainable role for existing communities within it. More than that, OPDC partners, including developers such as QPR / Genesis Housing, have

taken the opportunity to present their plans to the Forum as part of their ongoing community engagement and found the sessions rewarding.

The Forum is already making a practical contribution to the process of engagement between public bodies, development teams and residents.

4) Neighbourhood-level input enhances strategic development

The OPDC Local Plan, which provides a strategic development framework for 20 years, inevitably deals with the development area as a series of zones (e.g. Car Giant, etc.) but it cannot address small local-level needs that inevitably "fall between the cracks" of these larger developments.

As an example of ideas dropping through the cracks, we have seen in recent years, rapid approval for offices and accommodation at the Gypsy Corner gyratory as well as the planned Oaklands housing development. Sadly, because of the economics of construction, many of these developments, particularly the smaller ones, are essentially self-sustaining buildings. They create unwelcoming and under-used public spaces around them, most glaringly in the case of the North Acton gyratory. However much a developer such as QPR/Genesis might plan to 'animate' its Oaklands site with 'events', these are non-planning initiatives and do not make up for the fact that the cluster looks inwards and its green space is integral for occupiers and leaves a lack of wider connectivity around the building. In effect, Oaklands has already 'locked out' existing communities and misses the opportunity to create easily visible public / green space. We believe that a neighbourhood plan can help enhance such developments in sensible and subtle ways instead of residents' suggestions to ameliorate the buildings' design demonstrably being shut out.

Forum members know from discussions going back several years with the OPDC and developers that building at Old Oak will inevitably go forward in tranches, especially given the complexity of the Old Oak Common Station site and in view of site infrastructure/funding challenges that developers face in parts of the zone. As result, this 'gaps in development' issue will arise in many forms in the future.

5) Neighbourhood planning identifies hyper-local development opportunities

Mining diverse communities' knowledge takes a long time. Important ideas from communities will develop outside of a OPDC formal plan, however well it has been researched. Since running the interim Neighbourhood Forum, I have been excited to hear of, for example, neighbourhood plan policies that have allowed change of use for retail units to allows business and arts venues to thrive. We know of artists and makers in the Wesley Estate that don't have local resources to

develop and exhibit their work; we believe that some very small-scale neighbourhood planning could build in such facilities at low cost in the future.

On a more vexed borough-level question, the Old Oak Conservation Area has in the last 18 months seen Ealing Council approve homeowners' irregular development applications that are changing the fundamental character of entire street facades and rooflines and, in one case, impinging on a public area. These changes are spoiling the area's appeal for new residents and its continued use as a film location for Ealing Studios and other production teams. These intrusive changes could have been easily amended and even avoided if Ealing Council showed more imagination and was not under continued massive pressure to rubber-stamp development in East Acton. We believe that under neighbourhood planning, policies could be written that sensitively balance such needs, allowing property owners to extend buildings or build vital extra living space without undermining the area's essential aesthetic appeal and character.

In another example, residents across Old Oak like the idea that (aside of Imperial College's start-up accommodation) there are already three start-up company spaces on the Old Oak Lane/Victoria Road – the CoClub, the Coworking space and the Collective – that together represent a ready-made start-up strip or community in Old Oak. A Neighbourhood Plan could build in small-scale, highly-targeted building use ideas that would make entrepreneurship / micro-business set-up even more attractive and workable in this area. This type of approach will be needed to make such activity viable over time since the redevelopment of zones such as Olympic Park in East London has been seen to price small firms out of their original area.

These local improvements / future possibilities would be the direct results of or opportunities from sensible neighbourhood planning policies that tease out additional benefits from strategic development without opposing it or hampering the development process.

6) Sustainable communities – beyond planning

Many Old Oak Neighbourhood Forum personnel have spent years of campaigning for better local services at the edge of three London boroughs with widespread industrial sites. These members know from daily experiences that building sustainable communities is as much about putting in place sensible neighbourhood-level policies or running street-level initiatives like renovation of green spaces. These activities might well escape the attention of a planning authority completing a Local Plan with such a big remit and massive job creation and housing delivery targets.

As an LPA, the OPDC will take developers' strategic, zoned, plans to the approval stage but there are many 'phases' of

building new districts beyond planning which will need local community insight and input. As an example of building resilient communities, the Forum wants to investigate the possibility of putting in policies that could help to limit the unauthorised / illegal over-development of rental properties such as HMOs or unregistered houses. This isn't a case of nimbyism, the existing Old Oak area is defined by small, communities that are friendly, diverse and open but they are already being overwhelmed by the sheer numbers of transient working people renting properties. Self-interested landlords have no interest in these residential area' cohesion and their tenants, crammed into small flats, cause many types of antisocial behaviour. Residents in these communities are already having to report and monitor such behaviour and sometimes criminality on a daily basis.

Residents across Old Oak are already seeing that boroughs such as Ealing Council lack the resources to regulate such developments and strike a balance between different groups' living needs. Forum members are constantly seeing examples of such issues: Wells House Road residents have acted to stop criminal behaviour by HMO tenants and some been threatened with violence as a result. My own association helped the council and local police to safeguard a local tenant who feared for his safety because of a fellow occupant's behaviour. The questions that communities across Old Oak are now spending an excessive amount of time dealing with, centre on how many times will such street-level interventions have to be repeated across these communities in the months and years ahead? Who will respect communities and enforce regulations when councils seem to lack the resources to manage them? Who, aside of these street-level trends, will find the time to deal with stakeholders? In the case of HS2, its construction and tunnelling work will transform this area but its community engagement has already been wholly inadequate, to the point of alienating many local residents groups.

We believe that a sensible and manageable approach for all parties is for a neighbourhood forum, working alongside the OPDC and local boroughs, to provide some clearer thinking and sensible collaboration with local government bodies to address these challenges from now. It will certainly be a much better use of local government and its partners' community support and enforcement resources.

Summary – a Neighbourhood Plan that supports the OPDC's work

The Old Oak Neighbourhood Forum is providing a practical forum for local people to understand and support the area's redevelopment and we urge the corporation to designate our application and area boundary.

The Forum will collaborate with and enhance the strategic development guided by the OPDC and brought forward by developers and public organisations.

Its input will also form an essential part of building resilience for communities that are already on the brink of being overwhelmed by development from HS2 developments in Old Oak and non-strategic development of the North Acton gyratory. It will also help, through small-scale ideas, new communities and microbusinesses in larger zones to put down lasting roots and survive. These are 'grass roots' interventions that 20-year strategic plans cannot see or activate.

Despite local people's anticipation of an exciting new Old Oak, there is an unprecedented level of development by national / regional /borough bodies, focused on a few small wards and enveloping small housing enclaves. The scale of such change demands a joined-up local neighbourhood planning and representative body. This model will give local people a more 'manageable' picture of what is development is going on and its implications and opportunities, because it is community-led and filters information for local people to digest.

Sadly, London's authorities still do not recognise the extent to which Old Oak residents are overwhelmed by a near-daily diet of developers' consultations, diary requests, meetings and promotional information. Nor do City Hall and local councils acknowledge that many boroughs' departmental services – especially enforcement – are already unable to mitigate almost any development's impacts on Old Oak residents - such as pressure on transport, anti-social behaviour from multi-tenanted properties and pressure on parking spaces.

An Old Oak Neighbourhood Forum and Plan will harness local knowledge and small-scale planning policies to support the OPDC's work. It will lift the 'consultation burden' on these communities and provide the best planning outcomes for new ones that join them - while channelling their creativity and knowledge. A Neighbourhood Forum is the only local residents' body that can realistically perform this crucial role in Old Oak. The Mayor's Review of the OPDC called for an innovative approach by the corporation to community engagement; this forum provides a vital foundation for this recommendation to be met.

