

Cabinet

Agenda

MONDAY
4 MARCH 2024
7.00 pm

The Main Hall
Irish Cultural Centre,
5 Black's Road,
Hammersmith,
W6 9DT

Membership

Councillor Stephen Cowan, Leader of the Council
Councillor Ben Coleman, Deputy Leader
Councillor Rebecca Harvey, Cabinet Member for Social Inclusion and Community Safety
Councillor Bora Kwon, Cabinet Member for Civic Renewal,
Councillor Alex Sanderson, Cabinet Member for Children and Education
Councillor Wesley Harcourt, Cabinet Member for Climate Change and Ecology
Councillor Andrew Jones, Cabinet Member for The Economy,
Councillor Frances Umeh, Cabinet Member for Housing and Homelessness
Councillor Rowan Ree, Cabinet Member for Finance and Reform
Councillor Sharon Holder, Cabinet Member for Public Realm

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youtube.com/hammersmithandfulham

Date Issued
23 February 2024

If you require further information relating to this agenda please contact:
Katia Neale, Committee Coordinator, tel: 07776 672 956 or email:
katia.neale@lbhf.gov.uk

Reports on the open Cabinet agenda are available on the Council's website: www.lbhf.gov.uk/councillors-and-democracy

PUBLIC NOTICE

The Cabinet hereby gives notice of its intention that it may want to hold part of this meeting in private to consider the exempt elements of item 9 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.

Members of the Public are welcome to attend but spaces are limited. To register for a place please contact katia.neale@lbhf.gov.uk. Seats will be allocated on a first come first serve basis. 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 item numbers **4-9** on this agenda using the Council's Deputation Request Form. The completed Form, to be sent to Katia Neale 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 28 February 2024.**

COUNCILLORS' CALL-IN TO SCRUTINY COMMITTEES

A decision list regarding items on this agenda will be published by **Tuesday 5 March 2024**. Items on the agenda may be called in to the relevant Accountability Committee.

The deadline for receipt of call-in requests is: **Friday 8 March 2024 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 **Friday 8 March 2024**.

Cabinet Agenda

4 March 2024

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1. MINUTES OF THE CABINET MEETING HELD ON 12 FEBRUARY 2024	5 - 16
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 Standards Committee.</p>	
4. SCHOOL BUDGET (DEDICATED SCHOOLS GRANT) 2024/25	17 - 28
5. BECOMING A PARTNER OF THE NATIONAL CARE LEAVER COVENANT	29 - 40
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7. SOUTH FULHAM (WEST) CLEAN AIR NEIGHBOURHOOD	54 – 272

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| 8. | PARKING STRATEGY | 273 - 281 |
| 9. | APPROVAL TO PROCURE A BOROUGH-WIDE RESPONSIVE REPAIRS CONTRACTOR AND TERMINATE EXISTING TERM-SERVICE CONTRACT FOR LOT 1 AND LOT 2 | 282 - 295 |
| 10. | FORWARD PLAN OF KEY DECISIONS | 296 – 345 |
| 11. | DISCUSSION OF EXEMPT ELEMENTS (<u>ONLY IF REQUIRED</u>) | |

Local Government Act 1972 - Access To Information

Proposed resolution:

Under Section 100A (4) of the Local Government Act 1972, that the public and press be excluded from the meeting during the consideration of an item of business, on the grounds that it contains 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.

London Borough of Hammersmith & Fulham

Cabinet Minutes



Monday 12 February 2024

NOTE: This meeting was held remotely. A recording of the meeting can be watched at on YouTube at: [H&F Cabinet | 12 February 2024 \(youtube.com\)](https://www.youtube.com/watch?v=H&F_Cabinet_12_February_2024)

PRESENT

Councillor Ben Coleman, Deputy Leader
Councillor Wesley Harcourt, Cabinet Member for Climate Change and Ecology
Councillor Sharon Holder, Cabinet Member for Public Realm
Councillor Bora Kwon, Cabinet Member for Civic Renewal
Councillor Rowan Ree, Cabinet Member for Finance and Reform
Councillor Alex Sanderson, Cabinet Member for Children and Education
Councillor Frances Umeh, Cabinet Member for Housing and Homelessness

ALSO PRESENT

Councillor Adronie Alford
Councillor Max Schmid

APPOINTMENT OF CHAIR

In the absence of the Leader the Deputy Leader, Councillor Ben Coleman chaired the meeting.

1. MINUTES OF THE CABINET MEETING HELD ON 15 JANUARY 2024

RESOLVED:

That the minutes of the meeting of the Cabinet held on 15 January 2024 be confirmed and signed as an accurate record of the proceedings, and that the outstanding actions be noted.

2. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Stephen Cowan, Councillor Andrew Jones and Councillor Rebecca Harvey.

3. DECLARATION OF INTERESTS

There were no declarations of interest.

4. STRENGTHENING EDUCATION PROVISION IN HAMMERSMITH AND FULHAM

Councillor Alex Sanderson introduced the report outlining the steps needed to support sustainable primary school provision across the borough. Its recommendations were extensively co-produced and developed by a steering group consisting of the Council and its education partners, including school leaders, local academy trusts, unions and other key stakeholders.

AGREED UNANIMOUSLY BY THE CABINET MEMBERS:

To approve the Strengthening Education Provision in Hammersmith and Fulham attached at Appendix 1.

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. REVENUE BUDGET AND COUNCIL TAX LEVELS 2024/25

Councillor Ree stated that this was a particularly difficult time for local government finances with a number of councils across the country unable to meet their financial obligations. He reassured Hammersmith and Fulham residents who relied on Council services that this Council would continue to provide those services. This was a well-run Council that was able to meet all of its financial obligations and managed to set up another balanced budget for the coming year despite those difficulties.

This budget protected both the core services and also those unique services the Council provided, such as free home care, free breakfast for primary school children, the Local Law Enforcement Teams, the council tax support scheme, the ethical debt collection policy amongst others. As part of this budget they were also investing £10.7 million pounds in new services. All this was only possible because of the ruthlessly financially efficient approach taken by the Council to budgeting.

Councillor Alford stated that she wanted to ensure the budget balanced, particularly the housing revenue account, and thanked Councillor Ree's reassurance to that effect.

Councillor Coleman stressed that this had been the most difficult year for setting a budget in all his years as a Councillor. Therefore, he was extremely

proud of the work done by officers in this Council in bringing in a budget which balanced and protected services.

AGREED UNANIMOUSLY BY THE CABINET MEMBERS:

To agree for the reasons set out in this report and appendices:

1. To increase the Hammersmith & Fulham element of Council Tax by 2.99% as modelled by the government in its spending power calculations for local government.
2. To apply the Adult Social Care precept levy of 2% as modelled by the government in its spending power calculations for local government.
3. To approve a balanced budget for 2024/25 as set out in the report, including the underlying principles and assumptions.
4. To approve **£10.7m** of new investment on key services for residents.
5. To approve fees and charges, as set out in Appendix E, including freezing charges in adult social care, children's services, and General Fund housing.
6. To approve the Medium-Term Financial Strategy and to note the budget projections to 2027/28 made by the Strategic Director of Finance in consultation with the Strategic Leadership Team. (Appendix B)
7. To note the statement of the Strategic Director of Finance, under Section 25 of the Local Government Act 2003, regarding the adequacy of reserves and robustness of estimates (paragraph 56).
8. To approve the reserves strategy and forecast as set out in Appendix H.
9. To require all Directors to report on their projected financial position compared to their revenue estimates in accordance with the Corporate Revenue Monitoring Report timetable.
10. To authorise Directors to implement their service spending plans for 2024/25 in accordance with the recommendations within this report, the council's Standing Orders, Financial Regulations, relevant Schemes of Delegation and undertake any further consultation required regarding the Equalities Impact Assessment.
11. Set the council's element of Council Tax for 2024/25 for each category of dwelling, as outlined in the table below and in full in Appendix A and calculated in accordance with Sections 31A to 49B of the Localism Act 2011.

Category of Dwelling	A	B	C	D	E	F	G	H
Ratio	6/9 £	7/9 £	8/9 £	1 £	11/9 £	13/9 £	15/9 £	18/9 £
H&F	610.24	711.95	813.66	915.37	1,118.78	1,322.20	1,525.61	1,830.74

12. To note, based on the Mayor of London's draft consolidated budget, the element of Council Tax to be charged by the Greater London Authority in accordance with Section 40 of the Local Government Finance Act 1992 for each of the categories of dwellings as shown in the table below.

Category of Dwelling	A	B	C	D	E	F	G	H
Ratio	6/9 £	7/9 £	8/9 £	1 £	11/9 £	13/9 £	15/9 £	18/9 £
b) GLA	314.27	366.64	419.02	471.40	576.16	680.91	785.67	942.80

13. That the overall Council Tax to be set at £1,386.77 per Band D property as follows:

Category of Dwelling	A	B	C	D	E	F	G	H
Ratio	6/9 £	7/9 £	8/9 £	1 £	11/9 £	13/9 £	15/9 £	18/9 £
a) H&F	610.24	711.95	813.66	915.37	1,118.78	1,322.19	1,525.61	1,830.74
b) GLA	314.27	366.64	419.02	471.40	576.16	680.91	785.67	942.80
c) Total	924.51	1,078.59	1,232.68	1,386.77	1,694.94	2,003.10	2,311.28	2,773.54

14. To authorise the Strategic Director of Finance to collect and recover National Non-Domestic Rate and Council Tax in accordance with the Local Government Finance Act 1988 (as amended), the Local Government Finance Act 1992 and the Council's Scheme of Delegation.

15. To note the Council's estimated position on the Collection Fund (as set out in paragraph 51).

16. To note the performance on the management of arrears across the Council on all debts due (as set out from paragraph 60).

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. THE HOUSING REVENUE ACCOUNT (HRA) BUDGET (2024/25), RENTS & SERVICE CHARGES (2024/25) & HRA 10 YEAR BUSINESS PLAN (2024/25 - 2033/34)

Councillor Ree Rowan introduced the report setting out the Housing Revenue Account budget proposals for the financial year 2024/25 including changes to rent levels and other charges as well as an updated HRA 10-year Business Plan. This was an important plan to provide certainty and stability for tenants and it included the Council's plans to build additional new homes and invest in the housing stock.

AGREED UNANIMOUSLY BY THE CABINET MEMBERS:

That Cabinet agrees:

1. To approve the Housing Revenue Account 2024/25 budget for council homes as set out in Table 1.
2. To approve the HRA 10-year Business Plan for Council Homes (2024/25 – 2033/34) as set out in paragraphs 3 - 4 of this report and Appendices 1 - 4.
3. To approve a rent increase of 7.7% from 1 April 2024 (in line with September 2023 CPI+1%), which equates to an average weekly increase for tenants of £9.62 in 2024/25.
4. To approve an increase to shared ownership rents of 7.7% from 1 April 2024 (in line with September 2023 CPI+1%).
5. To approve changes to tenant service charges to reflect the costs of providing communal services from 1 April 2024, which equate to an average weekly increase for tenants of £3.01 in 2024/25.
6. To approve a reduction to charges for heating and hot water to reflect the costs of provision of the district heating service from 1 April 2024, which equate to an average weekly reduction for tenants and leaseholders on the scheme of £0.41 (communal heating), £1.87

(tenants' personal heating) and £2.21 (leaseholders' personal heating) in 2024/25.

7. To approve an increase to the management fee for temporary on licence properties of 6.7% (in line with September 2023 CPI) from 1 April 2024.
8. To approve an increase to the rent and service charges for hostels of 7.7% from 1 April 2024 (in line with September 2023 CPI+1%).
9. To increase garage charges for council tenants, resident leaseholders, and for other customers from April 2024 by 6.7% (in line with September 2023 CPI).
10. To note that any change to parking charges on housing estates will be considered separately with the Council's parking plans.
11. To increase car space rental charges for all customers by 6.7% from April 2024 (in line with September 2023 CPI).
12. To approve an increase in the Leasehold After Sale – Home Buy Fees by 6.7% from April 2024 from £217 to £232 (in line with September 2023 CPI).

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. FOUR YEAR CAPITAL PROGRAMME 2024-28 AND CAPITAL STRATEGY 2024/25

The Cabinet received one valid deputation for this item and, with the Deputy Leader's permission Donald Grant, the representative, was permitted to address Cabinet for 5 minutes. The main points highlighted were:

- The deputation supported the efforts to reduce congestion in South Fulham but highlighted that the trial traffic scheme was not working for many residents, businesses and visitors. The scheme had helped some residents, but it had also created a division in the community.
- It had not been possible for groups opposing the schemes to engage with the Council as much as the scheme beneficiaries had, despite requests.
- Concerns that the information provided was selective and not representative, such as quoting vehicle and NOX reductions but not

stating the corresponding increase in other areas which were predicted before the trial, including Wandsworth Bridge Road and Chelsea; the increase in journey times or impact to public transport in those areas were also not provided.

- Concerns over the figures used to show an increase in trade in the area.
- Ongoing problems with private-hire cars, affecting Uber and also the local taxi company if their drivers were not registered in the borough.
- Journeys now often involved longer, more polluting and more expensive routes. It had also created a safety issue as residents were being asked by taxi drivers to leave their taxis late at night to avoid the risk of a fine for entering the zone. Women particularly felt unsafe, but it also affected the disabled, the elderly and other groups on a daily basis.
- Concerns that the latest Opinion survey would not show a balanced view of the trial because it focused on Clean Air and through traffic but not on residents, shoppers, business owners and bus users on more populous roads.
- The deputation called on Cabinet for the Capital Expenditure allocated for Clean Air Neighbourhoods in 2024/25 to be spend on alternative solutions that would benefit everyone. Solutions like one-way streets with speed controls, School Streets, timed operated cameras and to fully re-open Imperial, Peterborough and Hurlingham Roads to through traffic.

Councillor Ree introduced the report setting out the Council’s Capital expenditure over the coming four years. The Council would be investing £576.4m on a series of measures including building new homes, maintaining the quality of the housing assets, school renewals program, becoming carbon neutral and investing in the CCTV network.

In relation to Mr Grant’s deputation, Councillor Ree clarified that the reference to the Clean Air Neighbourhoods programme on Appendix 1 of the report, the £2.847m capital spend would not be additional spending on cameras. This would cover Highways spending that the Council was looking to undertake over the year, such as improving drainage, increasing the number of green spaces, planting new trees and providing additional cycle parking.

AGREED UNANIMOUSLY BY THE CABINET MEMBERS:

1. To approve the four-year General Fund Capital Programme budget at £143.6m for the period 2024/25-2027/28 (presented in Table 2 and Appendix 1).
2. To approve the continuation of rolling programmes for 2024/25 funded from the Council’s mainstream resources. For financial modelling purposes, these programmes are assumed to continue at the same level until 2027/28:

	£m
Corporate Planned Maintenance	2.400
Footways and Carriageways	2.030
Column Replacement	0.346
Total	4.776

3. To delegate approval of the detailed programmes for use of the rolling programmes, in recommendation 2, to the relevant SLT Director in consultation with the Strategic Director of Finance and relevant Lead Cabinet Member.
4. To approve the four-year Housing (HRA) Capital Programme at £432.9m for the period 2024/25-2027/28 as set out in Table 6 and Appendix 1.
5. To delegate authority to the Strategic Director of Finance in consultation with the Cabinet Member for Finance and Reform to approve the potential use of up to £3.6m of capital receipts under the Government's Flexible Use of Capital Receipts provisions for funding of Invest to Save schemes in 2024/25 (as identified in Appendix 2) and potential match-funding opportunities.
6. To approve the Capital Strategy 2024/25, as set out in the report.
7. To approve the annual Minimum Revenue Provision policy statement for 2024/25, as set out in Appendix 3.

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. CAPITAL PROGRAMME MONITOR & BUDGET VARIATIONS, 2023/24 (THIRD QUARTER)

AGREED UNANIMOUSLY BY THE CABINET MEMBERS:

1. To note the net increase in forecast capital expenditure of £4.9m for 2023/24.
2. To approve the updated four-year capital programme for 2023-2027 of £706.7m as detailed in Appendix 1.
3. To approve £16.984m additional pre-financing with regards to Hammersmith Bridge stabilisation (£7.927m) and pre-restoration (£9.057m) works, funded from the General Fund borrowing. Much of this will be reclaimed from TfL and Government.
4. To approve £0.5m additional budget with regards to Mund Street refurbishment costs, funded from the General Fund borrowing.

5. To approve £0.54m additional budget for Avonmore predevelopment costs, funded from the General Fund borrowing.
6. To note the potential risks regarding the General Fund Programme, as summarised in paragraphs 25-29.
7. To note the potential risks regarding the Housing Capital Programme, as summarised in paragraphs 30-33.
8. To note prudential indicators presented in Appendix 5, as per Prudential Code requirements.

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. TREASURY MANAGEMENT STRATEGY STATEMENT 2024/25

Councillor Ree introduced the report setting out the Council's Treasury Management Strategy for the year ahead. He thanked Phil Triggs and his team for doing a fantastic job in making sure there were funds needed to spend throughout the year, particularly in the difficult market conditions over the last couple of years. Councillor Coleman echoed the thanks to the officers in the treasury management team.

AGREED UNANIMOUSLY BY THE CABINET MEMBERS:

It is recommended that:

1. Approval be given to the future borrowing and investment strategies as outlined in this report.
2. The Strategic Director of Finance, in consultation with the Cabinet Member for Finance and Reform, be delegated authority to manage the Council's cash flow, borrowing and investments in 2024/25 in line with this report.
3. In relation to the Council's overall borrowing for the financial year, to approve the Prudential Indicators as set out in this report and the revised Annual Investment Strategy set out in Appendix E.

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. INSURANCE TENDER 2024-2029

AGREED UNANIMOUSLY BY THE CABINET MEMBERS:

1. To note that Appendices 2 & 3 are not for publication on the basis that they contain information relating to the financial or business affairs of any particular person (including the authority holding that information) as set out in paragraph 3 of Schedule 12A of the Local Government Act 1972 (as amended).
2. To approve the contract awards set out in paragraph 38 of the report.
3. To approve an increase to the self-insurance fund deductible limit for Combined Liability (Lot 2) from £100,000 to £350,000. The financial rationale is detailed in the report at paragraph 11 and Appendix 2.
4. To note that in summary however, the annual premium of the bid is reduced by £164K with an anticipated increase in the self-funding provision of circa £75K and therefore net additional saving on bid of £90K noting that given variances in claims experience year on year this needs to be considered over the contract period.
5. To note that Lots 1 (Property Insurance) and Lot 9 (Residential Leasehold Buildings insurance) are not to be awarded at this time and as detailed on the report are subject to a further tender process as detailed in this report at paragraphs 32 to 36.
6. To approve a delegated authority to the Strategic Director of Finance in conjunction with the Cabinet Member for Finance and Reform to subsequently approve the award of Lots 1 and 9, noting they need to be in place prior to 1st April 2024.

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. URGENT DECISION - EARLY YEARS BUDGET (DEDICATED SCHOOLS GRANT) 2024/25

RESOLVED:

Councillor Sanderson stated that this urgent decision had been brought to Cabinet in order to meet the Department of Education's revised deadline of the 20th February 2024 for local authorities to confirm the funding rates for the Government's existing and new free childcare entitlements from April 2024.

AGREED UNANIMOUSLY BY THE CABINET MEMBERS:

This report seeks approval of the 2024/25 Early Years Block of the Dedicated Schools Grant for 2024/25 which covers the existing childcare entitlements in addition to the new entitlements for working parents of two year olds and under two year olds from the 2024/25 financial year.

The DfE has extended the number of free childcare offers available to working parents in 2024/25. There will be new working parent entitlements introduced for 2-year-olds and children aged 9 months to 2 years during the year. The 2-year-olds offer will be for a maximum of 15 hours per week from 1st April 2024 and the under 2-year-olds offer for a maximum of 15 hours per week from 1st September 2024. It is intended that these offers will be extended further in 2025/26 to a maximum of 30 hours per week.

Local authorities are required to set a local formula for both the 2-year-old offers and the under 2s offer in the same way as it has for 3 and 4 year olds over the past 6 years.

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. FORWARD PLAN OF KEY DECISIONS

The Key Decision List was noted.

13. DISCUSSION OF EXEMPT ELEMENTS (ONLY IF REQUIRED)

There was no discussion of exempt elements.

Meeting started: 7.00 pm
Meeting ended: 7.23 pm

Chair

Report to: Cabinet

Date: 04/03/2024

Subject: School Budget (Dedicated Schools Grant) 2024/25

Report of: Cabinet Member for Children and Education, Councillor Alex Sanderson
and Cabinet Member for Finance and Reform, Councillor Rowan Ree

Report author: Tony Burton, Head of Finance Children's Services and Education
Peter Haylock, Director of Education

Responsible Director: Sukvinder Kalsi,-Director of Finance
Jacqui McShannon, Director of Children's Services

SUMMARY

This report seeks approval of the final proposed 2024/25 schools block allocation and funding to schools through the schools funding formula for the financial year ending 31 March 2025. Hammersmith & Fulham Schools Forum agreed the model for 2024/25 budget shares on 16 January 2024. The Education and Skills Funding Agency (ESFA) require political endorsement of the Schools' Forum decision to agree the 2024/25 budget.

This report covers the budget decisions for the following Hammersmith & Fulham education provision funded from the four blocks of the Dedicated Schools Grant:

- The Schools Block – funding for mainstream primary and secondary schools. Schools block funding of £119.034m has been confirmed for Hammersmith & Fulham for 2023/24 by The Department of Education (DfE).
- The Central Services Schools Block Budget – £2.106m funding in 2024/25 to meet the statutory education functions of the local authority and historic central funding commitments.

RECOMMENDATIONS

1. Schools Block Budget 2024/25 Financial Year:
 - a. To approve the Local Authority formula for allocating resources to Hammersmith & Fulham schools for 2024/25 as set out in Appendix 1, the Authority Proforma Tool (APT) for setting school budgets.
 - b. To approve the National Funding Formula (NFF) transitional funding formula factor rates (as set out in Appendix 1) as the basis for calculating the 2024/25 schools funding formula, together with a 0.5%

per pupil Minimum Funding Guarantee (MFG) protection for individual schools versus 2023/24 levels with respect to pupil led funding.

- c. To approve the transfer of £1.177m (1.0% of the total schools' block allocation) from the schools' block to the high needs block in the 2024/25 financial year. This is to support high needs education expenditure for special educational needs in Hammersmith and Fulham. This is subject to Ministerial agreement from the Department of Education.
- d. To approve de-delegation budgets of £0.622m for maintained mainstream schools only which was agreed by Schools Forum on 16 January 2024.
- e. To approve the education functions budgets of £0.307m for maintained mainstream schools only, which was agreed by Schools Forum on 16 January 2024.

2. Central Services Schools Block Budget 2024/25.

- a. To approve the proposed budget allocation for Central Services Schools Block DSG totalling £2.106m.

Wards Affected: All

Our Values	Summary of how this report aligns to the H&F Values
Building shared prosperity	The allocation of funding to local schools who are employers within the borough.
Creating a compassionate council	Enables pupils within the borough to receive a good quality education.
Doing things with local residents, not to them	Providing educational opportunities for all pupils within the borough.
Being ruthlessly financially efficient	Contributes to a level of financial stability for schools. The high needs block transfer enables this support to schools to continue and helps to reduce the high needs budget pressure.
Taking pride in H&F	Ensures continuing good quality provision in the borough's schools enabling pupils to take pride in their school and the borough.
Rising to the challenge of the climate and ecological emergency	Assists with the delivery of climate Education to young people within the borough.

Financial Impact

Schools Block Budget

This report covers the allocation of the funding for all mainstream schools in Hammersmith & Fulham for education between reception and year 11 for the period April 2024 to March 2025. The basis for the distribution of funds within the Schools Block of the Dedicated Schools Grant across all schools is in line with the regulated range of allowable variables in the grant conditions as determined by the National Funding Formula for Schools and Schools revenue funding 2024 to 2025 Operational Guidance.

Other than the proposed transfer between blocks the remaining funds are distributed to individual schools in line with their individual characteristics and with regard to the National Funding Formula.

De-delegated budgets are budgets managed for schools centrally by the local authority on their behalf.

Funding for education functions is to meet the cost of providing statutory education functions on behalf of maintained schools and in line with the education funding regulations.

Central Services Schools Block (CSSB)

The core funding relates to the statutory services provided for all schools. The historic element of CSSB funding has reduced by £0.29m in the year to 2024/25. The decrease has been met by savings on historic CSSB.

A balanced budget has been proposed for 2024/25 which includes a planned contribution to support High Needs Block expenditure on the education for children and young people with special educational needs.

The Education and Skills Funding Agency will confirm further block funding reductions from 2025/26 in the new financial year. The Education Department is exploring budget options for 2025/26 to mitigate expected further block reductions and potential impact on core services.

Caroline Baxter, Finance Manager, Education and Schools, 14/12/2023
Verified by Sukvinder Kalsi, Strategic Director of Finance, 31/01/2024

Legal Implications

The Dedicated Schools Grant is payable to local authorities under section 14 of the Education Act 2002. It is a 'ring fenced grant' that is to say it must be solely spent on the grant conditions and guidance has been prepared by the Education and Skills Funding Agency (ESFA) to assist local authorities in the operation of the dedicated schools grant (DSG). Each year new regulations are issued as they only cover one year the current being School and Early Years Finance (England) Regulations 2023. These Regulations provide that Local Authorities must consult their Schools Forum and schools maintained by them when determining the school funding formula.

Cabinet is the decision-making body for the schools funding formula and must consider the outcome of the consultation and take that into consideration when making a decision on whether to adopt the NFF, as per Schools Forum's recommendation. Although not duty bound to follow the recommendation of Schools Forum following the consultation, if Cabinet departs from the recommendation clear reasons must be given.

Jade Monroe, Chief Solicitor, Social Care, 29 December 2023

Background Papers Used in Preparing This Report

Schools Forum Papers and draft minutes:

- Schools Forum 3 October 2023 and 14 November 2023 – Provisional Budget and Decision
[Schools Forum 3rd October 2023](#)

[Schools Forum 14th November 2023](#)

- Schools Forum 14 November 2023 – Decision on Block Transfer
[Schools Forum 14th November 2023](#)

Schools Forum 16 January 2024 – Final Budget and Decision
[Schools Forum Tuesday 16th January 2024](#)

- Schools revenue funding 2024 to 2025 Operational Guide
[Pre-16 schools funding: local authority guidance for 2024 to 2025](#)

DETAILED ANALYSIS

Proposals and Analysis of Options

Schools Block

1. The recommended model of distribution of the Schools Block of the Dedicated Schools Grant through the Authority Proforma Tool was agreed by Schools Forum on 16 January 2024 as below and per the detailed funding factor rates and values in Appendix 1.
2. The agreed model provides stability to schools in 2024/25 by ensuring that schools benefit from a 0.5% minimum funding guarantee on a per pupil basis for pupil led funding. The agreed factors are National Funding Formula (NFF) factors (plus area cost adjustment for inner London) uprated by 2.31% to ensure the full schools block allocation is distributed to schools.
3. Schools Forum agreed on the 14th November 2023 to the following principles should the funding increase following the final allocation in December 2023:

- Firstly, increase the Minimum Funding Guarantee up the 0.5% maximum allowed. This ensures all schools benefit from a minimum increase in funding levels in pupil led funding year on year.
 - Secondly increase factor rates uniformly above national funding formula rates after inner London Area cost Adjustment (subject to affordability within the final funding allocation). This ensures that schools receive funding according to the NFF and mirroring the NFF as is required by grant regulations.
4. The national uplift in schools funding for 2024/25 provides a challenge for Schools given inflation levels in the economy and the impact on pay and non-pay inflation experienced during the 2023/24 financial year. The DfE announced in July 2023 that further support would be made available from September 2023 to support schools with the additional cost of the September 2023 teachers' pay award through a Teachers Pay Additional Grant (TPAG). This additional grant will also be paid in 2024/25.
 5. The DfE announced in December 2023 an additional Teachers' pensions grant for 2024/25 to reflect the additional costs of the increase in the employer contribution rates to the Teachers Pensions' Scheme from April 2024. The DfE will provide further information once it's available.
 6. On Friday 6th October 2023, the Department for Education (DfE) sent a notification to all local authorities. The DfE uncovered an error made by DfE officials during the initial calculations of the National Funding Formula (NFF). Specifically, there was an error processing forecast pupil numbers, which meant that the overall cost of the core schools budget would be 0.62% greater than allocated. The department apologised for their error and are conducting a formal review of the quality assurance process surrounding the calculation of the NFF, with independent scrutiny and to identify improvements to ensure similar mistakes are not repeated in the future.
 7. The revised allocation showed that the amended provisional allocation figure calculated through the NFF for H&F is £0.5m lower than the provisional allocation notified to Hammersmith and Fulham in July 2023. The Education and Skills Funding Agency provided an updated Authority Proforma tool with revised national funding formula rates in October and officers used the tool to remodel the provisional budget and provisional budget allocations to schools.
 8. The consultation for the 2024/25 schools block budget was put on hold and relaunched in week commencing the 30th October 2023 with revised provisional budget modelling. The consultation ended on the 10th November 2023. A verbal update was provided to Schools Forum in November on the consultation responses from schools and in with respect to responses on the proposed Schools to High Needs block transfer of 1%.
 9. A transfer to support the High Needs Block of £1.177m or 1.0% of the Schools Block has been agreed with Schools Forum and will be used to mitigate funding pressures in the high needs budget in 2024/25. As the block movement proposed is greater than 0.5% it requires agreement of the Department for Education Safety Valve Team and the Minister of State for Education. If the proposal isn't agreed by the Department for Education, a 0.5% transfer or

£0.588m will be made in line with the operational guidance which allows this with Schools Forum agreement.

10. De-delegation budgets of £0.622m for maintained mainstream schools have been agreed at Schools Forum. These are budgets that maintained primary schools agree to delegate to the local authority to manage and spend.
11. Education functions budgets of £0.307m were also agreed at Forum. These budgets are set with reference to DfE schools funding guidance to meet the cost of meeting the local authorities retained education functions with respect to maintained mainstream schools.

Central Services Schools Block

12. In 2024/25 there is no change to the arrangements for Central Schools Services Block (CSSB) of the DSG. The CSSB allocation for 2024/25 provides funding for:
 - The retained duties element of the Education Services Grant (ESG) for all schools
 - Ongoing central statutory functions – for example Admissions – for maintained schools
 - Ongoing historic commitments.
13. For historic commitments there will be a further reduction to this element of funding for all local authorities receiving it. For Hammersmith & Fulham this equates to a further reduction in grant of £0.29m in 2024/25 versus 2023/24 (a circa £2.187m reduction since 2019/20).
14. The CSSB budget for 2024/25 is presented below and was recommended to Schools Forum on 16 January 2024.

Central Services Planned Expenditure 2024/25

Area of Expenditure	2024/25 Proposed
	£
Copyright Licensing (Estimated)	128,600
Asset Management, Place Planning and Strategic Operations	195,700
Management, Support, Finance/Business Intelligence and SACRE	595,700
Virtual School	106,000
Admissions and ACE	568,900
Time limited Support to High Needs Block Expenditure	510,900
Total Spend/Funding	2,105,800

Reasons for Decision

15. Schools' budget shares from the schools' block of the Dedicated Schools Grant (DSG) are agreed annually according to the process and regulations set out by the Education and Schools Funding Agency (ESFA).
16. Schools Forum and the Local Authority must approve the basis for the allocation to schools. Hammersmith & Fulham Schools Forum has agreed the budget model presented on 16 January 2024.

Equality Implications

17. There are no direct negative equality implications for groups with protected characteristics, under the Equality Act 2010, by the approval of these funding proposals set out in the Recommendations.
18. Officers anticipate a neutral impact as the funding model outlined in this report is determined by the National Funding Formula for mainstream schools. The proposals around Minimum Funding Guarantee intend to ensure that all schools receive a minimum level of funding increase on a per pupil basis versus 2023/24 financial year.

Risk Management Implications

19. The council continues to experience growing pressures on the High Needs budget as a result of demographic growth, government policy changes and the continuing impact of the government's austerity. In addition, there will be further pressure from pay and non-pay inflation. Ensuring that resources available to schools are appropriately allocated supports the delivery of the council's corporate priorities to ensure that children and young people will receive a great start in life and that schools will be amongst the best in the country, with enough places for all and with all children achieving the best that they can.
20. In line with the Council's objective of being Ruthlessly Financially Efficient and given the significant financial pressures faced by schools, it is important that strong oversight and financial monitoring continues to be maintained and appropriate ongoing assurances provided on the management of these risks.

David Hughes, Director of Audit, Fraud, Risk and Insurance, 14 December 2023

Climate and Ecological Emergency Implications

21. This report covers are the revenue budgets for schools and education in Hammersmith and Fulham rather than the maintenance or capital programme on the school's estate. There is no expectation from the DfE that these budgets are used by education providers for anything other than minor revenue maintenance.

The local authority holds the budget for the school's capital investment as this is not delegated to schools and subject to separate decisions as part of the medium-term capital strategy.

Hinesh Mehta, Strategic Lead – Climate Emergency, 17 December 2023

Consultation

22. The local authority consulted with Schools Forum in October 2023 with respect to the distribution of the provisional schools block allocation advised by the ESFA.
23. The local authority consulted with the wider schools' community in November 2023 with respect to the proposed options for the schools block budget allocation. Budget workshops were held for schools to review the key elements of the proposed model over the course of the consultation. A further budget briefing was held on 10 January 2024 to include details of the final recommended proposals and the updated final funding notified by the ESFA in December 2023, prior to Schools Forum on the 16 January 2024.
24. Hammersmith & Fulham Schools Forum agreed the proposed 2024/25 schools block budget shares on 16 January 2024.

LIST OF APPENDICES

Appendix 1, the 2024/25 Authority Proforma Tool (APT) for setting school budgets

LONDON BOROUGH OF HAMMERSMITH & FULHAM

Appendix 1 The 2024/25 Budget Authority Proforma Tool 2024/25

Local Authority Funding Reform Proforma										
LA Name:	Hammersmith and Fulham									
LA Number:	205									
	Primary minimum per pupil funding level	Secondary (KS3 only) minimum per pupil funding level	Secondary (KS4 only) minimum per pupil funding level	Secondary minimum per pupil funding level				Disapplication number where alternative MPPL values are used		
	£4,610.00	£5,771.00	£6,331.00	£5,995.00						
Pupil Led Factors										
1) Basic Entitlement Age Weighted Pupil Unit (AWPU)	Reception uplift	No		Pupil Units		0.00				
	Description	Amount per pupil		Pupil Units		Sub Total	Total	Proportion of total pre MFG funding (%)	Notional SEN (%)	
	Primary (Years R-6)	£4,322.91		8,645.00		£37,371,538	£84,919,609	31.96%	2.95%	
	Key Stage 3 (Years 7-9)	£6,094.79		4,378.00		£26,682,992		22.82%	2.53%	
	Key Stage 4 (Years 10-11)	£6,870.29		3,037.00		£20,865,078		17.84%	2.53%	
	Description	Primary amount per pupil	Secondary amount per pupil	Eligible proportion of primary NOR	Eligible proportion of secondary NOR	Sub Total	Total	Proportion of total pre MFG funding (%)	Primary Notional SEN (%)	Secondary Notional SEN (%)
2) Deprivation	FSM	£594.67	£594.67	2,708.60	2,001.00	£2,800,671	£14,347,261	12.27%	0.00%	0.00%
	FSM6	£995.17	£1,456.34	2,845.67	2,416.00	£6,350,442			18.41%	26.40%
	IDACI Band F	£285.20	£412.63	992.70	762.36	£597,693			7.00%	8.90%
	IDACI Band E	£345.88	£546.13	1,682.23	1,288.74	£1,285,672			11.10%	15.40%
	IDACI Band D	£540.06	£764.58	867.93	686.38	£993,532			27.00%	33.00%
	IDACI Band C	£588.60	£837.40	926.18	874.71	£1,277,633			31.40%	35.40%
	IDACI Band B	£625.01	£898.08	565.11	555.67	£852,232			1.00%	1.00%
	IDACI Band A	£825.26	£1,146.87	89.01	101.08	£189,386			1.00%	1.00%
	Description	Primary amount per pupil	Secondary amount per pupil	Eligible proportion of primary NOR	Eligible proportion of secondary NOR	Sub Total	Total	Proportion of total pre MFG funding (%)	Primary Notional SEN (%)	Secondary Notional SEN (%)
3) English as an Additional Language (EAL)	EAL 3 Primary	£716.03		2,340.65		£1,675,990	£2,952,287	2.24%	100.00%	
	EAL 3 Secondary		£1,923.58		492.11	£946,609			100.00%	
4) Mobility	Pupils starting school outside of normal entry dates	£1,165.07	£1,674.79	194.77	61.36	£329,688		0.28%	100.00%	100.00%

	Description	Weighting	Amount per pupil (primary or secondary respectively)	Percentage of eligible pupils	Eligible proportion of primary and secondary NOR respectively	Sub Total	Total	Proportion of total pre MFG funding (%)	Primary Notional SEN (%)	Secondary Notional SEN (%)
5) Low prior attainment	Primary low prior attainment		£1,419.93	29.47%	2,547.81	£3,617,715	£5,865,048	5.02%	100.00%	
	Secondary low prior attainment (year 7)	55.77%	£2,154.17	14.03%	1,043.25	£2,247,333				100.00%
	Secondary low prior attainment (year 8)	54.47%		14.45%						
	Secondary low prior attainment (year 9)	54.47%		14.47%						
	Secondary low prior attainment (year 10)	64.53%		13.79%						
	Secondary low prior attainment (year 11)	64.53%		13.63%						
Other Factors										
Factor			Lump Sum per Primary School (£)	Lump Sum per Secondary School (£)	Lump Sum per Middle School (£)	Lump Sum per All-through School (£)	Total (£)	Proportion of total pre MFG funding (%)	Notional SEN (%)	
6) Lump Sum			£163,110.28	£163,110.28			£7,503,073	6.42%	0.00%	0.00%
7) Sparsity factor			£69,297.60	£100,730.31	£100,730.31	£100,730.31	£0	0.00%	0.00%	0.00%
Rows 45 to 48 are populated with the NFF methodology, please leave this as is if you wish to follow the NFF. As per the Operational Guidance, the distance thresholds can be increased or the year group size thresholds decreased and the distance threshold taper is optional. An alternative method of allocation to the NFF's average year group size taper can be chosen: the continuous taper (Tapered) or fixed sum (Fixed). Examples of each are provided in the Operational Guidance.										
Primary distance threshold (miles)	2.00	Primary pupil number average year group threshold		21.40	Apply primary distance taper		Yes	NFF, tapered or fixed sparsity primary lump sum?	NFF	
Secondary distance threshold (miles)	3.00	Secondary pupil number average year group threshold		120.00	Apply secondary distance taper		Yes	NFF, tapered or fixed sparsity secondary lump sum?	NFF	
Middle schools distance threshold (miles)	2.00	Middle school pupil number average year group threshold		69.20	Apply middle school distance taper		Yes	NFF, tapered or fixed sparsity middle school lump sum?	NFF	
All-through schools distance threshold (miles)	2.00	All-through pupil number average year group threshold		62.50	Apply all-through distance taper		Yes	NFF, tapered or fixed sparsity all-through lump sum?	NFF	
8) Fringe Payments					Fringe multiplier	1.0000	£0	0.00%		
9) Split Sites			Basic eligibility funding	£63,723.64	Distance funding rate	£31,921.15	£67,145	0.06%	0.00%	
10) Rates							£1,272,647	1.09%	0.00%	
11) PFI funding							£0	0.00%	0.00%	

12) Exceptional circumstances (can only be used with prior agreement of ESFA)						
Circumstance				Total (£)	Proportion of total pre MFG funding (%)	Notional SEN (%)
Additional lump sum for schools amalgamated during FY23-24				£0	0.00%	0.00% 0.00%
Additional sparsity lump sum for small schools				£0	0.00%	0.00%
Exceptional Circumstance3				£0	0.00%	0.00%
Exceptional Circumstance4				£0	0.00%	0.00%
Exceptional Circumstance5				£0	0.00%	0.00%
Exceptional Circumstance6				£0	0.00%	0.00%
Exceptional Circumstance7				£0	0.00%	0.00%
Total Funding for Schools Block Formula (excluding minimum per pupil funding level and MFG Funding Total)				£116,927,069	100.00%	
13) Additional funding to meet minimum per pupil funding level						
				£0	0.00%	0.00%
Total Funding for Schools Block Formula (excluding MFG Funding Total)				£116,927,069	100.00%	
14) Minimum Funding Guarantee				0.50%	£930,185	
Where a value less than 0% or greater than 0.5% has been entered please provide the disapplication reference number authorising the value						
Apply capping and scaling factors? (gains may be capped above a specific ceiling and/or scaled)					No	
Capping Factor (%)		Scaling Factor (%)				
Total deduction if capping and scaling factors are applied					£0	
				Total (£)	Proportion of Total funding(%)	Notional SEN (%)
MFG Net Total Funding (MFG + deduction from capping and scaling)				£930,185	0.79%	0.00%
Total Funding for Schools Block Formula				£117,857,255		£13,534,431
Notional SEN	Top-up - proportion of NOR	3.28%	SEN support plus EHCP minus Top-up - proportion of NOR	12.29%	Notional SEN funding per eligible pupil	£5,252

High Needs threshold (only fill in if, exceptionally, a high needs threshold different from £6,000 has been approved)	£0.00	
Additional funding from the high needs budget	£0.00	
Growth fund (if applicable)	£0.00	
Falling rolls fund (if applicable)	£0.00	
Other Adjustment to 23-24 Budget Shares	£0	
Total Funding For Schools Block Formula (including growth and falling rolls funding)	£117,857,255	
% Distributed through Basic Entitlement	72.63%	
% Pupil Led Funding	92.44%	
Primary: Secondary Ratio	1 :	1.25
24-25 NFF NNDR allocation, excluding prior year adjustments	£1,272,647	
Total Funding For Schools Block Formula (including growth and falling rolls funding) after deduction of 24-25 NFF NNDR allocation	£116,584,608	

LONDON BOROUGH OF HAMMERSMITH & FULHAM

Report to: Cabinet

Date: 04/03/2024

Subject: Becoming a Partner of the National Care Leaver Covenant

Report of: Councillor Alex Sanderson, Cabinet Member for Children and Education

Report author: Amana Gordon, Operational Director – Children and Young People’s Services

Responsible Director: Jacqui McShannon, Director of Children’s Services

SUMMARY

The Care Leaver Covenant is a DfE-led national campaign aimed to support care leavers aged 16-25 to become healthy, thriving adults. Organisations that work directly with/for care experienced young people can become Partners of the national Care Leaver Covenant. Partners go beyond direct offers that care leavers benefit from, recognising their entire organisation’s role in supporting care-experienced young people in making a successful transition to adulthood. It is not a statutory requirement to become a Partner of the national Care Leaver Covenant; rather, it is a voluntary indication of a desire to do its utmost to fulfil its role as a corporate parent to care leavers.

RECOMMENDATIONS

That Cabinet approves the decision for the London Borough of Hammersmith and Fulham to become a Partner of the national Care Leaver Covenant.

Wards Affected: All

Our Values	Summary of how this report aligns to the H&F Values
Building shared prosperity	Giving our care experienced young people the extra support they need in their transition to adulthood.
Creating a compassionate council	Recognising the inequality and unique challenges faced by care experienced young people by going beyond our statutory requirements and providing an enhanced offer of support to this group.
Doing things with local residents, not to them	Listening to our young people and responding to what they have told us.
Being ruthlessly financially efficient	Investing in our young people’s future to

	enable them to live as thriving, inter-dependent adults.
Taking pride in H&F	Demonstrating our commitment to the young people who have been in our care and our aspirations for their futures and giving them the best start to adulthood.

Financial Impact

There is no direct financial impact of becoming a Partner of the Covenant.

Reviewed by: Barbara Ncube, Finance Manager, (Children's Services), 7 December 2023.

Verified by James Newman AD Finance, 23 January 2024

Legal Implications

The Council has statutory duties to support young people leaving care and who have left care, until the age of 25. These duties are set out in the Children Act 1989 and the Children and Social Work Act 2017. They include helping young people to gain access to and make the best use of services provided by the Council and its relevant partners.

Becoming a partner of the Care Leaver Covenant does not impose any additional legal obligations on the Council. However, it should assist the Council in enhancing its support to young people leaving its care and undertaking its duties towards them.

John Sharland, Senior solicitor (Contracts and procurement), 4 December 2023

BACKGROUND DOCUMENTS

None

DETAILED ANALYSIS

Proposals and Analysis of Options

Option 1: Approval to become a Partner of the national Care Leaver Covenant (Recommended)

LBHF formally recognises 'care experience' as a protected characteristic and is committed to advancing equality of opportunity for care experienced young people. Becoming a Partner of the national Care Leaver Covenant demonstrates our commitment to going beyond our statutory duty in supporting the young people leaving our care. As a partner, we will work as a whole Council alongside the Care Leaver Covenant to engage local businesses, community organisations and other

partner services, building an enhanced localised offer for our care leavers and supporting them to become healthy, thriving adults.

Option 2: Do Not Approve becoming a Partner of the national Care Leaver Covenant (Not Recommended)

Without becoming a Partner, it will be difficult to influence others to sign up to the Covenant and, by extension, provide an even better 'offer' to our care experienced young people, and we would not benefit from the support of the Care Leaver Covenant in brokering these offers. Signing up to the Covenant is also a key commitment of the Pan London Care Leavers Compact and therefore not doing so would prevent us from fully implementing the recommendations of the Compact.

Reasons for Decision

Context

1. In June 2023, Cabinet passed a decision to recognise 'care experience' as a protected characteristic. This marks an acknowledgement of the disadvantage faced by care experienced young people and a commitment to put in place policies and programmes which promote better outcomes for those in and leaving our care.
2. The London Innovation and Improvement Alliance (LIIA), working to the Association of London Directors of Children's Services (ALDCS) has established **The Pan London Care Leavers Compact** project. The Compact is intended to bring about a consistent pan London approach to support for care experienced young people, improving equity and access. The Compact achieves this by setting out a framework for developing consistency, breadth and quality in the support offered to London's care leavers. London local authorities are invited to demonstrate their commitment to Care Leavers by signing up to the Compact; one of the recommendations included in the Compact is for local authorities to sign up to the national Care Leaver Covenant.
3. The Care Leaver Covenant is a DfE-funded national inclusion programme. Launched in 2018, it supports care leavers aged 16-25 to become healthy, thriving adults across five areas:
 1. Independent living
 2. Education, employment, and training
 3. Safety and security
 4. Mental and physical health
 5. Finance

The Covenant is a promise made by the private, public and voluntary sectors to provide support for care leavers aged 16-25 to help them to live independently.

Becoming a Partner

4. Whereas most organisations will become signatories to the Care Leaver Covenant and provide a specific 'offer' to care leavers that is tailored to its area of expertise, organisations that work directly with/for care experienced young people can become Partners of the Care Leaver Covenant. Partners go beyond direct

offers that care leavers benefit from, recognising their entire organisation's role in supporting care-experienced young people in making a successful transition to adulthood.

5. There are three pillars of the partnership approach:
 - i) Opportunity take-up
Promoting existing Covenant opportunities and offers to care experienced young people.
 - ii) Awareness raising
Promoting the Care Leaver Covenant wherever possible, including supply chains, through the procurement and commissioning of services or within professional networks, encouraging organisations to sign up to the Covenant and commit to supporting care experienced young people.
 - iii) Policy collaboration and system change
Developing a 'Whole Council Approach' to improving outcomes for care leavers and influence key partners and local organisations/businesses.
6. The 'Whole Council Approach' recognises that being a corporate parent does not solely reside with Children's Services and is a responsibility which should be shared across the Council. The 5 Part Strategy of this approach is as follows:
 - Raising awareness of the Covenant
 - Council tax exemption (already in place in LBHF)
 - Training and employment opportunities
 - Social value policy
 - Economic development
7. By becoming a partner, we will work in collaboration with the Care Leaver Covenant to develop an enhanced, localised and bespoke offer for our care experienced young people and demonstrate our commitment to doing our utmost to supporting the young people leaving our care and preparing them for adulthood.

Progress towards adopting a partnership approach

8. We are already working towards the partnership approach:
 - i) Opportunity take-up
The Leaving Care service is already promoting Covenant offers to our young people. We plan to widen this promotion across our services and the HUB.
 - ii) Awareness raising
Economic Development is leading on updating the priority measures we use to define and quantify social value outcomes secured through procurement; we have been working with them to include targeted measures for care leavers in this updated version, with the aim of utilising social value to provide employment, training and other opportunities that will benefit the young people leaving our care. We also hope to encourage partners and suppliers to become signatories to the Covenant.
 - iii) Policy collaboration and system change

We have started developing a 'Whole Council Approach' through our close working with Housing on enhancing our offer to care experienced young people. The Virtual School has been working with People and Talent and Economic Development on Promoting the Achievement of Care Leavers (PACL) in partnership with UCL to support care experienced young people into education and employment.

Next steps

9. The process of becoming a partner of the national Care Leaver Covenant requires the following:
 - Establishing who will be the H&F Care Leaver Covenant Ambassador and organisational leads for partnership work with the Covenant
 - Submitting the pro-forma capturing the work we are doing the three pillars of the partnership approach to the Care Leaver Covenant
 - Formally launching the partnership
 - Start working with the Care Leaver Covenant to build an enhanced localised offer for our care leavers alongside local businesses, community organisations and other partner services.

Equality Implications

The recommendations outlined will have positive equality implications for our young people in care and leaving care (up to the age of 25). Care experienced people face significant barriers that impact them throughout their lives, often facing discrimination and stigma across housing, health, education, relationships, employment and in the criminal justice system. Recognising and making allowances for this by becoming a partner of the Care Leaver Covenant and enhancing the offer of support available will positively impact on care experienced young people and support them to become thriving adults. An Equalities Impact Assessment (EIA) has been completed and is attached in Appendix 1.

Sophie Veitch, Commissioning and Transformation Lead, Children's Commissioning, 27 November 2023

Risk Management Implications

There is a reputational risk to LBHF should the commitments in becoming a Partner of the Covenant not be met. This risk is relatively low given that the Council is already working towards some of these commitments and expectations around what partnership looks like are not fixed. This risk can be mitigated through continuous and open contact with the Care Leaver Covenant to assure compliance.

Jules Binney, Risk and Assurance Manager, 01 December 2023

Climate and Ecological Emergency Implications

There are no direct climate and ecological emergency implications to this decision.

Hinesh Mehta, Assistant Director of Climate Change, 7 December 2023

Local Economy and Social Value

The Council is committed to securing social value through our procurement in line with our Social Value Policy and Sourcing Strategy. As part of the 'Whole Council approach' outlined above, the Economy department will work with colleagues in Children's Services to secure commitments from our suppliers to providing employment, training and other opportunities for care-experienced young people to support the aims of being a partner of the Care Leaver Covenant.

Andrew Munk, Assistant Director of Economic Development, 7 December 2023.

Procurement Implications

Procurement will work in collaboration with the economic development team to include a measure to monitor the commitments made in relation to care within the Added Value Matrix. This will mean that benefits will be secured for care in our borough when we procure goods, services or works.

Sophie Uddin, Procurement Lead, 5 December 2023 verified by Joanna McCormick, Assistant Director Procurement and Commercial 5 December 2023

LIST OF APPENDICES

Appendix 1 - Equalities Impact Assessment (EIA): Becoming a partner of the Care Leaver covenant

APPENDIX 1 - H&F EQUALITY IMPACT ANALYSIS TOOL



CONDUCTING AN EQUALITY IMPACT ANALYSIS

AN EIA IS AN IMPROVEMENT PROCESS WHICH HELPS TO DETERMINE WHETHER OUR POLICIES, PRACTICES, OR NEW PROPOSALS WILL IMPACT ON, OR AFFECT DIFFERENT GROUPS OR COMMUNITIES. IT ENABLES OFFICERS TO ASSESS WHETHER THE IMPACTS ARE POSITIVE, NEGATIVE, OR UNLIKELY TO HAVE A SIGNIFICANT IMPACT ON EACH OF THE PROTECTED CHARACTERISTIC GROUPS.

THE TOOL IS INFORMED BY THE [PUBLIC SECTOR EQUALITY DUTY](#) WHICH CAME INTO FORCE IN APRIL 2011. THE DUTY HIGHLIGHTS THREE AREAS IN WHICH PUBLIC BODIES MUST SHOW COMPLIANCE. IT STATES THAT A PUBLIC AUTHORITY MUST, IN THE EXERCISE OF ITS FUNCTIONS, HAVE DUE REGARD TO THE NEED TO:

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- 1. ELIMINATE DISCRIMINATION, HARASSMENT, VICTIMISATION, AND ANY OTHER CONDUCT THAT IS PROHIBITED UNDER THE EQUALITY ACT 2010**

 - 2. ADVANCE EQUALITY OF OPPORTUNITY BETWEEN PERSONS WHO SHARE A RELEVANT PROTECTED CHARACTERISTIC AND PERSONS WHO DO NOT SHARE IT**

 - 3. FOSTER GOOD RELATIONS BETWEEN PERSONS WHO SHARE A RELEVANT PROTECTED CHARACTERISTIC AND PERSONS WHO DO NOT SHARE IT**

WHILST WORKING ON YOUR EQUALITY IMPACT ASSESSMENT, YOU MUST ANALYSE YOUR PROPOSAL AGAINST THESE THREE TENETS.

GENERAL POINTS

1. In the case of matters such as service closures or reductions, considerable thought will need to be given to any potential equality impacts. Case law has established that due regard cannot be demonstrated after the decision has been taken. Your EIA should be considered at the outset and throughout the development of your proposal, it should demonstrably inform the decision, and be made available when the decision is recommended.
 2. Wherever appropriate, the outcome of the EIA should be summarised in the Cabinet/Cabinet Member report and equalities issues dealt with and cross referenced as appropriate within the report.
 3. Equalities duties are fertile ground for litigation and a failure to deal with them properly can result in considerable delay, expense, and reputational damage.
 4. WHERE DEALING WITH OBVIOUS EQUALITIES ISSUES E.G. CHANGING SERVICES TO DISABLED PEOPLE/CHILDREN, TAKE CARE NOT TO LOSE SIGHT OF OTHER LESS OBVIOUS ISSUES FOR OTHER PROTECTED GROUPS.
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5. IF YOU ALREADY KNOW THAT YOUR DECISION IS LIKELY TO BE OF HIGH RELEVANCE TO EQUALITY AND/OR BE OF HIGH PUBLIC INTEREST, YOU SHOULD CONTACT THE STRATEGY & COMMUNITIES TEAM FOR SUPPORT.

FURTHER ADVICE AND GUIDANCE CAN BE ACCESSED ONLINE AND ON THE INTRANET:

[HTTPS://WWW.GOV.UK/GOVERNMENT/PUBLICATIONS/PUBLIC-SECTOR-EQUALITY-DUTY](https://www.gov.uk/government/publications/public-sector-equality-duty)

[HTTPS://OFFICESHAREDSERVICE.SHAREPOINT.COM/SITES/GOVERNANCE/SITEPAGES/REPORTS.ASPX](https://officesharedservice.sharepoint.com/sites/governance/sitepages/reports.aspx)

H&F Equality Impact Analysis Tool

OVERALL INFORMATION	DETAILS OF FULL EQUALITY IMPACT ANALYSIS
FINANCIAL YEAR AND QUARTER	Q3 23/24
NAME AND DETAILS OF POLICY, STRATEGY, FUNCTION, PROJECT, ACTIVITY, OR PROGRAMME	<p>TITLE OF EIA: BECOMING A PARTNER OF THE CARE LEAVER COVENANT – NEW SHORT SUMMARY: LBHF ARE TO BECOME A PARTNER OF THE CARE LEAVER COVENANT</p> <p>Note: If your proposed strategy will require you to assess impact on staff, please consult your HR Relationship Manager.</p>
LEAD OFFICER	<p>NAME: SOPHIE VEITCH POSITION: COMMISSIONING AND TRANSFORMATION LEAD EMAIL: SOPHIE.VEITCH@LBHF.GOV.UK</p> <p>Telephone No: 07876855124</p>
DATE OF COMPLETION OF FINAL EIA	10 / 01 / 2024

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SECTION 02	SCOPING OF FULL EIA						
PLAN FOR COMPLETION	<p>TIMING: MARCH 2024 RESOURCES: CHILDREN'S COMMISSIONING, ECONOMIC DEVELOPMENT, PEOPLE AND TALENT</p>						
ANALYSE THE IMPACT OF THE POLICY, STRATEGY, FUNCTION, PROJECT, ACTIVITY, OR PROGRAMME	<p>The recommendation which will be reviewed at Cabinet in March proposes that LBHF become a Partner of the Care Leaver Covenant.</p> <p>The Care Leaver Covenant is a DfE-led national campaign aimed to support care leavers aged 16-25 to become healthy, thriving adults. Organisations that work directly with/for care experienced young people can become Partners of the Care Leaver Covenant. Partners go beyond direct offers that care leavers benefit from, recognising their entire organisation's role in supporting care-experienced young people in making a successful transition to adulthood. Becoming a Partner of the Care Leaver Covenant demonstrates our commitment to going beyond our statutory duty in supporting the young people leaving our care. As a partner, we will work as a whole Council alongside the Care Leaver Covenant to engage local businesses, community organisations and other partner services, building an enhanced localised offer for our care leavers and supporting them to become healthy, thriving adults.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 25%; text-align: center;">Protected characteristic</th> <th style="width: 60%; text-align: center;">Analysis</th> <th style="width: 15%; text-align: center;"><i>Impact:</i> Positive, Negative, Neutral</th> </tr> </thead> <tbody> <tr> <td style="height: 40px;"> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Protected characteristic	Analysis	<i>Impact:</i> Positive, Negative, Neutral			
Protected characteristic	Analysis	<i>Impact:</i> Positive, Negative, Neutral					

Age	This proposal will particularly impact on young people who are currently looked after or leaving the care system, and the way in which they are supported by the local authority and other organisations.	Positive
Disability	No impact	Neutral
Gender reassignment	No impact	Neutral
Marriage and Civil Partnership	No impact	Neutral
Pregnancy and maternity	No impact	Neutral
Race	No impact	Neutral
Religion/belief (including non-belief)	No impact	Neutral
Sex	No impact	Neutral
Sexual Orientation	No impact	Neutral
Care experience	This proposal will positively impact on care experienced young people by enabling us to develop an enhanced offer for this cohort, supporting them to become healthy, thriving adults.	Positive

Human Rights or Children's Rights

If your decision has the potential to affect Human Rights or Children's Rights, please contact your Equality Lead for advice

Will it affect Human Rights, as defined by the Human Rights Act 1998?

Yes / **No**

Will it affect Children's Rights, as defined by the UNCRC (1992)?

Yes/ **No**

SECTION 03	ANALYSIS OF RELEVANT DATA EXAMPLES OF DATA CAN RANGE FROM CENSUS DATA TO CUSTOMER SATISFACTION SURVEYS. DATA SHOULD INVOLVE SPECIALIST DATA AND INFORMATION AND WHERE POSSIBLE, BE DISAGGREGATED BY DIFFERENT EQUALITY STRANDS.
DOCUMENTS AND DATA REVIEWED	<p>The National Leaving Care Benchmarking Forum published the 'Survival is Not Easy' report in December 2022 evidenced the disadvantage faced by many care experienced young people and the additional support needed to prepare them for adulthood. It showed that of the 461 care experienced young people surveyed:</p> <p>45% were struggling to buy food, 40% were struggling to pay rent and 64% have increased their amount of debt as a result of the cost of living crisis, Only 15% have regular financial support (this shows how care experienced young people are in a different position to young people generally, in terms of having financial support and a financial 'safety net')</p> <p>In July 2016, the Government published a major policy document 'Keep on Caring' to support young people from care to independence. A key policy commitment in the paper is a strategic pledge to introduce a Care Leaver Covenant. The Covenant is a promise made by the private, public and voluntary sectors to provide support for care leavers aged 16-25 to help them to live independently. The Independent review of children's social care: final report - GOV.UK (www.gov.uk): also acknowledges that whilst local authorities play a crucial role in delivering services to care leavers as their corporate parent, they are not the only organisations that should play a role. The aim of the Care Leaver Covenant, to which organisations commit, is to provide additional support for those leaving care; making available a different type of support and expertise from that statutorily provided by local authorities.</p>
NEW RESEARCH	

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SECTION 04	CONSULTATION
CONSULTATION	<i>Details of consultation findings (if consultation is required. If not, please move to section 06)</i>
ANALYSIS OF CONSULTATION OUTCOMES	

SECTION 05	ANALYSIS OF IMPACT AND OUTCOMES
ANALYSIS	<i>What has your consultation (if undertaken) and analysis of data shown? You will need to make an informed assessment about the actual or likely impact that the policy, proposal, or service will have on each of the protected characteristic groups by using the information you have gathered. The weight given to each protected characteristic should be proportionate to the relevant policy (see guidance).</i>

SECTION 06	REDUCING ANY ADVERSE IMPACTS AND RECOMMENDATIONS
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OUTCOME OF ANALYSIS	<p><i>Include any specific actions you have identified that will remove or mitigate the risk of adverse impacts and / or unlawful discrimination. This should provide the outcome for LBHF, and the overall outcome.</i></p> <p>LBHF now recognises ‘care experience’ as a protected characteristic in acknowledgement of the disadvantage faced by many young people in and leaving the care system. Becoming a Partner of the Care Leaver Covenant shows a further commitment to this principle and our desire to do our utmost as corporate parents – there are no adverse impacts of this proposal.</p>
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SECTION 07	ACTION PLAN					
ACTION PLAN	<p><i>Note: You will only need to use this section if you have identified actions as a result of your analysis</i></p>					
	<i>Issue identified</i>	<i>Action (s) to be taken</i>	<i>When</i>	<i>Lead officer and department</i>	<i>Expected outcome</i>	<i>Date added to business/service plan</i>

SECTION 08	AGREEMENT, PUBLICATION AND MONITORING					
SENIOR MANAGERS' SIGN-OFF	<p>NAME: SOPHIE VEITCH POSITION: COMMISSIONING AND TRANSFORMATION LEAD EMAIL: SOPHIE.VEITCH@LBHF.GOV.UK</p> <hr/> <p>Telephone No: 07876855124 CONSIDERED AT RELEVANT DMT: YES</p>					
KEY DECISION REPORT (IF RELEVANT)	<p>DATE OF REPORT TO CABINET: 04 / 03 / 2024 KEY EQUALITIES ISSUES HAVE BEEN INCLUDED: YES</p>					
EQUALITIES ADVICE (WHERE INVOLVED)	<p>NAME: POSITION: DATE ADVICE / GUIDANCE GIVEN: EMAIL: TELEPHONE NO:</p>					

Report to: Cabinet

Date: 04/03/2024

Subject: Pan London Housing Compact commitments to young people leaving care

Report of: Councillor Frances Umeh, Cabinet Member for Housing and Homelessness
Councillor Alex Sanderson, Cabinet Member for Children and Education

Report author: Richard Shwe, Director of Housing
Amana Gordon, Operational Director – Children and Young People’s Services

Responsible Director: Jon Pickstone, Strategic Director for the Economy
Jacqui McShannon, Strategic Director for Children’s Services

SUMMARY

This report introduces the Pan London Compact Care Leaver commitments and seeks agreement to implement these recommendations locally to enable Hammersmith & Fulham to achieve its aspirations and ambitions for care experienced young people.

RECOMMENDATIONS

In fulfilling our aspirations and support for care leavers, we are seeking Cabinet support to enable the Council to implement the recommendations of the Pan London Housing Compact. To achieve this, officers are recommending that Cabinet:

1. Adopts the guiding principle that care leavers up to the age of 25 should, if possible, be found as being in ‘priority need’ under homelessness legislation;
2. Adopts the guiding principle that, if possible, no care leaver up to the age of 25 should be found ‘intentionally homeless’.

Wards Affected: All

Our Values	Summary of how this report aligns to the H&F Values
Building shared prosperity	The enhanced housing commitments promote shared prosperity by providing greater support and equal opportunities for young people leaving care to help them to thrive as adults.

Creating a compassionate council	The proposal demonstrates compassion by recognising the challenges faced by young people leaving care and the Council's commitment to support those transitioning to independent living.
Doing things with local residents, not to them	We have consulted with young people on their experiences of moving on to independence and listened to their thoughts on how this transition could be made easier. These commitments will strengthen the support available to young people leaving our care.
Being ruthlessly financially efficient	Investing in our young people's future to enable them to live as thriving, inter-dependent adults.
Taking pride in H&F	Enhancing our housing commitments demonstrates H&F's pride in taking responsibility as a corporate parent and supporting care experienced young people at risk of homelessness.

Financial Impact

It is not anticipated that this policy will have an adverse financial impact on the existing approved resources and budgets for the Homeless (Housing Solutions) Service.

The Council considered the proposed Budget for 2024/25 at the Full Council Meeting on the 28 February and it should be noted that this included additional investment of £1.5m for the Homeless Service.

The service budgets will be monitored during 2024/25 and matters reported as necessary as part of the regular financial monitoring reports.

Yiu Hing Cheung, Principal Accountant, 13/12/23

Verified by: Sukvinder Kalsi, Strategic Director of Finance, 20/02/24

Legal Implications

The Council has duties to provide support to care leavers under the Children Act 1989 as amended by the Children and Social Work Act 2017. The proposals set out in this report will support the Council's delivery of those duties.

There is no legislation requiring the Council to class all care leavers up to the age of 25 as being in priority need for Housing purposes. Adopting the principles recommended in this report would emphasise the Council's commitment to its corporate parenting role, and potentially improve the experiences of and housing offers available to, care leavers. Failing to implement the recommendations proposed in this report is likely to have an adverse impact on the Council's reputation

compared to other local authorities that have adopted the principles and commitments of the Pan London Compact.

The Council must be careful in its implementation and application of the recommended principles recommended so as not to adopt a blanket rule/policy prioritising care leavers. This would be unlawful and leave the Council susceptible to challenge.

Patricia Rowe, Solicitor (Housing And Litigation), 7 December 2023

BACKGROUND DOCUMENTS

None

DETAILED ANALYSIS

Proposals and Analysis of Options

Option 1 – Approve the proposals outlined in this paper to strengthen the commitments to care experienced young people (Recommended)

As a corporate parent, we are committed to doing our utmost to support the young people leaving our care. The transition to independent living is a challenging time for young people; by enhancing our housing commitments and aligning ourselves with the Pan London Compact, we are ensuring that our care experienced young people receive consistent, collaborative support which will prepare them to live as healthy, thriving adults.

Option 2 – Do not approve the proposals outlined in this paper to enhance our housing commitments to care experienced young people (Not recommended)

Whilst we would maintain our current strong care leavers' offer, not implementing the commitments outlined in the Pan London Compact would be a missed opportunity to improve our offer even further.

Reasons for Decision

Context

1. Cared for children and care leavers are some of the most vulnerable members of our society. The transition to independent living is often a challenging time for care leavers, where they begin to manage their own budget fully for the first time, starting to pay bills and taxes. Most care leavers do not have the option to live with family and so move on to independent accommodation at a young age. Usually, this cohort does not have access to financial support from their wider family or support network.
2. As a corporate parent, we want to ensure that our young people are not disadvantaged because of being care experienced and do everything we can to

support our young people to live as thriving adults. As a council, we have a collective responsibility to prepare young people for a happy, healthy and successful life as an adult, and this means providing support beyond the age of 18 when they legally become an adult.

3. In June, Cabinet passed a decision to recognise ‘care experience’ as a protected characteristic. This step demonstrates the strength of our commitment towards care experienced young people as a corporate parent.
4. The London Innovation and Improvement Alliance (LIIA), working to the Association of London Directors of Children’s Services (ALDCS) has established **The Pan London Care Leavers Compact** project. The compact is intended to bring about a consistent pan London approach to support for care experienced young people, improving equity and access. The Compact achieves this by setting out a framework for developing consistency, breadth and quality in the support offered to London’s care leavers. London Local Authorities are invited to demonstrate their commitment to Care Leavers by signing up to the Housing element of the compact.
5. The Housing Compact has five key commitments that Local Authorities are required to meet and, following discussion at Corporate Parenting Board, there was agreement that H&F should ensure that we can meet all of these and achieve Compact status for our Care Leavers.

Proposed Commitments	Status
Council Tax Exemption for in-borough LBHF Care Leavers	Already in place
Covering the cost of council tax for LBHF care leavers living out of borough	Already in place
Principle of avoiding ‘intentional homelessness’ assessments for Care Leavers and	To be agreed by Cabinet
Principle of extending priority need to the age of 25	To be agreed by Cabinet
Rent Deposit Schemes	Already in place for care leavers
Joint housing protocols for Care Leavers between Housing and Children’s Services in line with the Governmental best practice model (see Appendix 1)	Already in place

6. Some of these commitments were already in place, therefore officers from Housing and Children’s Services have been working through the legal, practical and financial implications of implementing the outstanding commitments and the governance required to implement them.

Our housing offer

7. In H&F, we have a strong offer of support to prepare young people leaving our care to live independently, and ultimately to prevent homelessness, as outlined below:

- The Independent Reviewing Officer and social worker will work with the young person, alongside their placement provider and other relevant agencies, to agree their accommodation and support pathways on leaving care, and reflect this in the young person's pathway plan;
- The young person is supported to develop the skills they need to live independently and manage a tenancy;
- Once the social worker is confident that the young person is ready, they will be referred to the Care Leavers' Housing Panel and their accommodation needs assessed;
- There is a ring-fenced quota of 50 social housing nominations for care leavers so most young people will move into social housing on leaving care;
- Additional support is available for some young people to help them maintain their tenancies, including floating support and support with addressing to rental arrears.

This comprehensive housing offer enables most young people to move on into independent living in a planned and supported manner, and ultimately sustain their tenancies.

8. However, there are some young people who do not move on a planned way or are unable to sustain their tenancies. Whilst these young people will receive support from the Leaving Care service, housing services and/or placement providers to prevent homelessness, this may result in a homeless application being made and as such, we are seeking additional commitments to minimise the stress and improve outcomes for care leavers who present as homeless.

Principle of avoiding 'intentional homelessness' assessments for Care Leavers

9. Under homelessness legislation, the duty to provide permanent accommodation does not arise where someone has been found to have become intentionally homeless. This refers to a deliberate act or omission which has resulted in that person's homelessness; for example, a deliberate non-payment of rent or giving up accommodation which was otherwise suitable.
10. A variety of factors, including the impact of trauma, lower levels of support (relative to their peers), and living independently at an earlier age, mean care leavers are at higher risk than their age-equivalent peers of being found intentionally homeless. As a result, the government's Independent Review of Children's Social Care (March/April 2022) recommended introducing 'a stronger safety net against care leaver homelessness by...ending intentionally homelessness practice'.
11. The adoption of a 'blanket' rule which holds that care leavers can never be intentionally homeless would be unlawful, as housing legislation encourages decision-making based on individual circumstances rather than 'blanket' positions. Independent legal counsel has been sought in relation to this and consequently, we are proposing H&F adopts the guiding principle that, if possible, no care leaver up to the age of 25 should be found intentionally

homeless. The Council remains obliged by homelessness legislation to consider individual facts and circumstances in every case, and reserves the right to depart from these principles in appropriate cases. In the event that a homelessness assessment is likely to lead to an 'intentional homelessness' decision, the Leaving Care team should be consulted with and the decision signed off at the Housing Director's Discretion Panel.

12. H&F rarely makes care leavers intentionally homeless, so the impact of the recommendations in this report would be minimal:
- In 2018/19, no intentionally homeless decisions were issued
 - In 2019/20, two intentionally homeless decisions were issued
 - In 2020/21, 2021/22 and 2022/23, no intentionally homeless decisions were issued.

Principle of extending priority need to the age of 25

13. Closely linked to the 'intentional homelessness' proposal is the proposal that Care Leavers up to the age of 25 should be considered in 'priority need' under homelessness legislation. This means that if they become homeless there is a duty to provide temporary and potentially permanent accommodation.
14. The Children & Social Work Act 2017 introduced a new duty on local authorities to provide support to all care leavers up to age 25 but this has not been accompanied by a similar change in housing legislation. Under current legislation, only young people who were formerly in care aged 18-20 are automatically in 'priority need'; 'priority need' for care leavers aged 21 and over is a discretionary assessment, who must be deemed 'vulnerable' to receive it.
15. As outlined above, this proposal would not be a 'blanket' rule; it would be the adoption of a guiding principle that care leavers up to the age of 25 should, if possible, be found as being in 'priority need' under homelessness legislation.
16. This proposal could have a financial cost attached in terms of providing accommodation; however, this cost would likely be minimal as most young people who have been looked after are found to be vulnerable as a result of this and awarded 'priority need' status anyway:
- In 2018/19, three care leavers aged 21+ were found to have 'no priority need'
 - In 2019/20, 2020/21, 2021/22 and 2022/23, no care leavers aged 21+ were found to have 'no priority need'.
17. Further to the above, officers have secured all housing elements of the Compact and are now seeking Cabinet support to enable the Council to implement the recommendations of the Pan London Housing Compact for care leavers.

Equality Implications

18. The recommendations outlined will have positive equality implications for our young people in care and leaving care (up to the age of 25). Care experienced people face significant barriers that impact them throughout their lives, often facing discrimination and stigma across housing, health, education, relationships, employment and in the criminal justice system. Recognising and making

allowances for this by enhancing our housing offer will positively impact on care experienced young people and support them to become thriving adults. An Equalities Impact Assessment (EIA) has been completed and is attached in Appendix 1.

Sophie Veitch, Commissioning and Transformation Lead, Children's Commissioning, 27th November 2023

Risk Management Implications

19. There are delivery and reputational risks that if the commitments of the Pan London Compact are not adhered to that both recipients of the scheme will not receive the benefits, and that the council will suffer negative publicity. This can be mitigated by tracking the management of the scheme to assure that the benefits are achieved.

Jules Binney, Risk and Assurance Manager, 18th December 2023

Climate and Ecological Emergency Implications

20. There are no direct climate and ecological emergency implications to this decision.

Hinesh Mehta, Assistant Director of Climate Change, 13th December 2023

LIST OF APPENDICES

Appendix 1 - Equalities Impact Assessment (EIA) - Our Housing Offer To Young People Leaving Care

APPENDIX 1 - H&F EQUALITY IMPACT ANALYSIS TOOL



CONDUCTING AN EQUALITY IMPACT ANALYSIS

AN EIA IS AN IMPROVEMENT PROCESS WHICH HELPS TO DETERMINE WHETHER OUR POLICIES, PRACTICES, OR NEW PROPOSALS WILL IMPACT ON, OR AFFECT DIFFERENT GROUPS OR COMMUNITIES. IT ENABLES OFFICERS TO ASSESS WHETHER THE IMPACTS ARE POSITIVE, NEGATIVE, OR UNLIKELY TO HAVE A SIGNIFICANT IMPACT ON EACH OF THE PROTECTED CHARACTERISTIC GROUPS.

THE TOOL IS INFORMED BY THE [PUBLIC SECTOR EQUALITY DUTY](#) WHICH CAME INTO FORCE IN APRIL 2011. THE DUTY HIGHLIGHTS THREE AREAS IN WHICH PUBLIC BODIES MUST SHOW COMPLIANCE. IT STATES THAT A PUBLIC AUTHORITY MUST, IN THE EXERCISE OF ITS FUNCTIONS, HAVE DUE REGARD TO THE NEED TO:

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- 1. ELIMINATE DISCRIMINATION, HARASSMENT, VICTIMISATION, AND ANY OTHER CONDUCT THAT IS PROHIBITED UNDER THE EQUALITY ACT 2010**
- 2. ADVANCE EQUALITY OF OPPORTUNITY BETWEEN PERSONS WHO SHARE A RELEVANT PROTECTED CHARACTERISTIC AND PERSONS WHO DO NOT SHARE IT**
- 3. FOSTER GOOD RELATIONS BETWEEN PERSONS WHO SHARE A RELEVANT PROTECTED CHARACTERISTIC AND PERSONS WHO DO NOT SHARE IT**

WHILST WORKING ON YOUR EQUALITY IMPACT ASSESSMENT, YOU MUST ANALYSE YOUR PROPOSAL AGAINST THESE THREE TENETS.

GENERAL POINTS

1. In the case of matters such as service closures or reductions, considerable thought will need to be given to any potential equality impacts. Case law has established that due regard cannot be demonstrated after the decision has been taken. Your EIA should be considered at the outset and throughout the development of your proposal, it should demonstrably inform the decision, and be made available when the decision is recommended.
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5. IF YOU ALREADY KNOW THAT YOUR DECISION IS LIKELY TO BE OF HIGH RELEVANCE TO EQUALITY AND/OR BE OF HIGH PUBLIC INTEREST, YOU SHOULD CONTACT THE STRATEGY & COMMUNITIES TEAM FOR SUPPORT.

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[HTTPS://OFFICESHAREDSERVICE.SHAREPOINT.COM/SITES/GOVERNANCE/SITEPAGES/REPORTS.ASPX](https://officesharedservice.sharepoint.com/sites/governance/sitepages/reports.aspx)

H&F Equality Impact Analysis Tool

OVERALL INFORMATION	DETAILS OF FULL EQUALITY IMPACT ANALYSIS
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NAME AND DETAILS OF POLICY, STRATEGY, FUNCTION, PROJECT, ACTIVITY, OR PROGRAMME	<p>TITLE OF EIA: OUR HOUSING OFFER TO YOUNG PEOPLE LEAVING_CARE</p> <p>Note: If your proposed strategy will require you to assess impact on staff, please consult your HR Relationship Manager.</p>
LEAD OFFICER	<p>NAME: SOPHIE VEITCH POSITION: COMMISSIONING AND TRANSFORMATION LEAD EMAIL: SOPHIE.VEITCH@LBHF.GOV.UK</p> <p>Telephone No: 07876855124</p>
DATE OF COMPLETION OF FINAL EIA	10 / 01 / 2024

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SECTION 02	SCOPING OF FULL EIA
PLAN FOR COMPLETION	<p>TIMING: MARCH 2024 RESOURCES: CHILDREN'S COMMISSIONING, HOUSING MANAGEMENT, LEAVING CARE</p>
ANALYSE THE IMPACT OF THE POLICY, STRATEGY, FUNCTION, PROJECT, ACTIVITY, OR PROGRAMME	<p><i>The recommendation which will be reviewed at Cabinet in March proposes improving our housing offer as part of our commitment as corporate parents to support young people leaving our care by implementing the commitments of the Pan London Compact and agreeing the Joint Housing Protocol.</i></p> <p><i>The London Innovation and Improvement Alliance (LIIA), working to the Association of London Directors of Children's Services (ALDCS) have established The Pan London Care Leavers' Compact project. The Compact is intended to bring about a consistent pan London approach to support for care experienced young people, improving equity and access. The Compact achieves this by setting out a framework for developing consistency, breadth and quality in the support offered to London's care leavers. London local authorities are invited to demonstrate their commitment to Care Leavers by signing up to the Housing element of the compact.</i></p> <p><i>With LBHF now recognising 'care experience' as a protected characteristic, in acknowledgement of the disadvantage faced by many young people in and leaving the care system, signing up to the Compact and agreeing the Joint Housing Protocol furthers</i></p>

our support to the young people leaving our care. The transition to independent living is a challenging time for young people; by enhancing our housing offer and aligning ourselves with the Pan London Compact, we are ensuring that our care experienced young people receive consistent, collaborative support which will prepare them to live as a healthy and thriving adults.

Protected characteristic	Analysis	Impact: Positive, Negative, Neutral
Age	This proposal will particularly impact on young people who are currently looked after or leaving the care system, and the way in which they are supported by the local authority and other organisations.	Positive
Disability	No impact	Neutral
Gender reassignment	No impact	Neutral
Marriage and Civil Partnership	No impact	Neutral
Pregnancy and maternity	No impact	Neutral
Race	No impact	Neutral
Religion/belief (including non-belief)	No impact	Neutral
Sex	No impact	Neutral
Sexual Orientation	No impact	Neutral
Care experience	This proposal will enhance the support available to care experienced young people as they move on to adulthood, recognising the additional challenges care experienced young people face and the impact this may have of them securing and sustaining suitable housing.	Positive

Human Rights or Children's Rights

If your decision has the potential to affect Human Rights or Children's Rights, please contact your Equality Lead for advice

Will it affect Human Rights, as defined by the Human Rights Act 1998?

*Yes / **No***

	<p>Will it affect Children's Rights, as defined by the UNCRC (1992)? Yes/ No</p>
--	---

SECTION 03	ANALYSIS OF RELEVANT DATA
DOCUMENTS AND DATA REVIEWED	<p>EXAMPLES OF DATA CAN RANGE FROM CENSUS DATA TO CUSTOMER SATISFACTION SURVEYS. DATA SHOULD INVOLVE SPECIALIST DATA AND INFORMATION AND WHERE POSSIBLE, BE DISAGGREGATED BY DIFFERENT EQUALITY STRANDS.</p> <p>The National Leaving Care Benchmarking Forum published the 'Survival is Not Easy' report in December 2022 evidenced the disadvantage faced by many care experienced young people and the additional support needed to prepare them for adulthood. It showed that of the 461 care experienced young people surveyed: 45% were struggling to buy food, 40% were struggling to pay rent and 64% have increased their amount of debt as a result of the cost of living crisis. Only 15% have regular financial support (this shows how care experienced young people are in a different position to young people generally, in terms of having financial support and a financial 'safety net')</p> <p>The transition to independent living is often a challenging time for many young people, where they begin to manage their own budget fully for the first time, starting to pay bills and taxes etc. Care experienced young people are expected to become independent and self-sufficient considerably sooner than their non-care counterparts, and do not have access to financial support from their wider family or support network, hastening their transition to adulthood. All of these factors can make care leavers at greater risk of homelessness. As corporate parents, we want to make the transition to adult living as smooth as possible and support young people to move on in a timely, planned and supported manner, as well as ensuring that young people who are not able to move on in a planned way or sustain their tenancy are able to access appropriate support to prevent and alleviate homelessness.</p>
NEW RESEARCH	

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SECTION 04	CONSULTATION
CONSULTATION	N/A
ANALYSIS OF CONSULTATION OUTCOMES	N/A

SECTION 05	ANALYSIS OF IMPACT AND OUTCOMES
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ANALYSIS	N/A
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SECTION 06	REDUCING ANY ADVERSE IMPACTS AND RECOMMENDATIONS
OUTCOME OF ANALYSIS	<i>No adverse impacts.</i>

SECTION 07	ACTION PLAN												
ACTION PLAN	<i>Note: You will only need to use this section if you have identified actions as a result of your analysis</i>												
	<table border="1"> <thead> <tr> <th><i>Issue identified</i></th> <th><i>Action (s) to be taken</i></th> <th><i>When</i></th> <th><i>Lead officer and department</i></th> <th><i>Expected outcome</i></th> <th><i>Date added to business/service plan</i></th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	<i>Issue identified</i>	<i>Action (s) to be taken</i>	<i>When</i>	<i>Lead officer and department</i>	<i>Expected outcome</i>	<i>Date added to business/service plan</i>						
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SECTION 08	AGREEMENT, PUBLICATION AND MONITORING
SENIOR MANAGERS' SIGN-OFF	NAME: SOPHIE VEITCH POSITION: COMMISSIONING AND TRANSFORMATION LEAD EMAIL: SOPHIE.VEITCH@LBHF.GOV.UK TELEPHONE NO: 07876855124 CONSIDERED AT RELEVANT DMT: YES
KEY DECISION REPORT (IF RELEVANT)	DATE OF REPORT TO CABINET: 04 / 03 / 2024 KEY EQUALITIES ISSUES HAVE BEEN INCLUDED: YES
EQUALITIES ADVICE (WHERE INVOLVED)	NAME: POSITION: DATE ADVICE / GUIDANCE GIVEN: EMAIL: TELEPHONE NO:

Agenda Item 7

LONDON BOROUGH OF HAMMERSMITH & FULHAM

Report to: Cabinet

Date: 04/03/2024

Subject: South Fulham (West) Clean Air Neighbourhood

Report of: Councillor Sharon Holder, Cabinet Member for Public Realm

Report author: Masum Choudhury, Assistant Director of Transport

Responsible Director: Bram Kainth, Strategic Director of Environment

SUMMARY

The South Fulham (West) Clean Air Neighbourhood trial was developed by residents supported by engineers from Hammersmith & Fulham Council. Its aim is to promote healthy living by protecting children and families from toxic air which can lead to dementia, cancers, heart disease, asthma, lung problems and early death. New figures from 60 monitoring stations across Hammersmith & Fulham show there is not a single part of the borough where air quality meets World Health Organisation targets.

The trial set out to end a decades-old congestion and pollution problem in the streets to the west of Wandsworth Bridge Road that had been exacerbated by the increased use of sat-nav equipment by motorists. It uses smart number plate technology to discourage out-of-borough motorists, who are not stopping to shop or visit friends and family, from using residential streets as cut-throughs.

The shared ambition is to make South Fulham an even nicer place to live, work and shop with the ultimate goal of delivering cleaner air and transforming Wandsworth Bridge Road into a destination high street.

So far the data shows that the trial to the west of Wandsworth Bridge Road which began in December 2022 by the use of an experimental traffic management order has seen a reduction of over 7,000 vehicles a day using the side streets, resulting in 0.65 tonnes less of deadly nitrogen oxide (NOx) polluting the streets and 0.9 tonnes less of climate-damaging carbon emissions every day.

Residents who live anywhere in the borough can still drive through the Clean Air Neighbourhood cameras to visit family and friends and to use and support local businesses in South Fulham.

Visitors from outside the borough can be given permission by residents, to access through the cameras.

During the trial, to support businesses, a new free access permit was introduced so businesses could provide exemptions for their shoppers, staff and deliveries.

Motorists from outside H&F, who are not stopping to shop or visit friends, are still able to, but are asked to use the main roads.

Following the most extensive consultation and engagement exercise for a traffic project in the Council's history, this report recommends making a new permanent traffic management order based on the responses that have been received during the trial and a new experimental traffic management order for Settrington Road and Clancarty Road.

RECOMMENDATIONS

1. That Cabinet notes and carefully considers the feedback received for the South Fulham (West) Clean Air Neighbourhood trial carried out from the time the experimental traffic management order detailed in the body of this report was made on 14th December 2022 (" **the Trial**") in addition to the independent polling analysis (Appendix 1 and Appendix 2), alongside the data collected as part of the trial.
2. That Cabinet approves the consulting and publication of the proposal to make a permanent traffic management order for the South Fulham (West) Clean Air Neighbourhood project (as detailed in the section Permanent Order based on the Trial) and delegates authority to the Strategic Director of Environment in consultation with the Cabinet Member for Public Realm to consider the responses received and make and publish the making of the permanent order along with any necessary associated highway works subject to the outcome of the statutory consultation process.
3. That Cabinet approves the publication of an experimental traffic order to implement further vehicle restrictions in Clancarty Road and Settrington Road (as detailed in the section New Experimental Order identified during the Trial) along with any necessary associated highway works.
4. That Cabinet gives authority to the Strategic Director of Environment in consultation with the Cabinet Member for Public Realm to take all necessary steps to affect the decisions in recommendations 2 and 3.

Wards Affected:

Palace & Hurlingham, Parsons Green & Sandford, Fulham Town and Sands End

Our Values	Summary of how this report aligns to the H&F Values
Building shared prosperity	Traffic congestion and toxic air has a significant negative impact on the economy. Out-of-borough drivers that do not visit or access local sites provide no perceptible benefits to borough residents or businesses.

Creating a compassionate council	Out of borough through traffic was having a detrimental effect on the lives of residents, especially their health and wellbeing.
Doing things with residents, not to them	The trial was designed by local residents and supported by council officers.
Being ruthlessly financially efficient	Scheme cost expenditure has been kept to a minimum and all work conducted or commissioned has been necessary to work towards delivering the Council's priorities and values. The project has benefits that contribute to long term economic prosperity and wellbeing of the community.
Taking pride in H&F	South Fulham hosts the densest smart city air quality monitoring network in Europe. The project was awarded the "Future Places" award at the Local Government Chronicle Awards, "Clean air project" award by Citti and the British Parking Association's "Future Parking" award. The project would enable significant further investment in greening and public realm.
Rising to the challenge of the climate and ecological emergency	Lower traffic on residential side streets enables safer walking and cycling. The overall project has so far contributed to the removal of approximately 15,000 trips of 1 km per day across South Fulham equating to saving at least two tonnes of CO2 per day. The project enables the reallocation of road space to be applied to increasing biodiversity, tree planting or contribute towards flood mitigation with SuDS (Sustainable Drainage Systems).

Financial Impact

The cost of making the project permanent and introducing a new trial covers advertising, notification, local communications, new road signs and road markings plus the costs for traffic order making processes for the two orders.

The total scheme cost is estimated to be in the region of £34,000. The table below provides the identified scheme cost for implementation.

Description	Est. Cost
Advertising, notification and traffic order making processes	£4,000
Additional signs and lines	£20,000
Local letters, leaflets, and communications	£10,000
Total	£34,000

All costs will be contained within existing Transport and Parking Revenue budgets.

Legal Implications

The Road Traffic Regulation Act 1984 (“the Act”) gives the Council as Traffic Authority the power to make Traffic Management Orders to control traffic on roads within the Borough.

Section 9 (b) of the Act provides that the Traffic Authority for a road may, for the purposes of carrying out an experimental scheme of traffic control, make an order making any such provision as respects a road in Greater London, as may be made by an order under section 6 of the Act.

Section 10 of the Act provides for an experimental order made under section 9 to be modified within 12 months of it being made.

In accordance with Section 9, 10 Schedule 1 and 9 of the Act and Schedule 5 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (“1996 Regulations”) the Council made and published the Experimental Order as specified at paragraph 18 below.

Regulation 23(3) of the 1996 Regulations makes provision for no further public consultation being necessary if the Experimental Order is to be made permanent

Section 6 of the Act provides the Council with the power to make a permanent traffic management order for controlling or regulating vehicular traffic for any purpose mentioned in paragraphs (a) – (g) of section 1(1) of the Act.

Section 1 (1)(c) is for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

Section 1 (1)(g) is for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

Under the Council’s constitution the Cabinet member for Public Realm has the portfolio to expand schemes which improve air quality by reducing traffic, congestion and pollution. The Strategic Director for Environment has delegated authority to exercise the functions of the Council as highways, transportation and road traffic authority and the taking of all enforcement action in relation to transportation and highways

Recommendation 2 relates to the making of a permanent order and Recommendation 3 relates to the making of a new experimental traffic management order. If recommendations 2 and 3 are approved the Council will be required to follow the notification procedures in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (“the **1996 Regulations**”). Different procedures are prescribed for the permanent order and the experimental order. The permanent order will require the Council to consult statutory consultees, advertise the proposed order along with an intention notice and a statement of reasons. The notice of intention will include a statutory consultation period and the Council will then be required to review and consider any valid objections received.

The Council has carried out a consultation process along with the Experimental Order, further notifications will take place as part of the procedure to be followed in making a new permanent order under Section 6 of the Act.

With regard to Recommendation 3 in respect of the new experimental order Section 22 of the 1996 Regulations provides that prior to the making of an experimental order there is no requirement to publish proposals for public consultation. The consultation on the experimental traffic management order takes place, as specified under the 1996 Regulations, while it is in effect. The public have 6 months to express their concerns.

Section 122 of the Act requires the Council to exercise its functions under the Act so as 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. These powers must be exercised so far as practicable having regard to the following matters:

- a) the desirability of securing and maintaining reasonable access to premises.
- b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- c) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)
- d) 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.
- e) any other matters appearing to the Council to be relevant.

The Council has had regard to its obligations under section 122 of the Act.

The Council's duty under section 149 of the Equality Act 2010 ("2010 Act") has been addressed in the section 'Equalities Impact' below. The Council has carried out an Equality Impact Assessment which is appended to this report. The Equality Impact Assessment found that scheme and additional trial will not have an adverse impact on a particular group and the Council have complied with its statutory duties.

Mrinalini Rajaratnam, Chief Solicitor – Planning and Property 22/02/24

Background Papers Used in Preparing This Report

None

DETAILED ANALYSIS

PROPOSALS AND ANALYSIS OF OPTIONS

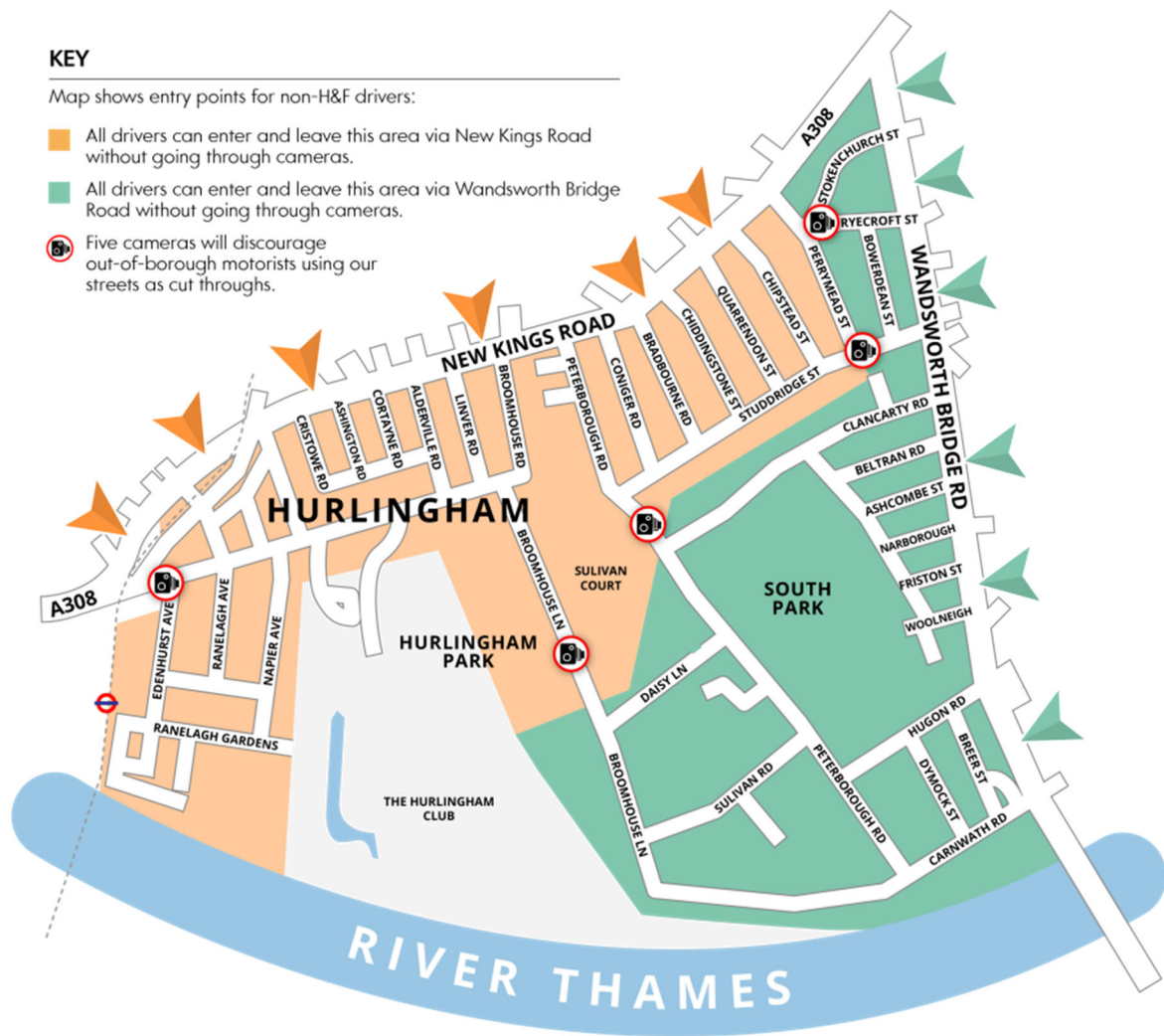
1. As the project has been started as an experiment; 'do nothing' is not an option and only two options can be taken. Either to remove the scheme or to make the project permanent.
2. The option to remove the scheme would lead to several issues including a return of through traffic and not taking into consideration the significant support for the proposal following 'bedding in'. There are some motorists and residents who may view removing the scheme as positive, however such a decision would not have factored in the data and feedback collected during the trial period and would not align with the Council's adopted policies.
3. The option to make the project permanent through the making of a permanent order based on the responses received during the Experimental Order was in effect; and extending the trial by a new experimental order for Clancarty Road and Settrington Road is the recommended option as set out in the relevant sections of this report.
4. In making the project permanent, consideration has been given to additional measures to ensure the delivery of the trial's objectives of removing through traffic in local roads are met.

Proposal

5. This report considers making a permanent traffic management order similar to the Experimental Order, and implementing further traffic restrictions on Clancarty Road and Settrington Road via new experimental traffic orders; based on the evidence base, engagement and consultation feedback received in relation to the Experimental Order made in December 2020.
6. The proposal aims to discourage out of borough motorists from using residential streets as cut-throughs by utilising automatic number plate recognition (ANPR) smart cameras to reduce traffic volumes and associated pollution and congestion in the streets west of Wandsworth Bridge Road.
7. The proposed permanent scheme is identical to the current experimental scheme which has access restrictions carefully positioned at six locations. These are enforced with five ANPR cameras to stop non-H&F drivers using the most popular cut throughs.
8. The proposed scheme maintains full access for visitors to the area without the need to pass through a camera. In addition, residents and businesses can use technology to enable their visitors to pass through cameras if required.

Permanent Order (based on the Experimental Order)

Figure 1 - The trial area



- Figure 1 illustrates the project area and how the area provides access without the need to drive through an access restriction. This was an important design feature to ensure that all properties were reasonably accessible without the need to drive through a traffic restriction.
- The access restrictions are on Broomhouse Lane, Hurlingham Road, Peterborough Road, Ryecroft Street, Studdridge Street and Stokenchurch Street.
- The access restrictions prevent vehicles without a permit from passing. Those requiring access are required to use the appropriate access route to reach desired locations or be permitted access to the area e.g., by residents enabling access via the RingGo app or by businesses providing access via a dedicated tablet or access via RingGo.
- The proposed permanent traffic management order is identical to the current Experimental Order, with restrictions at the following locations:

Hurlingham Road	at a point 5.00 meters south-west of the western kerb-line of Edenhurst Avenue
Broomhouse Lane	at a point 14.00 meters north-west of the north-western kerb-line of Daisy Lane.
Peterborough Road	at a point 6.50 meters north-west of the south-eastern boundary of No. 90 Clancarty Road.
Ryecroft Street,	outside No. 19 Ryecroft Street.
Stokenchurch Street	at a point outside the north-eastern building wall of No. 17 Perrymead Street.
Studdridge Street	outside the common boundary of Nos. 19 and 21 Studdridge Street.

New Experimental Order (further locations identified during the Experimental Order)

13. During the trial there were four additional monitoring cameras placed in the area; the locations and placement of these were developed and recommended by residents.
14. Following review of increased traffic with residents at Settrington Road and Clancarty Road a request to begin enforcement at these two roads was received by officers.
15. Recommendation 3, therefore proposes experimental traffic orders to implement further vehicle restrictions, initially requested by residents in Clancarty Road and Settrington Road, are progressed to mitigate new cut through traffic. This traffic has developed, to queue jump traffic build up on Wandsworth Bridge Road during times of high demand.
16. Experimental traffic orders allow for ongoing consultation at these proposed locations as part of the process, which will be additional to the initial consultation already carried out to identify and propose the sites.

Background

17. As part of the Cabinet decision to make the South Fulham (East) project permanent in (2021) and at the request of several resident groups in the west area, Cabinet also committed to starting a Clean Air Neighbourhood trial to the area west of WBR.
18. Engagement with residents to shape how their residential streets should be used led to the aim of limiting out of borough motorists who did not require access to the area from driving through and identified suitable sites for restrictions.
19. Access through restrictions for all H&F residents is a key part of the project but also access for visitors, delivery drivers, carers and black cabs amongst others.

Following ongoing engagement with local businesses further access solutions were developed for them as part of the trial.

20. The Hammersmith and Fulham (Clean Air Neighbourhood) (South Fulham West) (Experimental) (Prescribed Routes) Order 2022 was made on 1 December 2022 and was thereafter modified by The Hammersmith and Fulham (Clean Air Neighbourhood) (South Fulham West) (Experimental) (Prescribed Routes) (Modification) (No.1) Order 2022 which was made, published and came into operation on 14 December 2022 (“**the Experimental Order**”). To allow motorists to become familiar with the changes, notices were issued to drivers at the early stage of the trial, with enforcement activity starting from 1 February 2023. The Council maintains a fair cancellation policy for this project as it does across all enforcement activities.
21. The project was designed to reduce through traffic and address the health impacts caused by heavy traffic volumes in South Fulham. Previous data indicated the majority of traffic in the area was made up of out of borough motorists, using local residential streets as faster through routes.
22. If an experimental order is to be made permanent it will need to be replaced within 18 months by a permanent traffic order. To enable this to happen efficiently, Regulation 23(3) of the 1996 Regulations makes provision for no further public consultation being necessary at that time if certain requirements are satisfied at the time the Experimental Order was published. To enable a fairer approach in making this order permanent, the council proposes making a new permanent order under Section 6 of the Act with further statutory consultation.