175	Ana Parfin	Resident	<p>I am writing to support the set up of an Old Oak Neighbourhood Forum&Plan. Having a neighbourhood area that runs across parts of Ealing and Hammersmith & Fulham boroughs will benefit new and existing communities as this area is redeveloped. The Neighbourhood Plan will help the residents come up with local-level ideas that support the OPDC's strategic redevelopment of Old Oak.</p>
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176	Gráinne Palmer	External Resident	<p>This email to is to officially voice my support for the proposals to 'designate the Old Oak neighbourhood forum', i.e., to extend its boundary so that local residents in North Kensington can also have a say over plans for all developments in the area, because our lives will be significantly affected by them.</p> <p>Like many of my neighbours, I'm very concerned about having a voice in the plans for Old Oak and the surrounding area. I use Big and Little Scrubs regularly, North Pole Road and White City and am very affected by the already increased congestion on local roads and their support systems. I'm also very worried about other ramifications of increased housing density in this around here, especially in connection with health, education facilities, transport, traffic, and open space.</p> <p>Recent events have also highlighted the dangers of high rise residential buildings and raise many questions about their safety.</p>
177	Devika Dass	External Resident	<p>I currently live off Latimer Road W10 and feel that the new development will affect me.</p> <p>I therefore support the proposals to designate the Old Oak neighbourhood forum, and its proposed boundary. The boundary is important, given that other respondents will be asking for this to be shrunk so as to leave out their own development sites.</p>
178	Greater London Authority (Brienne Stolper)	Government Body	<p>Thank you for consulting the Mayor of London on the designation of the Old Oak Neighbourhood Area.</p> <p>Please note that the following is an officer response only:</p> <p>National Planning Policy Guidance (NPPG) sets out detailed guidance on all aspects of neighbourhood planning including designating a neighbourhood area. Paragraph 33 sets out possible considerations when deciding boundaries of a neighbourhood area and includes:</p> <ul style="list-style-type: none"> • The physical appearance or characteristics of the neighbourhood, for example buildings may be of a consistent scale or style

<ul style="list-style-type: none"> • Whether the area forms all or part of a coherent estate either for businesses or residents • Whether the area is wholly or predominantly a business area • Whether infrastructure or physical features define a natural boundary, for example a major road or railway line or waterway • The natural setting or features in an area <p>I am of the opinion that the area proposed for designation does not meet at least some of the guidelines above for the following reasons:</p> <p>Size of proposed area</p> <p>Although there is no guidance regarding the size of a neighbourhood plan area, the size proposed at around 270 ha is unprecedented and seems far larger than what would normally be considered a neighbourhood. The merits of designating such a large area are unclear. For example, the neighbouring St Quintin and Woodlands Neighbourhood Area is 42 ha in size and seems more in keeping with NPPG guidance.</p> <p>Character of the area</p> <p>It is evident that the characteristics of the proposed area encompass many different types of uses, buildings and scales. This includes residential, Metropolitan Open Land (MOL), a cemetery and crematorium, industrial sites and large scale rail infrastructure. It is difficult to understand what characteristics tie these different land uses together as they are clearly extremely disparate and diverse in nature and cannot be considered consistent in style. Even the residential areas are distinctly different in style, from Woodmans Mews, a classic post war estate to the pre First World War Old Oak Estate and the Victorian cottages of The Island Triangle.</p> <p>Part of a coherent estate</p> <p>Similar to above, it cannot be said that the proposed area forms all or part of a coherent estate either for businesses or residents. The proposed area includes businesses, residential, MOL and major rail infrastructure which, in my opinion is contrary to what could be considered all or part of a cohesive neighbourhood area. One of the most puzzling aspects is that the residential area to the west of Old Oak Common Lane has not been included within the proposed boundary. It is similar in character to the east of Old Oak Common Lane and together they would form a contained and natural neighbourhood area in itself.</p> <p>Boundary defined by infrastructure and natural or physical features</p> <p>There seems to be no logical reason for the proposed boundary. The proposed boundary cuts through St Mary's and Kensal Green Cemeteries, where it should either include or exclude the whole area, using the natural border of the cemeteries as a boundary; Wormwood Scrubs provides a natural boundary as do the railway tracks and canal but these have not been used as boundaries for the proposed neighbourhood area. There are areas that have been excluded to take account of HS2 construction compounds, however there does not seem to be much of a rationale for the proposed boundary other than trying to include residential areas on the fringe of the OPDC area.</p>
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Wormwood Scrubs and St Mary's Cemetery

Wormwood Scrubs is designated as Metropolitan Open Land (MOL) and in the London Plan, MOL has the same protection as Green Belt land (see policy 7.17). In addition, Wormwood Scrubs is protected by the Wormwood Scrubs Act 1879, which gives rights to the public to enjoy it in perpetuity and it is therefore one of the most protected public open spaces in London. The inclusion of Wormwood Scrubs within the proposed boundary of the Old Oak neighbourhood area is therefore considered unnecessary as no development can take place and it already has the highest statutory protection. It is consequently hard to understand what purpose would be served by including Wormwood Scrubs within the neighbourhood boundary. Similarly, it is considered unnecessary to include St Mary's Cemetery, and part of Kensal Green Cemetery within the proposed boundary as cemeteries are protected against development through London Plan policy 7.23.

179	Leo Davis	Resident	<p>This seems to me a good idea to have a neighbourhood area that runs across parts of Ealing & Hammersmith & Fulham boroughs. It hopefully will benefit the existing and new communities as the area is redeveloped.</p> <p>It will be helpful to residents to be involved and support OPDC's redevelopment of the Old Oak area.</p>
180	Martina Margetts	External Resident	<p>I strongly support the designation of an Old Oak Neighbourhood Forum, and the proposed boundary of an Old Oak neighbourhood area. Local people need to have a voice in the planning of this new part of London.</p>
181	Marta Donaghey	Resident	<p>I am writing to you in support of setting up an Old Oak Neighbourhood Forum.</p> <p>To have a Neighbourhood Plan would be crucial for the existing local communities by allowing them to be involved in the strategic development of Old Oak.</p>

			Having a proposed neighbourhood area running across parts of Ealing and Hammersmith & Fulham will benefit new and existing communities as the redevelopment takes place.
182	Johnnie Everton	Resident	<p>I believe the Old Oak Neighbourhood Forum is a great idea.</p> <p>As due to the area being redeveloped it would be great to have a neighbourhood area that runs across parts of Ealing and Hammersmith & Fulham boroughs and will benefit old and new as this area redeveloped.</p> <p>Hopefully this will help residents come up with local level ideas that support the OPDC's strategic redevelopment of Old Oak.</p>
183	Owner of 151 Scrubs Lane (Adam McConaghy (CBRE))	Landowner	<p>The landowner is in general terms supportive of the document and welcomes the Forum as an opportunity to continue to strengthen their relationships within the community; we do however wish to submit representations regarding the extent of the proposed Neighbourhood Area, and the implications this may have on the effectiveness of the forthcoming Neighbourhood Plan.</p> <p>The proposed Neighbourhood Area covers much of the eastern half of the Old Oak and Park Royal Development Corporation area, combined with a number of residential communities in North Hammersmith (London Borough of Hammersmith and Fulham). This is an extensive area for which a Local Plan is already forthcoming in the form of the OPDC Local Plan.</p> <p>It is stated at Paragraph 0.5 of the consultation document that the Old Oak Interim Neighbourhood Forum has already contributed to the preparation of the OPDC Local Plan, and as such have already influenced forthcoming policy within the wider area. We consider that any new Neighbourhood Plan for the area would be more effective if it was more focussed on areas which are directly occupied, used and enjoyed by the local community, given that an up-to-date Local Plan for the wider area is forthcoming and has been influenced already by the Neighbourhood Forum.</p> <p>The boundaries of the proposed Neighbourhood Forum are considered best drawn around existing neighbourhood and recreational areas. To include strategic sites already identified within the wider OPDC framework, to which the Forum has been, and will continue to be, consulted on adds an additional layer of policy in respect of future development which has the potential to delay development and the strategic delivery of sites within this key regeneration and growth area.</p> <p>Given the strategic nature of the OPDC area, it is considered strategic sites should be guided by the overarching OPDC policy, and not Neighbourhood Policy which, while an important and valuable part of the planning process, is by its very nature concerned primarily with local issues and the local community, and not strategic aspirations. Given the geographical position of the sites at the edges of the proposed Neighbourhood Area boundary, we consider it is logical and sensible to adjust these boundaries to omit these sites, for the reasons we have detailed above.</p>
184	Owner of 203 Old Oak Common Lane (Adam	Landowner	<p>The landowner is in general terms supportive of the document and welcomes the Forum as an opportunity to continue to strengthen their relationships within the community; we do however wish to submit representations regarding the extent of the proposed Neighbourhood Area, and the implications this may have on the effectiveness of the forthcoming Neighbourhood Plan.</p>

	McConaghy (CBRE))		<p>The proposed Neighbourhood Area covers much of the eastern half of the Old Oak and Park Royal Development Corporation area, combined with a number of residential communities in North Hammersmith (London Borough of Hammersmith and Fulham). This is an extensive area for which a Local Plan is already forthcoming in the form of the OPDC Local Plan.</p> <p>It is stated at Paragraph 0.5 of the consultation document that the Old Oak Interim Neighbourhood Forum has already contributed to the preparation of the OPDC Local Plan, and as such have already influenced forthcoming policy within the wider area. We consider that any new Neighbourhood Plan for the area would be more effective if it was more focussed on areas which are directly occupied, used and enjoyed by the local community, given that an up-to-date Local Plan for the wider area is forthcoming and has been influenced already by the Neighbourhood Forum.</p> <p>The boundaries of the proposed Neighbourhood Forum are considered best drawn around existing neighbourhood and recreational areas. To include strategic sites already identified within the wider OPDC framework, to which the Forum has been, and will continue to be, consulted on adds an additional layer of policy in respect of future development which has the potential to delay development and the strategic delivery of sites within this key regeneration and growth area. Given the strategic nature of the OPDC area, it is considered strategic sites should be guided by the overarching OPDC policy, and not Neighbourhood Policy which, while an important and valuable part of the planning process, is by its very nature concerned primarily with local issues and the local community, and not strategic aspirations. Given the geographical position of the sites at the edges of the proposed Neighbourhood Area boundary, we consider it is logical and sensible to adjust these boundaries to omit these sites, for the reasons we have detailed above.</p>
185	Yvonne Hat	Resident	Old oak forum
186	Queen's Park Rangers (Oliver Carr (Hepher-Grincell))	Landowner	<p>Summary of Representations</p> <ul style="list-style-type: none"> - The area identified is not appropriate for a neighbourhood forum as it is not a recognised neighbourhood, rather a collection of more widely dispersed communities. The proposal is therefore not in accordance with National Planning Practice Guidance. A neighbourhood forum is not the best way for the voices of the various communities within them to be heard. - If the Neighbourhood Forum does progress, then the area it covers should be more tightly drawn and limited to the exiting residential areas, which are predominantly to the west of the Old Oak Regeneration Area. It is not appropriate for the Neighbourhood Forum to include the core Old Oak Regeneration Area (with its complex series of development and infrastructure issues) within its boundary. It is also inappropriate to try and include the existing significant areas of Public Open Space or community facilities, as these serve all of London and not just the local communities.

- The Local Plans for both the OPDC and LBHF remain in draft therefore it is premature to seek to progress a Neighbourhood Plan at this time.

We expand on these points below with reference to the sections within the designation document.

Executive Summary and Context

Whilst it is important that the local community continues to be consulted in connection with the emerging OPDC Local Plan, this has already been taking place effectively with the various resident's groups and in fact, elsewhere in the designation document (paragraphs 10.3 and 10.4) it states that these groups will continue to operate in their own right in any event. The aims set out in paragraph 0.5 can be achieved through these established channels of engagement of with the OPDC (and LBHF) and the addition of a Neighbourhood Forum is unnecessary.

Contrary to the statement made in paragraph 0.8, we consider that a Neighbourhood Forum for Old Oak has the potential to cause delay and confrontation with the emerging Local Plan process. We also do not agree with the comments made in paragraph 0.9 that the Neighbourhood Forum will offer an effective and focused means for future engagement.

Introduction

Regarding paragraph 1.4, the commentary on the OPDC plan provides sufficient a forum to engage and shape policy in the area. Most parts of the area are due to fundamentally change and it is pre-emptive to set a neighbourhood forum at this stage.

As to paragraph 1.5, fundamentally, the area identified is not one neighbourhood but rather a collection of different communities that do not readily connect. This is highlighted by the comments in paragraphs 10.3 and 10.4 that confirm that these communities will continue to act independently and lobby for their own points of interest. We do not consider that this accords with the National Planning Practice Guidance on neighbourhood forums.

As regards paragraph 1.6, we agree with the view expressed by the OPDC Officers that it is not appropriate for a Neighbourhood Forum to seek to include such a large and nationally significant regeneration project. The scale and complexity of the development being proposed is beyond the scope of Neighbourhood Planning.

Similarly, in paragraph 1.7, sustainable urban development that is supported by the public can be achieved with consistent engagement with the OPDC and consequently does not require a Neighbourhood Forum. It is also the case that the Local Community is directly represented on the OPDC Board.

Boundary and Size of the Proposed Area

If a Neighbourhood Forum does progress, then the area it covers and its boundary need significant amendment. What has been proposed has been drawn in an arbitrary manner taking in a very large area that includes a series of smaller distinct communities and does not represent an established neighbourhood.

As stated, the OPDC Regeneration Area is of both London-wide and national significance. It raises a number of complex challenges that are not appropriate for a Neighbourhood Plan. The OPDC has been set up to take this forward

and while it is appropriate for the local communities to be involved as proposals develop, it is not appropriate for the Neighbourhood Forum to influence the process by including it within the Neighbourhood Boundary.

The proposed boundary also contains many areas of significant existing open space and public facilities. These include St Mary's Cemetery, Little Wormwood Scrubs, Wormwood Scrubs and the Linford Christie Stadium. These are all existing public amenities or facilities that serve a wide catchment of London and beyond and not just the communities within the proposed Neighbourhood boundary. These areas are also already protected by existing planning policies such as Metropolitan Open Land and are within public control. It is therefore both unnecessary and inappropriate for these areas to be included.

Therefore, we suggest that a more appropriate boundary would be drawn tightly around the existing residential areas that primarily lie to the west of the main Old Oak Regeneration area.

Likely Scope of an Old Oak Neighbourhood Plan

As regards the points made in paragraph 4.1, it is considered that residents in the various communities identified can make a contribution without the need for a Neighbourhood Forum and a Neighbourhood Plan.

Paragraph 4.5 acknowledges the complexities and uncertainties that surround the Old Oak Regeneration. If the Forum does proceed, the Neighbourhood Plan should focus on the existing residential communities as suggested, but this should be the limit of the Plan's influence.

Involvement of Local Businesses and with Developers

Paragraph 7.3 mentions the consultation held to date with QPR. QPR continue to pursue plans to relocate from Loftus Road and to progress other regeneration projects in the Old Oak area and will continue to engage with local communities in connection with these plans.

A Phased Approach to Neighbourhood Planning at Old Oak

As regards paragraph 8.1, it is our view that the formation of a Neighbourhood Forum and Plan as proposed will have the potential to obstruct, delay and complicate the Old Oak Regeneration. This is unnecessary and would be very unhelpful for what is already an extremely complex proposal.

If the Forum does progress, its focus should only be in connection with the area identified in paragraph 8.3, namely the existing communities, and not the wider area. The timing of the development of the proposed Plan is also premature as the OPDC's Local Plan is still at a relatively early stage. Any Neighbourhood Plan should be delayed until the overarching planning policy framework of the Local Plan has been confirmed.

We consider that paragraph 12 is incorrect in that both the OPDC and LBHF provide residents with an appropriate forum to make a coherent contribution to the planning of the Old Oak area. Further, it is not the case that if the proposed neighbourhood boundary was varied it would send out a negative signal. We consider that the opposite is true. A reduced boundary as we suggest would show that the neighbourhood planning was being focused on the existing communities, rather than seeking to over stretch its influence.