Air Quality

23. The online survey and polling data showed that air quality was a key concern of residents as a public health issue (79% agree in the trial area polling, 83% rest of the borough polling and 69% online survey). The national legal limits for pollution are significantly higher than the World Health Organisations recommended safe limit.
24. A pioneering mesh network of air quality monitors has been installed in South Fulham that captures detailed information on air quality at a hyper local level.
25. The mesh network allows the long-term monitoring and analysis of air quality over time (NOx/PM particulates). The data from this system can be found at Appendix 4.
26. There has been a notable drop in NOx pollutants in the area and across the borough during the trial period. Main roads in the surrounding the trial area did not increase on average.
27. Pollution monitoring is sensitive to weather; with air pressure, humidity and air temperature being the biggest influences, in addition to activity that contributes to pollution such as central heating, log burning, river traffic and construction.

28. Pollution has three key factors to consider; the emitters, the exposure (concentration over time) and sensitivity to pollutants. The trial aimed to reduce the volume of vehicle-based emitters in the side roads, reducing the overall concentration of pollutants and the corresponding exposure over time to residents
29. Reducing traffic volumes and the number of queues contributes towards improved air quality through the corresponding reduction in CO2 emissions, particulate matter and noxious pollutants. A reduction of 15,000 vehicles for South Fulham east and west combined, contributes towards a reduction of PM2.5, PM10, NOx and 2 tonnes of CO2 per annum.

Traffic

30. Traffic data was collected throughout the trial through automatic traffic counters (ATCs), enforcement cameras and traffic sensors. The data demonstrates a significant reduction in total traffic volumes following the bedding in period (see Appendix 3).

Table 1 – Weekday daily average traffic flow comparison – March 2022/March 2023

Road	March 2022 Pre-Trial	March 2023 During Trial	Net increase / reduction	Percentage increase / reduction
Broomhouse Lane	7,869	3,352	-4,516	-57.40%
Clancarty Road	2,635	1,409	-1,226	-46.52%
Peterborough Road	7,249	4,401	-2,848	-39.28%
Studdridge Street	2,589	1,285	-1,296	-50.05%
Wandsworth Bridge Road South	36,572	28,653*	-7,919	-21.65%
Wandsworth Bridge Road North	20,951	17,629**	-3,322	-15.86%
New King's Road (W)	17,103	12,458** *	-4,645	-27.16%
New King's Road (E)	13,763	14,626	863	6.27%
Parsons Green Lane	11,741	9,637	-2,104	-17.92%

31. The table compares the traffic data collected in March 2022 (pre-experiment) and compares it to March 2023 (during experiment).

Table 1 – Weekday daily average traffic flow comparison – June 2022/June 2023

Road	Jun 2022 Pre-Trial	Jun 2023 During Trial	Net increase / reduction	Percentage increase / reduction
Broomhouse Lane	7,821	3,885	-3,936	-50.32%
Clancarty Road	2,886	1,652	-1,234	-42.75%
Peterborough Road	8,314	4,915	-3,400	-40.89%
Studdridge Street	2,581	1,609	-972	-37.66%
Wandsworth Bridge Road South	32,409	30,669	-1,741	-5.37%
Wandsworth Bridge Road North	20,043	23,330	3,287	16.40%
New King's Road (W)	17,939	15,005	-2,934	-16.36%
New King's Road (E)	13,379	11,761	-1,618	-12.09%
Parsons Green Lane	11,370	10,355	-1,016	-8.93%

32. The table compares the traffic data collected in June 2022 (pre-experiment) and compares it to June 2023 (during experiment).

Table 3 – Weekday daily average traffic flow comparison – March 2023/November 2023

Road	March 2023 During Trial	November 2023 During Trial	Net increase / reduction	Percentage increase / reduction
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Broomhouse Lane	3,352	3,435	18	2.48%
Clancarty Road	1,409	1,652	243	17.25%
Peterborough Road	4,401	3,644	-757	-17.20%
Studdridge Street	1,285	1,267*** *	-18	-1.40%
Wandsworth Bridge Road South	28,653*	31,126	2,473	8.63%
Wandsworth Bridge Road North	17,629**	19,112	1,483	8.41%
New King's Road (W)	12,458** *	15,403** ***	2,945	23.64%
New King's Road (E)	14,626	14,606	-20	-0.14%
Parsons Green Lane	9,637	8,479	-1,158	-12.02%

33. The table compares the traffic data collected in March 2023 (during experiment) and compares it to November 2023 (during experiment).

34. For the same period a comparison of access activity for residents and businesses demonstrates the increasing business and visitor activity happening in the area;

	March 2023 During Trial	November 2023 During Trial	Net increase / reduction	Percentage increase / reduction
Business Access sessions	1696	5695	3999	236%
Resident Access Sessions	2981	2924	57	1.9%
Total Sessions	4677	8539	3862	82.6%

35. Some of the increase in traffic observed in the local roads was down to the increase in numbers of visitor exemptions for businesses.

36. It is noted that a new cut through to avoid queues on Wandsworth Bridge Road has developed where traffic utilises either Clancarty Road westbound or Settrington Road northbound. This occurs when traffic is heavy in the morning rush hour, with sat navs routing traffic to save a few minutes.
37. Monitoring cameras were installed in Clancarty Road and Settrington Road as part of the west trial, with the view to enable them for enforcement if traffic patterns showed a rise in through traffic in these streets. The criteria for enabling them has been met.
38. Enabling these cameras to remove the new through traffic will require a new experimental traffic order and trial to commence. Residents in those local streets have been engaged and have requested the trial is run if the west trial is made permanent.

Parking Activity

39. An analysis of parking activity was carried out, which can be seen at Appendix 5. This highlighted:
 - 9.36% increase in RingGo sessions in south of the borough parking zones, compared to 2022
 - 7.36% increase in RingGo sessions in 4 parking zones closest to CLEAN area, compared to 2022
 - 11 out of 12 months higher number of RingGo sessions purchased when compared to 2021 and 2022 in south of borough parking zones
 - On average, over 4500 business customers provided access through the CLEAN cameras each month
 - Nearly 300 visitor vehicles are given access by residents in the parking zones which are part of the CLEAN area each month, using the free of charge 'access *no parking*' via their Residents Visitor Permit.
 - Higher CEO activity and PCN issuance rate compared to 2022, meaning there has been an increase in the number of vehicles parked in the area

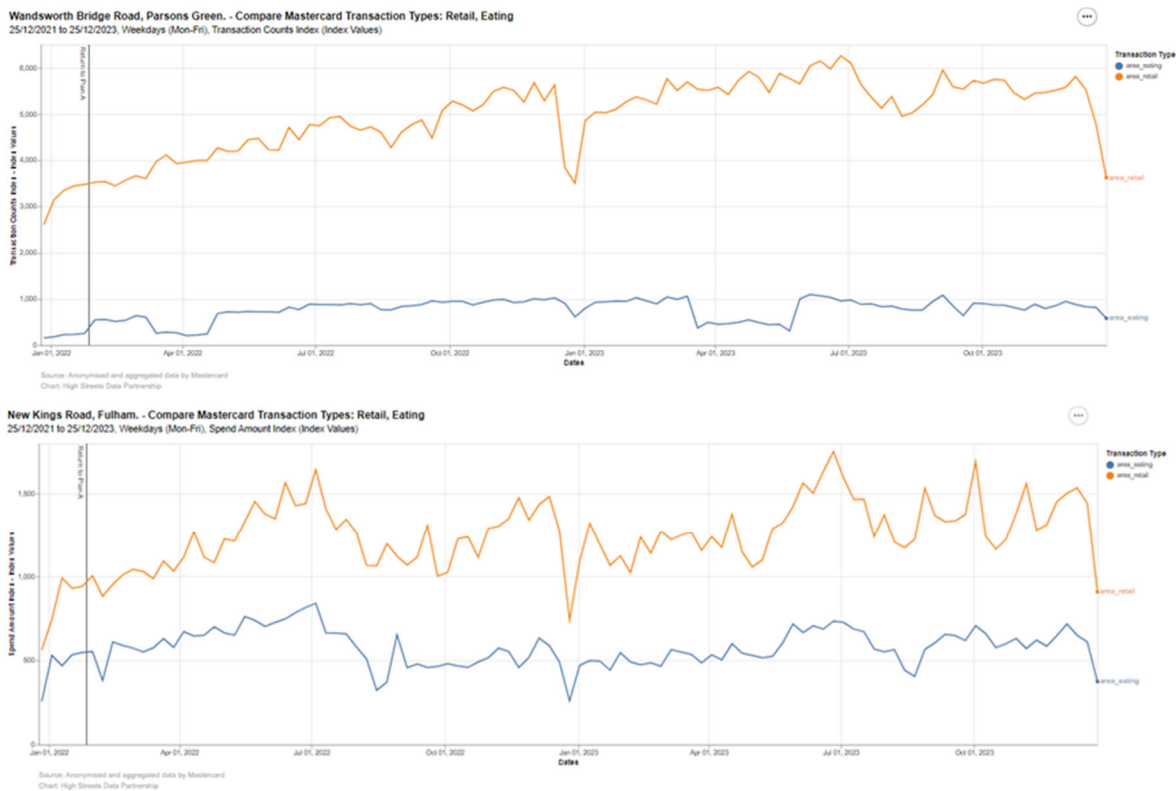
Moving Traffic Compliance

40. A moving traffic compliance analysis was carried out, broken down by month from January to December. Monthly comparisons to previous years are available for RingGo and CEO/PCN issuance.
41. The ratio between permitted vehicles and non-permitted vehicles gives an indication of when the scheme has settled in. The scheme settled in quickly as the compliance rate exceeded 96% within the first four months.

Business Activity

42. An analysis of footfall and consumer spend trends was carried out using GLA data over a 2-year period. Please see Appendix 6 for consumer spend and footfall activity on Wandsworth Bridge Road and New Kings Road, with Hammersmith Town Centre provided as a comparison.

43. Since mid-December 2023 a boroughwide reduction in activity before Christmas can be seen, followed by a recovery. The recovery for businesses in South Fulham is slightly better than Hammersmith Town Centre. The data presented is inflation adjusted, therefore the increase in spend is not due to inflation increases.
44. The Graphs below shows the credit card retail transactions in Wandsworth Bridge Road and for New Kings Road. Please refer to Appendix 6 for further analysis of business activity on Wandsworth Bridge and New Kings Road.



Reasons for Decision

45. The experimental scheme meets the core objectives that arose from engagement with residents and achieves the associated benefits identified. It also enables the long-term aspirations for the area to be realised and implementing a permanent scheme aligns with the Council’s policies on Transport, Public Health, Climate Change and Air Quality.
46. Concerns from residents during peak hours on Settrington Road and Clancarty Road were identified during the experimental scheme. Further Experimental Traffic Order/s at these locations will allow ongoing monitoring and data collection to understand these concerns. A separate decision on these sites will need to be made in the future.
47. Concerns raised by businesses have been addressed over the course of the experiment with changes made to address operational issues such as, options for booking access, enabling businesses within the area to have access, and developing software led solutions to booking. Both RingGo data and GLA data on footfall indicates greater business and economic activity in the area.

48. Extensive consultation and engagement has been carried out during the experiment with residents including independent polling.
49. The trial has reduced out of borough through traffic from the west of Wandsworth Bridge Road. The project in South Fulham east combined with South Fulham west traffic has reduced traffic volumes by 15,000 vehicles in the whole of the South Fulham area.
50. The scheme does not exclude categories of vehicles defined in legislation such as buses, royal mail, emergency services and licensed taxis.
51. The scheme makes a significant positive contribution towards the Climate and Ecological Emergency and enables working towards achieving the Council's climate and air quality action plans and reaching net-zero carbon from traffic by 2030.
52. The scheme makes a significant positive contribution to the Mayor's Transport Strategy working towards an 80% reduction in polluting traffic and a switch to active travel. Section 144 of the Greater London Authority Act 1999 requires the Council when exercising any of its functions to have regard to the Mayor of London's transport strategy and any written guidance given to it. The current strategy emphasises the importance of reducing emissions and improving air quality.
 - "TfL and the boroughs take targeted action and fulfil their statutory duties, including using tools such as road charges, differential parking charges, street closures and vehicle restrictions, tackling engine idling, promoting efficient driving, implementing electric vehicle charging infrastructure, and supporting zero emission car clubs (where appropriate)".

Equality Implications

53. The Council has a duty under section 149 of the Equality Act 2010 ("2010 Act") that has been taken into consideration by carrying out an Equality Impact Assessment which is appended to this report as Appendix 7.
54. The initial assessment found the Adverse Equality Impact Rating to be Low but with implemented mitigations will not have implications for Protected Groups. It is envisaged that the scheme positively impacts groups affected by high traffic volumes near their homes, improving air quality, accessibility and lowers risk of collisions.
55. The Equality Impact Assessment found the scheme and new experiment will not have an overall adverse impact on protected groups.

Risk Implications

56. The main body of the report identifies various risks and the approach to mitigating them. As part of this, and the risks defined below it is strongly recommended that an exclusive risks and issues log is created and regularly reviewed.

57. There is a reputational risk to H&F with both residents and other members of the public that the implementation of the schemes defined here are seen as being completed arbitrarily and without due consultation or consistent reasons provided for any decision. It is recommended that regular consultation with residents is continued and that all decisions are made in public. All decisions should also be communicated.
58. There is an organizational risk that the management of the scheme is not conducted in a controlled and attributable manner. This risk can be mitigated through the establishment of a defined and robust management structure with defined roles, responsibilities and reporting.
59. There are financial and reputational risks when engagement with third party contractors and suppliers is not managed in an effective manner leading to inadequate delivery, weak or non-existent communication of risks and additional costs. To guarantee delivery and contract management it is advised that regular meetings are conducted with suppliers with agreed, approved reporting established.
60. There is a delivery risk that changes to the developments are made continuously and without approval, planning, or adequate cost considerations. To mitigate this risk a change control process and approval body is established to review all changes and provide oversight.

Jules Binney, Risk and Assurance Manager, 21/02/2024

Climate and Ecological Emergency Implications

61. South Fulham (West) Clean Air Neighbourhood experimental project is considered to have made a significant positive contribution towards tackling the Climate and Ecological Emergency due to the demonstrable reduction in traffic volumes and the resulting improvements in air quality for the duration of the trial. Making the scheme permanent would ensure the positive contributions are maintained and enable the realisation of longer-term aspirations of reallocating road space for greening, biodiversity and flood alleviation measures.
62. Several climate action plan aims are achieved through the project including reducing travel, supporting people to use active travel and maintaining accessibility by foot, bike or public transport.
63. There is a demonstrable reduction of traffic in the area and an associated improvement in overall air quality for the area.
64. On average 7000 trips of average distance 1km have been removed from roads per day, this equates to the removal of an estimated minimum of 1 tonne of CO2 emissions each day.
65. A permanent scheme will enable reallocating road space and increasing total green space, by planting of more trees, providing parklets and incorporating Sustainable Drainage Systems (SUDs) within the Public Realm and road space.

66. The scheme also encourages the topical dialogue around travel behaviour, travel demand, greener, biodiversity and more ecologically responsible public spaces and streets.

Hinesh Mehta, Assistant Director Climate Change 20/02/2024

Consultation

67. The scheme was carried out and launched by utilising an Experimental Traffic Order that can last for up to 18 months. It is common for traffic schemes to take a period of time to settle and therefore the order did not allow for the experimental order to be made permanent within the first six months of the date the order came into force to allow for consultation. Formal publication of the notice and consultation was carried out including with Emergency Services, TfL and neighbouring boroughs.
68. In addition to the statutory requirements, ongoing engagement has continued to be carried out with residents and businesses. The traffic and operational issues were worked through and where possible, features that enable residents and local businesses to better utilise the scheme incorporated such as online booking and enabling residents to book more than one session for their visitors and services. This is set out in detail by group (i.e., residents and businesses), below.
69. The new permanent order will allow for further consultation in accordance with the 1996 regulations.
70. The new trial for Clancarty and Settrington Roads will be carried out and launched by utilising a new experimental traffic order that can last for up to 18 months. It is common for traffic schemes to take a period of time to settle and therefore the order will allow for a minimum 6 months consultation period while it is in place before the Council decides whether to modify it, make it permanent or to revoke it.

Resident Consultation

71. The scheme has had the largest consultation and engagement process the council has undertaken for a traffic scheme. During the operation of the experiment, residents were able to raise feedback in the following ways:
- via the residents' working party,
 - email the dedicated email addresses (x2),
 - via their local residents associations,
 - face-to-face meetings
 - attend online residents' briefing sessions,
 - as part of their ticket appeal, or
 - on the telephone via the call centre and dedicated Hotline.
72. The following actions were also taken in regard to the consultation with residents specifically. A summary timeline is provided as follows:

- The trial was designed by residents with support of engineers from Hammersmith and Fulham Council during a series of meetings with residents during 2021 and 2022. Meetings were chaired by the local councillor at the time (Cllr Matt Thorley). The shared aim between the councillors and residents was to end the decade-old problem of congestion and pollution.
- As part of the council's support to help deliver such a scheme, council officers worked with and agreed with residents about where cameras would be best placed, to help reduce issues currently experienced with high traffic volumes on residential side streets.
- In October 2022, a formal meeting was held with local resident groups in the local and wider area, including the newly formed 'Traffic Camera Consulting Group'.
- Prior to the trial going live, there were two Royal Mail postal delivery drops across all addresses in South Fulham (15,000 homes), south of Fulham Road. The first in October 2022 was four pages, and informed residents about the impending trial.
- The second mail drop was published on the eve of the trial going live (30 November 2022) and included an eight-page newsletter and additional guide to how to use the system (referred to as a 'RingGo Explainer') as well as comprehensive Q&A.
- The second mail drop also offered free eco-fridge magnets with the number for the bespoke call centre printed on them.
- The bespoke call centre was set up to handle calls and provide further 1-2-1 assistance for those people who do not, or cannot use, digital technology. This was also to support people who could not book visitors in online themselves.
- All literature published made clear that carers and healthcare workers could obtain access permits from H&F to enable free access through the area.
- The trial was launched on 1 December 2022.
- Despite this launch date, a 'grace' period was instigated whereby any non-permitted vehicles travelling through camera control points were only provided with an advisory warning, rather than a Penalty Charge Notice with a fine.
- In May 2023, a further eight-page leaflet was sent to 15,000 resident addresses comparing the vehicle volumes from March-April 2023 with the previous year. The leaflet evidenced that the reduction in vehicle volume was equivalent to a reduction of 0.65 tonnes of nitrogen oxide (NO₂) and 0.9 tonnes less carbon dioxide in the air. The leaflets made clear that toxic air disproportionately affects the life chances of people from disadvantaged backgrounds.
- In July 2023, Opinium, one of Britain's leading market research agencies, was commissioned to carry out independent opinion polling in the Clean Air Neighbourhood and in the rest of the borough. The representative sampling opinion polling of residents in the Clean Air Neighbourhood trial included questions about disabilities and health conditions. Opinium also drafted and hosted a survey for residents and businesses of the borough undertaken in January 2024. This was one of the most comprehensive ever surveys undertaken in this country into a neighbourhood traffic scheme. The polling and surveying form key elements of a robust suite of consultation and engagement measures which go beyond the guidance laid down by the Secretary of State for Transport. All the polling and surveying was collated by Opinium and its analysis is attached at Appendix 2. The polling demonstrated clear support from residents of the Clean Air Neighbourhood area for the scheme.

- On 7th September 2023, the Cabinet Member for the Public Realm held a remote meeting with resident groups across South Fulham to discuss the trial's progress, in particular relation to improving access conditions for businesses.
- A series of Nextdoor adverts have also been taken out over the course of the trial informing residents how the trial works and how to access the area for visitors.
- Nextdoor adverts were also sent out to neighbouring boroughs informing out-of-borough residents and businesses about how the trial works, how to access streets, and how to avoid penalties. The impact and reach of these adverts have been well in excess of anything that could be achieved through other social media platforms such as Facebook and X (formerly Twitter). An advert explaining how out-of-borough shoppers can get free access through the cameras received 1.15million impressions in neighbouring boroughs between October and December 2024.
- On 20 January 2024, Opinium launched its borough-wide survey into Clean Air Neighbourhoods and other green infrastructure initiatives. All residents and businesses in H&F were able to take part in the survey. To inform residents of the Opinium survey, 15,000 addresses south of Fulham Road were delivered a card by Royal Mail informing them about the survey and how they can take part. The survey was also advertised on social media channels and on the Clean Air Neighbourhood website.
- Representative sample opinion polling of residents in the Clean Air Neighbourhood area and in the rest of the Borough has also been undertaken by Opinium using door-to-door canvassing.

Opinion polling

73. Opinium, one of Britain's leading market research agencies, carried out representative sample opinion polling of residents in 1 (The Clean Air Neighbourhood trial area (defined as per the map to include Wandsworth Bridge Road and New Kings Road (West)) in July 2023) and 2, The rest of the borough in January 2024. A total of 536 residents was interviewed by doorstep canvassing.
74. The polling looked at attitudes towards measures including the increasing of green infrastructure, tackling air pollution and introducing Clean Air Neighbourhood initiatives.
75. Residents were asked if they supported or opposed schemes to tackle air pollution and congestion by reducing the amount of out-of-borough traffic using neighbourhood streets as cut-throughs.
 - 59 per cent of residents in the Clean Air Neighbourhood trial area either strongly supported or supported the general principle of reducing the amount of out-of-borough traffic using neighbourhood streets as cut-throughs ("the general principle"). 20 per cent were either strongly opposed or opposed.
 - 58 per cent of residents in the rest of the borough either strongly supported or supported the general principle. 22 per cent were either strongly opposed or opposed.

Online Survey

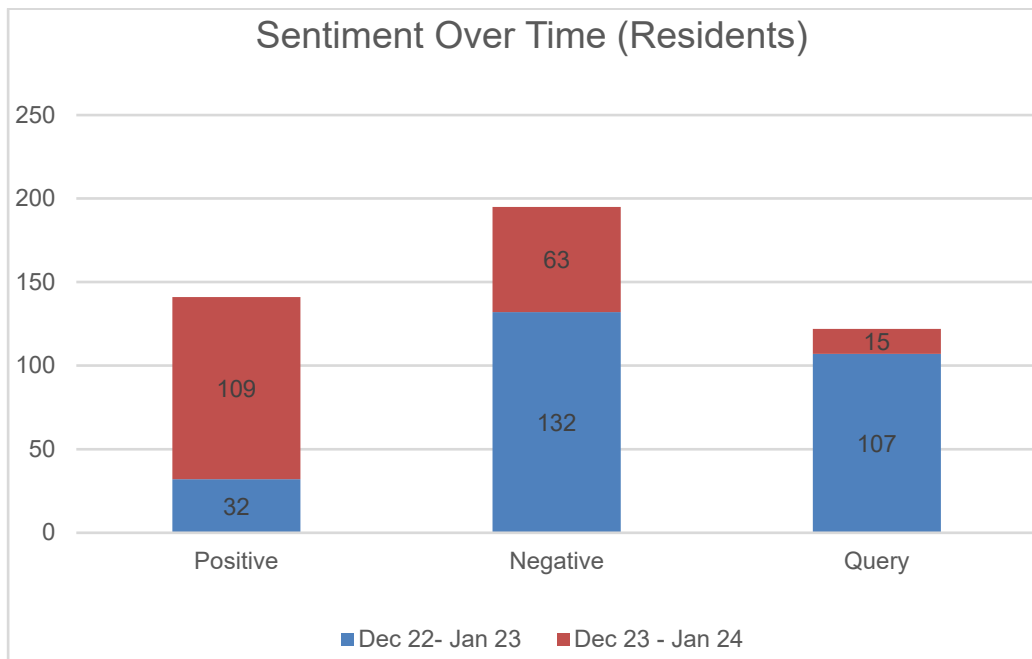
76. Opinium also hosted an online consultation of H&F residents and businesses in January/February 2024. All residents and businesses were eligible to take part. This survey used the same range of questions as per the opinion polling. A total of 1,989 completed responses were received.
- 65 per cent of residents in the Clean Air Neighbourhood trial area either strongly supported or supported the general principle of reducing the amount of out-of-borough traffic using neighbourhood streets as cut-throughs. 29 per cent were either strongly opposed or opposed.
 - 45 per cent of residents in the rest of the borough either strongly supported or supported the general principle. 46 per cent were either strongly opposed or opposed.
 - 52 per cent of all respondents (both residents and businesses) across the whole borough either strongly supported or supported the general principle. 40 per cent were either strongly opposed or opposed.
 - 34 per cent of businesses in the trial area either strongly supported or supported the general principle of reducing the amount of out-of-borough traffic using neighbourhood streets as cut-throughs. 59 per cent were either strongly opposed or opposed.
 - 34 per cent of businesses in the rest of the borough either strongly supported or supported the general principle. 57 per cent were either strongly opposed or opposed.

Resident Feedback

77. At the time of reporting, the council has received approximately 1,743 emails to the two separate Clean Air Neighbourhoods inboxes over the course of the scheme trial period. Of these, the Clean Air Neighbourhoods inbox (cleanairneighbourhoods@lbhf.gov.uk) received approximately 399 emails, and the Clean South Fulham inbox (cleansouthfulham@lbhf.gov.uk) received 1,344 emails. To note, this does not include duplicate emails received from the same recipient regarding the same theme. If several emails were received from the same recipient regarding a different theme each time, these were logged separately (e.g., a query about a penalty received, followed by a separate query regarding how exemptions work).
78. Of all emails received, approximately 57% were received from residents of the Borough, whereas 29% were received from non-residents and 14% from businesses. Overall, the responses show that approximately 19% of all emails have been positive towards the scheme, 43% have been negative towards the scheme and 38% were queries.
79. With regard to emails received from residents of the borough only, a total 31% were positive, 38% negative and 31% were queries.
80. As all emails received were logged, and the general sentiment recorded, an analysis of residents' comments and sentiments over the past 18 months has also been recorded. An analysis of residents' comments and sentiments over the past 18 months demonstrates that, over time as the scheme settled, initial negative

sentiment towards the scheme was reversed as residents started to experience the benefits the scheme provided to the community.

81. For example, in the initial two months of the scheme period (December 2022 and January 2023) the majority 49% of emails received were negative in sentiment and 40% were queries. Only 12% of emails received in the initial two months of the scheme were recorded as having a positive sentiment towards the scheme.
82. As the scheme has bedded in and the benefits of the trial project realised, the overall sentiment towards the scheme has changed. An analysis of sentiment recorded by emails received between December 2022 and January 2023, and between December 2023 and January 2024 demonstrates that the number of emails received with queries (e.g., how to use RingGo, apply for Permits etc.) reduced to 8%. Likewise, negative sentiments recorded via email reduced to 34%. A total 59% of emails received after 12 months of the trial period were recorded as positive. This is demonstrated in the table below:



	Positive	Negative	Query	Total
Dec 22 - Jan 23	32	132	107	271
	11.81	48.71	39.48	100%
Dec 23 - Jan 24	109	63	15	187
	58.29	33.69	8.02	100%

83. In addition to the approximately 1,744 emails received, the council has also received Letters of Support from residents, street-by-street, for the scheme to be made permanent. Letters in support of the scheme becoming permanent have been received from the streets listed below:

- Clancarty Road
- Edenhurst Avenue
- Friston Street
- Hurlingham Garden
- Hurlingham Road
- Linver Road
- Napier Avenue
- Narborough Street
- Perrymead Street
- Ranelagh Avenue
- Studdridge Street

84. A table detailing the number of signatures received by each street is summarised in the table below.

Street Name	No. of Signatures
Clancarty Road	124
Edenhurst Avenue	28
Friston Street	42
Hurlingham Gardens	15
Hurlingham Road	77
Linver Road	80
Napier Avenue	36
Narborough Street	27
Perrymead Street	124
Ranelagh Avenue	20
Studdridge Street	51
Total	624

85. The Letters of Support are provided as part of Appendix 1. As demonstrated, the letters of support included sentiments towards the scheme including:

- *“Residents of Edenhurst Avenue have decided to write to you collectively, to urge the Council to make the scheme permanent once the trial is completed. A permanent scheme will prove life changing for our community”.*

- *“The result is a vast improvement in the quality of life of those living on Napier Avenue and in the surrounding neighbourhoods. The impact on the collective health and wellbeing of residents is tangible.”*
- *“The absence of noise and exhaust pollution is significant. Residents of Hurlingham Gardens decided to write to you collectively to urge the Council to make the scheme permanent once the trail is completed”.*
- *“We the residents of Linver Road SW6 are writing this public letter to express our overwhelming support for the CAN scheme...we urge you to make this scheme permanent...we firmly believe that its continuation will only further enhance the health, safety and camaraderie of our cherished community”.*

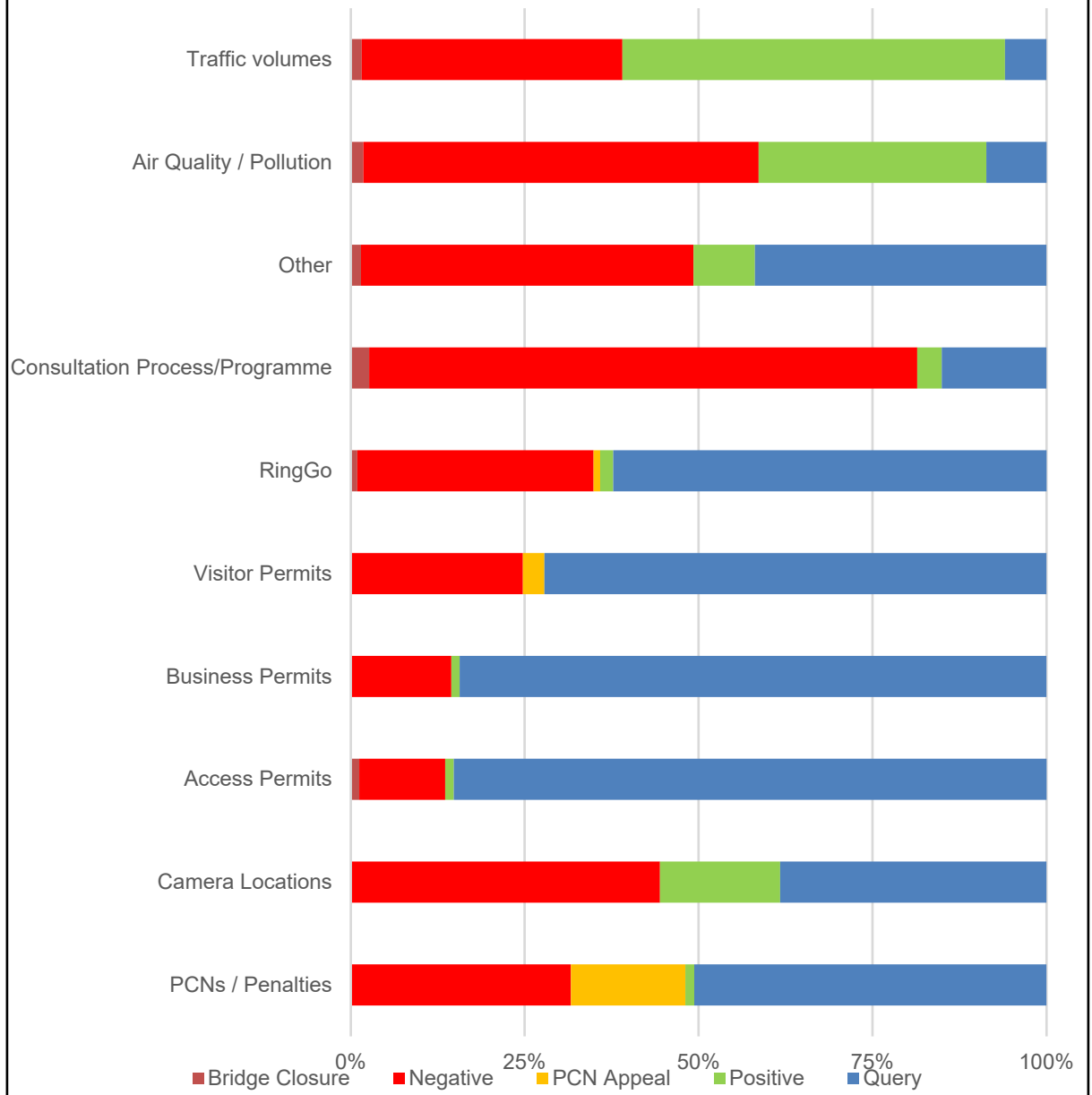
86. As well as recording and logging sentiment, every email has also been categorised by the different themes that they referred to. Note that many emails covered more than one theme, all of which are recorded. A list of themes identified is provided below:

- Access Permits
- Air Quality & Pollution
- Blue Badge Exemptions
- Camera Locations
- Consultation Process
- Customer Access
- Electric Vehicle Exemptions
- Members Clubs
- Money Making Scheme
- New Kings Road to Wandsworth Bridge Road Right-Turn
- PCNs and Penalties
- Private Roads
- RingGo
- Sat Navs
- Signage
- Taxis and Private Hire Vehicles
- Traffic Volumes
- Visitor Permits
- Wandsworth Bridge
- Zipcar and Car Clubs
- Other (this includes responses regarding climate, disability, elderly access, public transport travel times and women’s safety).

87. The leading themes within the positive emails received from residents were a reduction in Traffic Volumes, in 88% of emails, followed by Air Quality/Pollution in 7%. Many residents, including residents’ associations, contacted the inbox to describe the positive changes to the streets included in the scheme, including a reduction in motor vehicles and improved air quality, referencing the benefits on children and young families.

88. The leading theme for queries from residents was Visitor or Access Permits, at 23%, in the initial months of the scheme. This was followed by RingGo queries, at 21%.
89. Several issues were cited with the RingGo App, including the perceived barrier of only being able to have one account per household, and general complications with the app that particularly affected the older generations. The council addressed these issues by providing a dedicated Hotline and a 'RingGo Explainer' providing step-by-step instructions to Borough / Access Permits.
90. The leading theme in the negative emails received from residents was perceived increases in Traffic Volumes on main roads, at 33%. These emails referenced the increase in traffic along Wandsworth Bridge Road, particularly given there were considerable works being undertaken on the bridge in the first six months of the trial period, which meant journey times across the bridge were taking longer. The Consultation Process/Programme and Air Quality/Pollution were the next leading themes, at 13% and 14%, respectively.
91. The theme of Electric Vehicle Exemptions was mentioned in approximately 2% of all emails received from residents. Several emails were questioning the lack of exemptions for electric vehicles, given that the scheme is cited as a Clean Air scheme and electric vehicles do not produce pollutants. The response given was that these vehicles still contribute to congestion, therefore they contribute to the increased levels of pollution on the side streets.
92. Likewise, some enquiries received from residents requested the Council to do more to address the general safety for women who may be travelling at night. This is because some drivers with ride-hailing apps like Uber have refused to enter the area. The council continues to lobby Uber to take up the offer of a technical solution to allow their drivers to pick up and drop off residents in the Clean Air Neighbourhood area.
93. Each enquiry received was considered, grouped into themes and addressed as detailed in the table below. Following an analysis of the initial negative feedback received, several key operational issues emerged which have been addressed by the Council during the trial period of the scheme. Steps taken, as a result of feedback received, have been summarised and considered in the table below.

Top themes received grouped by sentiment (Residents)



Theme of Initial Negative Comment	Mitigating actions and changes made as a result during the trial
Traffic Volumes	
<p>Lack of access for visitors, Ubers/mi nicabs and deliveries</p>	<ul style="list-style-type: none"> • One of the key principles in the design of the scheme is that the scheme does not prevent physical access to the area, but rather virtually restricts access through the area if a driver is not a H&F permit holder. Although the scheme changes the routes non-permitted drivers should take to get to certain areas, the entire area remains accessible for all and for vehicles. A route map confirming control points and alternative routes for non-permit holders was prepared and made available online / sent to respondents with access queries. • As a result of the above, delivery companies have amended their routes for deliveries and are now familiar with the scheme, access routes and access restrictions. • The ability for residents to add a vehicle for exemption to the cameras was introduced during the South Fulham East scheme. To help with business visitors and deliveries, the council introduced Business Visitor scheme during the West trial.
<p>Lack of access for visitors, Ubers/mi nicabs and deliveries</p>	<ul style="list-style-type: none"> • Black taxis which also provide a vital service to disabled residents are considered a form of public transport and have been made exempt from controls. • Following reports that Uber drivers were refusing to pick up or drop off residents in the area and asking passengers to alight some distance from home, the Council investigated and tested Uber services to and from the scheme zone. The investigation confirmed that the issue identified came down to individual driver choice on pick-ups and set downs in the area. The council has worked with Uber to reduce the issues residents experience whilst stressing that all streets can be accessed without going through a camera. The council has provided information packs to Uber drivers and informed those Uber drivers that are also residents that they are exempt from the controls. The council has also modified the cancellation policy so that tickets are cancelled for private hire drivers that can

Theme of Initial Negative Comment	Mitigating actions and changes made as a result during the trial
	<p>prove they went through a camera to set down or pick up a resident in the area.</p> <ul style="list-style-type: none"> • The council is actively working on real-time technology solutions with private hire companies to help make journeys frictionless for those being picked up or dropped off in the area.
<p>Displaced traffic into neighbouring areas</p>	<ul style="list-style-type: none"> • Initial perception of the scheme when it was first introduced was that displacement was occurring to other areas, however this is common for traffic schemes at the early stages as drivers try to work out alternative routes. As expected, this initial phase settled, and traffic volume data indicates that initial displacement did not remain. • Traffic volume data confirms that displacement did not occur for the duration of the trial, and the total number of vehicles crossing Wandsworth Bridge reduced on average by 8000 per day. The scheme did redistribute traffic around the streets, some getting less some slightly more, but the overall volume went down. • It was also evident that a large proportion of the through traffic was displaced traffic from another primary route outside of the borough and the scheme forced that traffic back to the route it should have originally been using i.e. the M25 and A4.

<p>Increased congestion</p>	<ul style="list-style-type: none"> • Congestion and network performance are volatile and influenced by many factors, some are not local or immediately visible in the vicinity, e.g. road works on the wider road network. Covid19 lockdowns and key bridge closures have fundamentally affected traffic patterns across London so comparison must be made over a longer period and averaged. • Historical traffic congestion data suggests that congestion has remained similar on roads surrounding the scheme and reduced in roads within the scheme. Within the overall areas total congestion has fallen. • Queue lengths in Wandsworth Bridge Road and New Kings Road have reduced slightly and queue lengths inside the East area have reduced considerably. On the West side of WBR there is a mix; some routes have improved, and others have slightly worsened as the traffic rebalanced through the road network. • The 10-week Wandsworth Bridge closure (23rd July-30th September 2023) impacted traffic conditions within the area. During this time, the CAN camera on Imperial Road was temporarily suspended, allowing drivers coming from Putney to use New Kings Road and turn right down Bagley's Lane, along Imperial Road and then Townmead Road to get to the southern section of Wandsworth Bridge Road. This was communicated via the H&F and Wandsworth council websites and to people who emailed the hotline about this matter. • Ongoing closures to Hammersmith Bridge since August 2020 have also been impacting traffic across the borough. The Hammersmith Bridge Taskforce website was set up by the Secretary of State for Transport to inform road users about updates to the repairs and alternative modes of transport or alternative routes. • There is also a natural shift in congestion and overall network performance in London as traffic capacity is being reduced across the capital. • Implementing the scheme permanently would serve a longer-term strategy of reducing overall road capacity for vehicles which leads to long term behaviour responses and traffic and associated congestion reduction. • After the Wandsworth Bridge reopened a new cut through emerged through Clancarty Road and Settrington for drivers avoid northbound queues on Wandsworth Bridge Road during peak traffic events, this has lead to
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	<p>significant queuing in Clancarty and disruption to the flow on Wandsworth Bridge Road from cars turning in and out. Monitoring cameras were installed as part of the trial to monitor traffic as this possibility was an identified risk. To mitigate this a new trial is needed to prevent through traffic at the two monitoring sites.</p>
<p>Air quality/ Pollution</p>	
<p>Increased air pollution due to traffic on NKR and WBR</p>	<ul style="list-style-type: none"> • Shortly after the start of the trial period, the hotline received emails from residents complaining of the increased pollution and subsequent reductions in air quality along New Kings Road and Wandsworth Bridge Road, as the scheme had reportedly redirected all the traffic from the side streets to the main roads, creating congestion. • In response to this, extensive and ongoing measures were put in place on Wandsworth Bridge Road to mitigate traffic and enforce the 20mph speed limits. These measures included installing six Speed Indicator Devices and lamp column banners, improved advisory cycle lanes and improvements to crossings. Reductions in traffic on WBR and NKR are now being experienced as a result. • The Clean Air Neighbourhood trial reduces pollution by discouraging out-of-borough motorists, who are not stopping to shop or visit friends and family, from using residential streets as cut-throughs. • Residents, street-by-street, are writing in to tell us that South Fulham is a nicer place to live. That their streets are quieter and safer, that the air is cleaner. • The data did not show any increase in air pollution on main roads.
<p>Consultation process/Programme</p>	

<p>Lack of consultation</p>	<ul style="list-style-type: none"> • During early 2023, businesses and residents contacted the hotline reporting they felt they did not receive enough consultation prior to its launch. • As detailed above, this scheme has received the highest level of consultation than any other traffic scheme in H&F. The project was designed through collaborative meetings chaired by local ward councillors, with online Town Hall sessions organised by resident groups and attended by hundreds of people, and countless other meetings which have looked at the design on a street-by-street basis. • H&F councillors have worked extensively with residents and businesses to ensure all addresses within the borough have received leaflets about the scheme and have been provided with a chance to provide feedback via online and written surveys. • Consultation has been ongoing since the trial launched in December 2022.
<p>PCN/s/Penalties</p>	
<p>Out-of-borough residents receiving penalties</p>	<ul style="list-style-type: none"> • The aim of the scheme is not to fine motorists but to improve air quality by discouraging people from using the residential streets as cut-throughs. • To reduce the number of fines, the two-month period between 1st December 2022 and 31st January 2023 was an extended warning period for the scheme. During this time, rather than receiving fines, out-of-borough motorists who were caught by the cameras received a warning notice and a letter explaining the clean air trial and warning road users to look out for the signs and avoid using the residential streets as cut-throughs. • The council website established an online form for people to submit their penalty charge notices. • If individuals received more than one PCN for one journey, the cancellation policy treated each claim as one journey and would bundle up claims providing the claim was processed before the postal PCN hits.
<p>RingGo</p>	

<p>Visitor scheme issue/ RingGo</p>	<ul style="list-style-type: none"> • To help simplify the process of allowing visitors to pass a control, the existing Resident Visitor Parking (RVP) scheme was adapted so that it automatically gives access to a visitor if a parking session in the zone is booked. The RVP is restricted to one visitor at a time and only operates during parking control times. • The council also introduced a bespoke hotline for residents who cannot or do not want to use the RingGo application to book in their visitors by phone. • Visitors can be registered with RingGo in advance or up to midnight on the day of entering the Clean Air Neighbourhood to provide residents more flexibility in providing their visitors access.
<p>EV's/Exemptions</p>	
<p>EV's should be exempt from access restrictions.</p>	<ul style="list-style-type: none"> • EV's are not currently exempt from the access restrictions as they still contribute to congestion and queuing traffic. • However, the council have been considering the feedback concerning EV's and would like to support the switch to electric vehicles. • To help businesses with EVs, a new EV business permit was introduced free of charge for businesses to apply for.
<p>Other</p>	
<p>Late night traffic speeds on main roads</p>	<p>Speeding on main roads is not directly linked to the scheme, it is usually a sign of less congestion and the free movement of traffic.</p> <p>The average day time speeds on the main roads are 17-19mph. Speed data did indicate single instances of 40-50mph at off peak traffic times.</p> <p>The introduction of a 20mph speed limit to the surrounding main road network of Wandsworth Bridge Road, New Kings Road and Harwood Road would be beneficial.</p>

95. There is a comparatively low level of support for the scheme from out of borough drivers compared to residents. This indicated that the scheme is achieving its objective of filtering out of borough traffic and ensuring it remains on main roads.

Positive feedback about the scheme has been progressively improving from residents and even for some out-of-borough residents, some of whom who would like a similar scheme to be set up in their neighbourhood.

96. The highest degree of support is from residents based within the scheme area; this is reflected in the increased number of resident petitions expressing support for the scheme. Residents on the west of Wandsworth Bridge Road as well as on Wandsworth Bridge Road itself are also expressing increased support for the scheme as it has embedded, and the traffic has started to reduce from traffic calming measures that have been introduced.

Business Consultation

97. The scheme has had the largest consultation and engagement process the council has undertaken for a traffic scheme. To support businesses, officers from the parking team have carried out their largest ever support and engagement programme following the launch of the Clean Air Neighbourhood trial in South Fulham on December 2022. During the operation of the experiment, businesses were able to raise feedback in the following ways:

- email the dedicated email addresses (x2),
- via their local business associations,
- face-to-face meetings
- attend online business briefing sessions,
- as part of their ticket appeal, or
- on the telephone via the call centre and dedicated Hotline.

98. The following actions were also taken in regard to the consultation with businesses specifically. A summary timeline is provided as follows:

- Prior to the trial going live, there were two Royal Mail postal delivery drops across all addresses in South Fulham (including businesses), south of Fulham Road. The first in October 2022 was four pages, and informed residents about the impending trial.
- A bespoke call centre was also set up to handle calls and provide further 1-2-1 assistance for businesses with specific queries on the scheme.
- All literature published made clear that those working as carers and healthcare workers could obtain access permits from H&F to enable free access through the area.
- The trial was launched on 1 December 2022.
- Despite this launch date, a 'grace' period was instigated whereby any non-permitted vehicles travelling through camera control points were only provided with an advisory warning, rather than a Penalty Charge Notice with a fine.
- A total 442 individual visits have been made to shops and businesses across the area since the trial launch: 248 visits to 104 businesses in the New Kings Road/ Parsons Green area; 148 visits to 60 businesses on Wandsworth Bridge Road; 46 visits to 24 other businesses in the area.

99. Following feedback and as a key ask, businesses were allowed to grant free access through the cameras for their out-of-borough shoppers, staff and

deliveries. An eight-page leaflet was sent to businesses in the area explaining how to give their visitors access.

100. A total 118 business visitor permits have now been issued and 31 free tablets provided to shops for use at the counter to book in their out-of-borough visitors for free access through the cameras. Shop window posters have also been designed and distributed to support.
101. Council officers have also worked with industrial estates and clubs, such as Hurlingham Business Park, Parsons Green Tennis Club, the Hurlingham Club and The Andrew Robson Bridge Club, to provide individual RingGo access codes and provide technological solutions to enable businesses to continue to be accessible to their customers and deliveries.

Businesses Feedback

102. At the time of reporting, the council has received approximately 1,743 emails to the two separate Clean Air Neighbourhoods inboxes over the course of the scheme trial period. Of these, the Clean Air Neighbourhoods inbox (cleanairneighbourhoods@lbhf.gov.uk) received approximately 399 emails, and the Clean South Fulham inbox (cleansouthfulham@lbhf.gov.uk) received 1,344 emails. To note, this does not include duplicate emails received from the same recipient regarding the same theme. If several emails were received from the same recipient regarding a different theme each time, these were logged separately (e.g., a query about a penalty received, followed by a separate query regarding how exemptions work).
103. Of all emails received, approximately 57% were received from residents of the Borough, whereas 29% were received from non-residents and 14% from businesses. Overall, the responses show that approximately 19% of all emails have been positive towards the scheme, 43% have been negative towards the scheme and 38% were queries.
104. With regard to emails received from businesses, a total 2% were positive, 34% negative and the majority 64% were queries.
105. As all emails received were logged, and the general sentiment recorded, an analysis of businesses comments and sentiments over the past 18 months has also been recorded. An analysis of businesses comments and sentiments over the past 18 months demonstrates that, over time as the scheme settled, initial negative sentiment towards the scheme was reversed as the council worked with businesses to provide Business Access Permits and provide technological solutions to enable businesses to continue to be accessible to their customers and deliveries.
106. For example, in the initial two months of the scheme period (December 2022 and January 2023) a total 102 emails from businesses had been received. The majority, at 75 total, emails received were general queries. 2 were positive in sentiment and 25 were negative in sentiment.
107. As the scheme has bedded in and additional solutions to allow businesses to benefit from the scheme provided, the overall sentiment towards the scheme has

changed, and the number of emails received from businesses reduced. An analysis of sentiment recorded by emails received between December 2022 to January 2023, and December 2023 to January 2024 demonstrates that the number of emails received with queries (e.g., how to use RingGo, apply for Permits etc.) reduced from 75 to just 3. Likewise, emails recorded as having a negative sentiment reduced from 25 emails to just 7.