			<p>Consultation on the Proposed Boundary of an Old Oak Neighbourhood Area</p> <p>The Old Oak Regeneration Area is of London wide and National significance. The large areas of open space and leisure facilities formed by Wormwood Scrubs, Little Wormwood Scrubs, St. Mary's Cemetery, and the Linford Christie Stadium are there to serve all of London. Therefore, it is inappropriate for such a small number of local interest groups to decide whether these should be included.</p> <p>Establishment of an Old Oak Neighbourhood Forum</p> <p>It is the case that the proposed neighbourhood area consists of a number of different communities, not a recognised neighbourhood. In terms of the need for a Forum, paragraphs 10.3 and 10.4 are significant. They confirm that there are already established groups that have a substantial voice and it is intended they will continue to be heard independently. Their influence will not be enhanced by a Neighbourhood Forum or Plan.</p> <p>The comparison in paragraph 10.7 with the St. Quintin and Woodlands Neighbourhood Forum highlights our criticisms of the proposed Old Oak Forum. St. Quintin and Woodlands Neighbourhood Forum covers a defined neighbourhood and a much more focused geographic area. That neighbourhood is much better suited to a neighbourhood forum and plan that could deal with issues local to the neighbourhood and not seek to unduly influence aspects that were beyond their community.</p> <p>Conclusion</p> <p>The proposed Neighbourhood Forum is not a recognisable neighbourhood area. It is a collection of smaller established communities that are distinct from one another. The proposal does not accord with National Planning Practice Guidance. We do not think the formation of a Neighbourhood Forum will enhance the ability of these local communities to influence the planning of the area. It is also inappropriate for the Forum to seek to unduly influence such a wide area that is either earmarked for nationally significant regeneration or protected already for the people of London.</p> <p>We urge both the OPDC and LBHF to reject the proposed Neighbourhood Forum. However, if the Forum does proceed, the boundary requires significant amendment. It should be limited to existing communities and not include the Old Oak Regeneration Area. It should also not include areas that provide a much wider service to London and are already more than adequately covered by other planning policy and legislation, such as Wormwood Scrubs and the Linford Christie Stadium.</p>
187	Pendle Harte	Resident	<p>I am writing in support of the formation of a neighbourhood forum.</p> <p>The Old Oak Neighbourhood Forum is a good idea. Having a neighbourhood area that runs across areas of Ealing and Hammersmith & Fulham boroughs will benefit new and existing communities and it will help residents come up with local-level ideas that support and enhance the wider strategic redevelopment of the Old Oak area.</p>

188	Matt Poore	Resident	I really think the old oak neighbourhood forum is a great idea. The involvement of the local residents in local level ideas that support the OPDC's redevelopment of old oak is very important
189	David Curtis-Donnelly	Landowner	Latymer Upper School is landowner of approximately 8 acres of sports field at the southern tip of the proposed Old Oak Neighbourhood Area. The site is at the junction of Wood Lane and Du Cane Road. Recently, we were made aware of the application and wish to make a representation on a number of issues. Firstly, we feel the Neighbourhood Forum has not taken reasonable steps to secure membership for each category required in Section 61 F(7)a. If we had been notified in good time, early in the process, we would have wished to be represented on the forum. Secondly, we feel the statement of why the designated area is appropriate is flawed and does not represent an established Neighbourhood as well as being disjointed and linked to the Old Oak Regeneration Area. Furthermore, we are of the opinion the formation of a Neighbourhood Forum is premature particularly in light of participation in OPDC and HS2. The area itself is both disjointed and in our opinion too large and would not truly represent local residents and businesses in the spirit of the Neighbourhood Forum Localism act. The boundary encompasses significant areas of open space and public facilities including a cemetery, the Scrubs and Linford Christie stadium. These facilities, as our own, benefit from a broad catchment far wider than the local area. All are protected by other planning policies such as Metropolitan Open Land act.
190	Proposed Stonebridge Park and Park Royal Centre Neighbourhood forum (John Cox)	External Resident	<p>I wish to object to the proposed Old Oak Neighbourhood Forum boundary, on account of the clash with our own proposed Stonebridge and Park Royal Centre Neighbourhood Forum boundary.</p> <p>Our proposed boundary is enclosed.</p> <p>We have reached the requisite 21 members, and have already submitted our plan to LB of Brent, and will very soon do so to the OPDC (like tomorrow!).</p> <p>Senior members of the OONF have known about a possible border clash since spring 2016, when we described in detail our proposed border with them.</p> <p>Essentially, on Acton Lane we want the complete electricity substation site, and everything north of the northern edge of back gardens on the northern side of Wesley Avenue (where, incidentally, I lived for 10 years).</p>

We believe the links between Stonebridge and Park Royal Centre are strong enough to form a 'neighbourhood' under the Localism Act.

Two GP surgeries are also about to move from Stonebridge, and near Stonebridge in Craven Park, to Central Middlesex Hospital, strengthening the link even further.

We have members in Park Royal, close to Acton Lane.

ASDA is 'our' local low-cost supermarket.

We wish to include Acton Lane and the frontages on both sides of that road in our plan, to:

(1) enhance the urban nature of Acton Lane around Harlesden station (rather than its current barren and hostile nature), and

(2) improve the street scene from there to the ASDA/CMH crossroads, as the 'main' railway station link into much of Park Royal. The route should be improved for cycling and walking, and any welcome intensification of the strategic industrial land along there (helped by the closeness of Harlesden station for 'no-car' industrial users) might allow a widening of the existing public highway space at certain places. We wish to humanise Park Royal by discouraging staff car-parking, but accepting daytime vehicle visits in line with justifiable business demands.

191	Ana Padilla	External Resident	<p>it has come to my attention, through neighbours and other local contacts, the proposals for the application to designate the Old Oak Neighbourhood Planning Forum and the Old Oak Neighbourhood Area. As a local resident, I would very much support those plans and would like to add my voice to the proposal.</p> <p>In recent years, the area has seen a rapid change in the structure and demographic, with future projections only likely to impact even further in terms of infrastructure, urban mobility, community cohesion, etc.</p> <p>The proposed formulation for a redefined, wider Planning Forum, would help integrate local voices more effectively and truly reflect the real geographical boundaries to this West London ecosystem.</p> <p>Many thanks for the opportunity to add my name to this initiative, and I very much hope for a successful resolution to the application.</p>
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192	Andrea Peterson and Andy Smart	Resident	<p>As resident/home owners on Goodhall Street, we whole heartedly support the setting up of The Old Oak Neighbourhood Forum and Neighbourhood Plan and its boundary - across the boroughs of Ealing & Hammersmith and Fulham.</p> <p>The Old Oak Forum is an extremely sound and positive idea. It is our belief that the establishment of a neighbourhood area will be of significant benefit to both the existing communities and the new communities that will come in to existence in the area as its development progresses.</p> <p>The Neighbourhood Plan will enable residents to come up with ideas at a 'local level' to support the OPDC's strategic redevelopment.</p>
193	Amanda Jermain	Resident	<p>We are Residents living in Old Oak, and support the Old Oak Friends and Residents Association in the initiative to establish a Neighbourhood Forum which encompasses the following area, see map attached, and comprises of the roads which constitute the Resident's Association, viz:</p> <p>Begonia Walk, Bentworth Road, Braybrook Street, Cactus Walk, Du Cane Road (west), Erconwald Street, Fitzneal Street, Foliot Street, Heathstan Road, Henchman Street, Hilary Road, Maurice Street, Melitus Street, Norbroke St, Old Oak Common Lane, Osmund Street, Primula Street, Stokesley Street, Terrick Street, Westway, Wulfstan Street</p> <p>The reasons for establishing the Neighbourhood Forum are summarised below.</p> <p>1 - The 54 acres of land which the Old Oak Estate and surrounding area occupies was given by the Ecclesiastical Commissioners for the provision of some 1000 homes. The land had belonged to the Church of St Michael and All Angels, Kensington, and construction of the Old Oak Estate began in 1905, and was completed in 1923 under the Addison Act, otherwise known as 'Homes fit for Heroes.' The development was the first Garden Estate in the country, comprising of several distinct styles of homes, all of which are considered to be of important architectural merit, and subject to Conservation Orders.</p> <p>The Old Oak Friends and Resident's association consists of 21 roads, and is open to Tenants and Residents, as well as Friends of Old Oak, alike. OOFRA's constitution reflects the homogeneous nature of the estate, and it's unique history. We are desirous to establish a Neighbour Forum, and to develop a neighbourhood plan, that will benefit the community,</p>

			<p>and attempt to address the challenges that the area faces.</p> <p>2 - The boundary chosen for the Neighbourhood Forum encompasses the estate's residential dwellings, and community buildings, including the Community Centre and Church. It also includes the picnic area (which belonged to the Mission Church Scout Troop, Braybrook St), adjacent to Braybrook Street and Old Oak Lane, and the play-area immediately in front of Braybrook Street.</p> <p>It is felt that Wormwood Scrubs (excluding the picnic and play areas) and the Train Terminus / Development site / Linford Christie Stadium etc should not be included within the Old Oak Village Neighbourhood Forum boundary. This is because the Scrubs, and the land occupied by the terminus / development / Prison, Hospital and Linford Christie Stadium etc, has been shared by the local community, as well as herders and drovers, and the military, since the 19th Century. For this reason we would also ask that these areas be excluded from any other Neighbourhood Forums that may claim them, so that all communities may comment equally in regards to their future.</p> <p>3 - We are aware that there are plans to establish another Neighbourhood Forum, which encompasses Old Oak Estate, Wells House Road, The Island / The Triangle Estate, Midlands Terrace, and the Wesley Estate. Given the unique history of Old Oak Estate, as mentioned above, we do not wish to be included within this Neighbourhood Forum. Furthermore we do not believe these areas are collectively homogeneous enough to constitute a single neighbourhood forum, as they are architecturally very diverse, and have no shared facilities, or community to speak of. As such it might be better that they constitute smaller Neighbourhood Forums, reflective of their own unique history, and the challenges that they face.</p>
194	Viviane Carneiro	External resident	I support the designation of the Old Oak neighbourhood forum and the proposed boundary for an Old Oak neighbourhood area.
195	Martin Murphy	External resident	I write as a resident in LBHF W12 to support the proposed Old Oak Neighbourhood Plan and Forum and in particular the inclusion within the boundary whole of Wormwood Scrubs and the whole of the Linford Christie Stadium.
196	Regents Network (Del Brenner)	Interest Group	<p>1.1 This application is credible and favourable, and is well thought through and competently produced. It will serve well to give the residents a voice. Engagement of the community, residential as well as commercial, is vital to the production of a well balanced and appropriate development of the area, and which will serve for the long term future.</p> <p>1.2 The proposed area boundary is realistic, and may even be increased, but certainly not reduced. It is necessary to have a good sized and coherent area that covers the requirements of the communities and localities and as can be reasonably managed.</p> <p>1.3 Consideration of lifetime neighbourhoods is not an opposition against development, even mega development that is presaged in the emerging Local Plan for the area. It is about the manner in which any development is carried out. A thoughtful Neighbourhood Forum could assist with improvements to the proposed development scheme, rather than the development tending towards a developer's wish-list. 1.4 With the prospect of over 20,000 new homes planned for the area, the starting point for the development proposals must be the engagement of the community and residents, as after all there will be about 100,000 of them that have to be cared for and satisfied. They will greatly outnumber the</p>

planners, authorities and developers!

1.5 It should be stated that the Old Oak Neighbourhood should not follow other development area of London where the Londoners and well established residents and communities are being driven out.

2. A new neighbourhood with a heart

2.1 The Old Oak Neighbourhood Forum could help to provide a heart to the area, which will surely be focussed on the community, residents, employment and leisure. These days it would not necessarily be focussed around a civic centre, or heaven forbid, a shopping centre (c.f. Stratford errors). Its all about people, rather than focussed on high minded interpretation of policies and options for commercial exploitation.

2.2 And the new Forum will have the satisfying job of avoiding the HS2 and Crossrail terminus being the inappropriate heart. 3. Mind the Gap

3.1 A new neighbourhood forum would not be a substitute for the planning authorities or professional management, but would provide a most appropriate addition towards the advantageous development. Moreover it would fill the glaring gap between the authorities with their preferred developers and the people and communities that are actually going to live there, and hopefully prosper. Planners, officers, strategists, investors and developers live elsewhere! 4. The quality of life

4.1 Apart from the design and construction of the buildings, there is a lot to be said about the quality of life that will be provided and available to the forthcoming community in the area, and of vital importance because of (or rather in spite of) the scale and density of the area that will be home to so many families and businesses.

4.2 There needs to be some fresh thinking about welcoming good neighbours, and preserving and enhancing the quality of life – for the long term.

4.3 A part of the challenge is to counteract the unbalanced pressures from investors and developers who often express their intentions and involvement with reams of paperwork and proposals - and stakeholder engagement - but who are not local, and do not always have the community and locality best interests closely at heart. 5. Mixed development

5.1 The Old Oak Neighbourhood Forum will be in a position to encourage a truly mixed development, with business and commerce an integral presence in the area. This will need to be diverse in order to provide a wide range of jobs and employment for residents, and most satisfactorily embrace the fairly recent but enthusiastically taken-up objective for people to live near where they work, and the important issue of reducing the need to travel (See Appendix 1).

5.2 This does not totally conflict with the clichéd notion of residential being focussed at a transport node so that people can spend hours commuting on overcrowded and uncomfortable transport systems. The Crossrail and HS2 facilities may offer a range of opportunities, but may more likely be engaged in providing an efficient interchange rather than a terminus.

6. The Grand Union Canal

Included in the Old Oak Neighbourhood will be an important section of the Grand Union Canal, which requires more

			<p>suitable and thoughtful attention rather than currently sidelined, albeit sympathetically. 6.1 The historic canal needs to be treated as a special feature and asset to the area, with the more positive understanding that it is a stretch of an historic national asset. The Old Oak Neighbourhood will be host to a mile or so of a 3,000 mile national network. That is a significant responsibility, to care for a national asset, and the Neighbourhood Forum will be well placed to carry out the duty with a measure of respect.</p> <p>6.2 Moreover the Grand Union Canal is a public asset as it is owned by the people, all of us, as it is held through the government in 'perpetuity for the nation' as the Parliament proscribes (2012 Waterways Infrastructure Act).</p> <p>6.3 The historic canal may soon have a more active life with the reintroduction of water freight, and a proposition of a '21st Century' freight service is being developed in the area in collaboration with the Park Royal businesses (See Appendix 2). The Old Oak Neighbourhood area will be well placed to take advantage of this exceptional and interesting initiative.</p> <p>7. Infrastructure</p> <p>7.1 A very worrying issue that has surfaced is the indecision and lack of progressive planning for a comprehensive development and construction of the vital infrastructure to service the extensive development in the area. There has even been talk of retro-fitting some of the utility networks at a later stage of development. Having suffered endless disruptions throughout London with replacement and installing water, fibre optics and electricity etc, it is inconceivable that such disruption should be considered for this huge new development area.</p> <p>7.2 It is the uncertainty that needs to be dealt with, and a strong and authoritative voice of the community through the Neighbourhood Forum may be able to assist in resolving the potential (but not admitted) problems.</p> <p>8. Conclusion</p> <p>Its all about opportunity, which a Neighbourhood Plan would provide in a reasoned and reliable manner for the development of the area.</p> <p>8.1 It would be a considerable responsibility for the Neighbourhood Team and stakeholders, but with good support they could provide a worthwhile 'steer' when working together with the authorities and developers.</p> <p>8.2 The residents and community are the whole reason for the OPDC development in the first place, and the needs and requirements are best dealt with through an organised and proscribed Forum.</p> <p>8.3 The OPDC should not only accept and ratify the Old Oak Neighbourhood Forum and Plan, but should also recognise the value and importance, and necessity, of the Old Oak Neighbourhood Forum if the development of Old Oak is going to match up with expectations.</p>
197	Mark Walker	Community Group	<p>TITRA response to OPDC consultation on Old Oak Neighbourhood Forum designation.</p> <p>The island triangle residents' association (TITRA) supports the setting up of an Old Oak Neighbourhood Forum that covers communities on all sides of Old Oak development zone.</p> <p>TITRA welcomes the OPDC's strategic focus and detailed consultations for its Local Plan. We believe that the considered development of neighbourhood planning policies will, at a very local level, complement the OPDC's work. A</p>