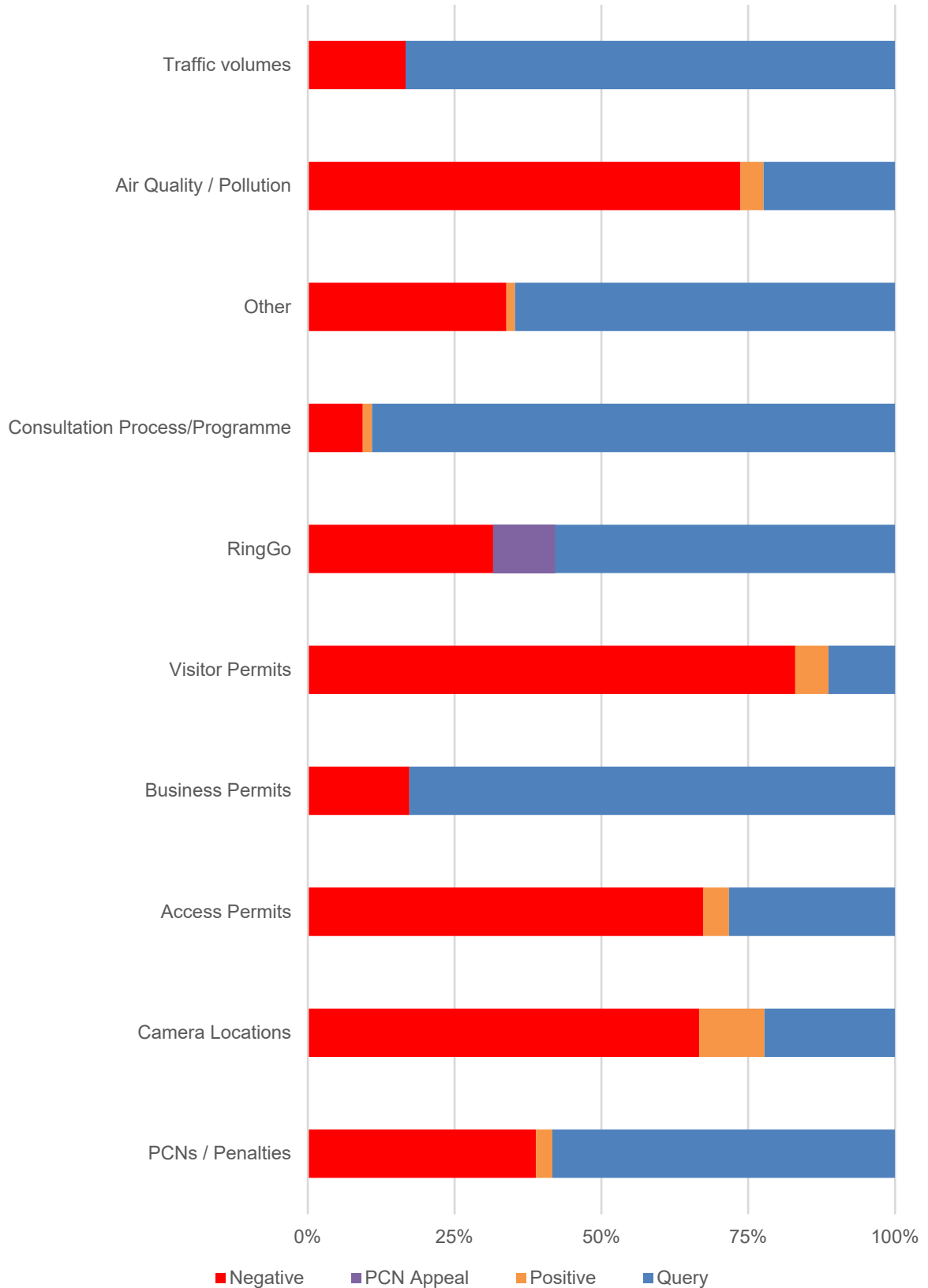
	Positive	Negative	Query	Total
Dec 22 - Jan 23	2	25	75	102
Dec 23 - Jan 24	1	7	3	11

108. One valid petition against the trial scheme was also submitted in October 2023. This was a petition submitted by local businesses who felt that there had been a “25% drop in trading” since the introduction of the trial scheme on residential streets to the west of Wandsworth Bridge Road, as well as the bridge closure during this period. A copy and details of the petition and highlights is provided at Appendix 1. It is noted that analysis of business activity (as set out at Para no. 25 onwards) showed that the trial scheme in fact realised the opposite in terms of trade increases.
109. A business survey was also submitted by South Fulham Business Association which showed opposition to the scheme.
110. As well as recording and logging sentiment, every email has also been categorised by the different themes that they referred to. Note that many emails covered more than one theme, all of which are recorded. A list of themes identified is provided below:
- Access Permits
 - Air Quality & Pollution
 - Business Permits
 - Camera Locations
 - Consultation Process
 - Customer Access
 - Electric Vehicle Exemptions
 - Impact on Businesses
 - Members Clubs
 - Money Making Scheme
 - New Kings Road to Wandsworth Bridge Road Right-Turn
 - PCNs and Penalties
 - Private Roads
 - RingGo
 - Sat Navs
 - Signage
 - Taxis and Private Hire Vehicles
 - Traffic Volumes
 - Visitor Permits
 - Wandsworth Bridge

- Zipcar and Car Clubs
- Other (this includes responses regarding climate, disability, elderly access, public transport travel times and women's safety).

111. The leading theme for queries from businesses was Business Permits or Access Permits, at 70%, in the initial months of the scheme. Lack of business permits was raised by businesses in approximately 27% of all negative emails received from businesses. This was closely followed by general negative sentiment towards the impact on businesses (26%).
112. Similar to residents, the theme of Electric Vehicle Exemptions was mentioned in approximately 2% of all emails received from businesses. Several emails were questioning the lack of exemptions for electric vehicles, given that the scheme is cited as a Clean Air scheme and electric vehicles do not produce pollutants. The council responded to this by providing a further exemption to businesses in the way of free permits for Business EV Vehicles.
113. Each enquiry received was considered, grouped into themes and addressed as detailed in the table below. Following an analysis of the initial negative feedback received, several key operational issues emerged which have been addressed by the Council during the trial period of the scheme. Business specific steps taken, as a result of feedback received, have been summarised and considered in the table below.

Top themes received grouped by sentiment (Businesses)



Theme of Initial Negative Comment	Business Specific mitigating actions and changes made as a result during the trial
Impact on businesses	
Access Permits for business vehicles	<ul style="list-style-type: none"> • Vehicles with a valid LBHF business parking permit are able to pass through control points without being penalised. • Businesses are also permitted to apply for up to two business parking permits so that they can continue to access the area without being penalised. • Businesses with EV vehicles can register them for permits for free.
Negative impact on businesses	<ul style="list-style-type: none"> • The placement of the cameras was devised to support businesses. Non-residents and business suppliers can reach every single street without going through cameras, either by entering and leaving via New Kings Road or, in the case of Hurlingham Business Park, entering and leaving via Wandsworth Bridge Road. • Where businesses feel they have experienced reductions in custom, the council has consulted with them on a case-by-case basis. • Businesses visitor permits were introduced to enable businesses to register vehicles for exemption. • Free tablets were given to businesses to enable customers to self register for access if they passed through a camera en-route.
Access for Specific Businesses (Taxis / Minicabs / Private Hire Vehicles)	
Lack of access for Ubers/ minicabs	<ul style="list-style-type: none"> • A high percentage of through traffic in the area prior to the scheme were private hire cars. It was felt by residents that local minicab businesses should be supported. The Council therefore took steps to enable local minicab firms to have permitted access through the scheme. The names of confirmed local minicab firms with unrestricted access have been made available to residents initially querying minicab access to the scheme. • Black taxis which also provide a vital service to disabled residents are considered a form of public transport and have been made exempt from controls. • The council has also modified the cancellation policy so that tickets are cancelled for private hire drivers that can prove they went through a camera to set down or pick up a resident in the area.
EV's/Exemptions	

Theme of Initial Negative Comment	Business Specific mitigating actions and changes made as a result during the trial
Impact on businesses	
Access Permits for business vehicles	<ul style="list-style-type: none"> • Vehicles with a valid LBHF business parking permit are able to pass through control points without being penalised. • Businesses are also permitted to apply for up to two business parking permits so that they can continue to access the area without being penalised. • Businesses with EV vehicles can register them for permits for free.
Negative impact on businesses	<ul style="list-style-type: none"> • The placement of the cameras was devised to support businesses. Non-residents and business suppliers can reach every single street without going through cameras, either by entering and leaving via New Kings Road or, in the case of Hurlingham Business Park, entering and leaving via Wandsworth Bridge Road. • Where businesses feel they have experienced reductions in custom, the council has consulted with them on a case-by-case basis. • Businesses visitor permits were introduced to enable businesses to register vehicles for exemption. • Free tablets were given to businesses to enable customers to self register for access if they passed through a camera en-route.
Access for Specific Businesses (Taxis / Minicabs / Private Hire Vehicles)	
EV's should be exempt from access restrictions.	<ul style="list-style-type: none"> • Business EV's are currently exempt from the access restrictions

LIST OF APPENDICES

- Appendix 1 – Consultation
- Appendix 2 – Opinion Polling and Online Survey
- Appendix 3 – Traffic Data
- Appendix 4 – AQ Data
- Appendix 5 – Parking Data
- Appendix 6 – Consumer Spend and Footfall Data
- Appendix 7 – EQIA

Appendix 1 – Consultation

Resident Feedback	Pages 2 to 17
Business Feedback	Pages 18 to 33
Business Petition	Pages 34 to 35
Letters of Support	Pages 36 to 47

Year and month

- 2022
 - October
 - November

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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- Line Chart
- Bar Chart**

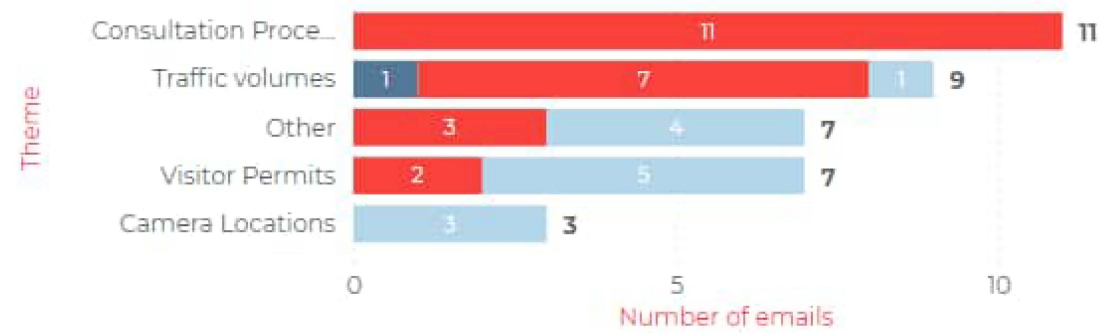
30
Total Emails Received

29
Total Respondents

04 Oct 22 - 31 Oct 22
Report Period

Top Themes

Sentiment ● Positive ● Negative ● Query



Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- 2022
- October
- November

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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42
Total Emails Received

37
Total Respondents

01 Nov 22 - 30 Nov 22
Report Period

Top Themes

Sentiment ● Positive ● Negative ● Query

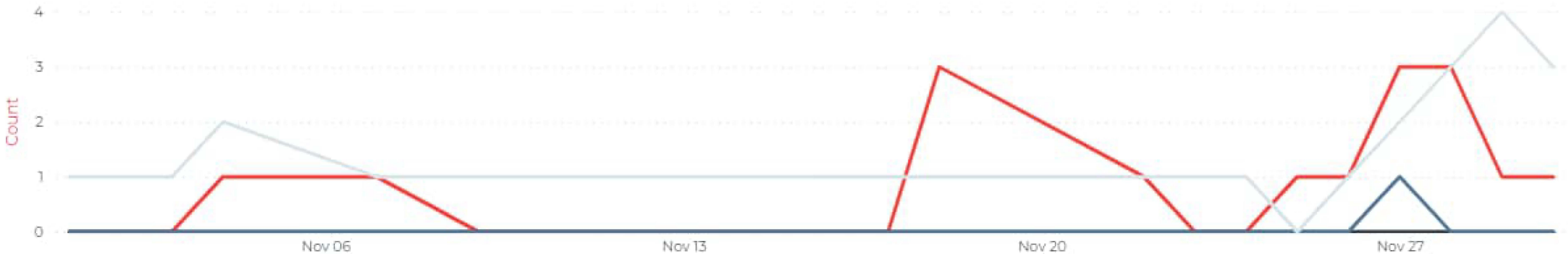


Line Chart

Bar Chart

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- October
- November
- December

• Please select a month under the year
 • Ctrl select to select multiple options.

125
 Total Emails Received

119
 Total Respondents

01 Dec 22 - 31 Dec 22
 Report Period

Type of Respondent

- Business
- Non-Resident
- Resident

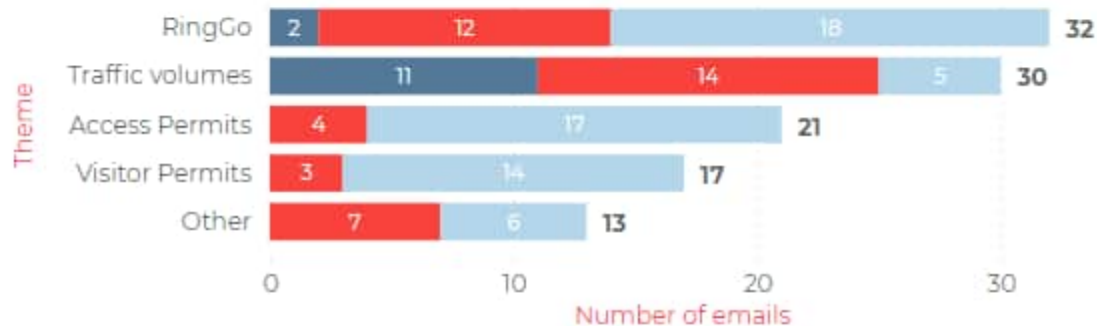
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Line Chart

Bar Chart

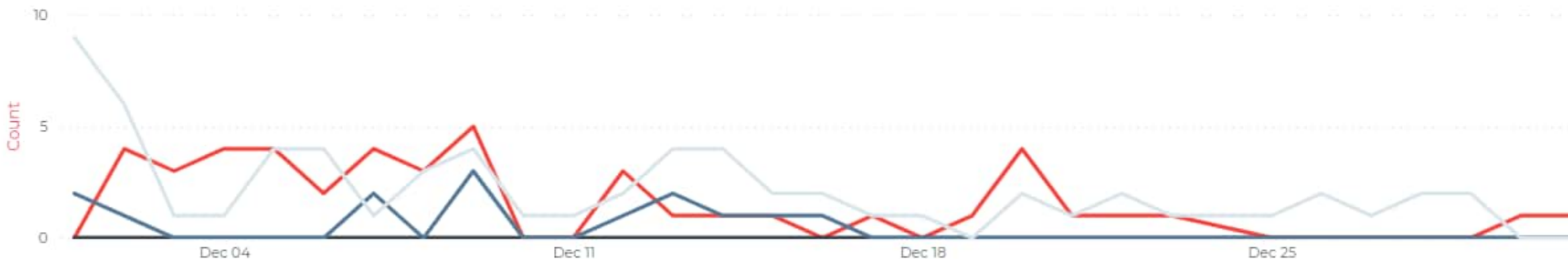
Top Themes

Sentiment ● Positive ● Negative ● Query



Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- 2023
 - January
 - February
 - March

• Please select a month under the year
 • Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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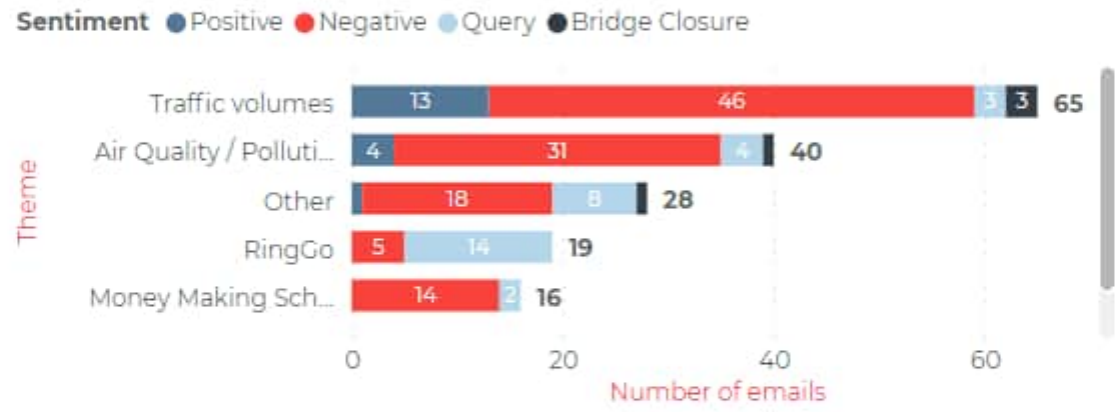
Line Chart **Bar Chart**

165
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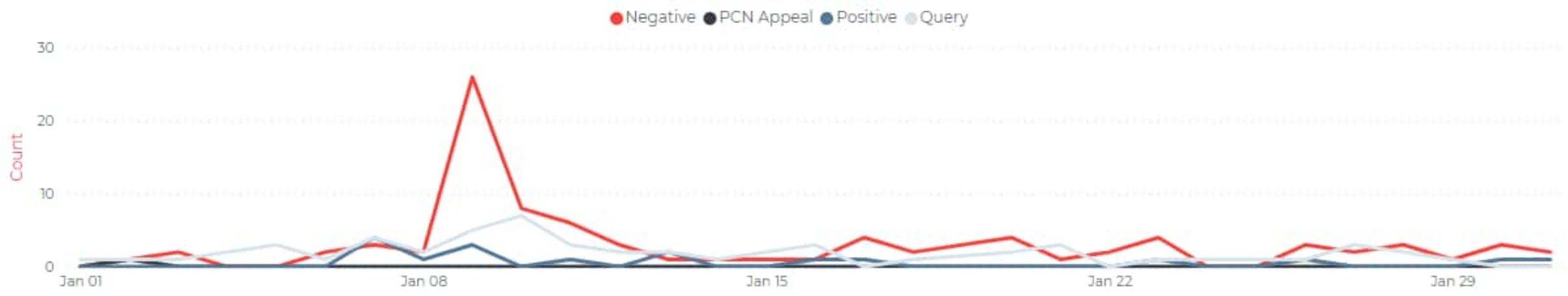
155
Total Respondents

01 Jan 23 - 31 Jan 23
Report Period

Top Themes



Sentiments across time



Year and month

- 2023
- January
- February
- March

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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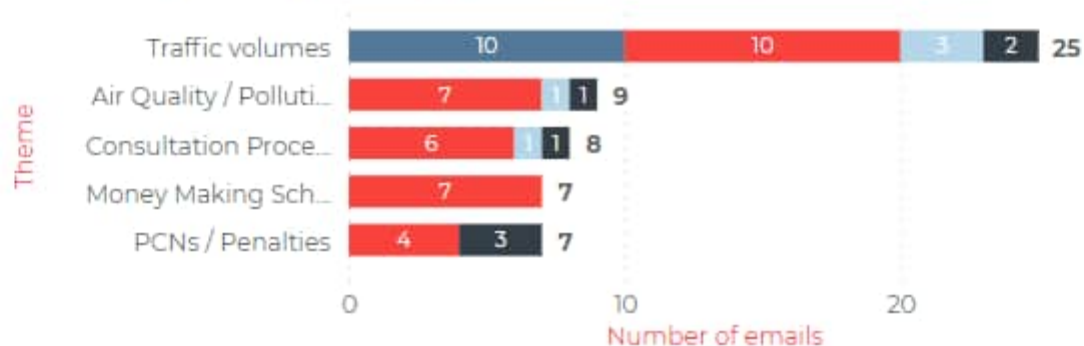
67
Total Emails Received

66
Total Respondents

01 Feb 23 - 28 Feb 23
Report Period

Top Themes

Sentiment ● Positive ● Negative ● Query ● Bridge Closure ● PCN Appeal



Line Chart

Bar Chart

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- 2023
- January
- February
- March

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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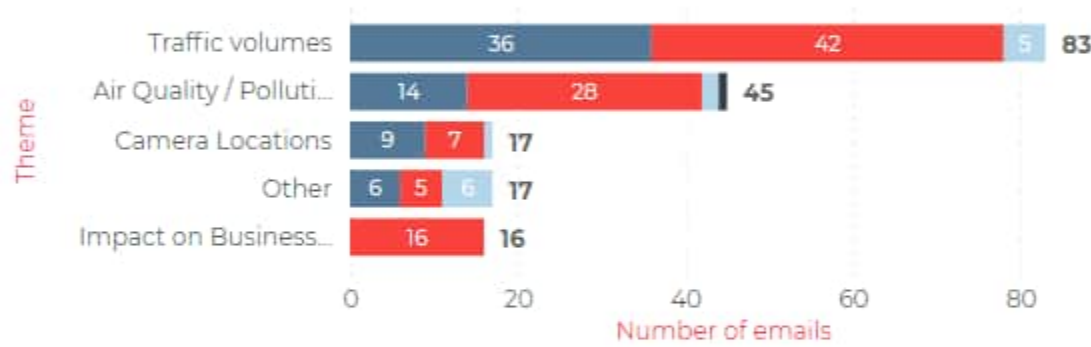
127
Total Emails Received

122
Total Respondents

01 Mar 23 - 31 Mar 23
Report Period

Top Themes

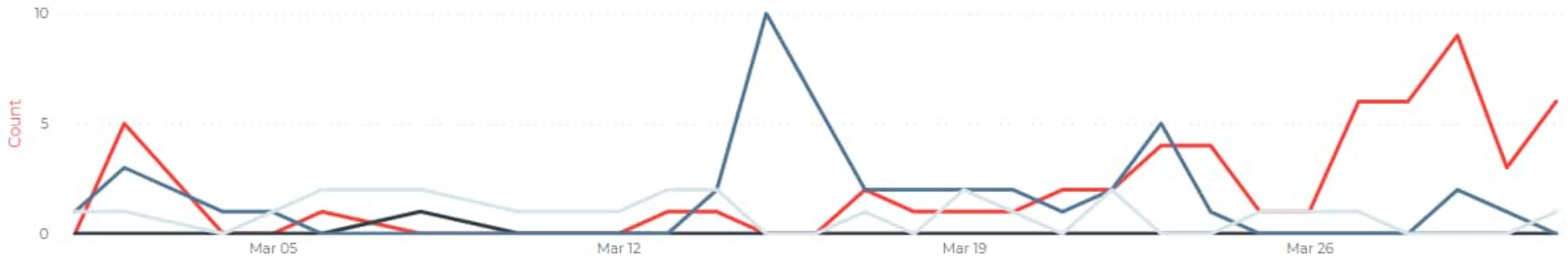
Sentiment ● Positive ● Negative ● Query ● Bridge Closure



Line Chart **Bar Chart**

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- February
- March
- April
- May

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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Line Chart

Bar Chart

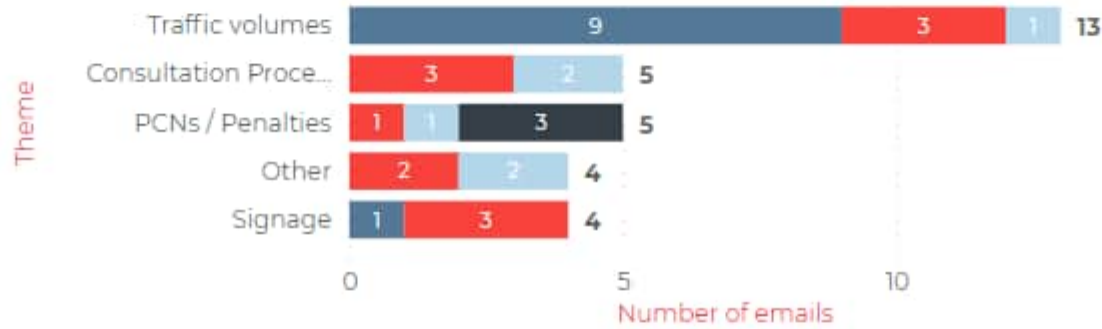
30
Total Emails Received

30
Total Respondents

05 Apr 23 - 30 Apr 23
Report Period

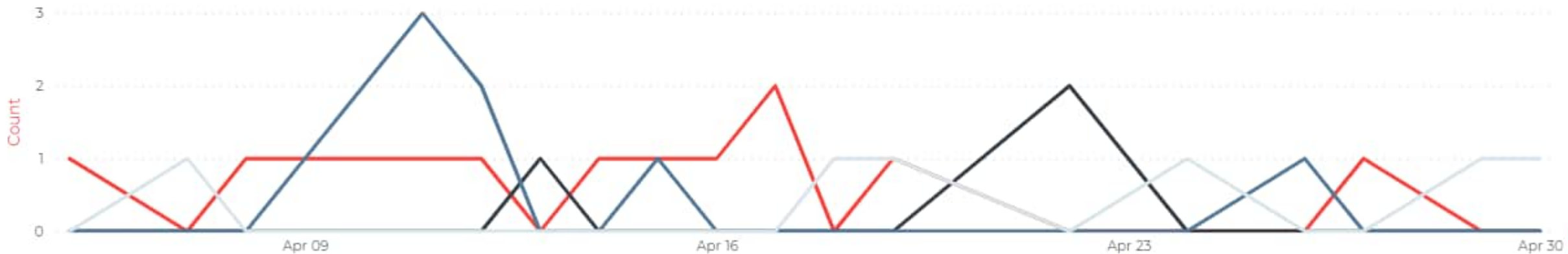
Top Themes

Sentiment ● Positive ● Negative ● Query ● PCN Appeal



Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- February
- March
- April
- May

• Please select a month under the year
 • Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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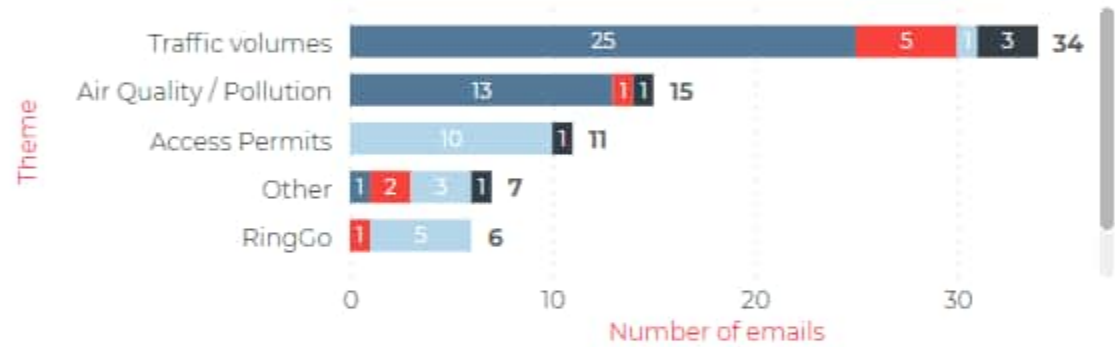
65
Total Emails Received

62
Total Respondents

01 May 23 - 31 May 23
Report Period

Top Themes

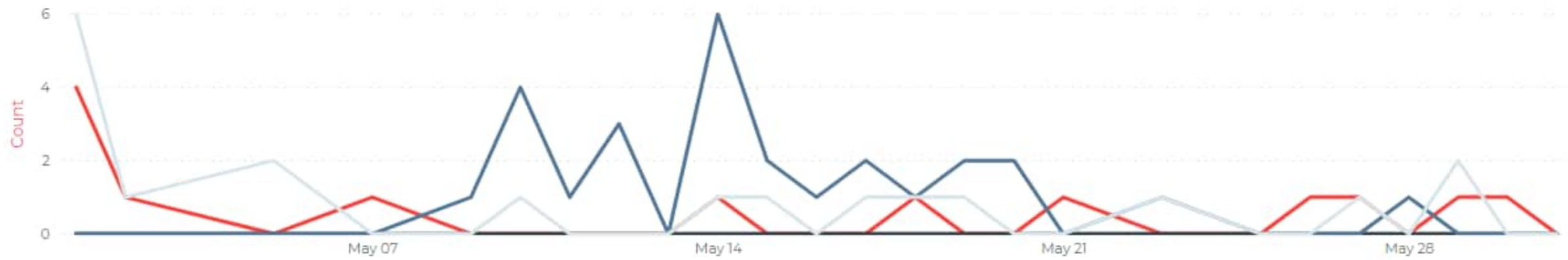
Sentiment ● Positive ● Negative ● Query ● Bridge Closure



Line Chart **Bar Chart**

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- May
- June
- July
- August

• Please select a month under the year
 • Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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Line Chart

Bar Chart

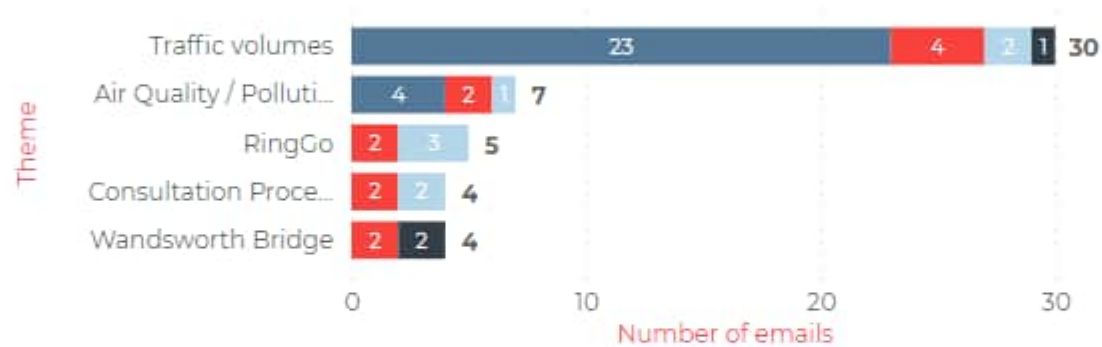
42
 Total Emails Received

39
 Total Respondents

01 Jun 23 - 30 Jun 23
 Report Period

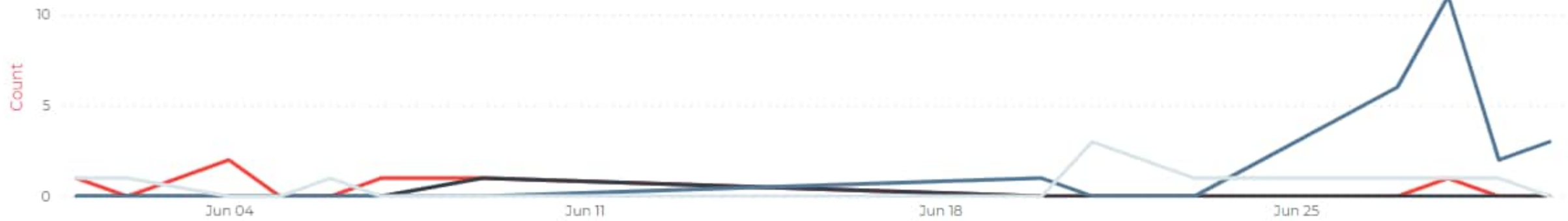
Top Themes

Sentiment ● Positive ● Negative ● Query ● Bridge Closure



Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- May
- June
- July
- August

• Please select a month under the year
 • Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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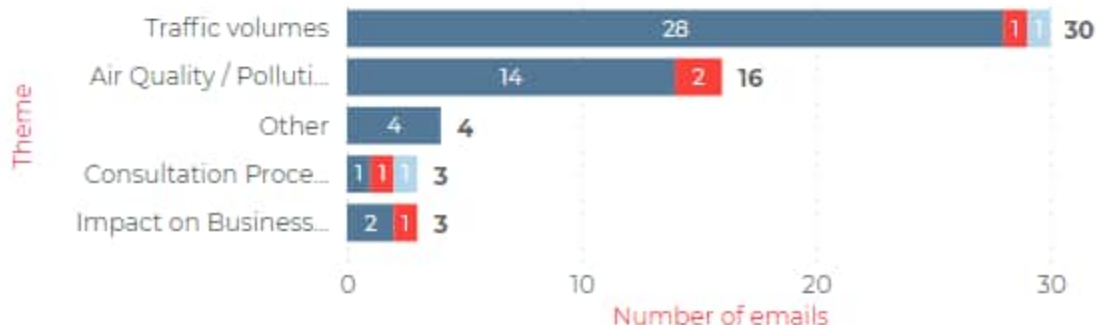
44
 Total Emails Received

44
 Total Respondents

01 Jul 23 - 31 Jul 23
 Report Period

Top Themes

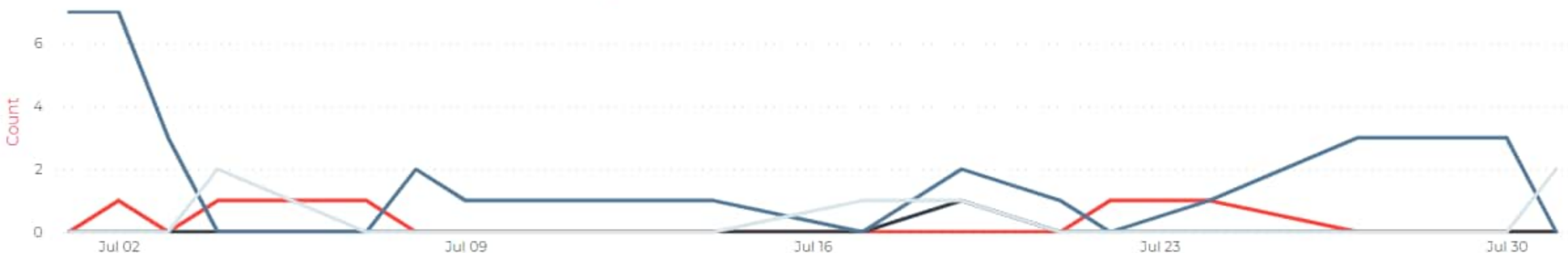
Sentiment ● Positive ● Negative ● Query



Line Chart | Bar Chart

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- August
- September
- October

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

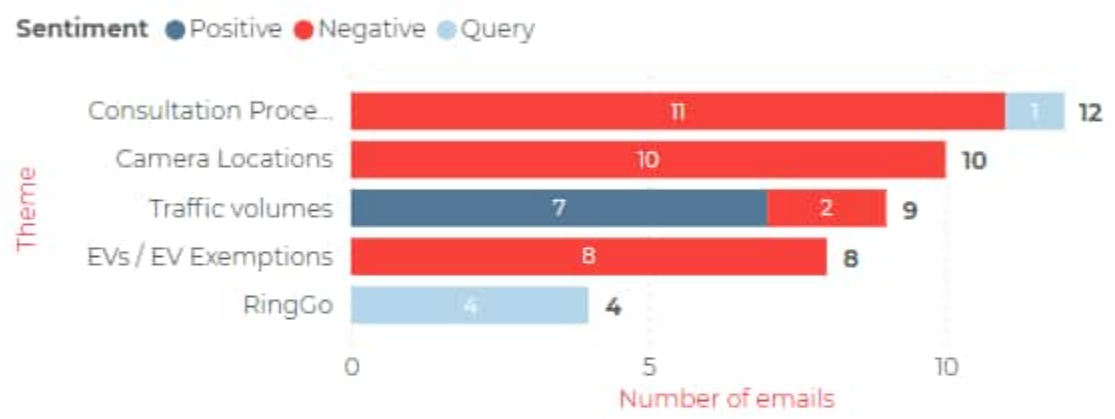
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28
Total Emails Received

28
Total Respondents

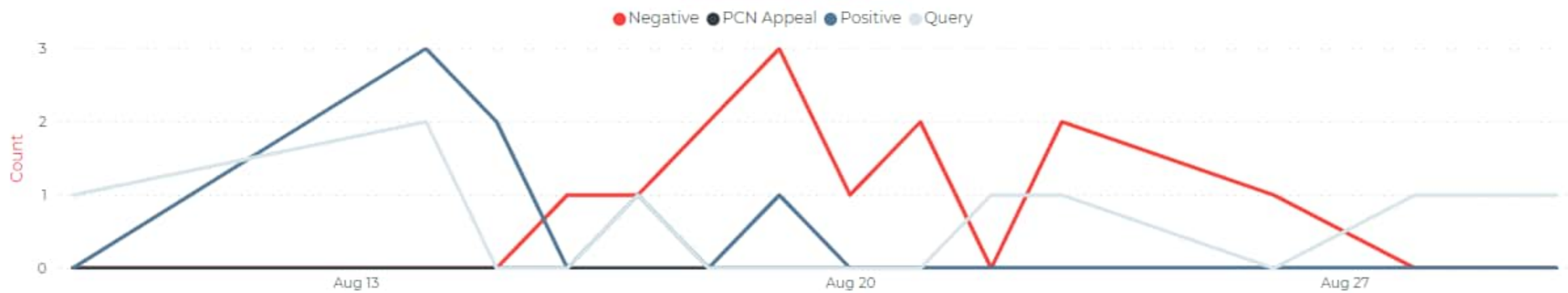
09 Aug 23 - 30 Aug 23
Report Period

Top Themes



- Line Chart
- Bar Chart

Sentiments across time



Year and month

- August
- September
- October

• Please select a month under the year
 • Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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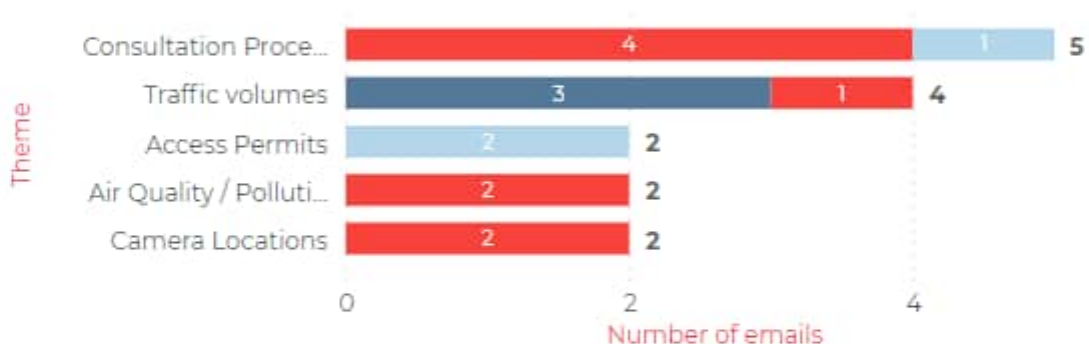
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Total Emails Received

13
Total Respondents

04 Sep 23 - 30 Sep 23
Report Period

Top Themes

Sentiment ● Positive ● Negative ● Query

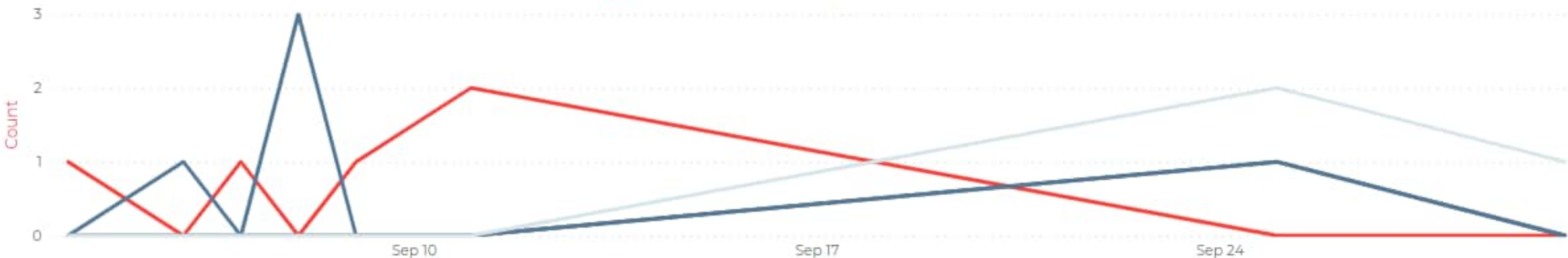


Line Chart

Bar Chart

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- August
- September
- October

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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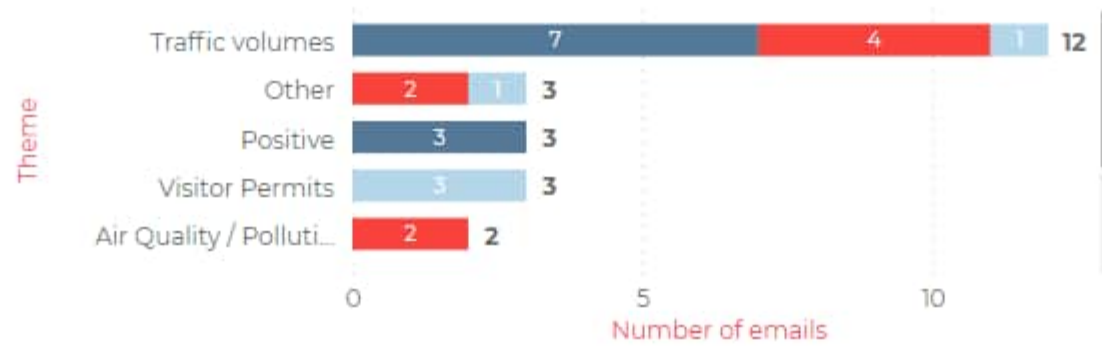
23
Total Emails Received

19
Total Respondents

02 Oct 23 - 31 Oct 23
Report Period

Top Themes

Sentiment ● Positive ● Negative ● Query

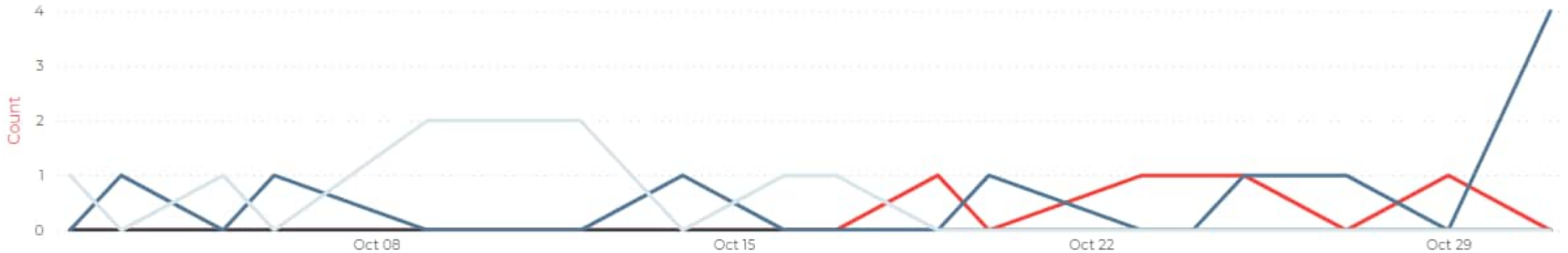


Line Chart

Bar Chart

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- November
- December
- ▼ 2024

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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10
Total Emails Received

9
Total Respondents

01 Nov 23 - 28 Nov 23
Report Period

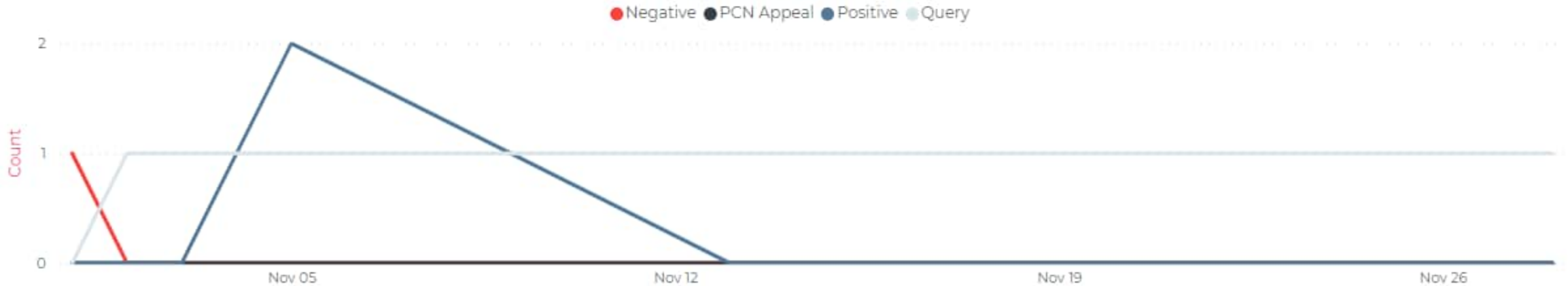
Top Themes



Line Chart

Bar Chart

Sentiments across time



Year and month

- November
 - December
- 2024

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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Line Chart

Bar Chart

10
Total Emails Received

10
Total Respondents

04 Dec 23 - 23 Dec 23
Report Period

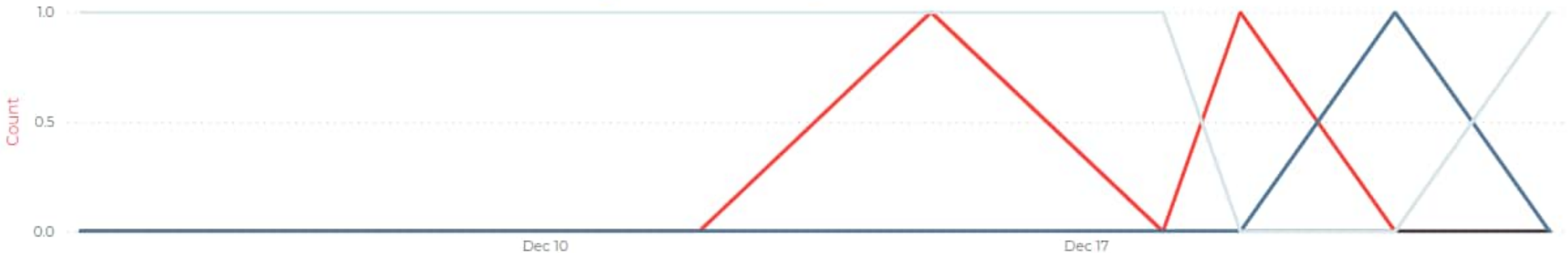
Top Themes

Sentiment ● Positive ● Negative ● Query



Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- December
- 2024
- January

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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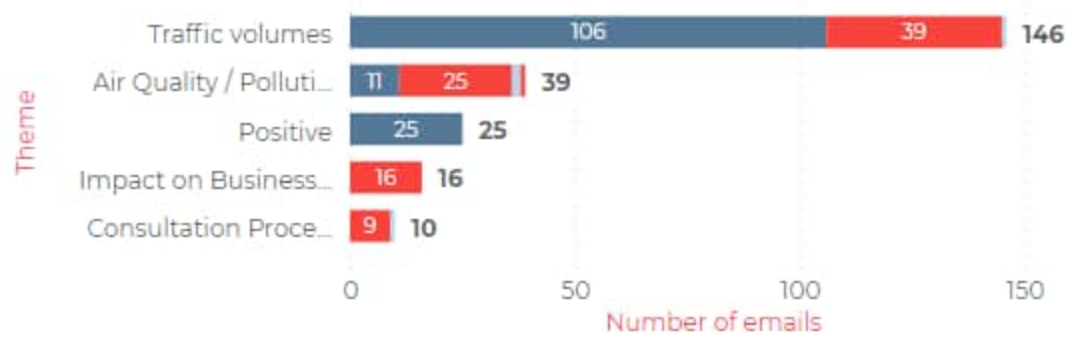
179
Total Emails Received

175
Total Respondents

06 Jan 24 - 31 Jan 24
Report Period

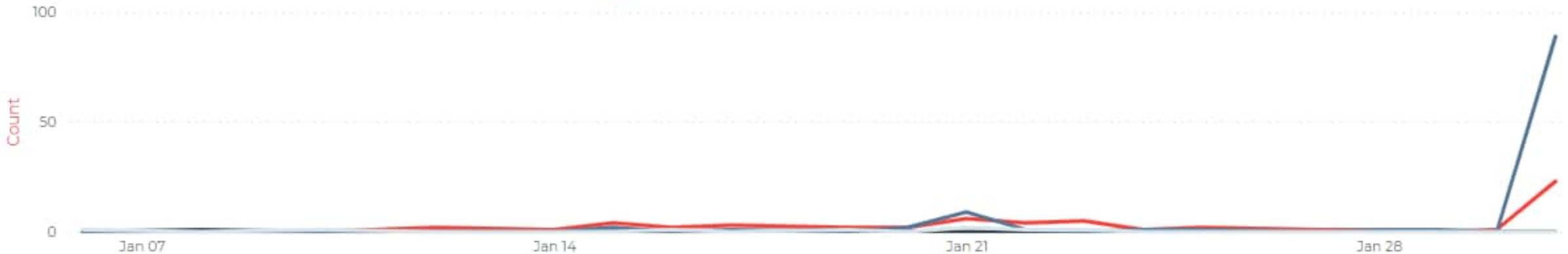
Top Themes

Sentiment ● Positive ● Negative ● Query



Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- 2022
- October
- November

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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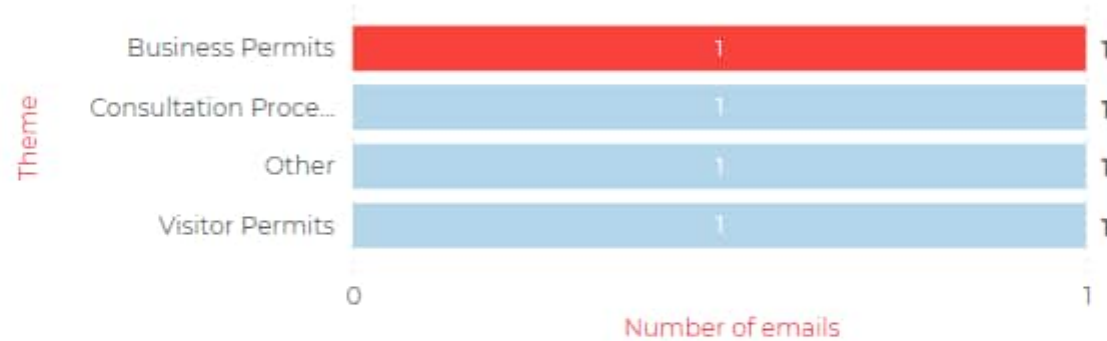
3
Total Emails Received

3
Total Respondents

27 Oct 22 - 31 Oct 22
Report Period

Top Themes

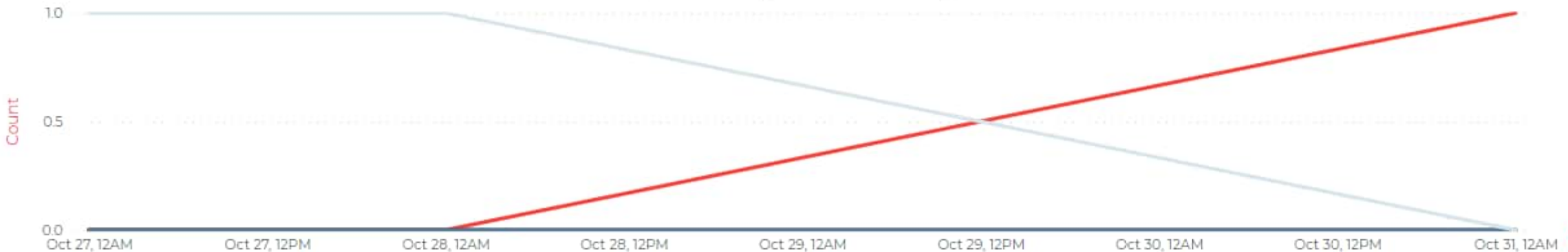
Sentiment ● Negative ● Query



Line Chart **Bar Chart**

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- 2022
- October
- November

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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Line Chart

Bar Chart

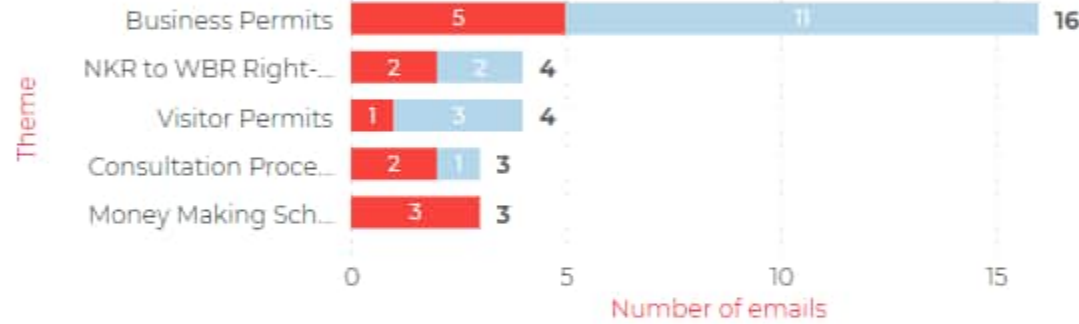
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Total Emails Received

26
Total Respondents

01 Nov 22 - 30 Nov 22
Report Period

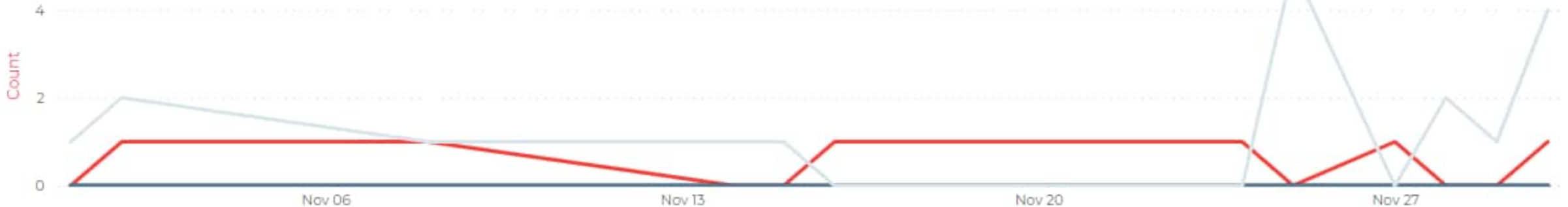
Top Themes

Sentiment ● Negative ● Query



Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- December
- 2023
- January

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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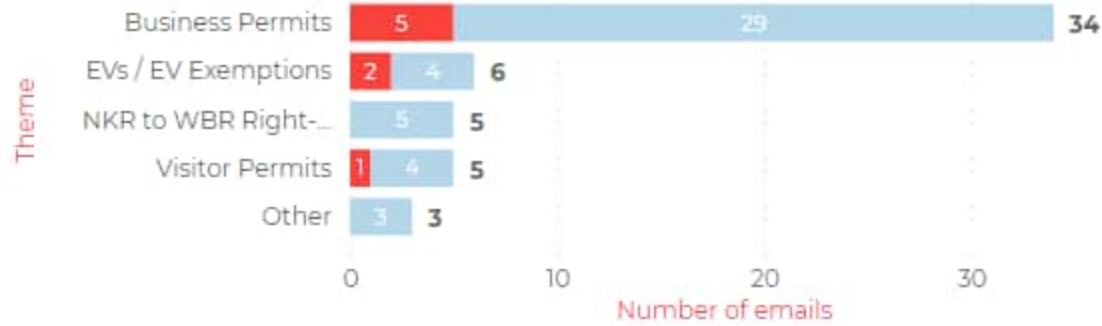
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Total Emails Received

42
Total Respondents

01 Dec 22 - 22 Dec 22
Report Period

Top Themes

Sentiment ● Negative ● Query

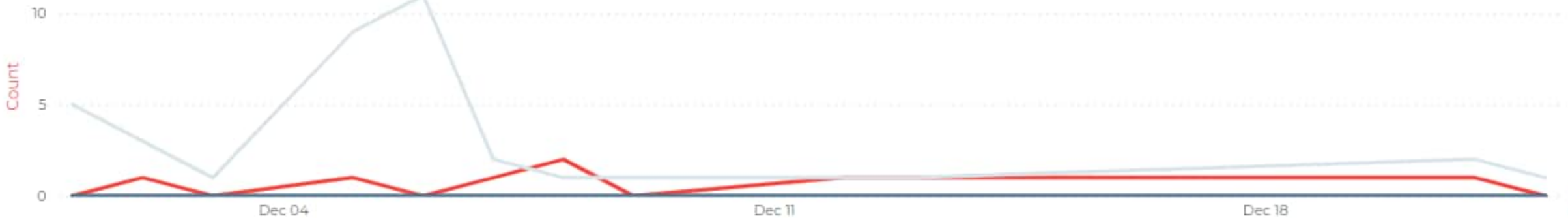


Line Chart

Bar Chart

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- December
- 2023
- January

• Please select a month under the year
• Ctrl select to select multiple options:

Type of Respondent

- Business
- Non-Resident
- Resident

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64
Total Emails Received

60
Total Respondents

04 Jan 23 - 30 Jan 23
Report Period

Top Themes

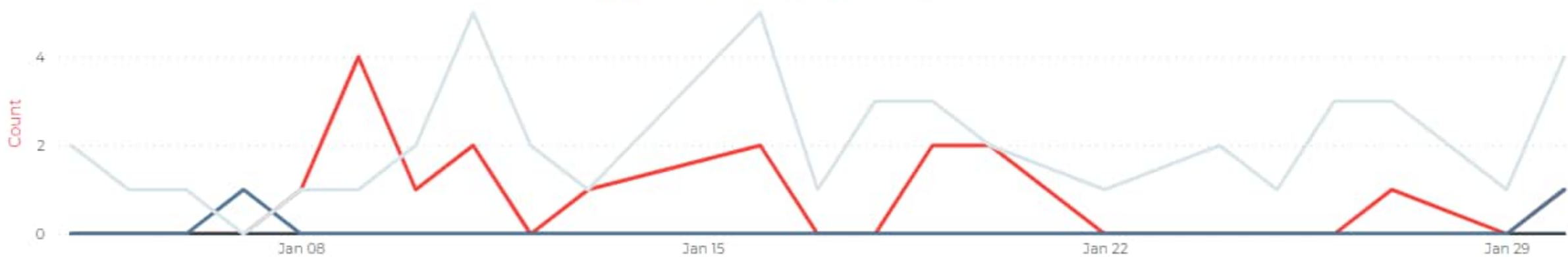
Sentiment ● Negative ● Query



- Line Chart
- Bar Chart

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- January
- February
- March
- April

- Please select a month under the year
- Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

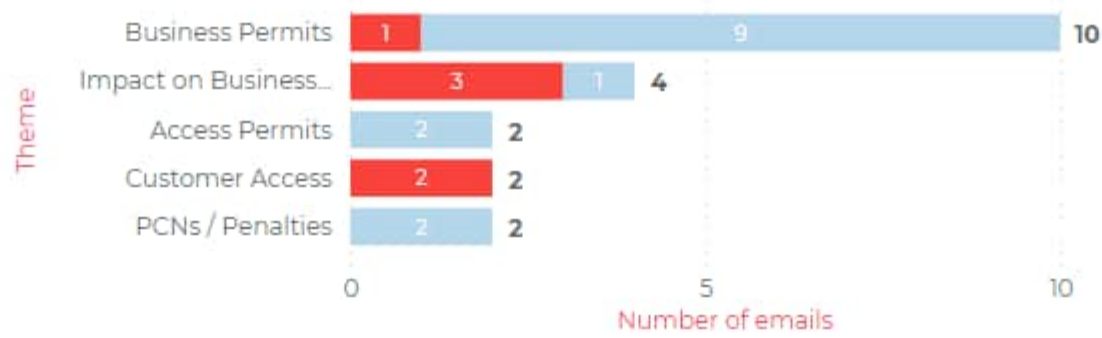
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Total Emails Received

16
Total Respondents

01 Feb 23 - 27 Feb 23
Report Period

Top Themes

Sentiment ● Negative ● Query

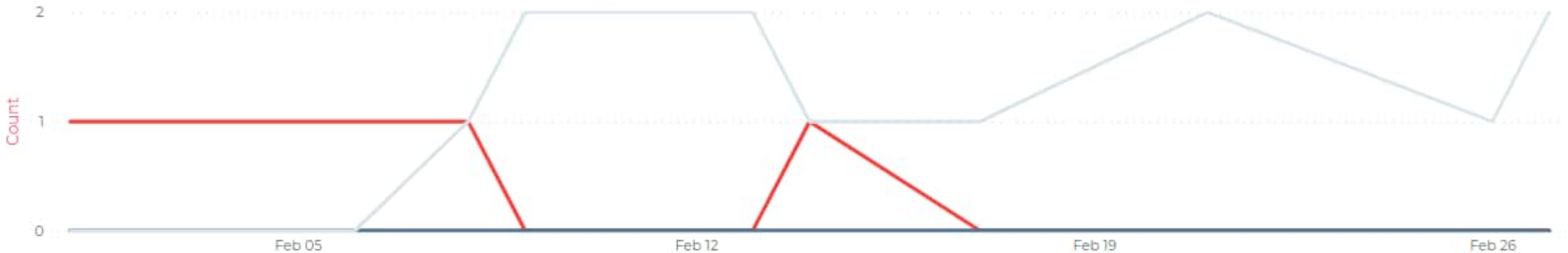


Line Chart

Bar Chart

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- January
- February
- March
- April

• Please select a month under the year
 • Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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20
Total Emails Received

18
Total Respondents

02 Mar 23 - 31 Mar 23
Report Period

Top Themes

Sentiment ● Negative ● Query ● PCN Appeal

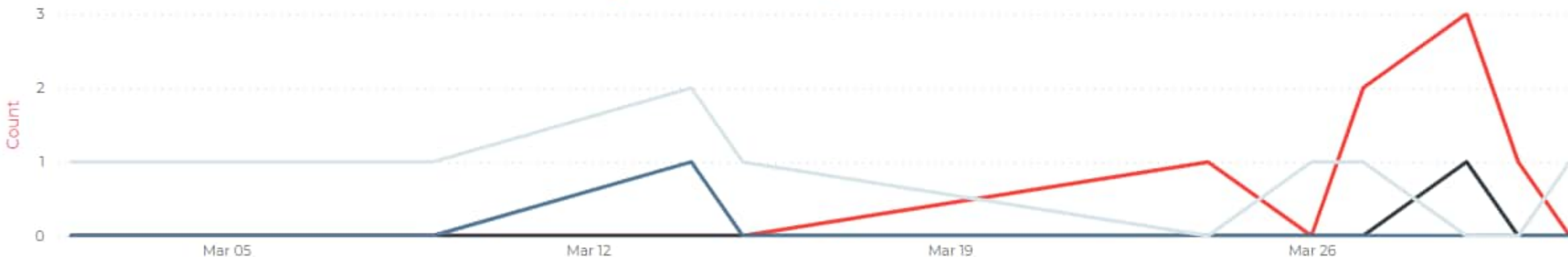


Line Chart

Bar Chart

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- January
- February
- March
- April

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

12
Total Emails Received

12
Total Respondents

02 Apr 23 - 21 Apr 23
Report Period

Top Themes

Sentiment ● Negative ● Query



Line Chart

Bar Chart

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- March
- April
- May
- June

- Please select a month under the year
- Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

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8
Total Emails Received

8
Total Respondents

02 May 23 - 30 May 23
Report Period

Top Themes

Sentiment ● Negative ● Query

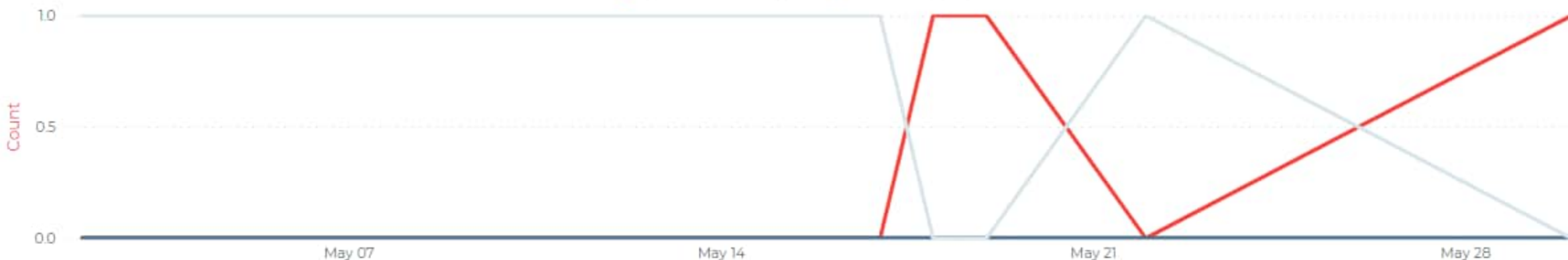


Line Chart

Bar Chart

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- March
- April
- May
- June

• Please select a month under the year.
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

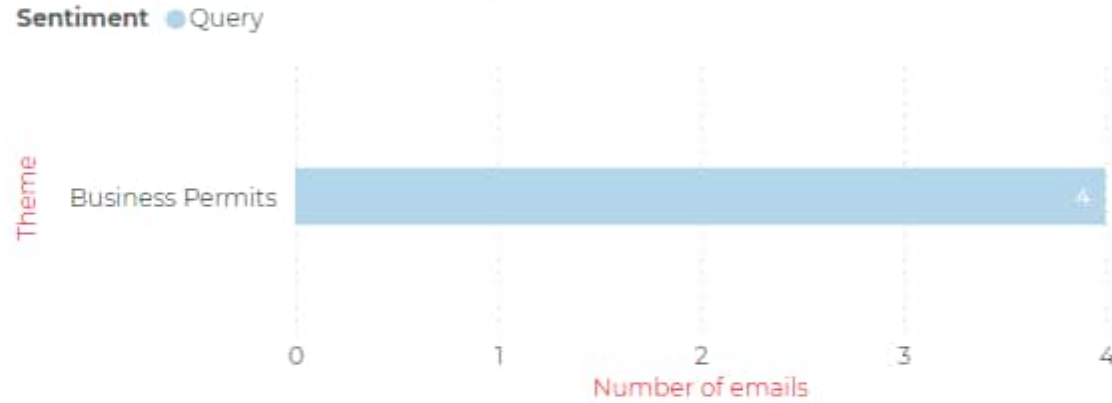
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4
Total Emails Received

3
Total Respondents

08 Jun 23 - 09 Jun 23
Report Period

Top Themes

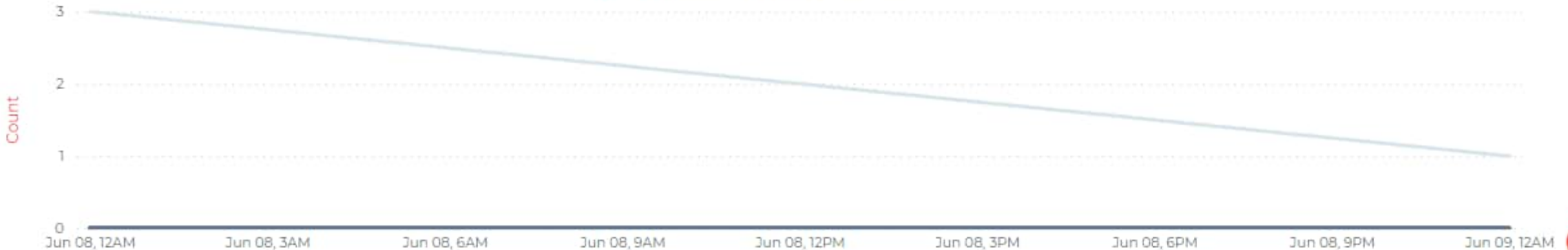


Line Chart

Bar Chart

Sentiments across time

- Negative
- PCN Appeal
- Positive
- Query



Year and month

- June
- July
- August

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

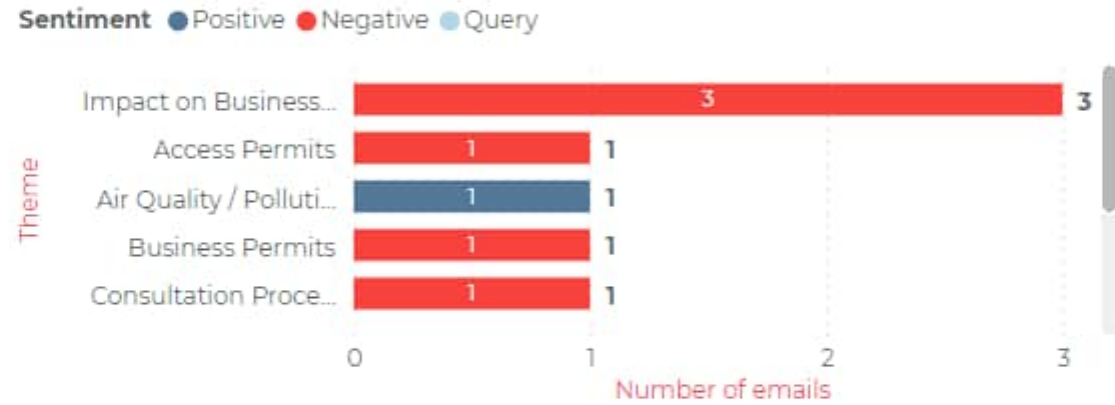
Page 118

6
Total Emails Received

5
Total Respondents

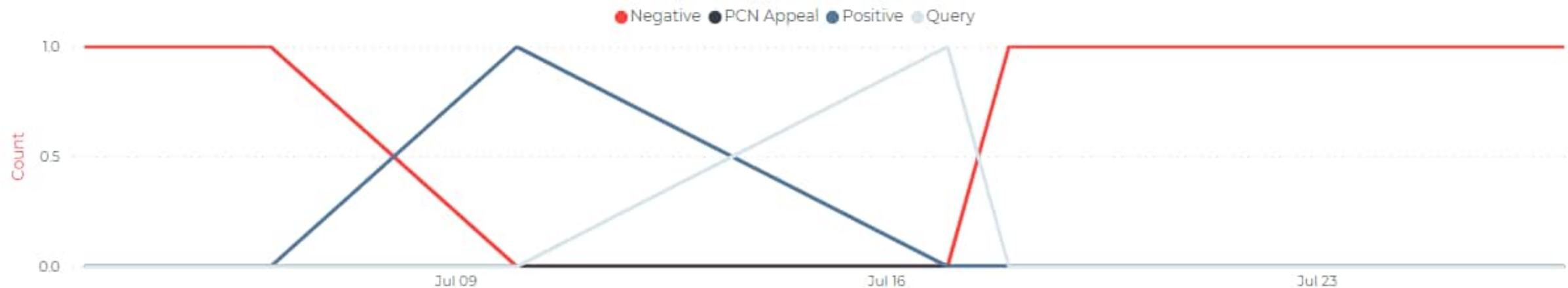
03 Jul 23 - 27 Jul 23
Report Period

Top Themes



Line Chart | Bar Chart

Sentiments across time



Year and month

 June July August

- Please select a month under the year
- Ctrl select to select multiple options.

Type of Respondent

 Business Non-Resident Resident

Page 119

Line Chart

Bar Chart

9
Total Emails Received

9
Total Respondents

02 Aug 23 - 23 Aug 23
Report Period

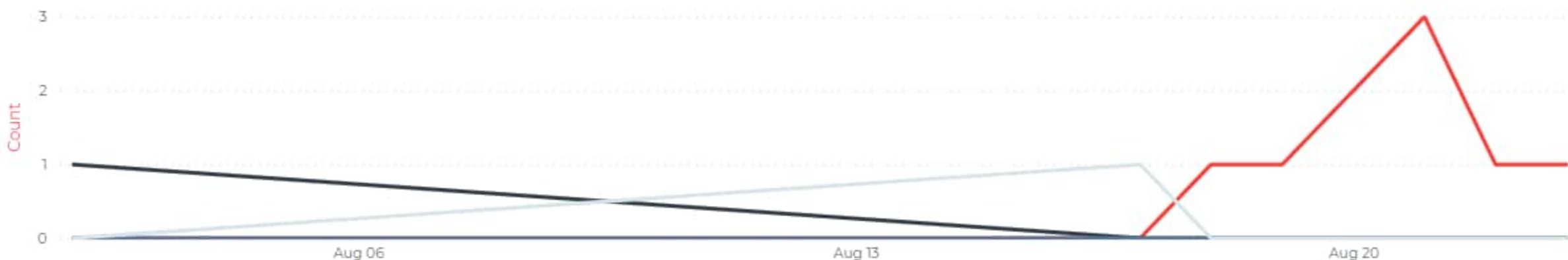
Top Themes

Sentiment ● Negative ● Query ● PCN Appeal



Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- August
- September
- October

- Please select a month under the year.
- Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

Page 120

3
Total Emails Received

3
Total Respondents

07 Sep 23 - 20 Sep 23
Report Period

Top Themes

Sentiment ● Negative ● Query

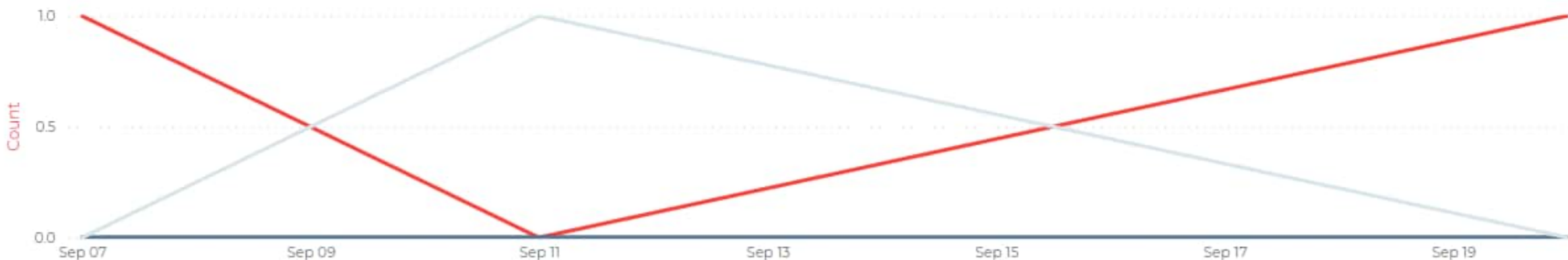


Line Chart

Bar Chart

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- August
- September
- October

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

Page 121

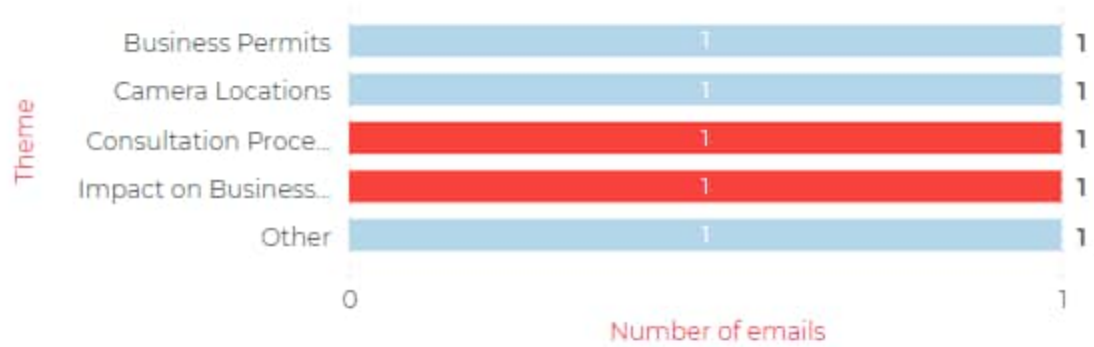
4
Total Emails Received

4
Total Respondents

11 Oct 23 - 30 Oct 23
Report Period

Top Themes

Sentiment ● Negative ● Query



- Line Chart
- Bar Chart

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- September
- October
- November
- December

• Please select a month under the year.
• Ctrl select to select multiple options.

5
Total Emails Received

5
Total Respondents

14 Nov 23 - 28 Nov 23
Report Period

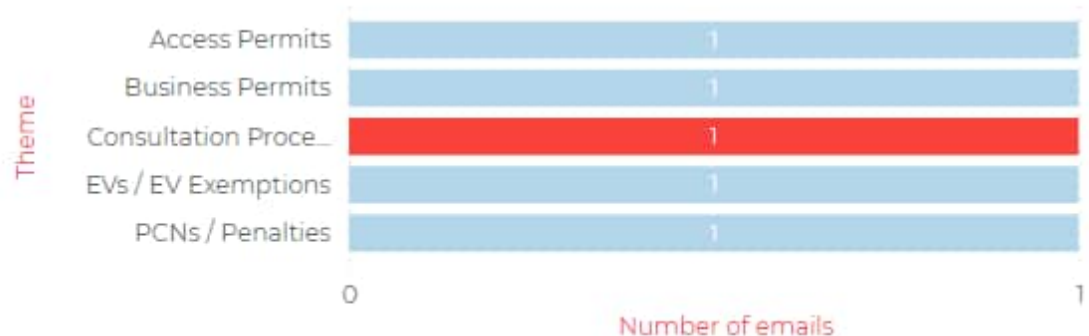
Type of Respondent

- Business
- Non-Resident
- Resident

Page 122

Top Themes

Sentiment ● Negative ● Query



Line Chart

Bar Chart

Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



Year and month

- September
- October
- November
- December

• Please select a month under the year
 • Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

Page 123

6
 Total Emails Received

6
 Total Respondents

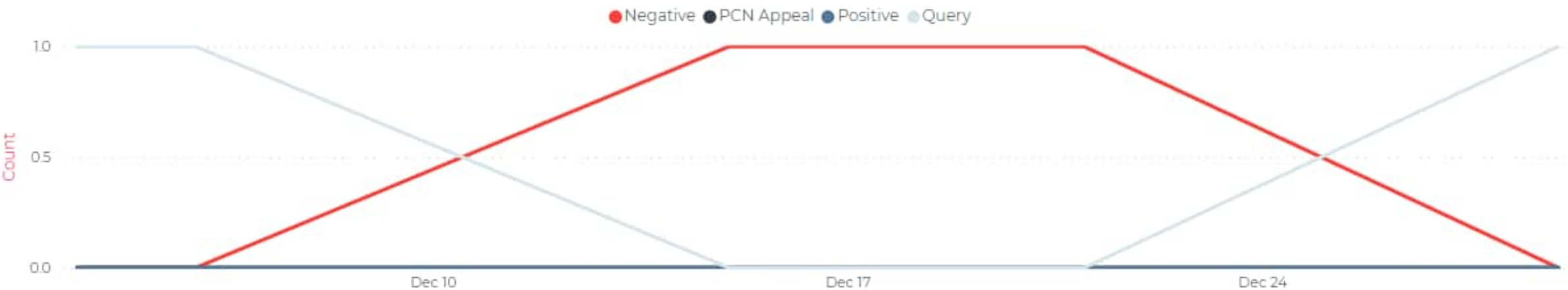
04 Dec 23 - 29 Dec 23
 Report Period

Top Themes



Line Chart Bar Chart

Sentiments across time



Year and month

- December
- 2024
- January

• Please select a month under the year
• Ctrl select to select multiple options.

Type of Respondent

- Business
- Non-Resident
- Resident

Page 124

Line Chart

Bar Chart

6
Total Emails Received

6
Total Respondents

23 Jan 24 - 31 Jan 24
Report Period

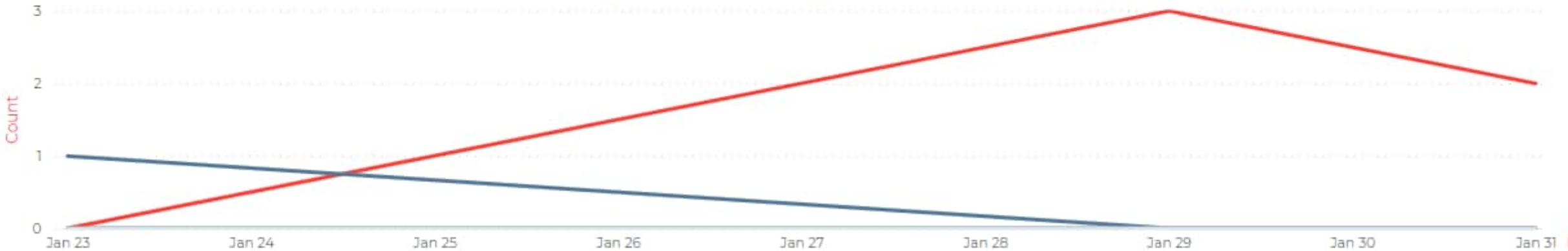
Top Themes

Sentiment ● Positive ● Negative



Sentiments across time

● Negative ● PCN Appeal ● Positive ● Query



[Home](#)

» ePetition - Stop the Clean Air Neighbourhoods in South Fulham from killing off Local Businesses

Petition

ePetition details

Stop the Clean Air Neighbourhoods in South Fulham from killing off Local Businesses

- [Browse all current ePetitions](#)

We the undersigned petition the council to The Clean Air Neighbourhoods are killing local businesses. Please end the trial and turn off all the cameras in South Fulham

South Fulham is a special place with a wonderful village feel. It is a destination, but since the scheme began there has been a frightening drop in customers which is threatening the existence of local shops, restaurants and services.

Since the Clean Air Neighbourhoods were introduced the businesses have seen on average a 25% drop in trading leaving many of them no choice but to close or relocate if the camera scheme continues

This ePetition ran from 29/06/2023 to 31/10/2023 and has now finished.

595 people signed this ePetition.

Council response

Of the signatures submitted, 503 were determined to be valid under the Council's petition scheme.

On 1 December 2022, the Council launched a Clean Air Neighbourhood trial in the streets to the west of Wandsworth Bridge Road.

The Clean Air Neighbourhood trial was designed by residents supported by engineers from Hammersmith & Fulham Council. Its aim is to promote healthy living by protecting children and families from toxic air which can lead to dementia, cancers, heart disease, asthma, lung problems and early death.

The Clean Air Neighbourhood trial reduces pollution and improves air quality by discouraging out-of-borough motorists, who are not stopping to shop or visit friends and family, from using residential streets as cut-throughs. The ambition is to make South Fulham an even nicer place to live, work and shop.

So far, the trial to the west of Wandsworth Bridge Road has seen a reduction of over 7,000 vehicles a day using the side streets, resulting in an estimated 0.65 tonnes less of deadly nitrogen oxide (NOx) polluting the streets and 0.9 tonnes less of climate-damaging carbon emissions every day.

A previous trial to the streets to the east of Wandsworth Bridge Road saw a reduction of over 8,000 vehicles a day, resulting in an estimated 0.7 tonnes less of NOx and one tonne less of carbon emissions every day. That project was made permanent in December 2021.

The formal consultation period for the current trial, which is being conducted as an Experimental Traffic Management Order, runs for up to 18 months. As this petition was started and concluded during consultation process and as such it will be included as part information the cabinet will use to decide the future of the scheme when the trial concludes.

Perrymead Street



Perrymead - London - SW6

Re: Perrymead Street SW6 - Support for Clean Air Neighbourhood Scheme

Dear Council Leader Stephen Cowan,

We, the residents of Perrymead Street SW6, are writing this public letter to express our support for the Clean Air Neighbourhood ("CAN") scheme on the west side of Wandsworth Bridge Road. The implementation of this initiative has profoundly improved our quality of life in many ways.

For eight years the residents of Perrymead Street have actively and constructively engaged with Council Officers and Councillors to try to find a solution to the pollution and congestion that had blighted Perrymead Street because of the advent of Sat/Nav and the desire of cut-through drivers to use residential streets to shorten their journey to and from Wandsworth Bridge.

As you may be aware, Perrymead Street is a narrow residential street, with car parking on either side and ill-equipped to handle high levels of traffic. Perrymead Street was beset by queues of traffic, stationary cars and angry drivers. As we worked with the Council Officers to find a solution, we realised we were not alone in suffering from this problem and were gratified that the Council worked with residents from many streets as they sought to find a solution for the whole of the South Fulham area.

Because of the CAN scheme, traffic on the street has diminished dramatically, resulting in an ambience that's far removed from the previous cacophony of idling engines, blaring horns and raised voices, obscenities, threatened and actual violence that punctuated our peace, not just during rush hour but throughout the day.

Our street is no longer a racetrack for reckless drivers or a route for inappropriately large goods vehicles, who cut through our streets with no regard for residents, damaging trees and parked vehicles. The scheme has instead fostered a renewed sense of community, with our children and older people now able to cross the road safely to visit friends.

The benefits of the Clean Air Scheme are not just confined to a decrease in noise pollution. On our street there are residents of all ages, some with respiratory and asthma conditions, heart disease, high blood pressure. The reduction in the number of cars and their noxious exhaust fumes is a step in the right direction towards the environmental transformation we must achieve for everyone's health and wellbeing.

¹ *Perrymead Street SW6 Resident Support for Clean Air Neighbourhood Scheme - Aug 2023*

Perrymead Street



Fulham - E14 6BT - SW6

The transformation has been truly astonishing. Our street is now a pleasant residential one, as it was intended. It is safe for people of all ages, where residents can walk and cycle in safety. This has encouraged residents to use local businesses and shop locally and thus contribute to a flourishing neighbourhood economy.

We are also pleased to note that throughout the area of the CAN West scheme traffic been reduced by over 7000 cars a day. Nor has this reduction added to the overall volume of traffic on the perimeter roads (Wandsworth Bridge Road and New King's Road) – source: Council update May 2023.

The Clean Air Neighbourhood scheme has served as a catalyst for our neighbourhood to adopt a more community-centric ethos, encouraging us to spend more time walking and cycling around local streets that are now cleaner and quieter.

The impact on our collective health and wellbeing has been resoundingly positive. In light of these compelling reasons, we urge you to make this scheme permanent – it has proven to be nothing short of transformative for our neighbourhood. We firmly believe that its continuation will only further enhance the health, safety and camaraderie of our cherished community.

Yours sincerely,

- The undersigned residents of Perrymead Street SW6

To comply with GDPR, the scan of the following signature pages has been submitted only to the below LBHF email leadership addresses (with original signature pages delivered by hand to Stephen Cowan, Leader, LBHF).

1. CleanAirNeighbourhoods@lbhf.gov.uk
2. CLEANsouthfulham@lbhf.gov.uk
3. ben.coleman@lbhf.gov.uk Deputy Leader
4. sharon_holder@lbhf.gov.uk Cabinet Member for Public Realm
5. john.galsworthy@lbhf.gov.uk Director of Climate Change and Transport at LBHF.

CLANCARTY ROAD

INCL BRIGHTWELLS, LOWLANDS & BROOM FARM
FULHAM - LONDON - SW6

26 September 2023

Clancarty Road SW6 Resident Support for Clean Air Neighbourhood Scheme

Dear Councillor Cowan,

We, the residents of Clancarty Road SW6, are writing this public letter to express our support for the Clean Air Neighbourhood Scheme (the **CAN**) on the west side of Wandsworth Bridge Road (**WBR**).

Clancarty Road, as you will be aware, is a narrow residential street with WBR at one end, Peterborough Road at the other end and a turn onto Settrington Road in the middle. On the stretch of road from WBR to Settrington Road (**Clancarty East**) the road is narrow and there is car parking on either side. On the stretch from Settrington Road to Peterborough Road (**Clancarty West**) there is South Park on one side and Lycée Francais L'Ecole Marie d'Orliac / Fulham Bilingual School on the other side. The pavement outside this school was widened a few years ago which means the road there is narrow. Having a school on the road means the whole of Clancarty Road (but particularly Clancarty West) is extremely busy at school drop off and pick up times.

Prior to the CAN, Clancarty West had sadly evolved into part of a "rat run" meaning the road was frequently impassibly busy with aggravated drivers jostling to squeeze their cars through the narrow streets. This volume of traffic and the accompanying driver-angst was dangerous for everyone using Clancarty Road: the school children who walk to and from WBR to the numerous local schools (The Fulham Bilingual, Lycée Francais L'Ecole Marie d'Orliac, Sullivan Primary School, Hurlingham Academy and Thomas's School), dog walkers, tennis players and other park users, visitors to the SEACC and there are also children playing in the Marie d'Orliac / Fulham Bilingual playground which runs alongside Clancarty Road.

The CAN has resulted in a vast improvement to the atmosphere and safety in our road, including a decrease in traffic, pollution, road rage, damage to our cars and noise pollution. Since the implementation of the CAN, traffic on Clancarty Road as a whole has reduced significantly, and it has particularly saved Clancarty West from

the untenable levels of traffic that were causing daily issues on that stretch of the road. It has made the whole area a more pleasant place and, as a direct result of the scheme, we have heard that residents feel more inclined to choose to walk or cycle through the back streets to their local shops.

While the signatories of this letter support the CAN, we do have some concerns and recognise that there are some consequences (expected and unexpected) that have arisen. We believe there are solutions if we work together in a constructive way during this trial period and we appreciate the council's ongoing support on these matters.

Despite these issues, we do not want the traffic to go back to how it was before the CAN and we believe the scheme provides a vast improvement for the residents of Clancarty Road and for the whole the wider area, hence the below residents of Clancarty Road, Birightwells, Lowlands and Broom Farm have signed this letter of support.

Yours sincerely,

- **The undersigned residents of Clancarty Road SW6 (incl Brightwells, Lowlands & Broom Farm)**

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4. sharon.holder@lbhf.gov.uk Cabinet Member for Public Realm
5. john.galsworthy@lbhf.gov.uk Director of Climate Change and Transport at Hammersmith & Fulham Council



15 October 2023

Re: Narborough Street SW6 Support for Clean Air Neighbourhood Scheme

Dear Councillor Cowan,

The undersigned residents of Narborough Street, SW6, are writing to express our firm support for the Clean Air Neighbourhood ("CAN") scheme on the west side of Wandsworth Bridge Road.

We believe the initiative has greatly improved life on our street and in our neighbourhood. No more a line of cars idling outside our homes waiting to turn onto the Wandsworth Bridge Road, bringing noise, pollution, and security risks. It has also eliminated cars zooming up Narborough Street, despite the presence of children and people of all ages, in non-peak times. We feel happier, safer and can breathe easier – especially those on our street, including young people, with asthma.

For the first time many of us living here can remember, we are enjoying walking in the neighbourhood. For those of us with children at Marie D'Orliac/Fulham Bilingual School on Clancarty Road, we can get our children to school now without the stress of crossing the road in the face of excessive traffic.

We support our local businesses and are heartened by Council statistics showing an increase in footfall and revenue for local businesses over the last year.

We ask the Council to continue working to reduce traffic overall on Wandsworth Bridge Road as this will further increase our quality of life and benefit all those who live in the area, along with those who wish to visit for professional and personal reasons.

We look forward to hearing about the scheme being made permanent at your earliest convenience.

Yours sincerely,

Narborough Street Neighbours for CAN

Studdridge Street

Fulham – London; SW6

20 October 2023

RE: Studdridge Street SW6 Support for Clean Air Neighbourhood Scheme

Dear Councillor Cowan

We, the undersigned residents of Studdridge Street SW6, are writing this public letter to express our overwhelming support for the Clean Air Neighbourhood (“CAN”) scheme on the west side of Wandsworth Bridge Road. The implementation of this initiative has profoundly improved our quality of life in several ways.

Studdridge Street is a narrow residential street with car parking on either side. Prior to the advent of this scheme, it was unsuitable to handle the high levels of traffic. It had essentially become a feeder road collecting traffic from New Kings Road in a “rat run” to join the Wandsworth Bridge Road and for reverse traffic back to the New Kings Road. Every morning and evening rush hour, traffic would back up on Studdridge Street and surrounding streets. The traffic also blocked Wandsworth Bridge Road as it tried to enter Studdridge Street. At the west end of the street traffic was doing the same from Peterborough Road and Coniger Road. A situation giving rise to air and noise pollution, damage to parked vehicles, aggressive confrontations etc.

Now, since the implementation of the CAN scheme, the traffic on Studdridge Street has diminished dramatically. Enabling residents to enter the street and significantly reduce noise and pollution. It is also a much safer street for pedestrians and cyclists, as well as a place neighbours can walk and meet each other in a much-improved environment. It also encourages residents to go out and use local businesses on Wandsworth Bridge Road and New Kings Road.

Considering the overwhelming positive aspects of the scheme, we urge you to make it permanent. It can never be right to remove the scheme and deliberately impose additional air and noise pollution on residents to the detriment of their health and lives. We acknowledge the leadership of the Council in introducing the scheme and are grateful for your personal involvement in the process of the consultation.

Yours sincerely,

- The undersigned residents of Studdridge Street SW6

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4. sharon.holder@lbhf.gov.uk Cabinet Member for Public Realm
5. john.galsworthy@lbhf.gov.uk Director of Climate Change and Transport at Hammersmith & Fulham Council

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CleanAirNeighbourhoods@lbhf.gov.uk

CLEANsouthfulham@lbhf.gov.uk

Ben.Coleman@lbhf.gov.uk (Deputy Leader)

Sharon.holder@lbhf.gov.uk (Cabinet Member for the Public Realm)

John.Galsworthy@lbhf.gov.uk (Director of Climate Change and Transport)

Ranelagh Avenue, Fulham, SW6

Councillor Stephen Cowan
Leader of LBH&F

Dear Councillor Cowan,

Subject Edenhurst Avenue,SW6 — support for the Clean Air Neighbourhood Scheme

The undersigned residents of Ranelagh Avenue, SW6, support of the Clean Air Neighbourhood (CAN) scheme. Its introduction has improved the quality of life in the area, in numerous ways.

As we believe you are aware, Ranelagh Avenue, has been negatively affected over many years by Hurlingham Road being used as a 'rat run' for non-borough through traffic. The sheer volume of that traffic has led to continual long tailbacks and aggravated behaviour, combined with damage to parked cars. Excessive noise and pollution were an inevitable byproduct of the daily jams. Worse, the problems of Hurlingham Road spread among the neighbouring streets, including Ranelagh Avenue, creating anxiety and frustration among residents.

Because of the CAN scheme trial through traffic on Hurlingham Road has reduced dramatically. The result is an improvement in the quality of life of those of us living in Ranelagh Avenue and in the surrounding neighbourhood. Cycling, walking or driving to local shops and parks is easier and, importantly, safer and adds to the sense of local community in the area. The reduction in noise from Hurlingham Road, of cars and their exhaust fumes and horns is noticeable – and very welcome.

Residents of Ranelagh Avenue, listed below, have decided to write to you collectively, urging the Council to make the scheme, or something similar, permanent once the trial is completed. This will bring long term benefits for residents in the whole area.

Yours Sincerely

Undersigned Residents of Ranelagh Avenue , SW6

As per attached signature pages.

Complying with GDPR the scan of the following signature pages has been submitted only to the below LBH&F email leadership addresses with original signature pages delivered by hand to Councillor Stephen Cowan, Leader of H&F Council.

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Sharon.holder@lbhf.gov.uk (Cabinet Member for the Public Realm)

John.Galsworthy@lbhf.gov.uk (Director of Climate Change and Transport)

Napier Avenue, Fulham, SW6

Councillor Stephen Cowan
Leader of LBH&F

Dear Councillor Cowan,

Subject Napier Avenue,SW6 — support for the Clean Air Neighbourhood Scheme

Residents of Napier Avenue, SW6, are overwhelmingly in support of the Clean Air Neighbourhood (CAN) scheme. The introduction of this scheme has profoundly improved the quality of life on the avenue, in numerous ways.

As we believe you are aware, Napier Avenue, has over the years been impacted by Hurlingham Road being used as a 'rat run' for non-borough through traffic. The sheer volume of traffic has led to continual long tailbacks and aggravated behaviour, combined with damage to parked cars. Noise and pollution are a bi product of this mayhem. The problems of Hurlingham Road spread among the neighbouring streets, including Napier Avenue, creating a frenetic atmosphere of anxiety and frustration.

Now because of the CAN scheme trial, through traffic on Hurlingham Road has reduced dramatically. The result is a vast improvement in the quality of life of those living on Napier Avenue and in the surrounding neighbourhood. The impact on the collective health and wellbeing of residents is tangible. Cycling and walking to the local shops and parks has added to the sense of local community. The absence of noise and exhaust pollution is significant.

Residents of Napier Avenue decided to write to you collectively, to urge the Council to make the scheme permanent once the trial is completed. A permanent scheme will prove life changing for our community, both for residents and local businesses and a legacy for future residents and our children, in the pleasant space of South Fulham.

Yours Sincerely

Undersigned Residents of Napier Avenue , SW6
As per attached signature pages.

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Ben.Coleman@lbhf.gov.uk (Deputy Leader)

Sharon.holder@lbhf.gov.uk (Cabinet Member for the Public Realm)

John.Galsworthy@lbhf.gov.uk (Director of Climate Change and Transport)

Hurlingham Gardens, Fulham, SW6

Councillor Stephen Cowan
Leader of LBH&F

Dear Councillor Cowan,

Subject Hurlingham Gardens,SW6 — support for the Clean Air Neighbourhood Scheme

Residents of Hurlingham Gardens, SW6, are overwhelmingly in support of the Clean Air Neighbourhood (CAN) scheme. The introduction of this scheme has profoundly improved the quality of life on the gardens, in numerous ways.

As we believe you are aware, Hurlingham Gardens, has over the years been impacted by Hurlingham Road being used as a 'rat run' for non-borough through traffic. The sheer volume of traffic has led to continual long tailbacks and aggravated behaviour, combined with damage to parked cars. Noise and pollution are a bi product of this mayhem. The problems of Hurlingham Road spread among the neighbouring streets, including Hurlingham Gardens, creating a frenetic atmosphere of anxiety and frustration.

Now because of the CAN scheme trial, through traffic on Hurlingham Road has reduced dramatically. The result is a vast improvement in the quality of life of those living on Hurlingham Gardens and in the surrounding neighbourhood. The impact on the collective health and wellbeing of residents is tangible. Cycling and walking to the local shops and parks has added to the sense of local community. The absence of noise and exhaust pollution is significant.

Residents of Hurlingham Gardens decided to write to you collectively, to urge the Council to make the scheme permanent once the trial is completed. A permanent scheme will prove life changing for our community, both for residents and local businesses and a legacy for future residents and our children, in the pleasant space of South Fulham.

Yours Sincerely

Undersigned Residents of Hurlingham Gardens, SW6
As per attached signature pages.

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Sharon.holder@lbhf.gov.uk (Cabinet Member for the Public Realm)

John.Galsworthy@lbhf.gov.uk (Director of Climate Change and Transport)



What people think,
feel and do

APPENDIX 2



Hammersmith & Fulham

Local preferences in environmental policies



Key findings

20 February 2024



Introduction

An introduction to this research

Welcome to this report on local preferences regarding environmental policies, with a specific focus on a clean air neighbourhood trial in the southern part of the London Borough of Hammersmith & Fulham. This report was drafted by Opinium, a full-service insight and market research agency based in London.

Opinium conducted three separate surveys across two phases of research to ensure a thorough understanding of local residents and business's perspectives.

1. The first phase involved door-to-door surveys with residents living in the clean air neighbourhood trial zone in southern Fulham, undertaken between July 17 and July 26, 2023. Total number of responses: 258.
2. The second phase targeted the rest of the borough more widely, specifically:
 - a. A door-to-door survey of residents outside the trial zone [fieldwork dates: January 19 to January 26, 2024] Total number of responses: 278.
 - b. An online consultation spanning the entire borough [fieldwork dates: January 15 to February 3, 2024] conducted amongst both residents and local businesses. Total number of responses: 1,989.

Our primary goal is to capture an accurate representation of local residents' views on key policies that could be implemented by the relevant local authority, the London Borough Council of Hammersmith & Fulham.

The results presented in this report stem from these three distinct sources. Throughout this report, we aim to acquaint you with the findings from these surveys, providing context to the results, and summarise the top-line results. Part of the report's scope will be to shed light on any variations in responses over time, geography, and methodology.

By assessing these differences, we hope to offer a straightforward understanding of the local sentiment toward environmental policies in Hammersmith & Fulham.

What we asked

The survey begins with an introduction to the research purpose. This is followed by questions addressing community interest in installing green energy products, opinions on banning wood-burning stoves, and support for measures targeting out-of-borough traffic. It then explores into reasons for support or opposition to such schemes, explores preferences for enforcing traffic rules, assesses awareness of air pollution as a public health concern, and gauges opinions on various neighbourhood changes, including improved air quality, reduced congestion, and enhanced green spaces. The survey concludes by looking at perceptions of potential neighbourhood benefits from a range of proposed changes, spanning safety improvements, cultural activities, and outdoor recreation.

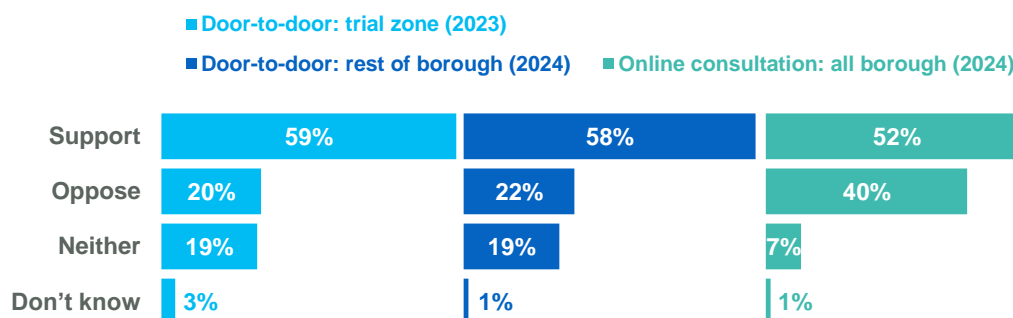
Out-of-borough traffic measures

Schemes to tackle air pollution and congestion by reducing the amount of out-of-borough traffic

Evidence suggests the public support measures to reduce out-of-borough traffic, especially within the trial zone

In the 2023 door-to-door trial zone survey, a majority support (59%) and a fifth (20%) oppose. In the 2024 door-to-door survey for the rest of the borough, 58% support the measures, only a fifth (22%) oppose. The online consultation in 2024 showed that 52% (slightly over a half) supported the measures, opposition was at 40% (two-fifths).

Would you say you support or oppose schemes to tackle air pollution and congestion by reducing the amount of out-of-borough traffic using neighbourhood streets as cut-throughs?



In the online consultation, residents in the trial zone were even more likely (65% supporting vs 29% opposing) than the rest of the borough to support schemes to reduce the amount of out-of-borough traffic (45% supporting vs 46% opposing). Business tended to oppose these measures.

CONSULTATION:	RESIDENTS (REST OF BOROUGH)	RESIDENTS (TRIAL ZONE)	BUSINESSES (REST OF BOROUGH)	BUSINESSES (TRIAL ZONE)
Support	45%	65%	34%	34%
Oppose	46%	29%	57%	59%
Neither	8%	6%	9%	7%
Don't know	1%	0%	0%	0%

Factors driving support for these schemes

A healthier environment and less congestion on the road were the strongest drivers of support for cutting out-of-borough traffic

A healthier environment was the most supported reason across all surveys, with support growing from 79% in the 2023 door-to-door trial zone survey to 84% in the 2024 door-to-door rest of borough survey, and peaking at 90% in the online consultation.

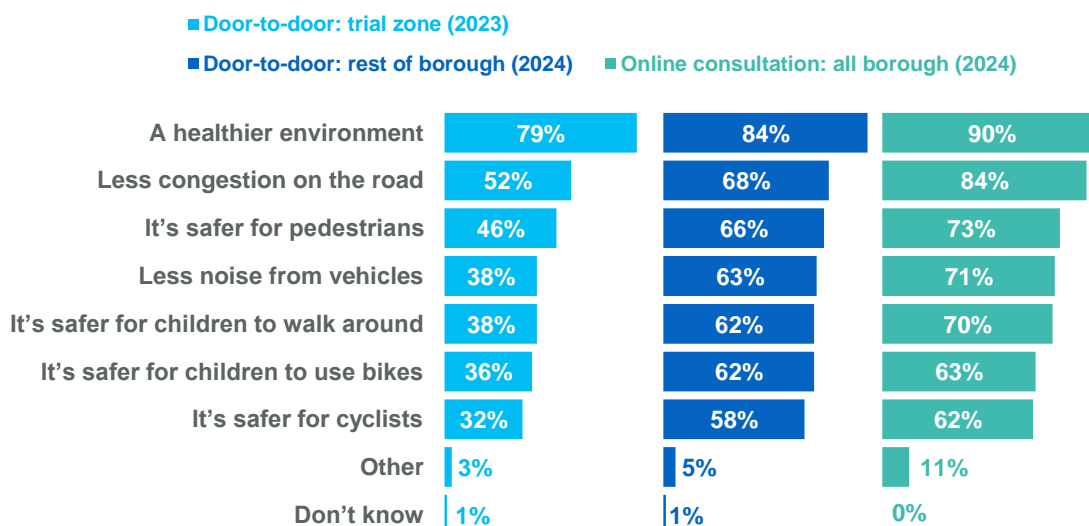
Support for reducing congestion on the road was the second most popular reason, with just over half (52%) in the 2023 survey, increasing to 68% (about two-thirds) in the 2024 door-to-door survey, and reaching 84% in the online consultation.