			<p>neighbourhood plan will help make new and existing communities fully sustainable as housing numbers rise and ensure that for example, setting up new companies or small arts venues will remain viable in a redeveloped zone with higher property values. The forum has operated as an interim body for 18 months and seen very clear support for OPDC's strategic plans and identified shared aims across the Forum's residential enclaves such as preserving communities, creating green spaces and adding local amenities.</p> <p>There is another important argument for neighbourhood planning. Rapidly-increased development in this area by stakeholders other than the OPDC – ranging from HS2 safeguarded construction sites to private landlords over-developing existing properties for rental – is creating daily challenges in these residential enclaves around borough-level planning policy and enforcement, pollution, HMOs, and parking. Through experience, TITRA does not have confidence in under-resourced boroughs to manage these related issues, despite groups like ours regularly requesting more support from council departments; many residents giving up their own time to report and discourage antisocial behaviour monitor in HMOs and unregistered multi-tenant properties. Sensible street-level policies could help balance existing and new development and reduce drain on the council's enforcement resources.</p> <p>The OPDC will engage with local community over many years but its remit does not include planning enforcement or highways. All these related issues require a residents' body with the local knowledge and good sense to: 1) support strategic development, 2) engineer improvements from sensible neighbourhood planning policies that conform with local planning law and 3) collaborate with the OPDC and councils during planning and post-planning stages to mitigate harmful impacts of unregulated development. TITRA believes that designating a Forum and a Neighbourhood Plan is the best approach to meeting these needs.</p>
198	Fruition Properties (DP9)	Landowner	<p>Fruition properties owns the freehold of the Site which is currently occupied by the Pentecostal City Mission Church and a nursery. A planning application will be submitted shortly for the redevelopment of the Site to re-provide the existing uses along with residential and retail uses. This follows an extensive period of consultation which has included a stakeholder forum held on 13 December 2016 and a public exhibition held on 8 and 11 February 2017.</p> <p>Whilst the Site is within the Old Oak Common Opportunity Area (OOCO), it is within both the London Borough of Brent (LBB) and London Borough of Hammersmith and Fulham (LBHF). The Area as proposed therefore dissects the Site with the LBHF portion falling within the proposed Area whilst the larger LBB portion falls outside of the Area. We do not object to the designation of a Neighbourhood Forum. However, we do question the suitability of the proposed Area give it only includes part of the Site. Given the Area does not include land in LBB we therefore request that the Area is amended to exclude the Site.</p> <p>Furthermore, the Site sits on the very edge of the proposed Area and it comprises a different land use, character and physical form to the remainder of the proposed Area which is predominantly industrial in nature, therefore, the proposed Area could be considered inconsistent with the principles of what defines a coherent neighbourhood area; this requires consistency of scale of buildings, style of buildings, type of land use, grain, and nature and character.</p>

		<p>We wish to maintain a good relationship with all neighbouring residents and businesses including all members of the Forum and this has been reflected by the extensive public consultation exercise undertaken to date as part of the preparation of the redevelopment plans and we will continue to liaise during the course of the application once it is submitted.</p>
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NOTICE OF CONSIDERATION OF A KEY DECISION

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

NOTICE OF THE INTENTION TO CONDUCT BUSINESS IN PRIVATE

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

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

KEY DECISIONS PROPOSED TO BE MADE BY CABINET ON 4 SEPTEMBER 2017 AND AT FUTURE CABINET MEETINGS UNTIL APRIL 2018

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

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

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

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

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

If you have any queries on this Key Decisions List, please contact

***Katia Richardson** on 020 8753 2368 or by e-mail to katia.richardson@lbhf.gov.uk*

Access to Cabinet reports and other relevant documents

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

Decisions

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

Making your Views Heard

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

LONDON BOROUGH OF HAMMERSMITH & FULHAM: CABINET 2017/18

Leader:	Councillor Stephen Cowan
Deputy Leader:	Councillor Sue Fennimore
Cabinet Member for Environment, Transport & Residents Services:	Councillor Wesley Harcourt
Cabinet Member for Housing:	Councillor Lisa Homan
Cabinet Member for Economic Development and Regeneration:	Councillor Andrew Jones
Cabinet Member for Health and Adult Social Care:	Councillor Ben Coleman
Cabinet Member for Children and Education:	Councillor Sue Macmillan
Cabinet Member for Finance:	Councillor Max Schmid

Key Decisions List No. 57 (published 4 August 2017)

KEY DECISIONS LIST - CABINET ON 4 SEPTEMBER 2017

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

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

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

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet <i>(other relevant documents may be submitted)</i>
4 September				
Cabinet	4 Sep 2017	<p>2016/17 Outturn Report</p> <p>To report the Council's 2016/17 provisional revenue outturn position for the General Fund and the Housing Revenue Account and the provisional capital outturn position.</p>	Cabinet Member for Finance	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Budg/pol framework		Ward(s): All Wards	
Cabinet	4 Sep 2017	<p>Recommendation for the future provision of HR, Payroll and Finance services</p> <p>The paper will set out a recommended option for the future provision of HR, Payroll and Finance services</p> <p>PART OPEN PART PRIVATE</p> <p>Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.</p>	Cabinet Member for Finance	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000		Ward(s): All Wards	

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (<i>other relevant documents may be submitted</i>)
Cabinet	4 Sep 2017	CAPITAL PROGRAMME MONITOR & BUDGET VARIATIONS, 2016/17 (OUTTURN) This report provides a summary of the Council's Capital Programme out-turn for the financial year 2016-17.	Cabinet Member for Finance	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000		Ward(s): All Wards	
Cabinet	4 Sep 2017	2017_18 Corporate Revenue Monitoring Month 2 Revenue Forecast at Month 2 & Virement Request	Cabinet Member for Finance	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000		Ward(s): All Wards	
Cabinet	4 Sep 2017	Single Homeless Accommodation Services Procurement Strategy The Procurement Strategy for 3 supported accommodation services for single homeless people and rough sleepers. PART OPEN PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.	Cabinet Member for Health and Adult Social Care	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000		Ward(s): All Wards	
			Contact officer: Julia Copeland Tel: 0208 753 1203 julia.copeland@lbhf.gov.uk	

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (other relevant documents may be submitted)
Cabinet	4 Sep 2017	MAYOR'S AIR QUALITY FUND & NEIGHBOURHOODS OF THE FUTURE COMBINED SCHEME	Cabinet Member for Environment, Transport & Residents Services	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000	The report seeks approval for the progression of the combined NoF (Neighbourhoods of the Future) and MAQF (Mayor's Air Quality Fund), scheme, which for the purposes of this report will be referred to as the 'Hammersmith Grove South Scheme'.	Ward(s): Hammersmith Broadway	
Contact officer: Nick Boyle Tel: 020 8753 3069 nick.boyle@lbhf.gov.uk	Cabinet	4 Sep 2017	North West London Alliance hospital discharge Joint Working Agreement	
Reason: Affects 2 or more wards		Information governance agreements drawn up amongst WLA partners to underpin on-going alignment and integration of the hospital discharge service. This will build on the current hospital discharge model that operates across the three boroughs and will initially extend to Brent and Ealing hospital discharge services. The agreements facilitate the move to a hosted model and allow joint working across the boroughs including representation of WLA partners at multi-disciplinary meetings on hospital wards, communication with patient's and families who are admitted to WLA hospitals and completing assessments as part of the hospital discharge process on behalf of WLA partners.	Ward(s): All Wards	Contact officer: Robert Skipwith Tel: 020 8753 5450 Robert.Skipwith@lbhf.gov.uk
Cabinet	4 Sep 2017	20mph Speed Limit Extension	Cabinet Member for Environment, Transport & Residents Services	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be
	Reason: Affects 2 or more wards	This report summarises the progress of the 20mph speed limit extension in the borough. It seeks to address the representations made by residents and makes recommendations about whether to make the order permanent.	Ward(s): All Wards	