Safety for pedestrians was another key reason for support, with less than half (46%) in the 2023 survey, but this increased to two-thirds (66%) in the 2024 door-to-door survey and nearly three quarters (73%) in the online consultation.

Noise reduction from vehicles also saw an upward trend in support, starting at 38% in the 2023 survey, growing to 63% in the 2024 door-to-door survey, and reaching 71% in the online consultation.

The safety for children walking around and using bikes, and safety for cyclists, were supported by 38%, 36%, and 32%, respectively, in the 2023 survey. These figures saw substantial increases in both the 2024 door-to-door survey (62%, 62%, and 58%, respectively) and the online consultation (70%, 63%, and 62%, respectively).

And do you support the idea of these schemes for any of these reasons?



In the online consultation the most common top two reasons across all groups for supporting these schemes was because they would bring about a healthier environment and less congestion on the road.

CONSULTATION:	RESIDENTS (REST OF BOROUGH)	RESIDENTS (TRIAL ZONE)	BUSINESSES (REST OF BOROUGH)	BUSINESSES (TRIAL ZONE)
A healthier environment	93%	88%	90%	80%
Less congestion on the road	81%	88%	87%	70%
It's safer for pedestrians	74%	72%	73%	55%
Less noise from vehicles	70%	74%	83%	60%
It's safer for children to walk around	68%	72%	80%	65%
It's safer for children to use bikes	63%	63%	80%	55%
It's safer for cyclists	68%	57%	77%	60%
Other	11%	10%	27%	20%

Factors driving opposition for these schemes

The most common driver of opposition to cutting out-of-borough traffic was the concern that it would displace the traffic to other streets

The opposition to environmental schemes in Hammersmith & Fulham is focused on several key issues, with traffic diversion being the most significant. In the 2023 door-to-door trial zone survey, nearly half (47%) opposed the schemes because they felt traffic would just move onto other streets. This concern grew in the 2024 surveys, with over half (54%) of respondents in the door-to-door survey for the rest of the borough and a striking nine-tenths (90%) of those who oppose these schemes in the online consultation expressing the same concern.

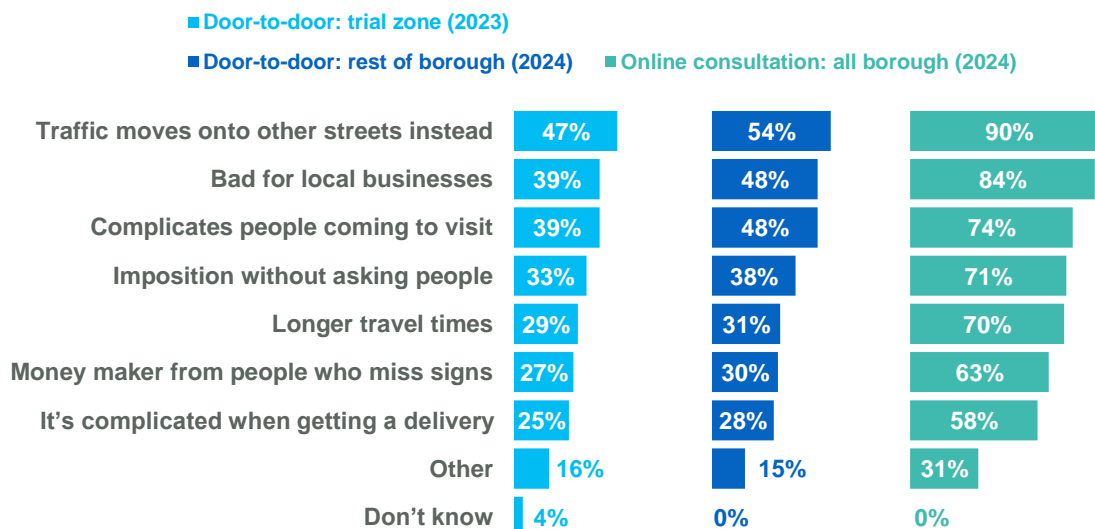
The impact on local businesses was the second most cited reason for opposition, with 39% in the 2023 survey and an increase to 48% in the 2024 door-to-door rest of borough survey. The online consultation saw an even more pronounced opposition due to business impacts, with 84% (nearly eight-tenths) of participants citing it as a reason.

Visitor complications and perceived imposition of schemes without asking people were other notable reasons for opposition. Both reasons saw a respective 12% and 5% increase in opposition from the 2023 to the 2024 door-to-door surveys, and significantly higher opposition in the online consultation, with 74% and 71% opposed, respectively.

Less common concerns included longer travel times and issues arising from missed signage, which 29% and 27% opposed in the 2023 trial zone survey. These figures were similar in the 2024 door-to-door survey but jumped to 70% and 63% in the online consultation.

Complications with deliveries were cited by a quarter (25%) of respondents in the 2023 survey, increasing slightly in the 2024 door-to-door survey (28%) and more substantially in the online consultation (58%).

And do you oppose the idea of these schemes for any of these reasons?



In the online consultation, residents both in and out of the trial zone were most likely to say a reason for their opposition would be because these schemes could move traffic onto other streets instead and because it would be bad for local businesses. Businesses were also more likely to point to longer travel times than residents.

CONSULTATION:	RESIDENTS (REST OF BOROUGH)	RESIDENTS (TRIAL ZONE)	BUSINESSES (REST OF BOROUGH)	BUSINESSES (TRIAL ZONE)
They just move traffic onto other streets instead	92%	87%	88%	79%
Bad for local businesses	82%	86%	86%	100%
It's complicated when people come to visit	72%	80%	67%	71%
They get imposed without asking people	71%	68%	71%	68%
Longer travel times	69%	68%	78%	82%
They're just designed to make money from people who miss the signs	64%	58%	65%	68%
It's complicated when getting a delivery	59%	56%	53%	71%
Other	27%	38%	31%	35%

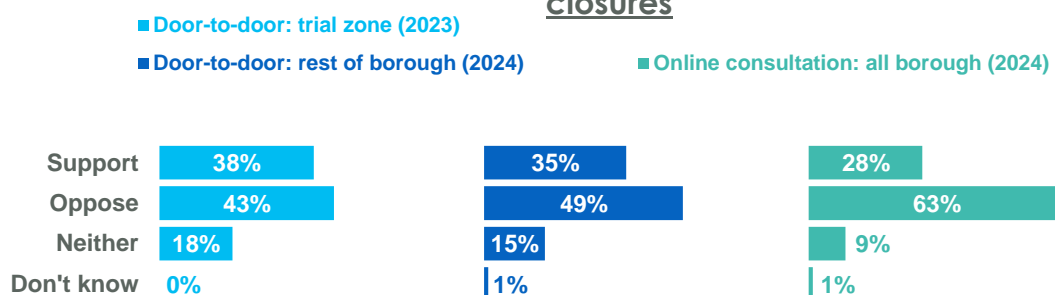
Implementing measures that cut out-of-borough traffic

While residents tend to oppose physical road closures, there is support for using smart technology cameras to implement the policy

In the 2023 door-to-door trial zone survey, support was at 38% for using physical road closures, with opposition slightly higher at 43% and 18% neither supporting nor opposing. The 2024 door-to-door rest of borough survey showed a slight decrease in support to about one-third (35%), with an increase in opposition to around half (49%), and 15% neither supporting nor opposing, while 1% did not know.

In the online consultation for the entire borough in 2024, support further declined to 28% (about one quarter), with opposition rising substantially to 63% (over three-fifths). Only 9% (nearly one-tenth) were neutral, and 1% were undecided.

Please tell us whether you support or oppose each method being used to enforce traffic rules: Using physical road closures



Over three in five residents and businesses, both within the trial zone and across the rest of the borough, oppose physical road closures. This is stronger than the opposition encountered in the non-self-selecting door-to-door surveys conducted.

CONSULTATION:	RESIDENTS (REST OF BOROUGH)	RESIDENTS (TRIAL ZONE)	BUSINESSES (REST OF BOROUGH)	BUSINESSES (TRIAL ZONE)
Support	28%	29%	24%	21%
Oppose	63%	62%	69%	69%
Neither	9%	9%	8%	9%
Don't know	1%	1%	0%	2%

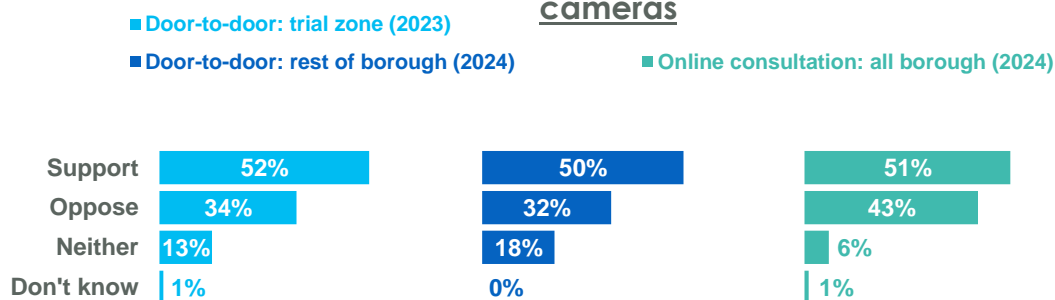
Support for smart technology cameras

Majority are in support of using smart technology cameras, across the online consultation and the door-to-door surveys

In the 2023 door-to-door trial zone survey, a majority (52%) support the use of these cameras, a third (34%) opposed, 13% were neutral, and only 1% were unsure. The 2024 door-to-door survey in the rest of the borough had similar results, with half (50%) supporting the technology, 32% (about one-third) opposing, a slightly higher 18% (nearly one-fifth) neutral.

The online consultation in 2024 showed a marginal increase in support to just over half (51%), with opposition at 43% and a smaller 6% neutral.

Please tell us whether you support or oppose each method being used to enforce traffic rules: Using smart technology cameras



When comparing the support for using smart technology cameras to the support for using physical road closures to enforce traffic rules, there is a notable difference in public opinion. Support for smart technology cameras remained relatively stable across all surveys, with a slight majority in favour (52% in the 2023 trial zone, 50% in the 2024 rest of borough, and 51% in the online consultation). Opposition to cameras was less than half in all cases (34%, 32%, and 43%, respectively).

The online consultation shows that support for smart technology cameras was higher in the trial zone than across the rest of borough (65% vs 44% respectively). However, businesses tended to oppose this measure too, in line with their general opposition to traffic-cutting measures.

CONSULTATION:	RESIDENTS (REST OF BOROUGH)	RESIDENTS (TRIAL ZONE)	BUSINESSES (REST OF BOROUGH)	BUSINESSES (TRIAL ZONE)
Support	44%	65%	33%	34%
Oppose	48%	31%	64%	60%
Neither	7%	3%	3%	5%
Don't know	1%	1%	0%	0%

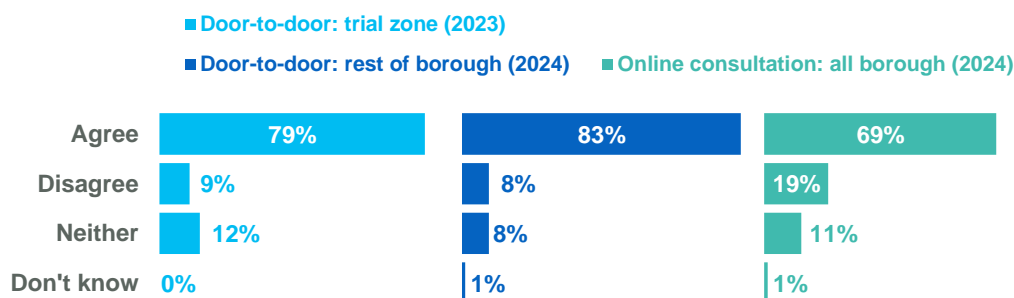
Air pollution

Air pollution as a public health issue

Residents and business agree that air pollution is a significant public health issue

When it comes to residents' opinions on whether air pollution is a significant public health issue, a strong majority agree in all surveys. 79% in the 2023 trial zone, 83% in the 2024 rest of borough, and 69% in the 2024 online consultation. Disagreement was lowest in the 2024 rest of borough at 8%, compared to 9% in the 2023 trial zone and higher at 19% in the online consultation. Those who were neutral (neither agreeing nor disagreeing) were 12% in the 2023 trial zone, 8% in the 2024 rest of borough, and 11% in the online consultation.

To what extent do you agree or disagree with the following statement: "Air pollution is a significant public health issue"



According to the online consultation, three quarters (74%) of residents in the trial zone and two thirds (67%) of residents across the rest of the borough agree that air traffic is a significant public health issue. Businesses tend to agree although slightly less strongly than residents.

CONSULTATION:	RESIDENTS (REST OF BOROUGH)	RESIDENTS (TRIAL ZONE)	BUSINESSES (REST OF BOROUGH)	BUSINESSES (TRIAL ZONE)
Agree	67%	74%	53%	60%
Disagree	20%	15%	28%	24%
Neither	11%	9%	18%	14%
Don't know	1%	1%	1%	2%

Neighbourhood needs

What the neighbourhood would benefit from

Improved air quality and reduced congestion is a common theme in what residents think their neighbourhood would benefit from

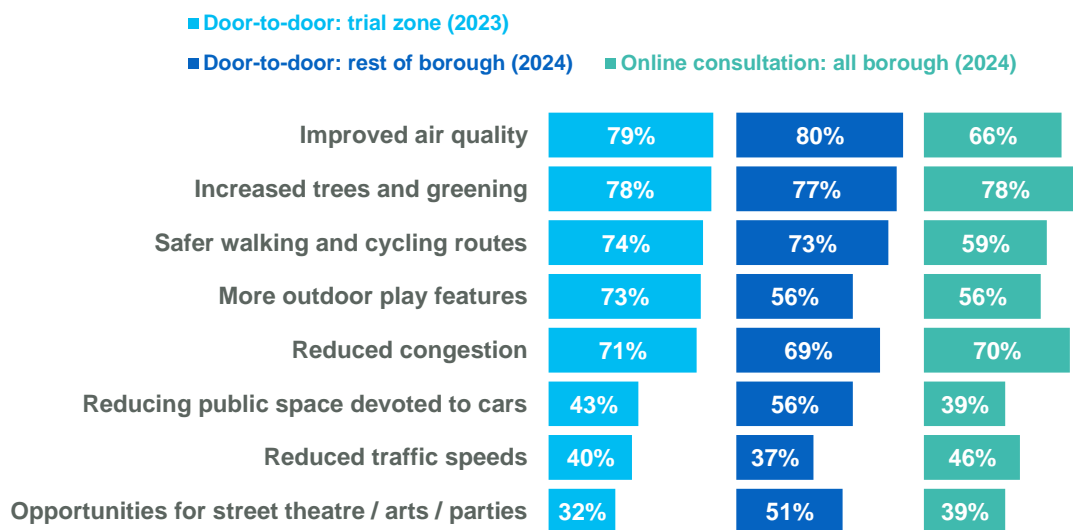
Improved air quality was seen as beneficial by the majority across all surveys, with 79% in the 2023 trial zone, 80% in the 2024 rest of borough, and two sixths (66%) in the online consultation. Increased trees and greening were also highly regarded, with 78% and 77% in the 2023 and 2024 door-to-door surveys, respectively, and a matching 78% in the online consultation.

Safer walking and cycling routes were viewed positively by 74% and 73% in the 2023 and 2024 door-to-door surveys, respectively, but less so in the online consultation at 59%. More outdoor play features were considered beneficial by 73% in the 2023 trial zone, 56% in the 2024 rest of borough, and 56% in the online consultation.

Residents felt that reduced congestion would benefit the neighbourhood, as indicated by 71% in the 2023 trial zone, 69% in the 2024 rest of borough, and 70% in the online consultation. Reducing public space devoted to cars was seen as beneficial by fewer residents, with 43% in the 2023 trial zone, increasing to 56% in the 2024 rest of borough, and 39% in the online consultation.

Reduced traffic speeds were seen as beneficial by 40% in the 2023 trial zone and less so in the 2024 door-to-door and online consultations, at 37% and 46%, respectively. Opportunities for street theatre, arts, and parties were the least considered beneficial, with 32% in the 2023 trial zone, rising to 51% in the 2024 rest of borough, and 39% in the online consultation.

Do you think your neighbourhood would benefit from each of the following possible changes?



According to the online consultation, residents generally thought that Increased trees and greening and reduced congestions would benefit their neighbourhoods. Residents in the trial zone were more likely to prioritise reduced congestion than those outside the trial zone (79% vs 66% respectively).

Businesses generally agreed that these would benefit their local neighbourhood.

Improved air quality was the third mostly commonly selected benefit according to both residents in the trial zone (72% and in the rest of the borough (64%).

CONSULTATION:	RESIDENTS (REST OF BOROUGH)	RESIDENTS (TRIAL ZONE)	BUSINESSES (REST OF BOROUGH)	BUSINESSES (TRIAL ZONE)
Increased trees and greening	78%	79%	67%	76%
Reduced congestion	66%	79%	56%	66%
Improved air quality	64%	72%	46%	57%
Safer walking and cycling routes	58%	63%	44%	47%
More outdoor play features	57%	56%	53%	50%
Reduced traffic speeds	43%	52%	39%	36%
Reducing the amount of public space devoted to cars to make more room for markets, leisure, cafes etc.	38%	44%	31%	36%
More opportunities for street theatre and arts and street parties	38%	41%	39%	29%

What the neighbourhood would not benefit from

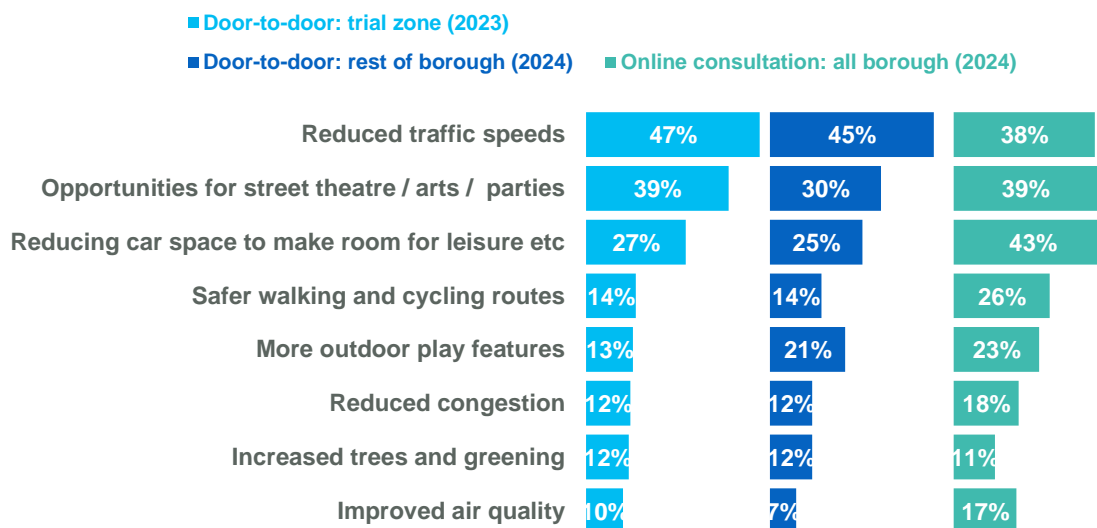
A large minority of residents think that reducing traffic speeds is unlikely to benefit their local neighbourhood

Reduced traffic speeds were perceived as having the highest lack of benefit across all surveys, with 47% in the 2023 trial zone, 45% in the 2024 rest of borough, and 38% in the online consultation.

Reducing public space devoted to cars was viewed as not beneficial by 27% in the 2023 trial zone, with a slightly lower 25% in the 2024 rest of borough survey. It was much higher in the online consultation (43%). Safer walking and cycling routes, more outdoor play features, increased trees and greening, and reduced congestion were considered not beneficial by a smaller proportion of residents, with the percentages ranging from 11% to 18% across the surveys.

Improved air quality was seen as not beneficial by an even smaller percentage, 10% in the 2023 trial zone and 7% in the the 2024 rest of borough surveys, and 17% in the online consultation. However, opportunities for street theatre, arts, and parties saw a significant increase in perceived lack of benefit in the online consultation at 39%, and the same in the trial zone survey (39%) compared to 30% in the 2024 rest of borough survey.

Do you think your neighbourhood would not benefit from each of the following possible changes?



According to the online consultation, the residents disagreed on what would not bring a benefit to their local area. Most commonly they thought reducing the amount of public space devoted to cars to make more room for things like markets, leisure, and cafes would not benefit their local area. Businesses tended to agree.

CONSULTATION:	RESIDENTS (REST OF BOROUGH)	RESIDENTS (TRIAL ZONE)	BUSINESSES (REST OF BOROUGH)	BUSINESSES (TRIAL ZONE)
Reducing the amount of public space devoted to cars to make more room for markets, leisure, cafes etc.	45%	38%	53%	53%
More opportunities for street theatre and arts and street parties	41%	35%	35%	43%
Reduced traffic speeds	42%	32%	47%	50%
Safer walking and cycling routes	28%	22%	36%	34%
More outdoor play features	23%	22%	26%	29%
Reduced congestion	20%	12%	29%	19%
Improved air quality	18%	14%	30%	22%
Increased trees and greening	11%	11%	17%	14%

Local interest in specific products

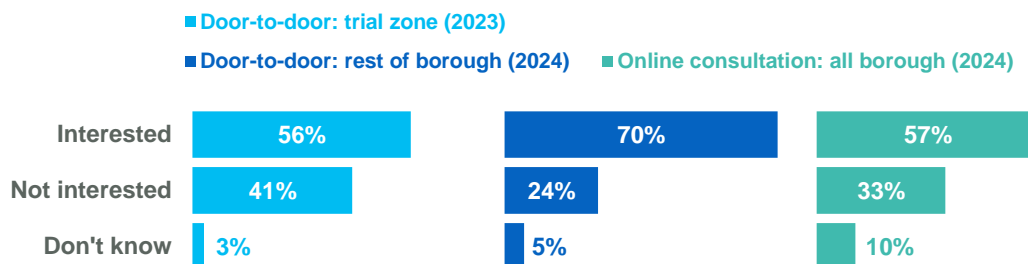
Installing green energy products such as solar panels

There is relatively broad interest in installing green energy products, which increases with financial incentivisation

Interest in installing green energy products was highest during the 2024 door-to-door survey in the rest of the borough, with 70% of residents showing interest. The 2023 door-to-door trial zone survey and the 2024 online consultation both recorded a 56% and 57% interest level, respectively.

The 2024 door-to-door survey reported the lowest percentage of residents not interested at nearly a quarter (24%) compared to 41% in the 2023 trial zone and a third (33%) in the 2024 online consultation. Indecision was highest in the online consultation at 10% (one tenth).

How interested, or not, would you be in each of the following? Installing green energy products in your home such as solar panels

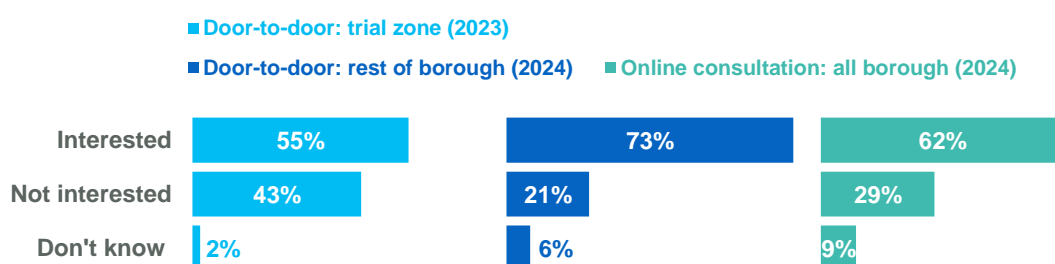


According to the online consultation, both residents and businesses were interested in installing solar panels, with a minority of between three and four in ten not interested.

CONSULTATION:	RESIDENTS (REST OF BOROUGH)	RESIDENTS (TRIAL ZONE)	BUSINESSES (REST OF BOROUGH)	BUSINESSES (TRIAL ZONE)
Interested	59%	56%	54%	52%
Not interested	32%	33%	35%	40%
Don't know	9%	11%	11%	9%

Interest in installing green energy products was higher when a finance scheme was available, with the exception of the door-to-door survey in the trial zone. The 2024 door-to-door survey in the rest of the borough showed the highest interest at three quarters (73%), followed by the 2024 online consultation with 62% interested. The 2023 door-to-door trial zone survey reported 55% interest. Regarding the lack of interest, the 2024 rest of borough survey had the lowest at 21% (about one fifth), the online consultation had 29%, and the 2023 trial zone survey had 43%.

How interested, or not, would you be in each of the following? Installing green energy products in your home such as solar panels if there was a finance scheme available



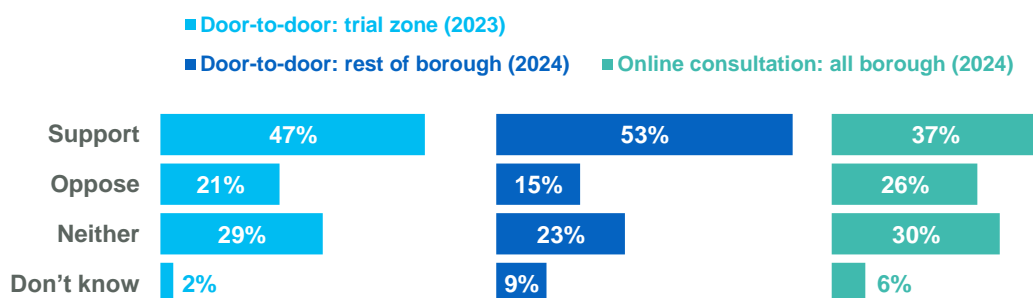
All groups in the online consultation showed a small uptick in interested if a finance scheme was available to help them install solar panels.

CONSULTATION:	RESIDENTS (REST OF BOROUGH)	RESIDENTS (TRIAL ZONE)	BUSINESSES (REST OF BOROUGH)	BUSINESSES (TRIAL ZONE)
Interested	63%	60%	64%	55%
Not interested	28%	30%	30%	34%
Don't know	8%	10%	6%	10%

A ban on wood burning stoves in urban areas

In the 2023 door-to-door trial zone survey, almost half (47%) supported the ban, while 21% opposed it. In the 2024 door-to-door rest of borough survey, support for the ban slightly decreased to 53%, with only 15% opposed and 9% unsure. The online consultation in 2024 showed 37% support for the ban, a lower figure compared to the door-to-door surveys, with higher opposition at 26%.

To what extent would you support or oppose banning wood burning stoves in cities and large towns?



According to the online consultation, there was more limited support for the banning of wood burning stoves in urban areas than was apparent in the door-to-door surveys. There was a small plurality in support of this amongst residents in the trial zone (35% support vs 26% oppose) and in the rest of the borough (39% support vs 27% oppose).

CONSULTATION:	RESIDENTS (REST OF BOROUGH)	RESIDENTS (TRIAL ZONE)	BUSINESSES (REST OF BOROUGH)	BUSINESSES (TRIAL ZONE)
Support	39%	35%	43%	33%
Oppose	27%	26%	19%	24%
Neither	30%	32%	35%	33%
Don't know	5%	8%	3%	10%

Annex: Questionnaire

The question text used within the survey

N.B. Small differences may exist between the precise wording between the 2023 and 2024 phases of research, but where compared in the report this is where there was either no change or this had a negligible effect on comparability. Wording below is from the 2024 phase of the research.

Q1: How interested, or not, would you be in each of the following?

Installing green energy products in your home such as solar panels"

Installing green energy products in your home such as solar panels if there was a finance scheme available"

Q2: To what extent would you support or oppose banning wood burning stoves in cities and large towns?

Q3: Out-of-borough traffic means vehicles which are just driving through your neighbourhood without stopping to shop, work or visit friends and family. Road vehicles are currently the single largest cause of air pollution in London. In general, would you say you support or oppose schemes to tackle air pollution and congestion by reducing the amount of out-of-borough traffic using neighbourhood streets as cut-throughs?

Q4a: And do you support the idea of these schemes for any of these reasons?

Q4b: And do you oppose the idea of these schemes for any of these reasons?

Q5: Schemes to cut pollution by reducing the amount of traffic using neighbourhood streets can be designed in different ways.

Please tell us whether you support or oppose each method being used to enforce traffic rules

- Using physical barriers which close streets to all cars, including residents
- Using smart technology cameras to identify and fine out-of-borough traffic using the area as a short cut, while giving free access to residents and genuine visitors, including deliveries

Q6: To what extent do you agree or disagree with the following statement: "Air pollution is a significant public health issue"



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Q7: Do you think your neighbourhood would or wouldn't benefit from each of the following possible changes?

Improved air quality

Reduced congestion

Reduced traffic speeds

Increased trees and greening

Reducing the amount of public space devoted to cars to make more room for markets, leisure, cafes etc.

Safer walking and cycling routes

More opportunities for street theatre and arts and street parties"

More outdoor play features"

Report end.



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London Borough of Hammersmith & Fulham

SOUTH FULHAM WEST CLEAN TRAFFIC MONITORING

Pre- and During-Scheme Traffic Flow
Comparison



London Borough of Hammersmith & Fulham

SOUTH FULHAM WEST CLEAN TRAFFIC MONITORING

Pre- and During-Scheme Traffic Flow Comparison

CONFIDENTIAL

PROJECT NO. 70101223

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APPENDICES

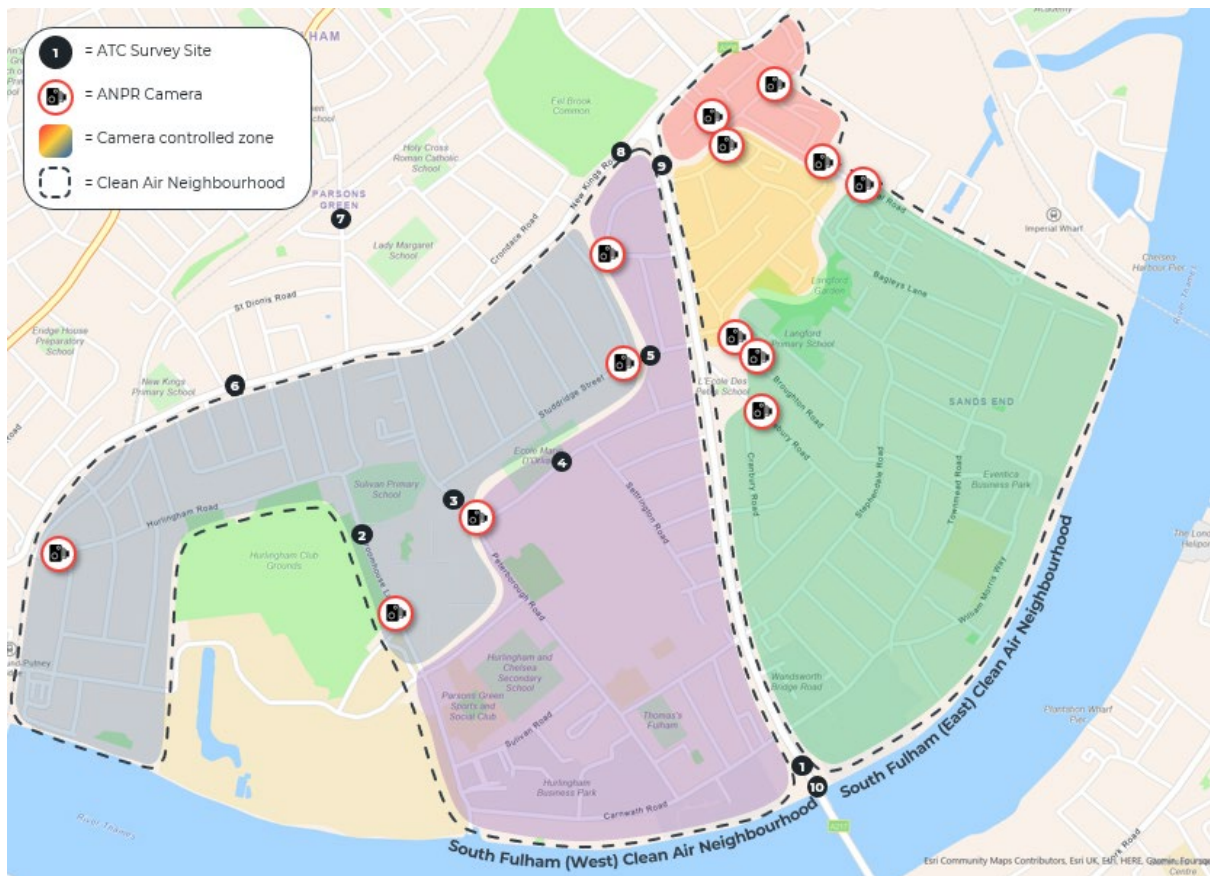
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1. INTRODUCTION

The London Borough of Hammersmith & Fulham (LBHF) has created Clean Air Neighbourhoods (CLEANs) to help tackle air pollution and the detrimental health impacts poor air quality has. This consists of a range of measures including tree planting, sustainable drainage schemes, school streets initiatives and improved infrastructure for walking and cycling, as well as traffic reduction trials.

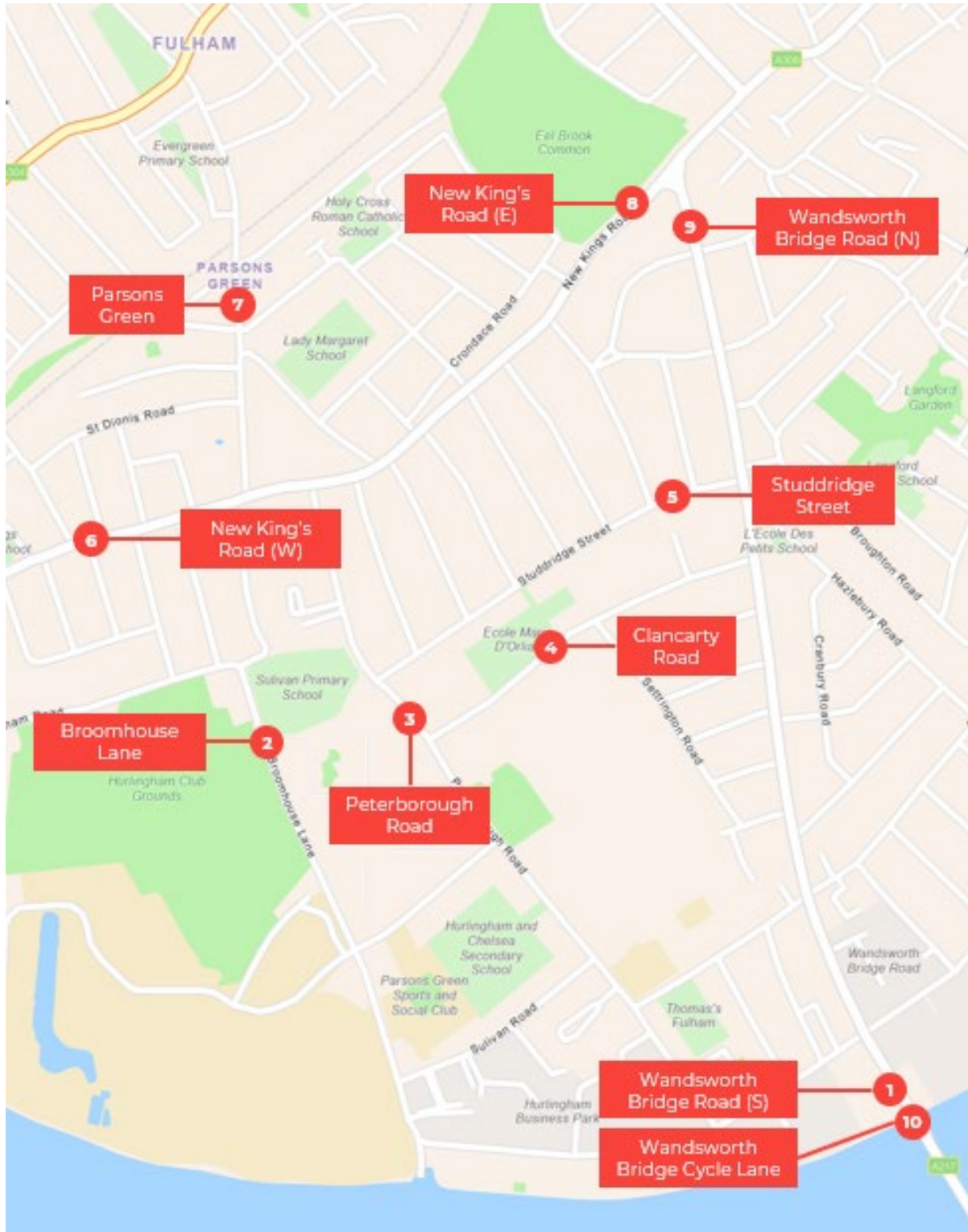
The trial of the South Fulham (West) CLEAN was introduced in December 2022, following the successful completion of a trial of the South Fulham (East) CLEAN. A diagram of the South Fulham CLEANs is shown in Figure 1.

Figure 1-1 - Clean Air Neighbourhood's and ATC survey locations



WSP has been commissioned by LBHF to analyse traffic patterns for the duration of the trial of the South Fulham (West) CLEAN. The data collection from 10 automatic traffic counters (ATCs – shown in Figure 2) is intended to capture the ongoing impact on traffic of the South Fulham (West) CLEAN scheme.

Figure 1-2 - Data collection sites







2. DATA QUALITY

The below matrix illustrates what data was available for each of the nine ATC sites during the months of March 2022, June 2022, March 2023, June 2023, and November 2023, which has been used in the analysis of traffic flow data.

Table 2-1 – Data quality

Road	March 2022	June 2022	March 2023	June 2023	November 2023
Broomhouse Lane	Complete data	Minor data loss in month	Complete data	Complete data	Complete data
Clancarty Road	Minor data loss in month	Complete data	Minor data loss in month	Complete data	Complete data
Peterborough Road	Minor data loss in month	Complete data	Complete data	Complete data	Complete data
Studdridge Street	Complete data	Complete data	Some data loss in month	Complete data	Some data loss in month
Wandsworth Bridge Road South	Minor data loss in month	Minor data loss in month	Substantial data loss in month	Some data loss in month	Minor data loss in month
Wandsworth Bridge Road North	Some data loss in month	Complete data	Some data loss in month	Some data loss in month	Complete data
New King's Road (W)	Minor data loss in month	Minor data loss in month	Some data loss in month	Some data loss in month	Some data loss in month
New King's Road (E)	Complete data	Some data loss in month	Minor data loss in month	Minor data loss in month	Minor data loss in month
Parsons Green Lane	Complete data	Minor data loss in month	Complete data	Complete data	Some data loss in month

KEY

	Substantial data loss in month
	Some data loss in month
	Minor data loss in month
	Complete data



3. WEEKDAY TRAFFIC FLOW DATA

A comparison of traffic flow data before and during the scheme was implemented has been carried out. This uses the data recorded on the 10 ATCs. The data covers five months in March 2022, June 2022, March 2023, June 2023 and November 2023, covering the pre-trial and trial periods in different seasons. Tables summarising this data and a comparison of average weekday flow are provided over the next three pages.

Table 3-1 presents a pre- and during-trial comparison in weekday average daily traffic flow in March 2022 (pre-trial) and March 2023 (during the trial period).

Table 3-1 – Weekday daily average traffic flow comparison – March 2022 and March 2023

Road	March 2022 Pre-Trial	March 2023 During Trial	Net increase / reduction	Percentage increase / reduction
Broomhouse Lane	7,869	3,352	-4,516	-57.40%
Clancarty Road	2,635	1,409	-1,226	-46.52%
Peterborough Road	7,249	4,401	-2,848	-39.28%
Studdridge Street	2,589	1,285	-1,296	-50.05%
Wandsworth Bridge Road South	36,572	28,653*	-7,919	-21.65%
Wandsworth Bridge Road North	20,951	17,629**	-3,322	-15.86%
New King's Road (W)	17,103	12,458***	-4,645	-27.16%
New King's Road (E)	13,763	14,626	863	6.27%
Parsons Green Lane	11,741	9,637	-2,104	-17.92%

Resident Visitor CLEAN Access Sessions:

March 2022 – 0

March 2023 – 2,981

Business Customer CLEAN Access Sessions:

March 2022 – 0

March 2023 – 1,696

Total Resident Visitor and Business Customer CLEAN Access Sessions:

March 2022 – 0

March 2023 – 4,677

* Only one week of data was available for WBR South for March 2023, with that week experiencing some data loss (1-3 days).

** Only one week of complete data was available for WBR North for March 2023, with a second week experiencing substantial data loss (>3 days).

*** Only two weeks of complete data was available for New King's Road West (near Munster Lane) for March 2023



Table 3-2 presents a pre- and during-trial comparison in weekday average daily traffic flow, comparing June 2022 (pre-trial) and June 2023 (during the trial period).

Table 3-2 – Weekday daily average traffic flow comparison – Jun 2022 and Jun 2023

Road	Jun 2022 Pre-Trial	Jun 2023 During Trial	Net increase / reduction	Percentage increase / reduction
Broomhouse Lane	7,821	3,885	-3,936	-50.32%
Clancarty Road	2,886	1,652	-1,234	-42.75%
Peterborough Road	8,314	4,915	-3,400	-40.89%
Studdridge Street	2,581	1,609	-972	-37.66%
Wandsworth Bridge Road South	32,409	30,669	-1,741	-5.37%
Wandsworth Bridge Road North	20,043	23,330	3,287	16.40%
New King's Road (W)	17,939	15,005	-2,934	-16.36%
New King's Road (E)	13,379	11,761	-1,618	-12.09%
Parsons Green Lane	11,370	10,355	-1,016	-8.93%

Resident Visitor CLEAN Access Sessions:

June 2022 – 0

June 2023 – 2832

Business Customer CLEAN Access Sessions:

June 2022 – 0

June 2023 – 2610

Total Resident Visitor and Business Customer CLEAN Access Sessions:

June 2022 – 0

June 2023 – 5442

* Only two weeks of data was available for WBR South for June 2023, with one week experiencing some data loss (1-3 days) and the second experiencing minor data loss (>1 day)

Table 3-3 presents a comparison in weekday average daily traffic flow during the trial, comparing March 2023 and November 2023.

Table 3-3 – Weekday daily average traffic flow comparison – March 2023 and Nov 2023

Road	March 2023 During Trial	November 2023 During Trial	Net increase / reduction	Percentage increase / reduction
Broomhouse Lane	3,352	3,435	18	2.48%
Clancarty Road	1,409	1,652	243	17.25%
Peterborough Road	4,401	3,644	-757	-17.20%
Studdridge Street	1,285	1,267****	-18	-1.40%
Wandsworth Bridge Road South	28,653*	31,126	2,473	8.63%
Wandsworth Bridge Road North	17,629**	19,112	1,483	8.41%
New King's Road (W)	12,458***	15,403*****	2,945	23.64%
New King's Road (E)	14,626	14,606	-20	-0.14%
Parsons Green Lane	9,637	8,479	-1,158	-12.02%

Resident Visitor CLEAN Access Sessions:

March 2023 – 2,981

November 2023 – 2,924

Business Customer CLEAN Access Sessions:

March 2023 – 1,696

November 2023 – 5,695

Total Resident Visitor and Business Customer CLEAN Access Sessions:

March 2023 – 4,677

November 2023 – 8,539

* Only one week of data was available for WBR South for Mar 2023, with that week experiencing some data loss (1-3 days).

** Only one week of complete data was available for WBR North for Mar 2023, with a second week experiencing substantial data loss (>3 days).

*** Only two weeks of complete data was available for New King's Road West (near Munster Lane) for Mar 2023

**** One week of data was missing for Studdridge St for Nov 2023, with two weeks with some data loss (1-3 days)

***** Only two weeks of complete data were available for New King's Road West (near Munster Road) for Nov 2023, with one week with some data loss (1-3 days).



WSP House
70 Chancery Lane
London
WC2A 1AF
wsp.com

London Borough of Hammersmith & Fulham

VTX Air: Longitudinal Analysis v7

Updated: 2nd February 2024

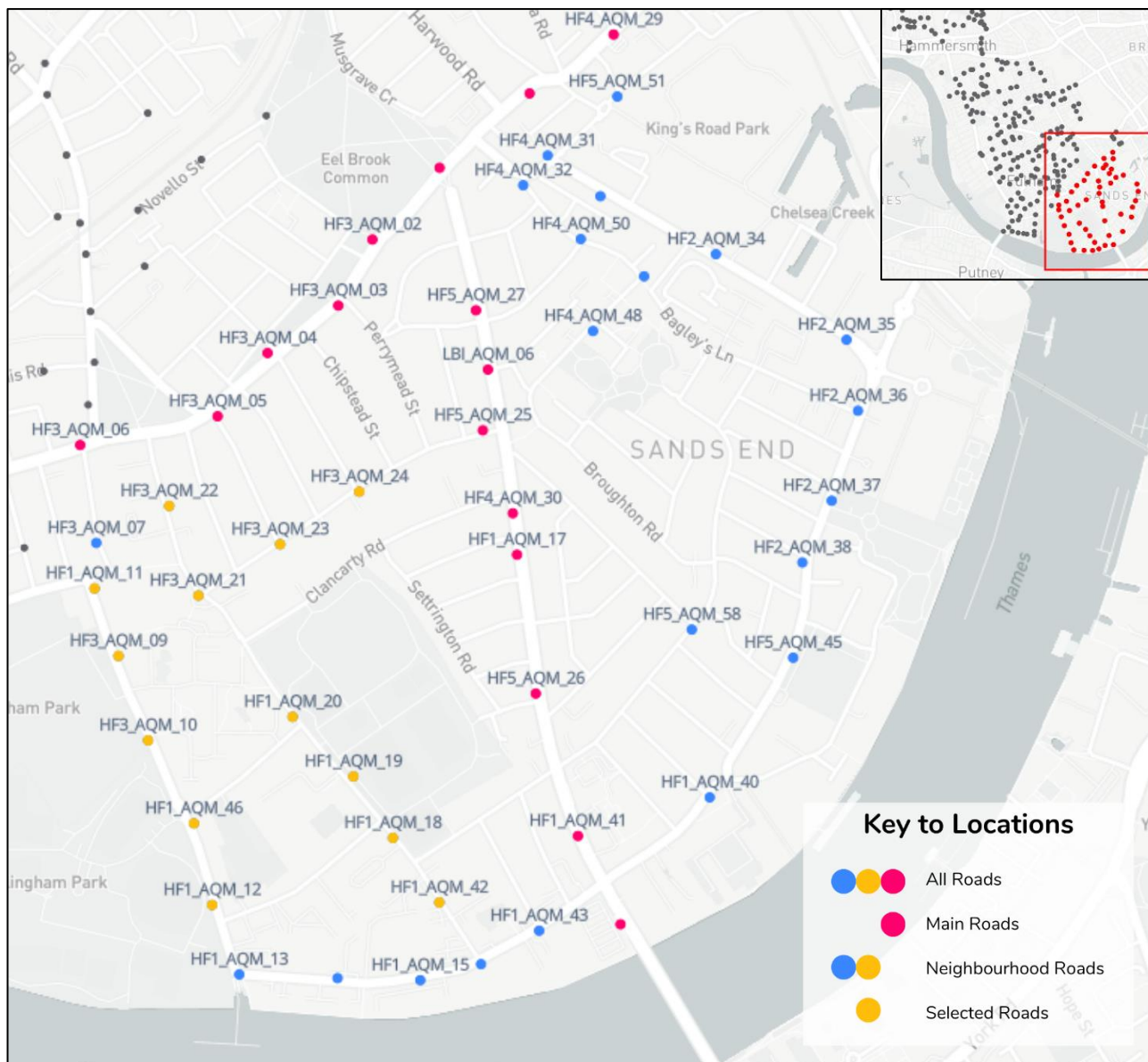
Contents

Executive Summary	2
Device Locations	3
Nitrogen Dioxide (NO₂)	4
Ozone (O₃)	6
PM_{2.5}	8
PM₁₀	10

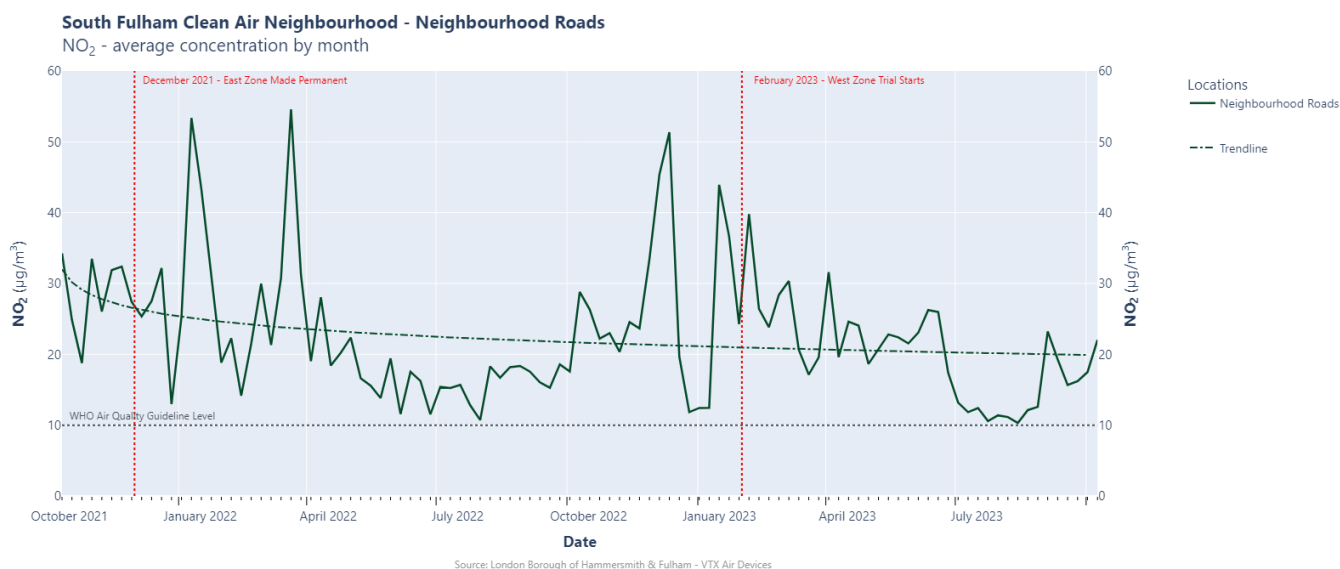
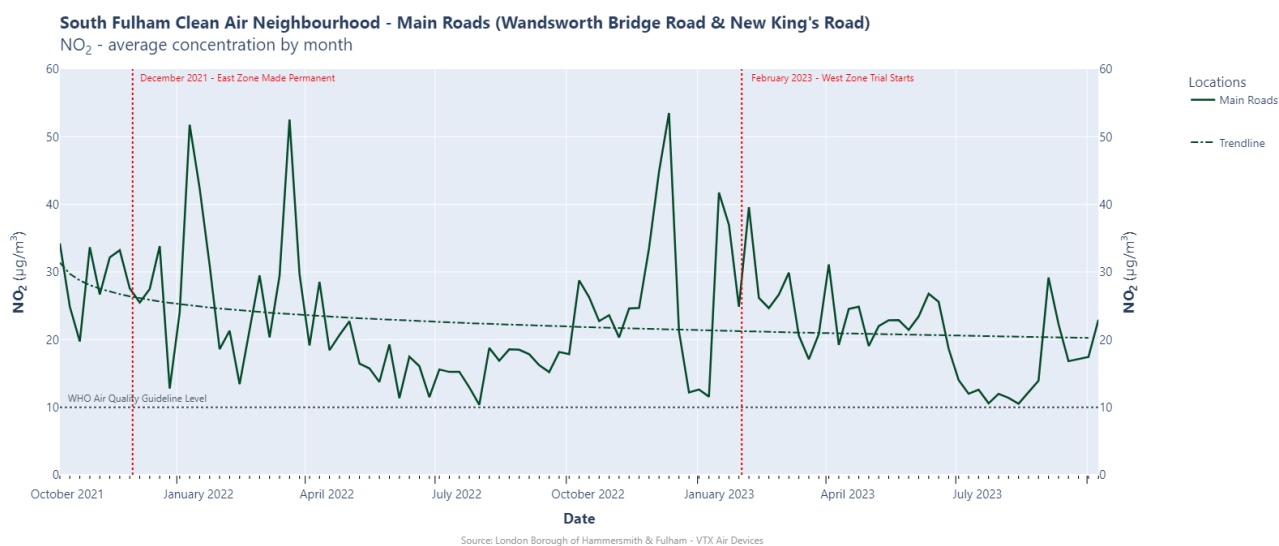
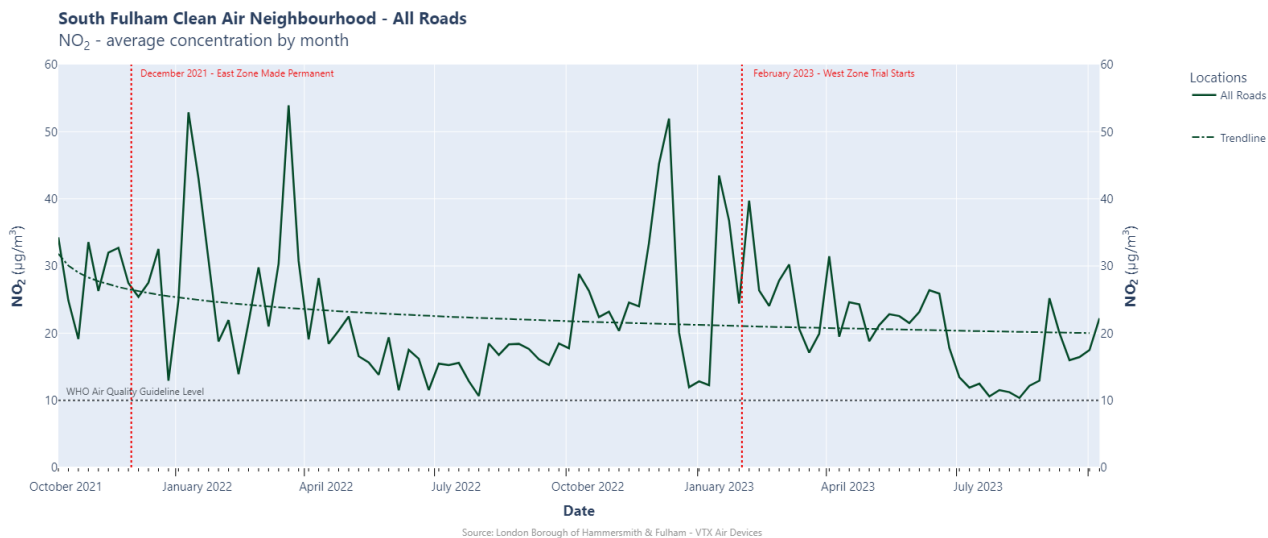
Executive Summary

- The initial analysis has been restricted to looking at those devices situated within the South Fulham Clean Air Neighbourhood (both eastern and western zones) as these devices are the earliest deployed, having provided data since mid-2021, offering insight over the longest period possible.
- The charts show data for each pollutant for which data was collected and shows data for 4 categories of device locations within the South Fulham Clean Air Neighbourhood area:
 - **All Roads** - all device locations.
 - **Main Roads** (Wandsworth Bridge Road and New King's Road) - device locations where no traffic restrictions exist.
 - **Neighbourhood Roads** - device locations where restrictions on traffic have been imposed through enforcement cameras. Neighbourhood Roads includes additional charts highlighting **Selected Roads** data from the devices from Studdridge Street, Peterborough Road and Broomhouse Lane.
- In general, it is clear to see that there has been an overall year-on-year improvement in air quality across the whole neighbourhood since the devices began collecting data. The only exception to this is Ozone (O₃) which appears to be staying at similar levels year-on-year but remaining below the World Health Organization Air Quality guideline level.
- In general, air quality has improved across the South Fulham Clean Air Neighbourhood and the data suggests that these interventions have not simply moved the poor air quality to roads where no restrictions exist.
- Comparative data from the HF5 AURN site at Hammersmith Gyratory would suggest that there has been an improvement in air quality across a wider area, but that the rate of improvement has been greater within the South Fulham Clean Air Neighbourhood.
- For clarity, the World Health Organization Air Quality Guideline Levels (WHO AQG Level) for each pollutant have been added to each chart but not the interim target levels.
- For ease of analysis, **HF1_AQM_11** has not been included in the calculation of monthly averages owing to some erroneous O₃ readings for a two-week period in December 2022. The device does however appear to currently be returning readings as expected before and after that week.
- In addition, outliers with a z-score greater than 3 have been removed from the analysis to handle erroneous data that had been calibrated using invalid temperature and humidity data.

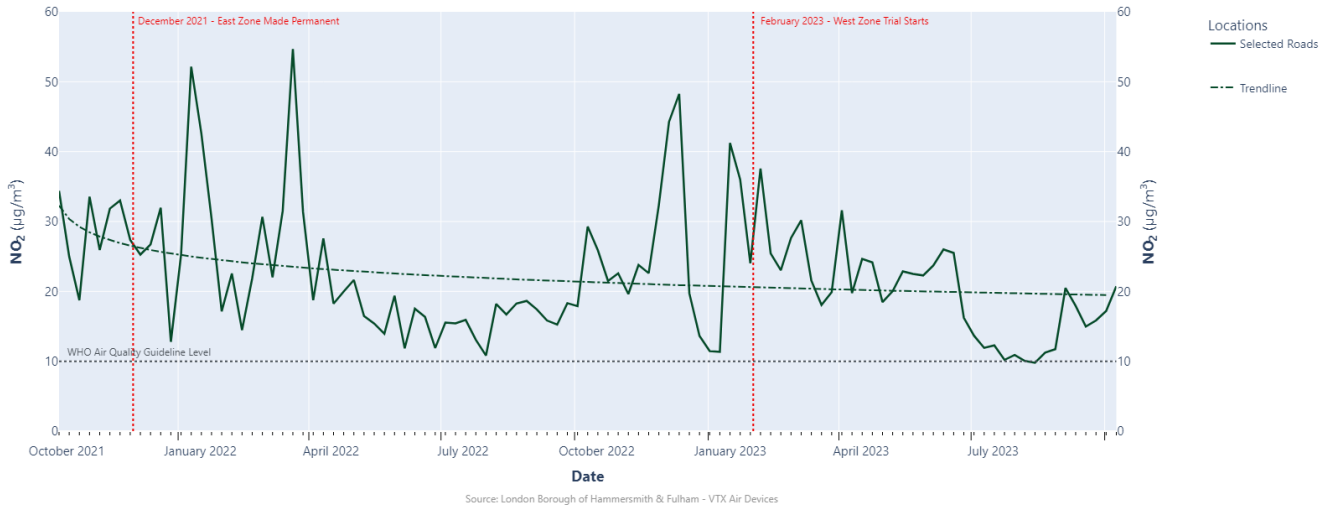
Device Locations



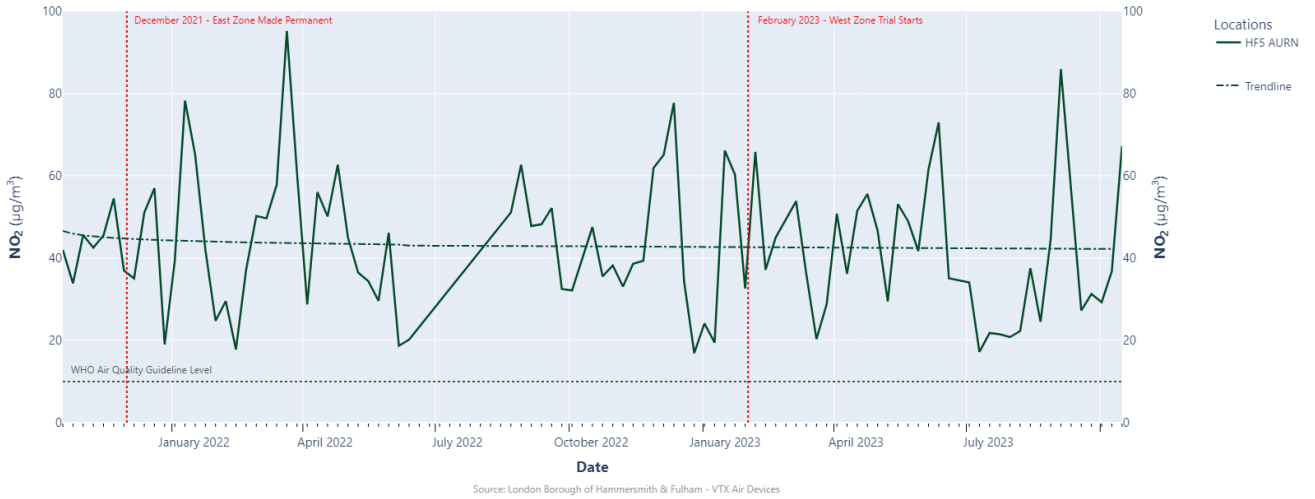
Nitrogen Dioxide (NO₂)



South Fulham Clean Air Neighbourhood - Studdridge Street, Peterborough Road and Broomhouse Lane
 NO₂ - average concentration by month

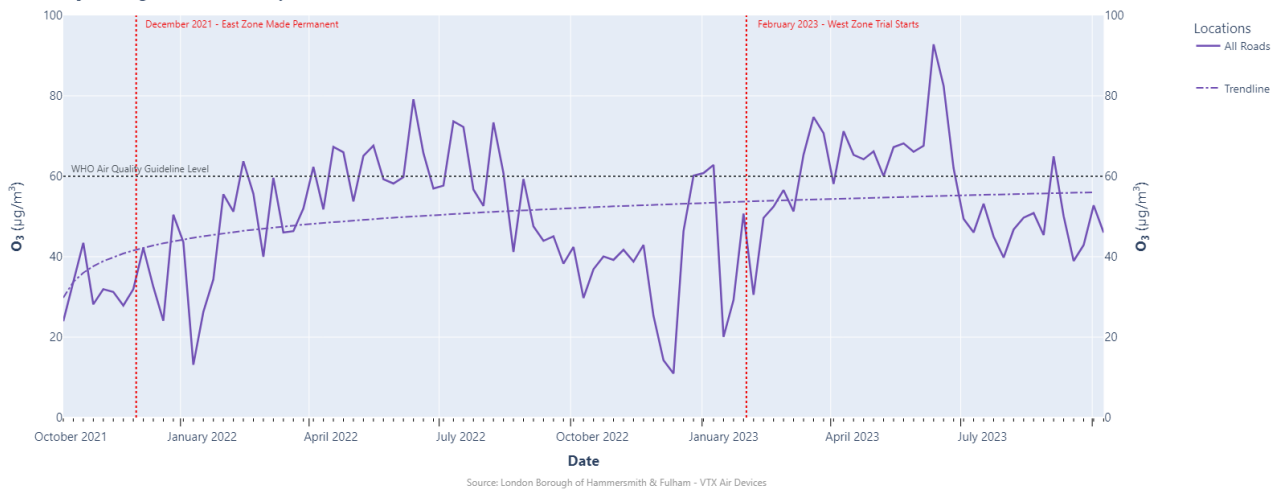


South Fulham Clean Air Neighbourhood - HF5 AURN @ Hammersmith Gytratory
 NO₂ - average concentration by month

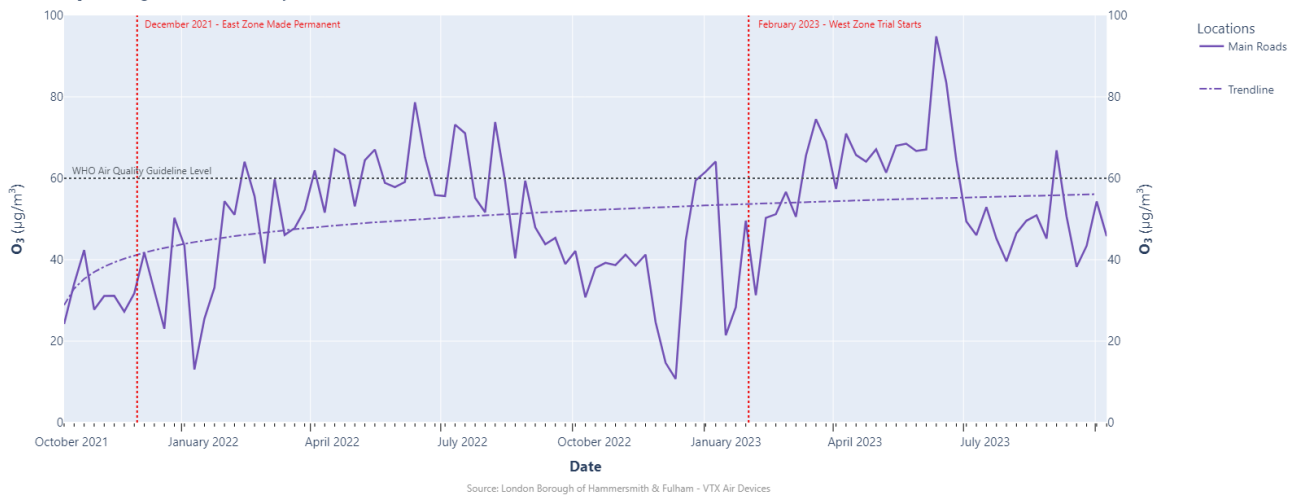


Ozone (O₃)

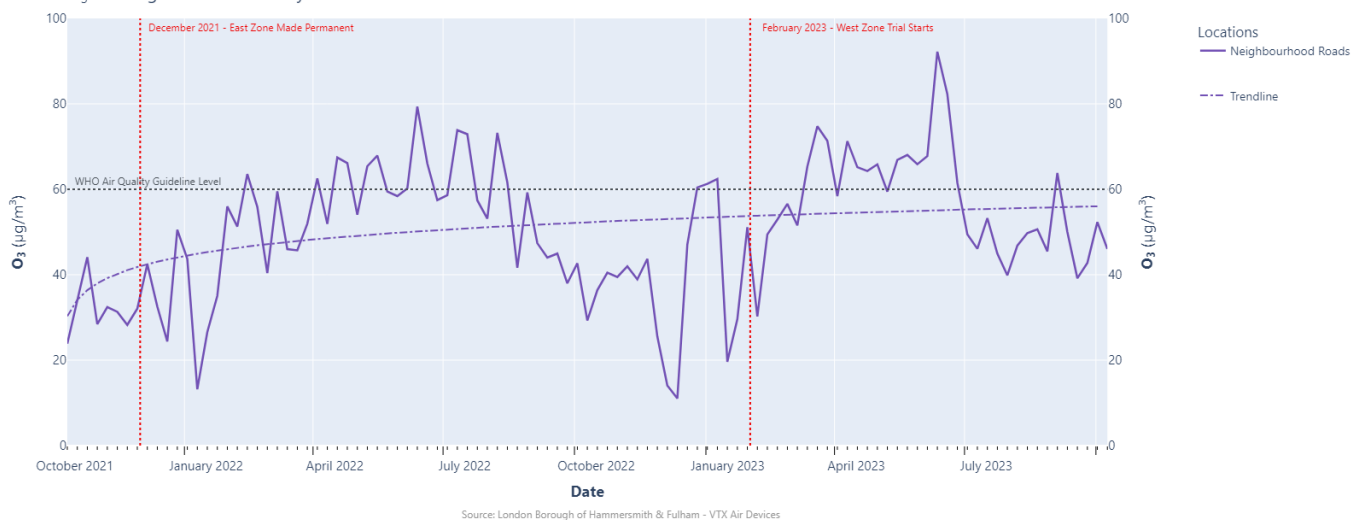
South Fulham Clean Air Neighbourhood - All Roads
O₃ - average concentration by month



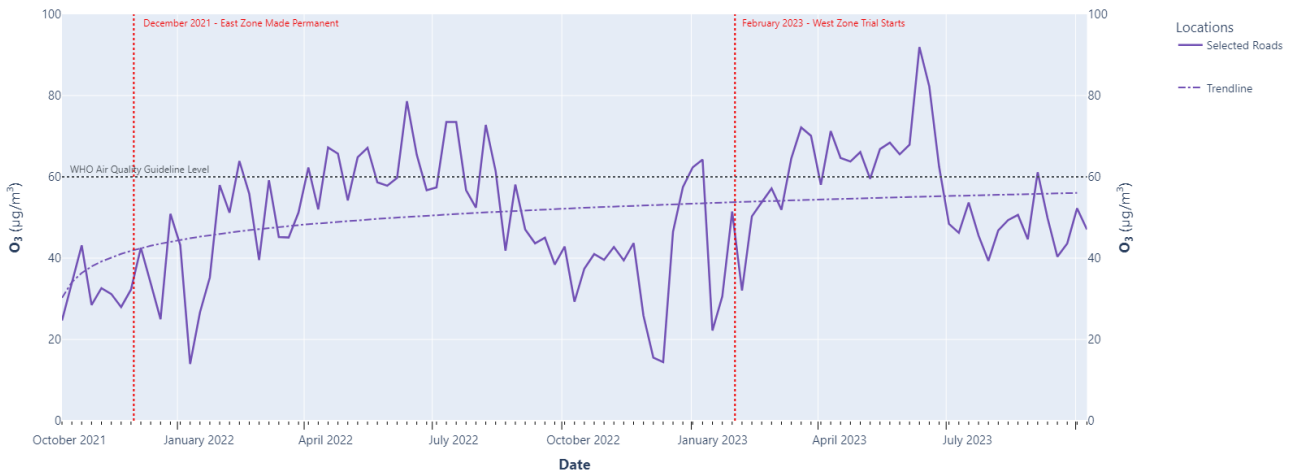
South Fulham Clean Air Neighbourhood - Main Roads (Wandsworth Bridge Road & New King's Road)
O₃ - average concentration by month



South Fulham Clean Air Neighbourhood - Neighbourhood Roads
O₃ - average concentration by month

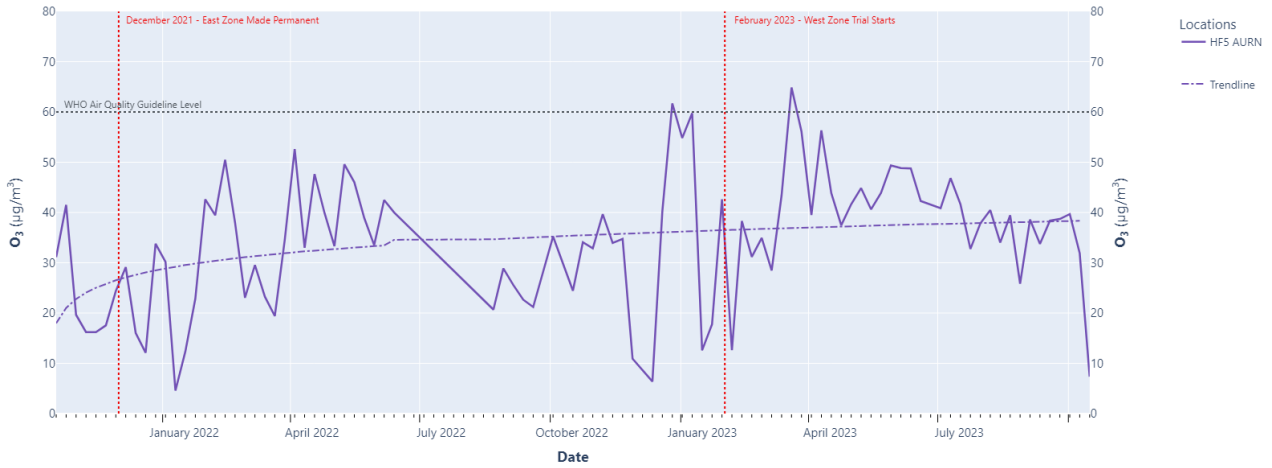


South Fulham Clean Air Neighbourhood - Studdridge Street, Peterborough Road and Broomhouse Lane
 O₃ - average concentration by month



Source: London Borough of Hammersmith & Fulham - VTX Air Devices

South Fulham Clean Air Neighbourhood - HF5 AURN @ Hammersmith Gytratory
 O₃ - average concentration by month

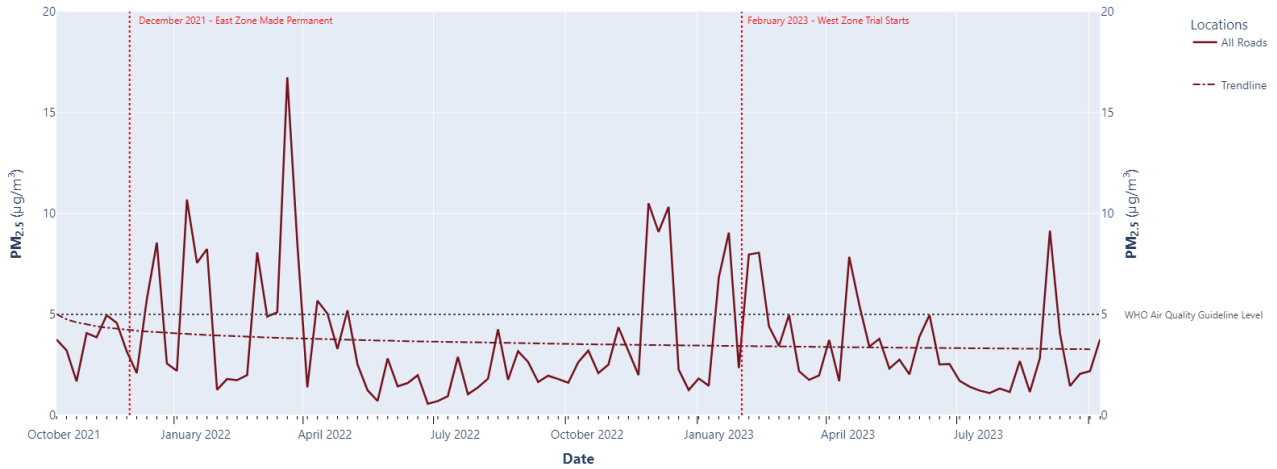


Source: London Borough of Hammersmith & Fulham - VTX Air Devices

PM_{2.5}

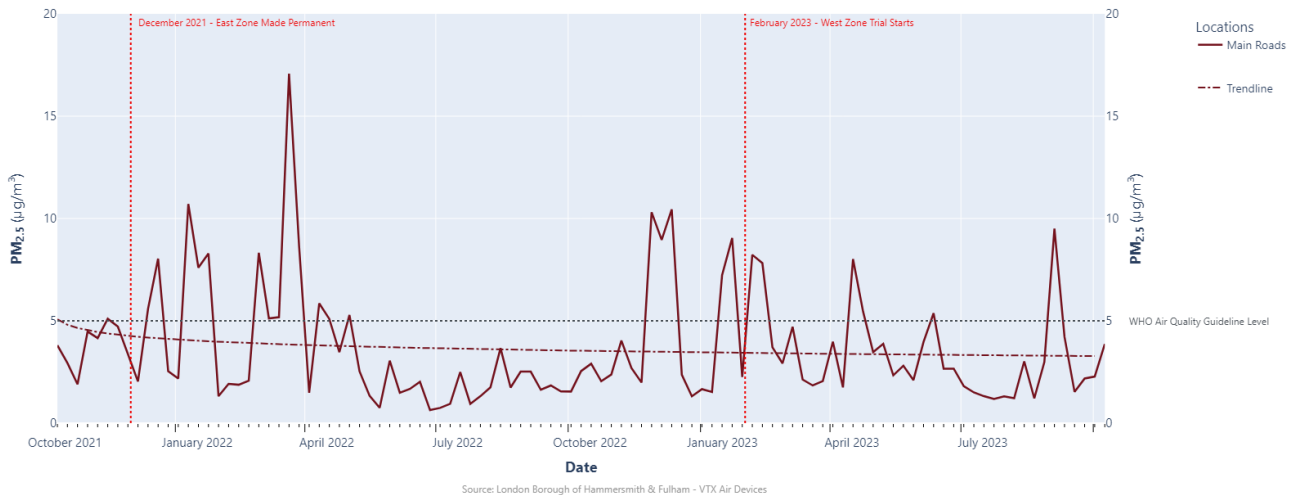
South Fulham Clean Air Neighbourhood - All Roads

PM_{2.5} - average concentration by month



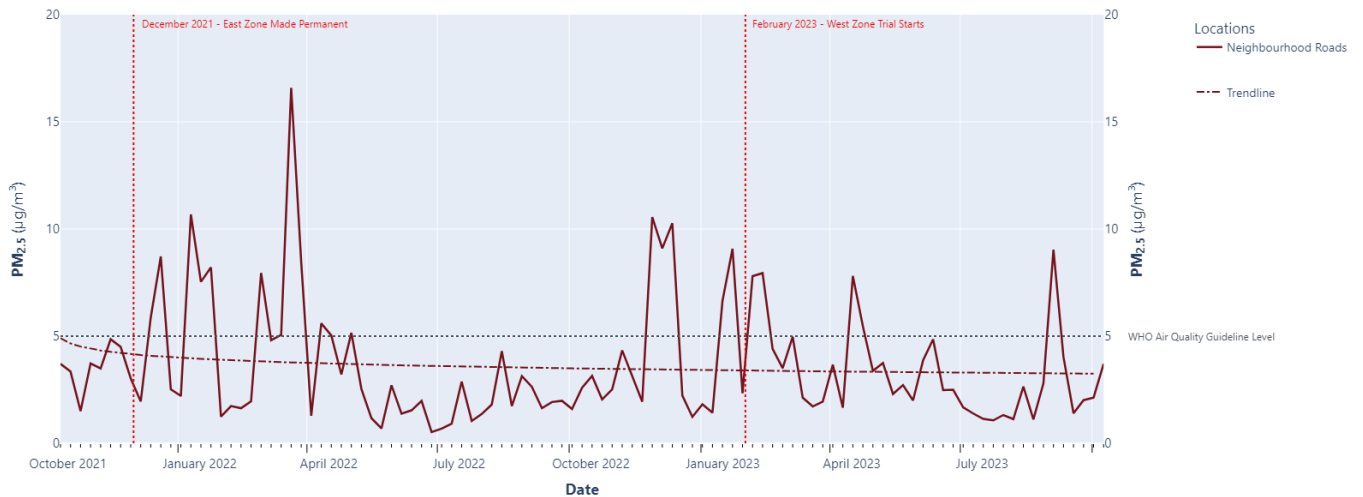
South Fulham Clean Air Neighbourhood - Main Roads (Wandsworth Bridge Road & New King's Road)

PM_{2.5} - average concentration by month

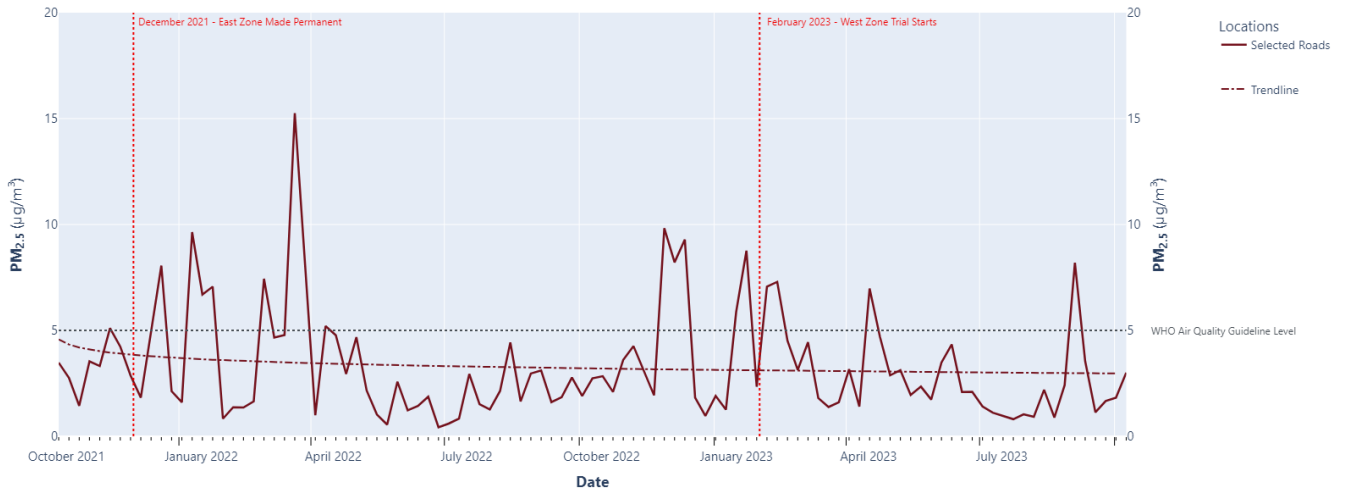


South Fulham Clean Air Neighbourhood - Neighbourhood Roads

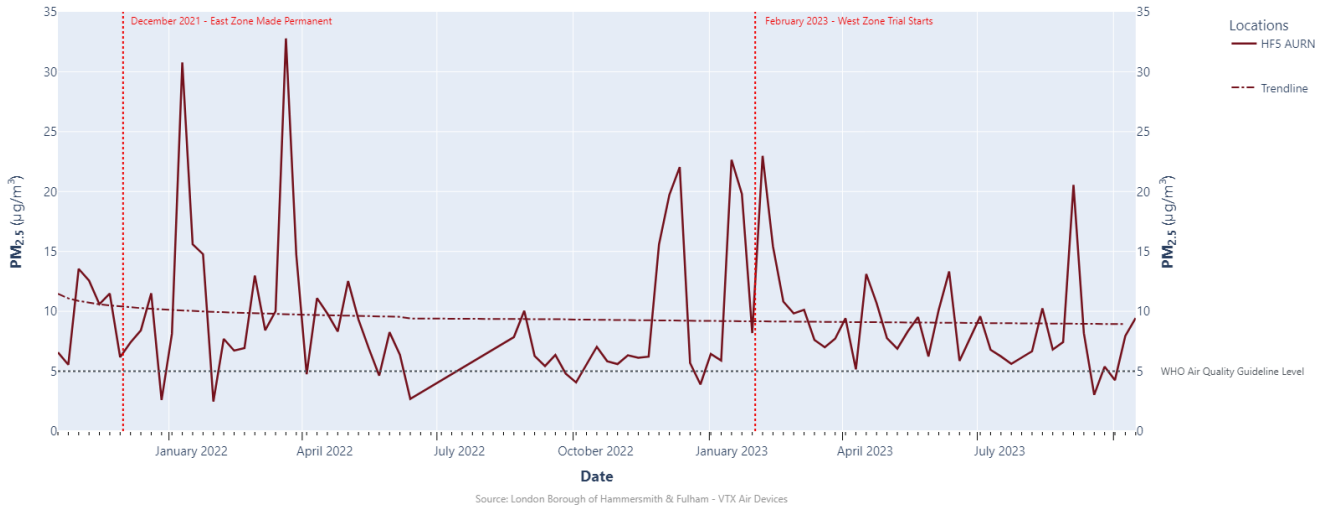
PM_{2.5} - average concentration by month



South Fulham Clean Air Neighbourhood - Studdridge Street, Peterborough Road and Broomhouse Lane
 PM_{2.5} - average concentration by month

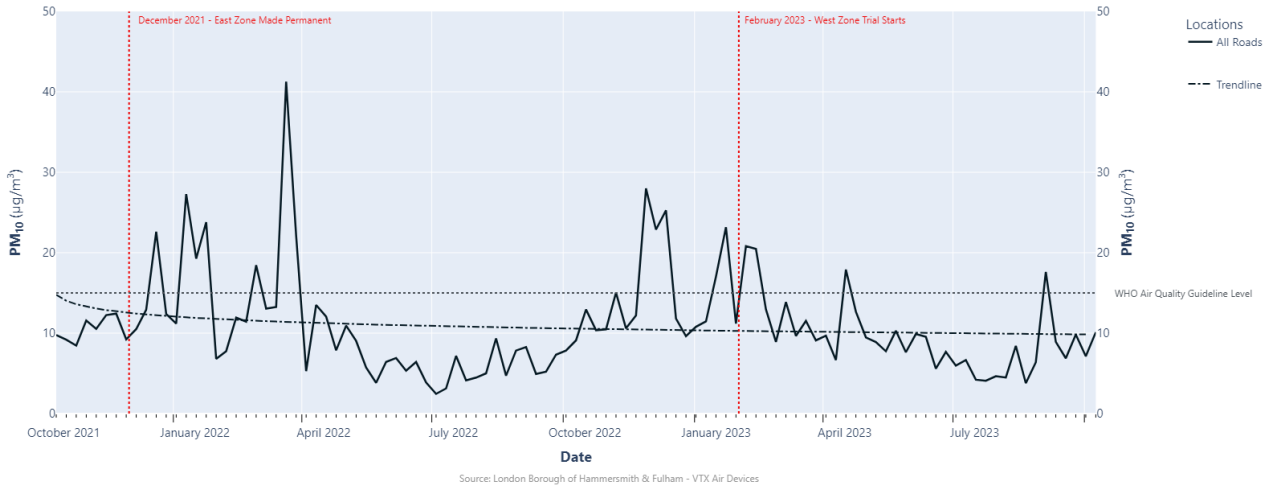


South Fulham Clean Air Neighbourhood - HFS AURN @ Hammersmith Gyratory
 PM_{2.5} - average concentration by month

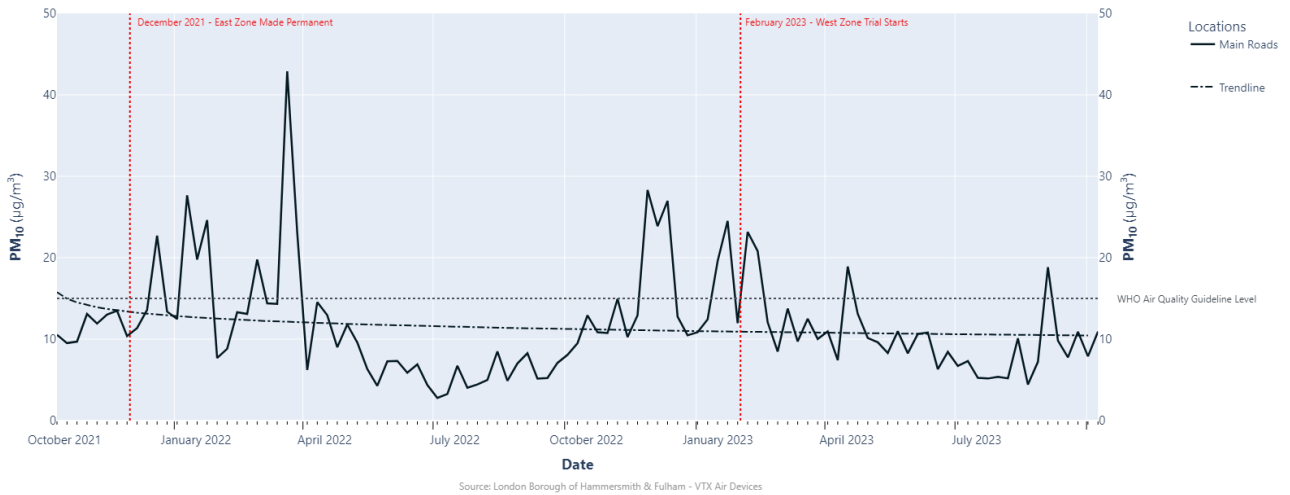


PM₁₀

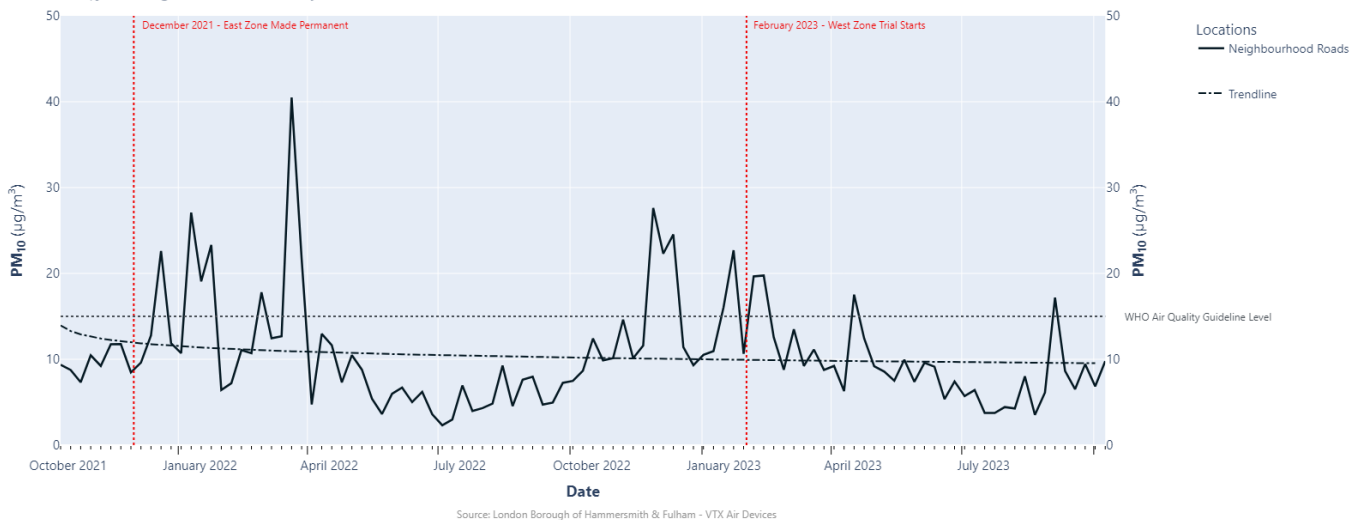
South Fulham Clean Air Neighbourhood - All Roads
PM₁₀ - average concentration by month



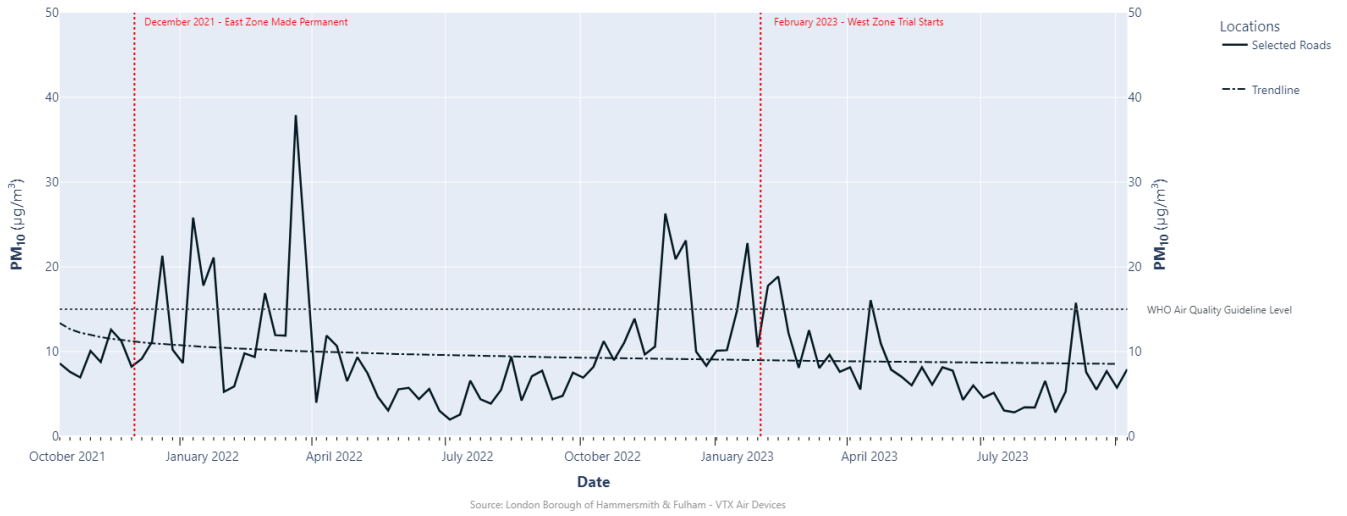
South Fulham Clean Air Neighbourhood - Main Roads (Wandsworth Bridge Road & New King's Road)
PM₁₀ - average concentration by month



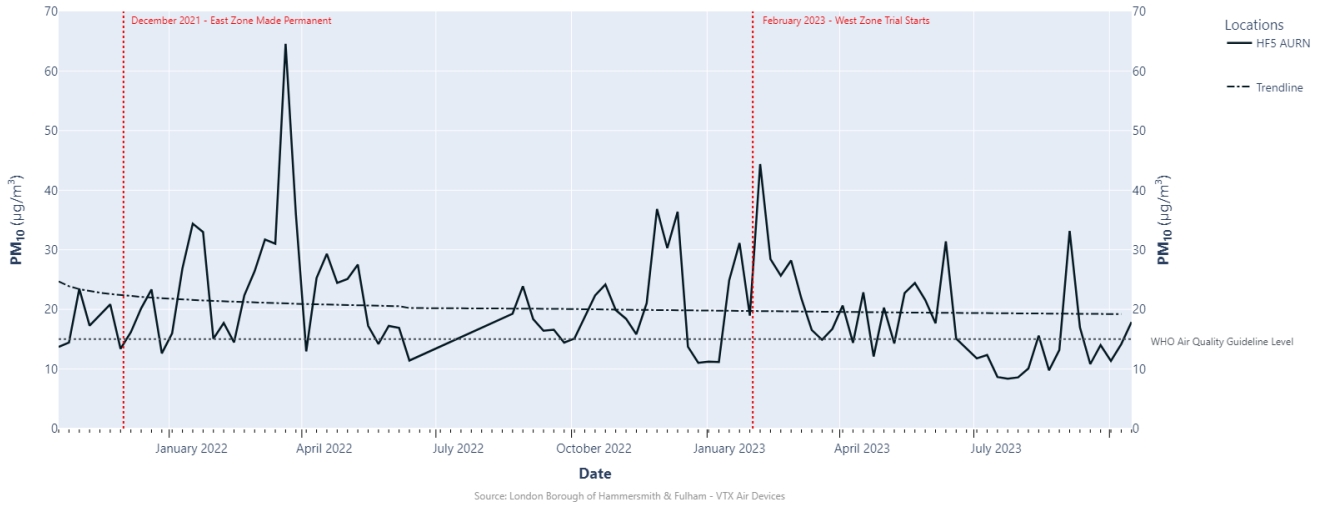
South Fulham Clean Air Neighbourhood - Neighbourhood Roads
PM₁₀ - average concentration by month



South Fulham Clean Air Neighbourhood - Studdridge Street, Peterborough Road and Broomhouse Lane
 PM₁₀ - average concentration by month



South Fulham Clean Air Neighbourhood - HF5 AURN @ Hammersmith Gyrotory
 PM₁₀ - average concentration by month



APPENDIX 5

South Fulham Parking and Vehicle Access Data

2023 ANALYSIS

Data

Data consists of a breakdown by month, from January to December. Monthly comparison to previous years available for RingGo and CEO activity/PCN issuance data

Months of interest:

- February** – PCN issuance begins for CLEAN west
- July** - Wandsworth bridge closure
- August and September** – traffic impacted by bridge closure
- October** – Wandsworth bridge reopens

RingGo and CEO activity/PCN data is focused on south of the borough zones primarily – parking zones Q QQ F W U Z R S Y

Zone analysis then broken down further by the zones in close proximity to the bridge – U Q QQ Z and R

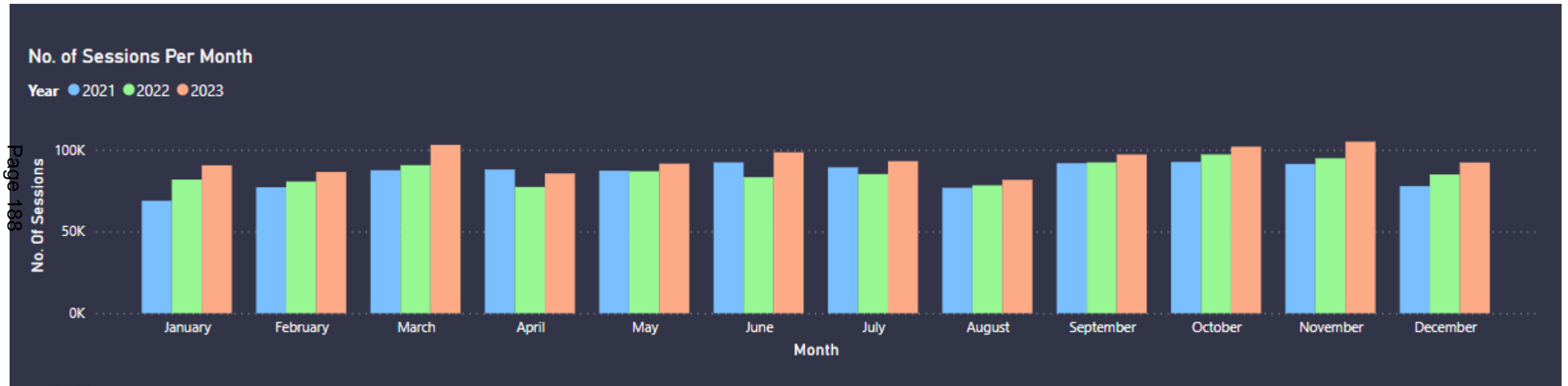
Observations

- ① **9.36%** - RingGo sessions up in the south of the borough parking zones, compared to 2022
- ① **7.36%** - RingGo sessions up in the 4 parking zones closest to the CLEAN schemes, compared to 2022
- ① **11 out of 12 months** higher number of RingGo sessions purchased when compared to 2021 and 2022 in south of borough parking zones
- ① **Higher CEO activity and Parking PCN issuance rate** compared to 2022, meaning there has been an increase in the number of vehicles parked in the area
- ① On average, businesses provided access to over **4500 business customers** through the CLEAN cameras each month
- ① Nearly **3000 visitor vehicles** are given access by Residents in the parking zones which are part of CLEAN each month, using the FOC '*access no parking*' via their Resident Visitor Permit

Parking Zone	year	January	February	March	April	May	June	July	August	September	October	November	December	Total
CPZ F	2023	16053	15092	18005	15431	15612	17096	16341	15423	17142	17542	17238	16049	197024
CPZ Q	2023	18275	17458	21568	17676	19209	21351	19310	14543	19961	21162	21664	18347	230524
CPZ QQ	2023	50	42	41	36	65	60	39	24	40	54	42	80	573
CPZ R	2023	10594	10063	12073	8979	9796	10330	9651	8467	10984	11180	11981	10652	124750
CPZ S	2023	7904	7119	7847	6733	6848	7751	7437	6944	7258	7755	8426	6738	88760
CPZ U	2023	9776	9604	11456	9259	10474	11012	9983	8584	9942	11142	11528	9745	122505
CPZ W	2023	11455	10983	12883	10964	11675	11810	11369	10552	11787	12734	12753	11419	140384
CPZ Y	2023	4648	4567	5205	4878	5845	6048	5630	4418	5563	5069	5356	4967	62194
CPZ Z	2023	9010	8824	10659	8823	9194	10117	10606	10074	11743	12369	13009	11349	125777

RingGo Data – South of Borough Total Sessions

RingGo Data – South of Borough Yearly Sessions Comparison



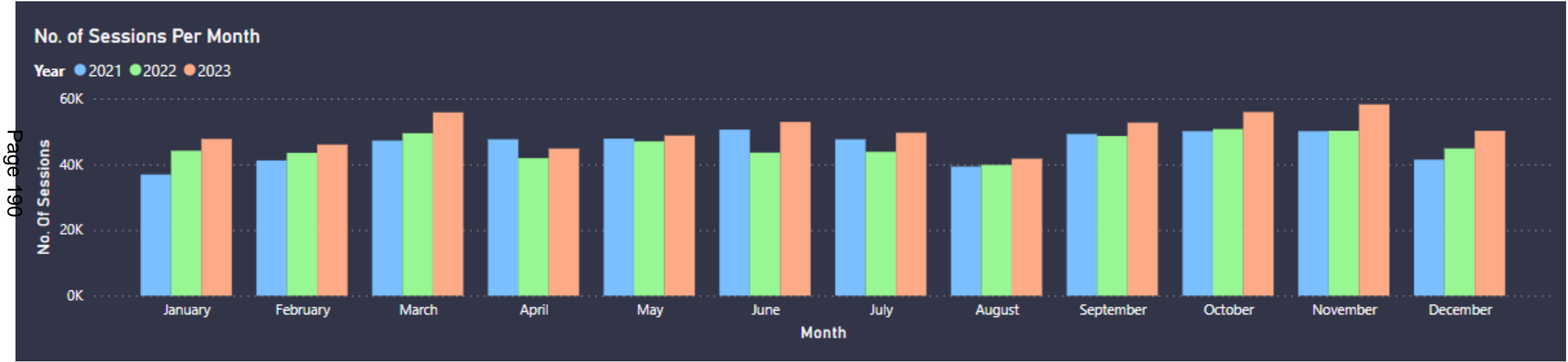
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Cumulative sessions for South of the Borough zones - Q F W U Z R S Y
Corresponding months in 2021, 22 and 23