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (<i>other relevant documents may be submitted</i>)
				considered.
Cabinet	4 Sep 2017	Industrial Growth Strategy A strategy to promote growth in Hammersmith and Fulham	Cabinet Member for Economic Development and Regeneration	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Affects 2 or more wards		Ward(s): All Wards	
Contact officer: David Burns David.Burns@lbhf.gov.uk				
Cabinet	4 Sep 2017	Old Oak Neighbourhood Plan Designation Application submitted to the council for a neighbourhood forum and designation of area.	Cabinet Member for Environment, Transport & Residents Services	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Budg/pol framework		Ward(s): College Park and Old Oak	
Contact officer: David Gawthorpe, Matt Butler Tel: 020 8753 David.Gawthorpe@lbhf.gov.uk, matt.butler@lbhf.gov.uk				
9 October				
Cabinet	9 Oct 2017	Contract Award Decision to appoint the construction contractor for the redevelopment of the Bridge Academy site for the provision of a range of young people services Following a procurement exercise over the summer 2016 this decision will be to award the contract to the successful contractor PART OPEN PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the	Cabinet Member for Children and Education	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000		Ward(s): Palace Riverside	
Contact officer: Dave McNamara david.mcnamara@lbhf.gov.uk				

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (<i>other relevant documents may be submitted</i>)
		financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.		
Cabinet	9 Oct 2017 Reason: Affects 2 or more wards	E services Inter Authority Agreement Requesting entering into an Inter Authority Agreement for participating in the pan London sexual health E services provision PART OPEN PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.	Cabinet Member for Health and Adult Social Care Ward(s): All Wards Contact officer: Gaynor Driscoll Tel: 0207 361 2418 gaynor.driscoll@rbkc.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	9 Oct 2017 Reason: Expenditure more than £100,000	Award report from Genito-Urinary Medicine The report recommends award to the winning tenderer following procurement process. PART OPEN PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information)	Cabinet Member for Health and Adult Social Care Ward(s): All Wards Contact officer: Gaynor Driscoll, Nicola Lockwood, Helen Byrne Tel: 0207 361 2418, Tel: 020 8753 5359, gaynor.driscoll@rbkc.gov.uk, Nicola.Lockwood@lbhf.gov.uk,	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (<i>other relevant documents may be submitted</i>)
		under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.	Helen.Byrne@lbhf.gov.uk	
Cabinet	9 Oct 2017 Reason: Expenditure more than £100,000	Advocacy Services (Professional and Self-Advocacy) - Direct Award of Reports The report seeks approval to direct award three professional advocacy contracts and one self-advocacy contract to two incumbent providers. This will ensure that the Council meets its statutory requirements under the Care Act 2014 and the Mental Health Act 2007.	Cabinet Member for Health and Adult Social Care Ward(s): All Wards Contact officer: Steven Falvey Tel: 020 8753 5032 Steven.Falvey@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	9 Oct 2017 Reason: Income more than £100,000	Database Management & Tracking NEET Report to outline and seek agreement to extend Hammersmith & Fulham's current contractual arrangements for the provision of tracking young people not in education, employment or training. PART OPEN PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information. Information relating to the financial or business affairs of any particular person (including the authority holding that information)	Cabinet Member for Social Inclusion Ward(s): All Wards Contact officer: Rachael Wright-Turner Tel: 020 7745 6399 Rachael.Wright-Turner@rbkc.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (other relevant documents may be submitted)
Cabinet	9 Oct 2017	Corporate Property Services Framework The report outlines revised LOTS to ensure external advice can be secured on a wide range of property advice to ensure the administrations outcomes on assets are delivered	Cabinet Member for Finance	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000		Ward(s): All Wards	
Cabinet	9 Oct 2017	Resolution to appropriate land at Edith Summerskill House and Watermeadow Court from housing to planning purposes The report requests approval for delegated authority to grant resolution to appropriate rights affecting Edith Summerskill House and Watermeadow Court in order to deliver new housing. PART OPEN PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.	Cabinet Member for Economic Development and Regeneration	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Affects 2 or more wards		Ward(s): Fulham Broadway; Sands End	
Cabinet	9 Oct 2017	Procurement Of Contract Framework For The Planned Refurbishment And Upgrade Of Communal Or District Heating Plant Rooms, Boilers, Controls, Pipework And Associated Plant This report establishes the rationale for going out to procurement for a contractual framework to carry out the	Cabinet Member for Housing	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background
	Reason: Affects 2 or more wards		Ward(s): All Wards	

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (<i>other relevant documents may be submitted</i>)
		councils planned programme of replacement and upgrade of communal or district heating plant rooms serving housing properties.		papers to be considered.
Cabinet	9 Oct 2017	<p>Procurement Of Contract Framework For The Planned Upgrade Of Existing Controlled Access Systems Serving Housing Properties And The Provision Of New Systems</p> <p>This report establishes the rationale for going out to procurement for a contract framework to carry out the council's planned programme of replacement and upgrade of controlled access systems serving housing properties and the provision of new systems.</p>	Cabinet Member for Housing	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Affects 2 or more wards		Ward(s): All Wards	
Cabinet	9 Oct 2017	<p>60 Benworth Road - educational capital investment</p> <p>Capital investment in the schools largely funded by the Academy with a capital receipt from an asset of the caretakers house next to the school to allow</p> <p>PART OPEN PART PRIVATE</p> <p>Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.</p>	Cabinet Member for Finance	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000		Ward(s): North End	

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (other relevant documents may be submitted)
Cabinet	9 Oct 2017	<p>Community Asset transfer - Talgarth Road</p> <p>Next phase of Community Asset transfer</p> <p>PART OPEN PART PRIVATE</p> <p>Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.</p>	Cabinet Member for Social Inclusion	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Budg/pol framework		Ward(s): North End	
Cabinet	9 Oct 2017	<p>Procurement of Transport Fuel</p> <p>The council currently buys diesel fuel for fleet and contracted service vehicles from Harvest Energy. The contract was procured in 2016 through an energy procurement framework, hosted by the Laser Energy Buying Group (who act on behalf of a number of authorities and central government departments). The current contract expires on 30/09/2018. As such, a retender exercise will need to be undertaken, again through Laser Energy Buying Group for a new 24 month fuel supply contract to run from 01/10/18 to 30/09/20.</p> <p>PART OPEN PART PRIVATE</p> <p>Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in</p>	Cabinet Member for Environment, Transport & Residents Services	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000		Ward(s): All Wards	

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (<i>other relevant documents may be submitted</i>)
		<p>maintaining the exemption outweighs the public interest in disclosing the information.</p> <p>Information relating to the financial or business affairs of any particular person (including the authority holding that information)</p>		
Cabinet	9 Oct 2017 Reason: Expenditure more than £100,000	2017_18 Corporate Revenue Monitoring Month 3 Corporate Revenue forecast as at Month3	Cabinet Member for Finance Ward(s): All Wards Contact officer: Gary Ironmonger Tel: 020 8753 2109 Gary.Ironmonger@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	9 Oct 2017 Reason: Expenditure more than £100,000	CAPITAL PROGRAMME MONITOR & BUDGET VARIATIONS, 2017/18 (FIRST QUARTER) This report provides a financial update on the Council's Capital Programme and seeks approval for budget variations as at the end of the first quarter, 2017/18.	Cabinet Member for Finance Ward(s): All Wards Contact officer: Andrew Lord Tel: 020 8753 2531 andrew.lord@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	9 Oct 2017 Reason: Expenditure more than £100,000	TfL funded integrated transport investment programme 2018/19 This report refines and details the councils integrated transport programme to be delivered in 2018/19, which forms part of the councils 2011-2031 Transport Plan [also known as the Local Implementation Plan or LIP2] and is funded entirely by Transport for London [TfL]. This report seeks the approval of the submission of the programme to TfL and the design, consultation and implementation of various elements of the programme. It	Cabinet Member for Environment, Transport & Residents Services Ward(s): All Wards Contact officer: Chris Bainbridge Tel: 0208 753 3354 chris.bainbridge@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (other relevant documents may be submitted)
		further seeks delegation of the construction of the capital programme.		
Cabinet	9 Oct 2017 Reason: Expenditure more than £100,000	Annual S106 Drawdown Report A report seeking authority for the drawdown of S106 and CIL monies for 2017/18	Cabinet Member for Economic Development and Regeneration Ward(s): All Wards Contact officer: Peter Kemp Tel: 020 8753 6970 Peter.Kemp@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	9 Oct 2017 Reason: Expenditure more than £100,000	TENDER FOR THE PROVISION OF LITHOGRAPHIC PRINTING SERVICES This report seeks approval to renew the council's framework agreement for lithographic printing.	Leader of the Council Ward(s): All Wards Contact officer: Louise Raisey Tel: 020 8753 2012 Louise.Raisey@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	9 Oct 2017 Reason: Affects 2 or more wards	Protecting the borough's parks and open spaces In 2014 the Labour Party made a manifesto commitment in their 'The change we need' document that if elected they would seek to afford the borough's parks and open spaces with better protection. This report seeks Cabinet approval enter an individual Deed of Dedication with Fields in Trust (where appropriate) to protect the borough's parks and open spaces. This approach has been endorsed by both the Parks Commission and the Community Safety, Environment and Residents	Cabinet Member for Environment, Transport & Residents Services Ward(s): All Wards Contact officer: Ullash Karia, Ian Ross Tel: 07958 017901, Tel: 07787 503209 Ullash.Karia@rbkc.gov.uk, Ian.Ross@rbkc.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (other relevant documents may be submitted)
		Services Policy and Accountability Committee.		
Cabinet	9 Oct 2017 Reason: Expenditure more than £100,000	Health Services Optimisation This report updates members on a continuing programme of work to support the council's priority of optimising and improving local health services – specifically to continue to oppose proposals to close services at Charing Cross and Ealing hospitals	Leader of the Council Ward(s): All Wards Contact officer: Peter Smith Tel: 020 8753 2206 peter.smith@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	9 Oct 2017 Reason: Expenditure more than £100,000	Integrated Healthy Lifestyles Service Procurement Strategy This procurement Strategy is requesting approval to proceed with the procurement of an Integrated Healthy Lifestyles Services in LBHF. This is to ensure improved outcomes for residents; streamline systems; and make efficiencies. PART OPEN PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.	Cabinet Member for Health and Adult Social Care Ward(s): All Wards Contact officer: Christine Mead, Neil Colquhoun Tel: 020 7641 4662, Tel: SOCNECO cmead@westminster.gov.uk , Neil.Colquhoun@rbkc.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (other relevant documents may be submitted)
6 November				
Cabinet	6 Nov 2017 Reason: Expenditure more than £100,000	2017_18 Corporate Revenue Monitoring Month 4 Corporate Revenue Forecast as at Month 4	Cabinet Member for Finance Ward(s): All Wards Contact officer: Gary Ironmonger Tel: 020 8753 2109 Gary.Ironmonger@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	6 Nov 2017 Reason: Expenditure more than £100,000	FutureGov FamilyStory Phase 2 LBHF, WCC and RBKC Children's Services have completed a 6 month engagement with supplier FutureGov to explore how technology for social care could be radically redesigned to meet the needs of families, young people and practitioners. The next phase of work is to move the design from a concept to workable solutions. It is for a 12 month engagement to change the front-end user experience by developing task driven tools and a lightweight integrations layer across child protection. PART OPEN PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.	Cabinet Member for Children and Education Ward(s): All Wards Contact officer: Amy Buckley Tel: 0207 361 2202 Amy.Buckley@rbkc.gov.uk>	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (<i>other relevant documents may be submitted</i>)
4 December				
Cabinet	4 Dec 2017	2017_18 Corporate Revenue Monitoring Month 5	Cabinet Member for Finance	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000	Corporate Revenue Forecast as at Month 5	Ward(s): All Wards	
			Contact officer: Gary Ironmonger Tel: 020 8753 2109 Gary.Ironmonger@lbhf.gov.uk	
15 January 2018				
Cabinet	15 Jan 2018	2017_18 Corporate Revenue Monitoring Month 6	Cabinet Member for Finance	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000	Corporate Revenue Forecast as at Month 6	Ward(s): All Wards	
Cabinet	15 Jan 2018	CAPITAL PROGRAMME MONITOR & BUDGET VARIATIONS, 2017/18 (SECOND QUARTER)	Cabinet Member for Finance	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000	This report provides a financial update on the Council's Capital Programme and seeks approval for budget variations as at the end of the second quarter, 2017/18.	Ward(s): All Wards	
			Contact officer: Andrew Lord Tel: 020 8753 2531 andrew.lord@lbhf.gov.uk	

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (other relevant documents may be submitted)
Cabinet	15 Jan 2018 Reason: Affects 2 or more wards	H&F Air Quality Management Plan H&F's 5 year plan to improve air quality in line with statutory requirements and air quality commission's recommendations	Cabinet Member for Environment, Transport & Residents Services Ward(s): All Wards Contact officer: Richard Buckley richard.buckley@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
5 February 2018				
Cabinet	5 Feb 2018 Reason: Expenditure more than £100,000	2017_18 Corporate Revenue Monitoring Month 7 Corporate Revenue Forecast as at Month 7	Cabinet Member for Finance Ward(s): All Wards Contact officer: Gary Ironmonger Tel: 020 8753 2109 Gary.Ironmonger@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	5 Feb 2018 Reason: Expenditure more than £100,000	FOUR YEAR CAPITAL PROGRAMME 2018-22 This report presents the Council's four-year Capital Programme for the period 2018-22.	Cabinet Member for Finance Ward(s): All Wards Contact officer: Andrew Lord Tel: 020 8753 2531 andrew.lord@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
Cabinet	5 Feb 2018 Reason: Income more than £100,000	CAPITAL PROGRAMME MONITOR & BUDGET VARIATIONS, 2017/18 (THIRD QUARTER) This report provides a financial update on the Council's Capital Programme and seeks approval for budget variations as at the end of the third quarter, 2017/18.	Cabinet Member for Finance Ward(s): All Wards Contact officer: Andrew Lord Tel: 020 8753 2531 andrew.lord@lbhf.gov.uk	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or

Decision to be Made by (Cabinet or Council)	Date of Decision-Making Meeting and Reason	Proposed Key Decision Most decisions are made in public unless indicated below, with the reasons for the decision being made in private.	Lead Executive Councillor(s), Wards Affected, and officer to contact for further information or relevant documents	Documents to be submitted to Cabinet (<i>other relevant documents may be submitted</i>)
				background papers to be considered.
5 March 2018				
Cabinet	5 Mar 2018	2017_18 Corporate Revenue Monitoring Month 8 Corporate Revenue Forecast as at Month 8	Cabinet Member for Finance	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000		Ward(s): All Wards Contact officer: Gary Ironmonger Tel: 020 8753 2109 Gary.Ironmonger@lbhf.gov.uk	
16 April 2018				
Cabinet	16 Apr 2018	2017_18 Corporate Revenue Monitoring Month 9 Corporate Revenue Forecast as at Month 9	Cabinet Member for Finance	A detailed report for this item will be available at least five working days before the date of the meeting and will include details of any supporting documentation and / or background papers to be considered.
	Reason: Expenditure more than £100,000		Ward(s): All Wards Contact officer: Gary Ironmonger Tel: 020 8753 2109 Gary.Ironmonger@lbhf.gov.uk	