Parking Zone	year	January	February	March	April	May	June	July	August	September	October	November	December	Total
CPZ Q	2023	18275	17458	21568	17676	19209	21351	19310	14543	19961	21162	21664	18347	230524
CPZ QQ	2023	50	42	41	36	65	60	39	24	40	54	42	80	573
CPZ R	2023	10594	10063	12073	8979	9796	10330	9651	8467	10984	11180	11981	10652	124750
CPZ U	2023	9776	9604	11456	9259	10474	11012	9983	8584	9942	11142	11528	9745	122505
CPZ Z	2023	9010	8824	10659	8823	9194	10117	10606	10074	11743	12369	13009	11349	125777

RingGo Data – Total Sessions CLEAN Zones only

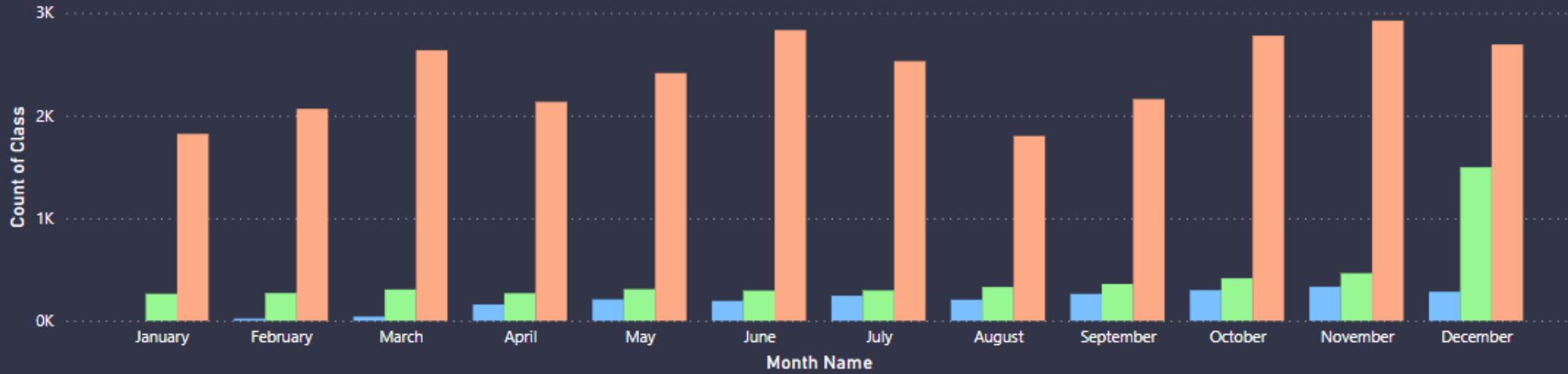
RingGo Data – Sessions CLEAN Zones Only Yearly Comparison



Parking Zone	January	February	March	April	May	June	July	August	September	October	November	December	Total
CPZ Q	767	906	1181	941	1037	1278	1070	742	921	1224	1258	1824	13149
CPZ R	85	95	148	99	140	173	131	90	110	199	243	231	1744
CPZ U	313	379	435	434	471	491	441	293	392	503	530	639	5321
CPZ Z	919	977	1217	1087	1281	1377	1427	1210	1358	1564	1689	1777	15883
Total	2084	2357	2981	2561	2929	3319	3069	2335	2781	3490	3720	4471	36097

Total Sessions Per Month

year ● 2021 ● 2022 ● 2023

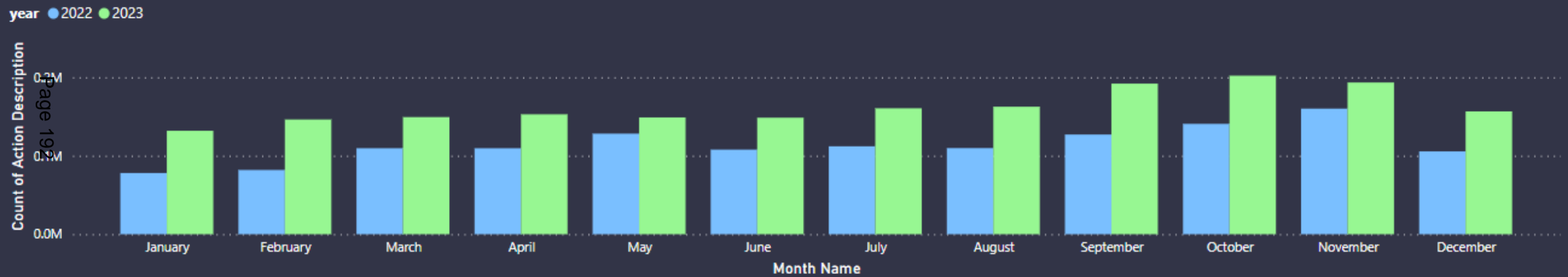


Resident Visitor Permit – CLEAN Access

VRM's Entered By Month

year	January	February	March	April	May	June	July	August	September	October	November	December	Total
2022	77972	81861	109587	109566	128181	107813	112062	109753	127028	140639	160059	105564	1370085
2023	131849	146221	149265	152822	148795	148515	160500	162490	191945	202049	193356	156517	1944324
Total	209821	228082	258852	262388	276976	256328	272562	272243	318973	342688	353415	262081	3314409

VRM's Entered By Month

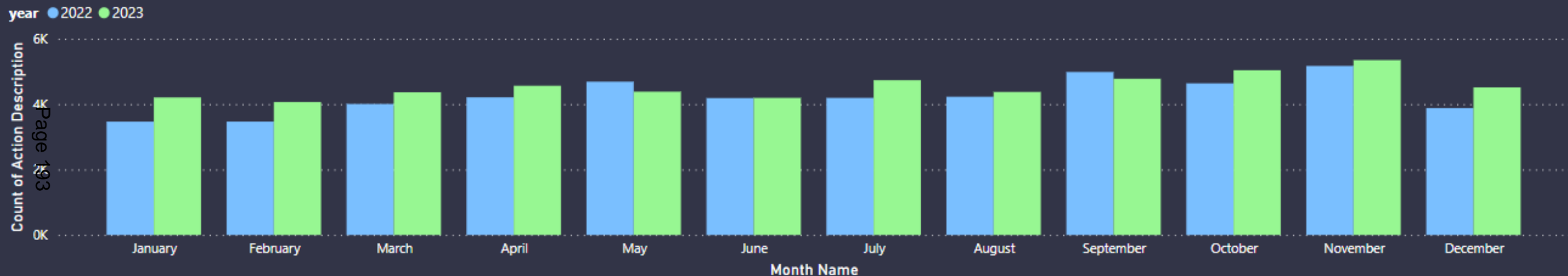


CEO Activity - VRMs Checked
South of Borough Yearly Comparison

PCN's Issued Per Month

year	January	February	March	April	May	June	July	August	September	October	November	December	Total
2022	3465	3466	4005	4209	4686	4185	4191	4226	4982	4635	5167	3879	51096
2023	4205	4065	4364	4561	4381	4191	4731	4373	4775	5036	5346	4513	54541
Total	7670	7531	8369	8770	9067	8376	8922	8599	9757	9671	10513	8392	105637

Issued Notice By Month



CEO Activity – Total Parking PCNs Issued South of the Borough Yearly Comparison

**TOTAL LIVE BVAP
PERMITS**

123

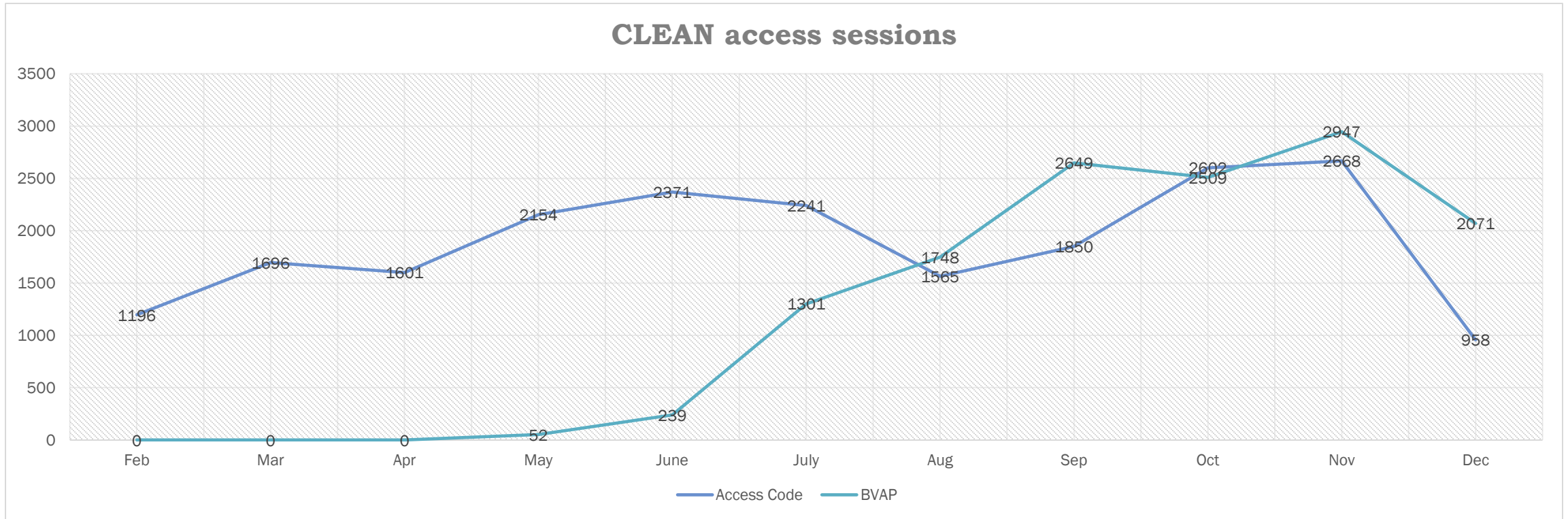
**TOTAL TABLETS
PROVIDED**

47

**Business Visitor Access
Permit**

BVAP/RingGo business access sessions – by month

Month/ Solution	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
Access Code	1196	1696	1601	2154	2371	2241	1565	1850	2602	2668	958
BVAP	0	0	0	52	239	1301	1748	2649	2509	2947	2071
Total	1196	1696	1601	2206	2610	3542	3313	4499	5111	5615	3029



CLEAN business access sessions cont.

LONDON HIGH STREETS DATA EXPLORER

Welcome to the Data Explorer, developed as part of the High Streets Data Service.

This application helps you explore Footfall and Spend data by focusing on a particular High Street of interest, understand how it is doing now, how this compares to a pre-Covid 'normal' year (2019) and how this year compares to the current period.

As well as exploring your focus High Street, you can also compare it with other High Streets of your choice or with a shortlist of suggested High Streets from across London that have similar footfall patterns.

Start Exploring The Data



To find out about updates (including vacancy and context data) and how colleagues are using the tool, please join the discussion here.

Select a Time Period and Focus Area (High Street, BID, Town Centre)

Select a date range, and a primary "Focus Area". You can select up to 2 years of data.

A default date range and area has been pre-selected for you...

Select a Date Range

Select Start Date:

05 Jun 2021

Select End Date (Max 2 years from start):

05 Jun 2023

Choose a Focus Area to explore

You can select specific High Streets, Bespoke Areas, Business Improvement Districts (BIDs) or Town Centres ...

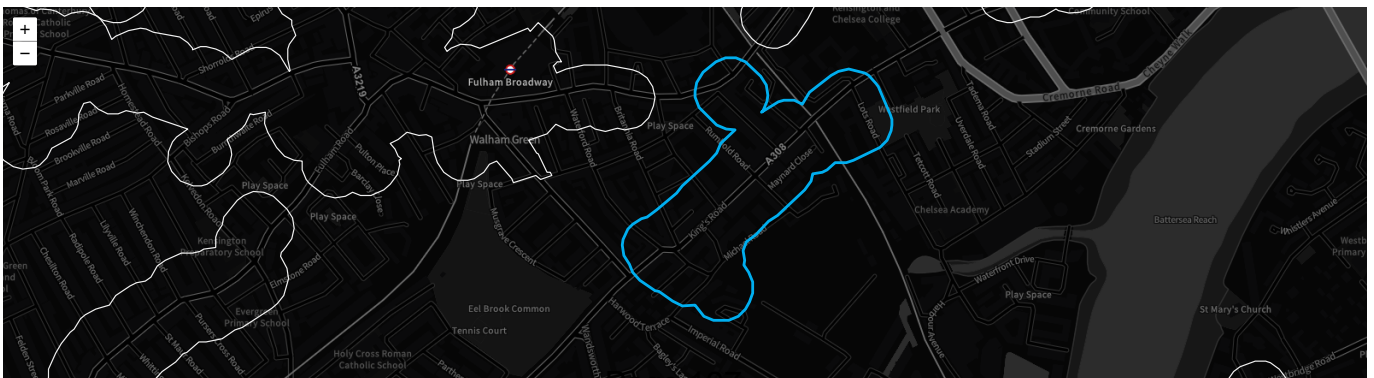
Note: Some deeper area profiling analysis is only available for High Streets.

Select Area Type:

highstreets

Focus Area:

New King's Road, Fulham.



Explore consumer spend in the Focus Area

Select the type of transactions you would like to compare in your Focus Area

For your selected focus area, you can compare different types of spend (using Mastercard data) on the same chart.

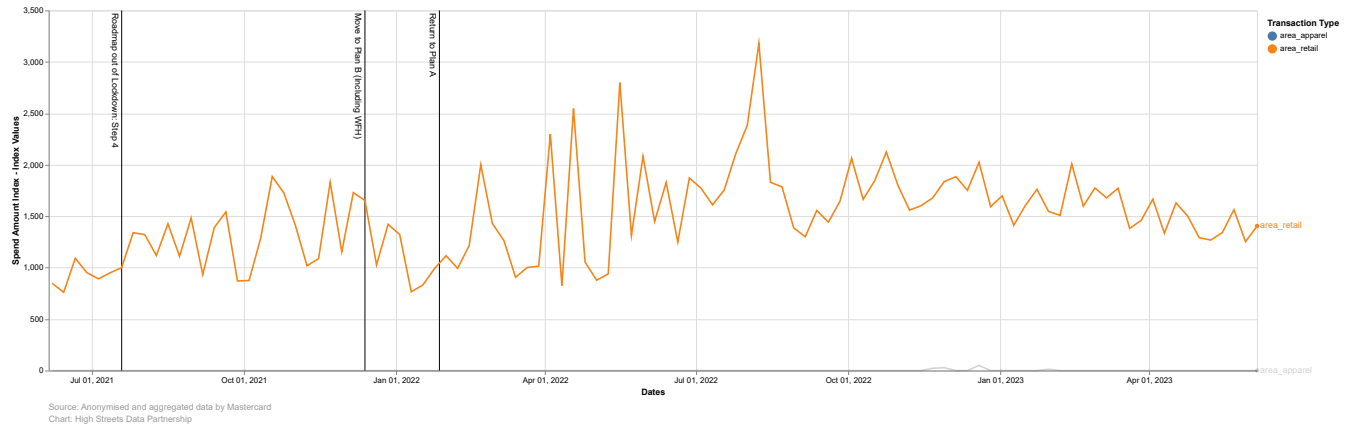
Note: When viewing "% of Normal", the baseline at 1 (100% of Normal) is based on the Mastercard spend in the same week in 2019.

If spending was unchanged compared to 2019, the line would be at 1, if it's above 1, spending has increased, and if it's below 1, it's decreased.

The "Retail" category includes all retail spending, including 'apparel', 'eating places', and other categories of retail spend.

- Select Weekdays or Weekend: Weekdays (Mon-Fri) Weekend (Sat-Sun)
- Select Transaction Measure: Spend Amount Index Transaction Counts Index
- Select Transaction Display Type: Index Values % of Normal
- Compare Transaction Types: Eating Apparel Retail Retail (GLA Adjusted)
- Timeline Annotations: Show timeline annotations on time series charts

New King's Road, Fulham. - Compare Mastercard Transaction Types: Retail, Apparel



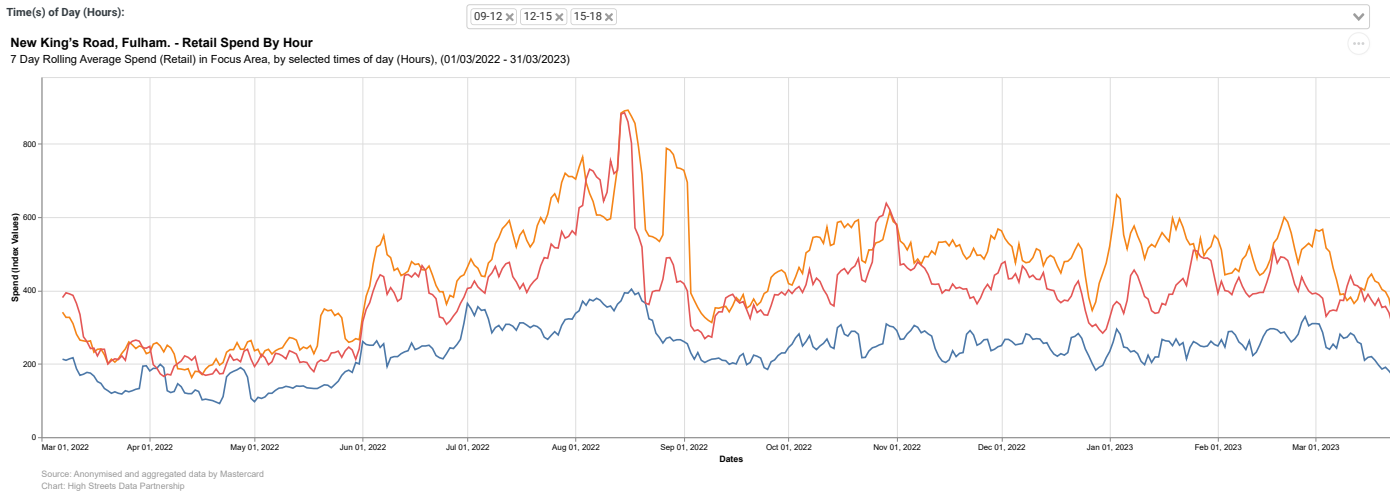
NEW! Three Hourly Spend

The time series below shows consumer spend amount index, each day, in each 3-hr time period, for Focus Area that you have chosen. It is the sum of the individual small grids that cover each High Street, Town Centre or BID. This can be used to show variation at different times of the day or trends over time.

Caution: If the time series shows no (or infrequent) values, the underlying data is likely suppressed due to low levels of activity in that area for that time. Information how these values are calculated are included in this explanatory report.

- Date Range: Start: End:
- 7 Day Rolling Average or Raw Values: 7 Day Rolling Average Raw Values
- Timeline Annotations: Show timeline annotations on time series charts
- Select Comparison View: Compare Hours (Focus Area) Compare Areas (Single Hour)

Choosing multiple 'Time(s) of day', allows you to compare how your focus area is performing at different times of day.



"Londoners are more active at night and have later bedtimes than anyone else in the UK. Two-thirds of us regularly do everyday activities at night ... one-third of London's workforce also work at night."

NEW! Three Hourly Footfall

The time series below shows counts of people, each day, in each 3-hr time period, for the Focus Area that you have chosen. It is the sum of the individual small hex grids that cover each High Street, Town Centre or BID. Can be used to show variation at different times of the day or trends over time.

- Footfall Person Type: Visitors Residents Workers
- Date Range: Start: End:
- Time(s) of Day (Hours):
- 7 Day Rolling Average or Raw Counts: 7 Day Rolling Average Raw Counts
- Timeline Annotations: Show timeline annotations on time series charts

New King's Road, Fulham. - Visitors Footfall By Hour

7 Day Rolling Average People Count (Visitors) in Focus Area, by selected times of day (Hours), (01/05/2022 - 21/06/2023)



"In 2020, local High Streets outside Town Centres recovered better after restrictions were lifted than the larger Metropolitan Town Centres."

Compare spend in Focus Area with other Areas of my choice

By choosing a number of alternative areas of interest, you can compare how each area is performing for a given (Mastercard) transaction type.

Only Areas in Borough:

Select Area(s) to Compare:

Select Weekdays or Weekend:

Select Transaction Measure:

Select Transaction Display Type:

Select Transaction Type:

Timeline Annotations:

All Boroughs

Weekdays (Mon-Fri) Weekend (Sat-Sun)

Spend Amount Index Transaction Counts Index

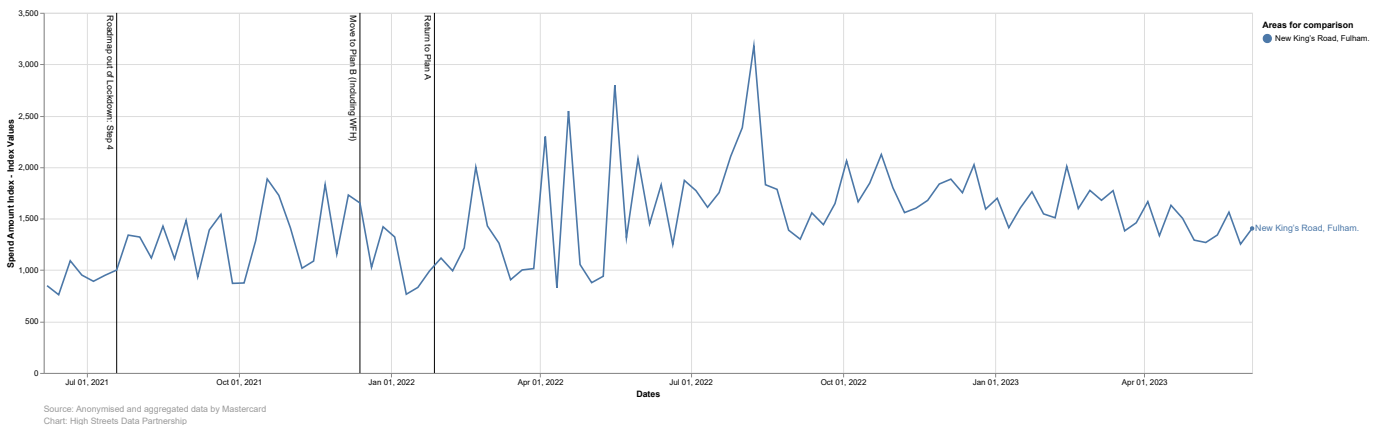
Index Values % of Normal

Eating Apparel Retail Retail (GLA Adjusted)

Show timeline annotations on time series charts

New King's Road, Fulham. - Mastercard Transactions, Retail

05/06/2021 to 05/06/2023, Weekdays (Mon-Fri), Spend Amount Index (Index Values)



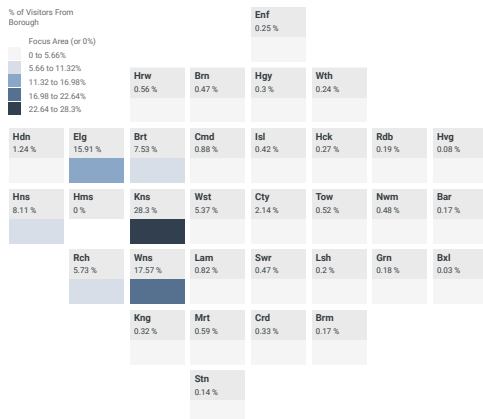
Where do Visitors & Workers in my Focus Area come from?

Select Visitor Type:

Workers Other

Proportion (%) of Visitors (Other) from each Borough

Arriving in Focus Area's Primary Borough - Hammersmith and Fulham



This map shows which London Boroughs 'Workers' or 'Other Visitors' are originating from when they arrive in your focus area's primary borough.

The data is based on 2019 anonymised and aggregated mobility data obtained from Vodafone and may not reflect current trends.

Note: Your focus area's primary borough will always show 0%, as no internal trips are displayed. However, we are currently working on also showing what proportion of "visitors" are from the local borough.

"Knowing a town's place in the activity hierarchy should provide the basis for the development of more effective and appropriate town centre visions, strategies and action plans."

– National High Streets Task Force

Signature for the Focus Area in a 'normal' year (2019)

The National High Streets Task Force classifies high streets into different "signatures" based on footfall. Thinking about an Area based on how busy it is at different times of the day, across the week, seasonally and its overall size, your focus area (**New King's Road, Fulham.**) can be characterised as: **"Midday Peak, Monday through Saturday Steady, Quieter"**:

Hourly Profile

Daily Profile

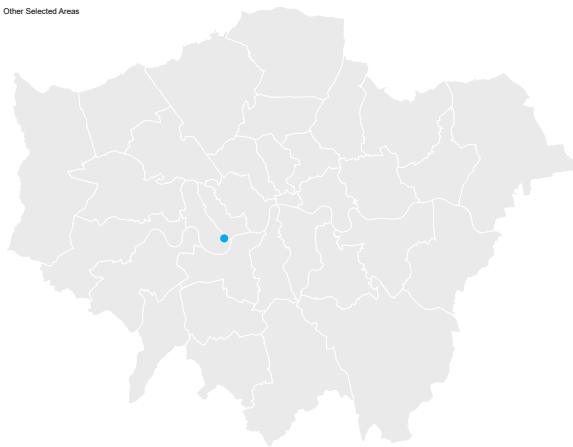
Size / Density Profile

All-Day Steady Midday Peak Atypical Day Mon - Sat Steady Saturday Peak Busier Quieter

New King's Road, Fulham, and Selected Areas

Spatial proximity of your focus area and your other selected areas in London

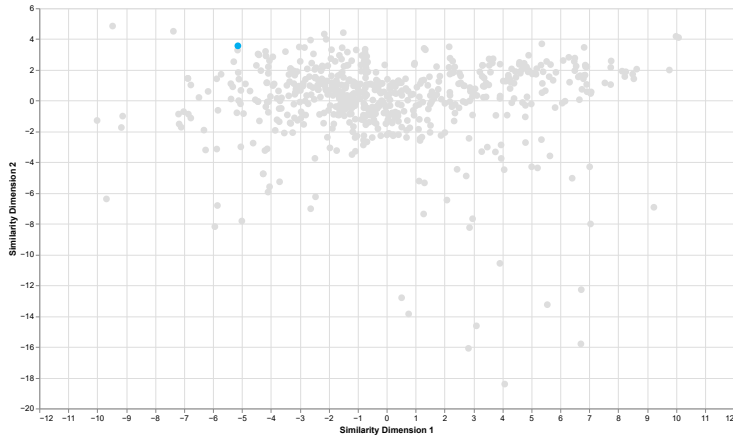
● Focus Area ● Other Selected Areas



New King's Road, Fulham, and Selected Areas

Similarity proximity of your focus area and your other selected areas in London

● Focus Area ● Other Selected Areas ● All Other Areas



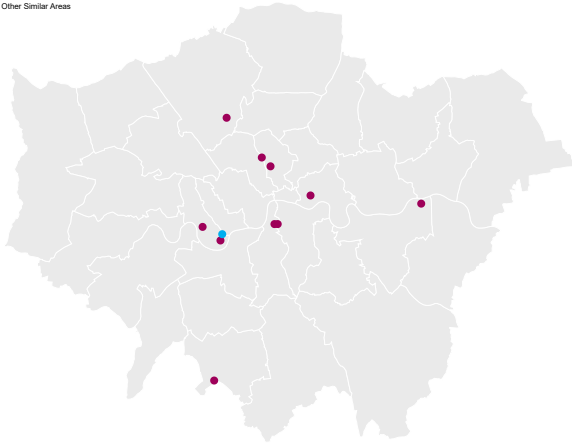
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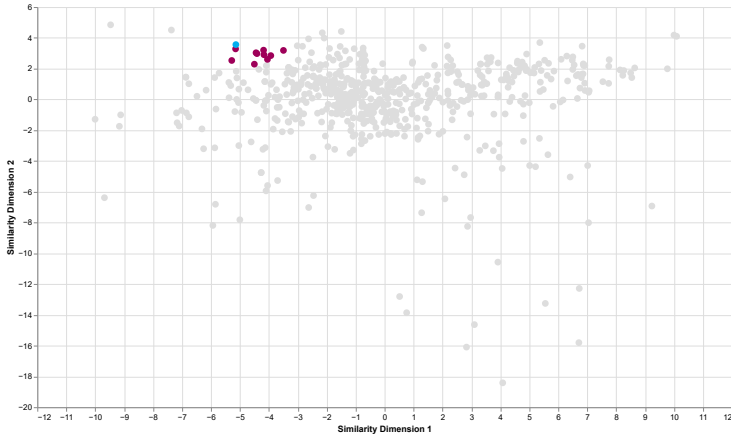
New King's Road, Fulham, and Similar Areas
Spatial proximity of your focus area those found to be similar

● Focus Area ● Other Similar Areas



New King's Road, Fulham, and Similar Areas
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Select Similar Area(s) to Compare:

Kennington Road, Kennington Caledonian Road, Islington Brecknock Road & York Way Kennington Park Road, Newington Fulham Palace Road & Greyhound Road, Fulham

Select Weekdays or Weekend:

Weekdays (Mon-Fri) Weekend (Sat-Sun)

Select Transaction Measure:

Spend Amount Index Transaction Counts Index

Select Transaction Display Type:

Index Values % of Normal

Select Transaction Type:

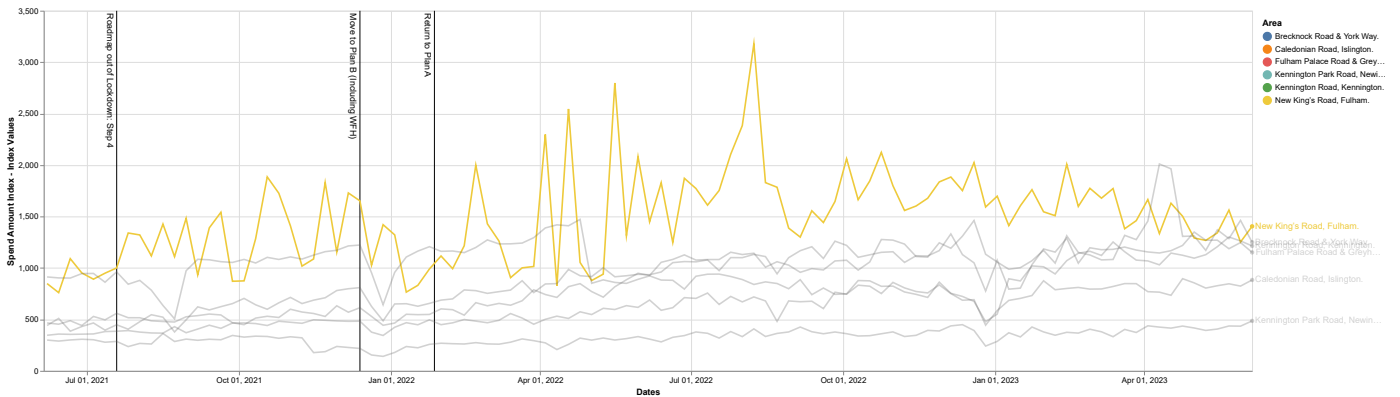
Eating Apparel Retail Retail (GLA Adjusted)

Timeline Annotations:

Show timeline annotations on time series charts

New King's Road, Fulham, vs Similar Areas - Mastercard Transactions, Retail

05/06/2021 to 05/06/2023, Weekdays (Mon-Fri), Spend Amount Index (Index Values)



Source: Anonymised and aggregated data by Mastercard
Chart: High Streets Data Partnership

LONDON HIGH STREETS DATA EXPLORER

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Select a date range, and a primary "Focus Area". You can select up to 2 years of data.

A default date range and area has been pre-selected for you...

Select a Date Range

Select Start Date:

05 Jun 2021

Select End Date (Max 2 years from start):

05 Jun 2023

Choose a Focus Area to explore

You can select specific High Streets, Bespoke Areas, Business Improvement Districts (BIDs) or Town Centres ...

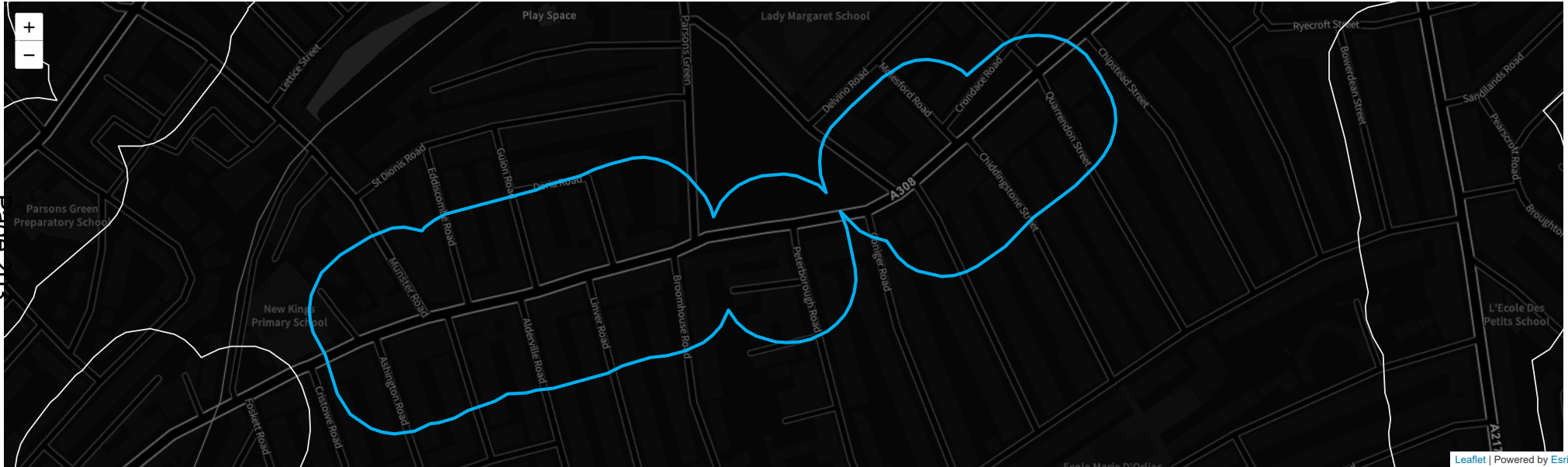
Note: Some deeper area profiling analysis is only available for High Streets.

Select Area Type:

highstreets

Focus Area:

New Kings Road, Fulham.



Explore consumer spend in the Focus Area

Select the type of transactions you would like to compare in your Focus Area

For your selected focus area, you can compare different types of spend (using Mastercard data) on the same chart.

Note: When viewing "% of Normal", the baseline at 1 (100% of Normal) is based on the Mastercard spend in the same week in 2019.

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The "Retail" category includes all retail spending, including 'apparel,' 'eating places,' and other categories of retail spend.

Select Weekdays or Weekend:

Weekdays (Mon-Fri) Weekend (Sat-Sun)

Select Transaction Measure:

Spend Amount Index Transaction Counts Index

Select Transaction Display Type:

Index Values % of Normal

Compare Transaction Types:

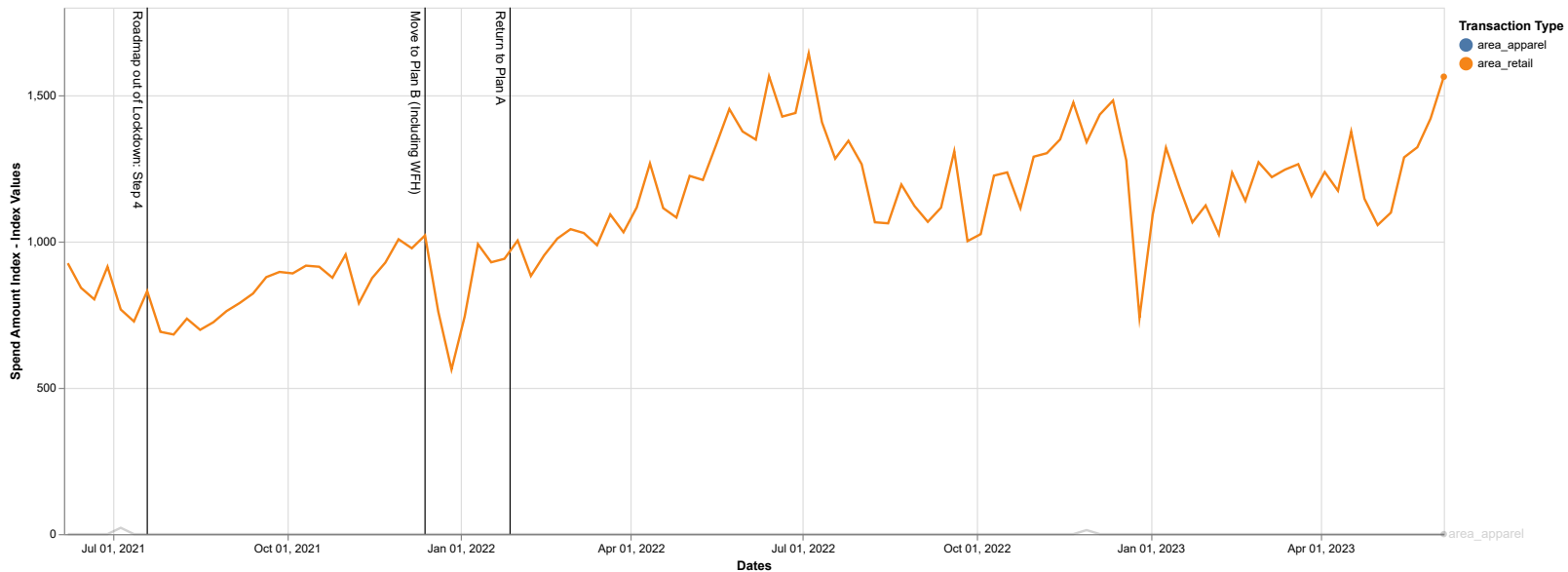
Eating Apparel Retail Retail (GLA Adjusted)

Timeline Annotations:

Show timeline annotations on time series charts

New Kings Road, Fulham. - Compare Mastercard Transaction Types: Retail, Apparel

05/06/2021 to 05/06/2023, Weekdays (Mon-Fri), Spend Amount Index (Index Values)



NEW! Three Hourly Spend

The time series below shows consumer spend amount index, each day, in each 3-hr time period, for Focus Area that you have chosen. It is the sum of the individual small grids that cover each High Street, Town Centre or BID. This can be used to show variation at different times of the day or trends over time.

Caution: If the time series shows no (or infrequent) values, the underlying data is likely suppressed due to low levels of activity in that area for that time. Information how these values are calculated are included in this explanatory report.

Date Range: Start:

01 Mar 2022

End:

31 Mar 2023

7 Day Rolling Average or Raw Values:

7 Day Rolling Average Raw Values

Timeline Annotations:

Show timeline annotations on time series charts

Select Comparison View:

Compare Hours (Focus Area) Compare Areas (Single Hour)

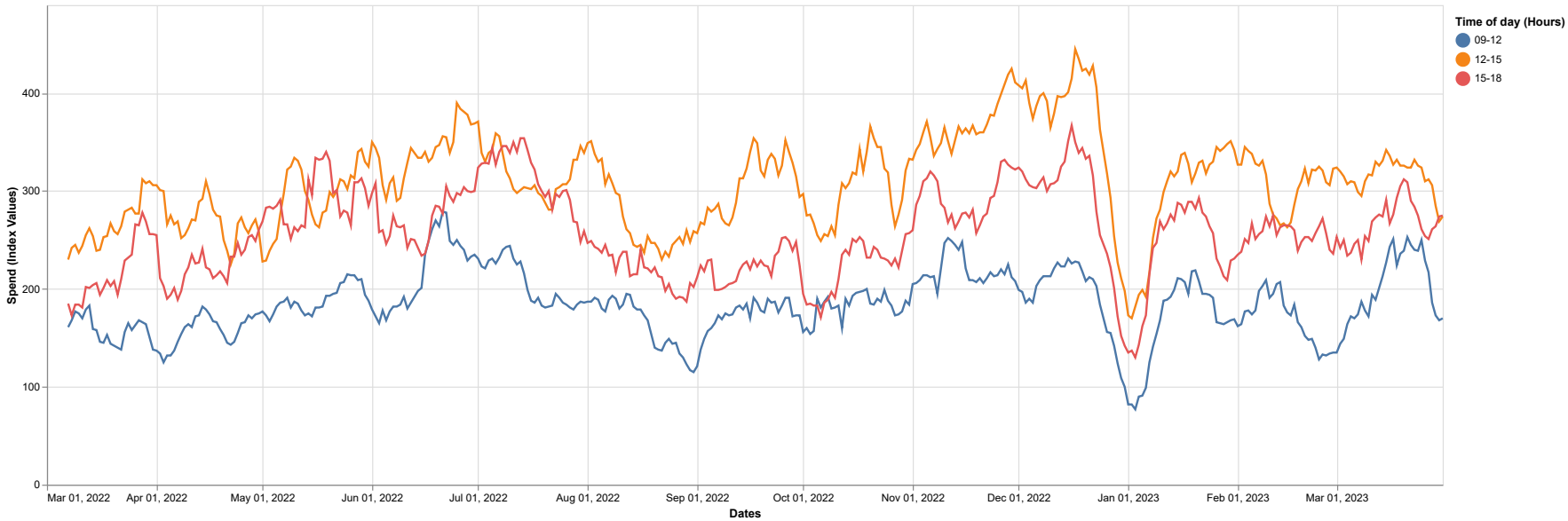
Choosing multiple 'Time(s) of day', allows you to compare how your focus area is performing at different times of day.

Time(s) of Day (Hours):

09-12 x 12-15 x 15-18 x

New Kings Road, Fulham. - Retail Spend By Hour

7 Day Rolling Average Spend (Retail) in Focus Area, by selected times of day (Hours), (01/03/2022 - 31/03/2023)



Source: Anonymised and aggregated data by Mastercard
Chart: High Streets Data Partnership

“Londoners are more active at night and have later bedtimes than anyone else in the UK. Two-thirds of us regularly do everyday activities at night ... one-third of London’s workforce also work at night.”

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Footfall Person Type:

Visitors Residents Workers

Date Range: Start:

01 May 2022

End:

21 Jun 2023

Time(s) of Day (Hours):

09-12 12-15 15-18

7 Day Rolling Average or Raw Counts:

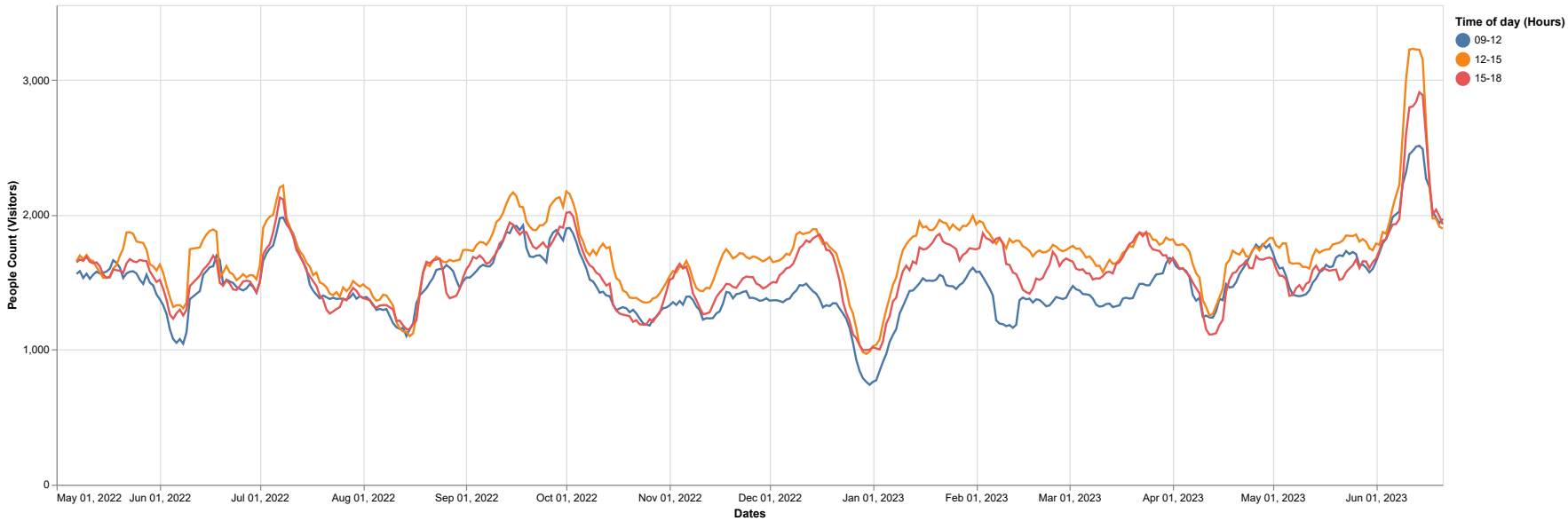
7 Day Rolling Average Raw Counts

Timeline Annotations:

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New Kings Road, Fulham. - Visitors Footfall By Hour

7 Day Rolling Average People Count (Visitors) in Focus Area, by selected times of day (Hours), (01/05/2022 - 21/06/2023)



Source: Anonymised and aggregated data by BT
Chart: High Streets Data Partnership

"In 2020, local High Streets outside Town Centres recovered better after restrictions were lifted than the larger Metropolitan Town Centres."

Compare spend in Focus Area with other Areas of my choice

By choosing a number of alternative areas of interest, you can compare how each area is performing for a given (Mastercard) transaction type.

Only Areas in Borough:

All Boroughs x v

Select Area(s) to Compare:

v

Select Weekdays or Weekend:

Weekdays (Mon-Fri) Weekend (Sat-Sun)

Select Transaction Measure:

Spend Amount Index Transaction Counts Index

Select Transaction Display Type:

Index Values % of Normal

Select Transaction Type:

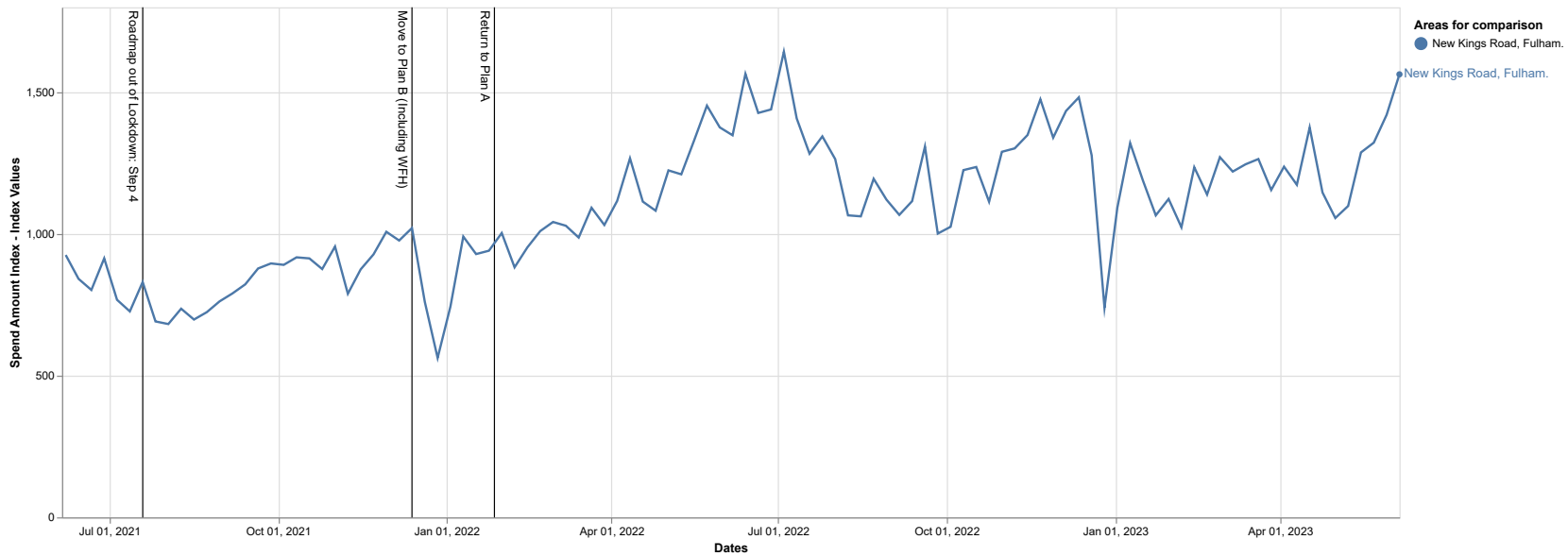
Eating Apparel Retail Retail (GLA Adjusted)

Timeline Annotations:

Show timeline annotations on time series charts

New Kings Road, Fulham. - Mastercard Transactions, Retail

05/06/2021 to 05/06/2023, Weekdays (Mon-Fri), Spend Amount Index (Index Values)



Source: Anonymised and aggregated data by Mastercard
Chart: High Streets Data Partnership

Where do Visitors & Workers in my Focus Area come from?

Select Visitor Type: Workers Other

Proportion (%) of Visitors (Other) from each Borough

Arriving in Focus Area's Primary Borough - Hammersmith and Fulham



Source: Vodafone | Note: Focus area's primary borough will always show 0%, as no internal trips are displayed.
Graphic by GLA City Intelligence

This map shows which London Boroughs 'Workers' or 'Other Visitors' are originating from when they arrive in your focus area's primary borough.

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Hourly Profile

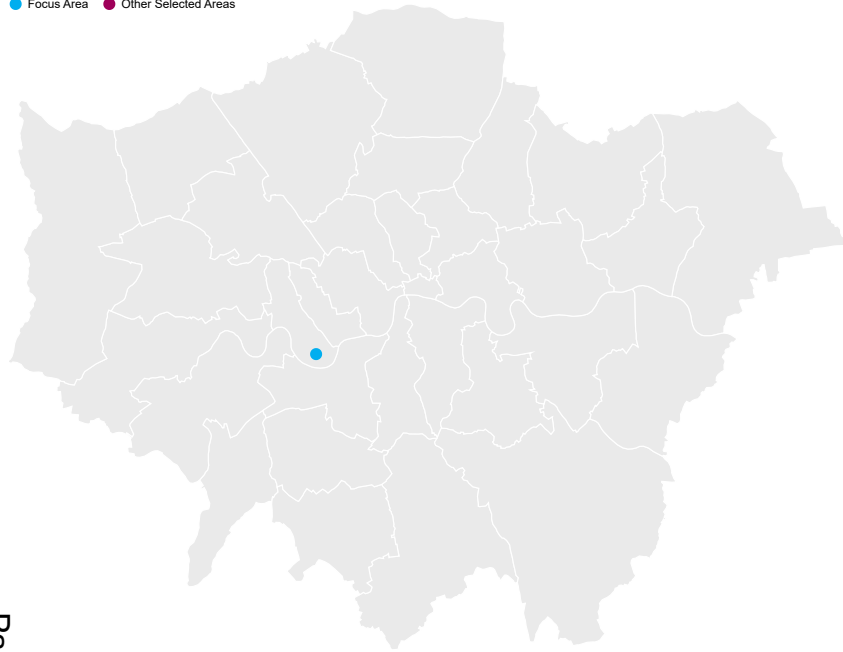
Daily Profile

Size / Density Profile

New Kings Road, Fulham. and Selected Areas

Spatial proximity of your focus area and your other selected areas in London

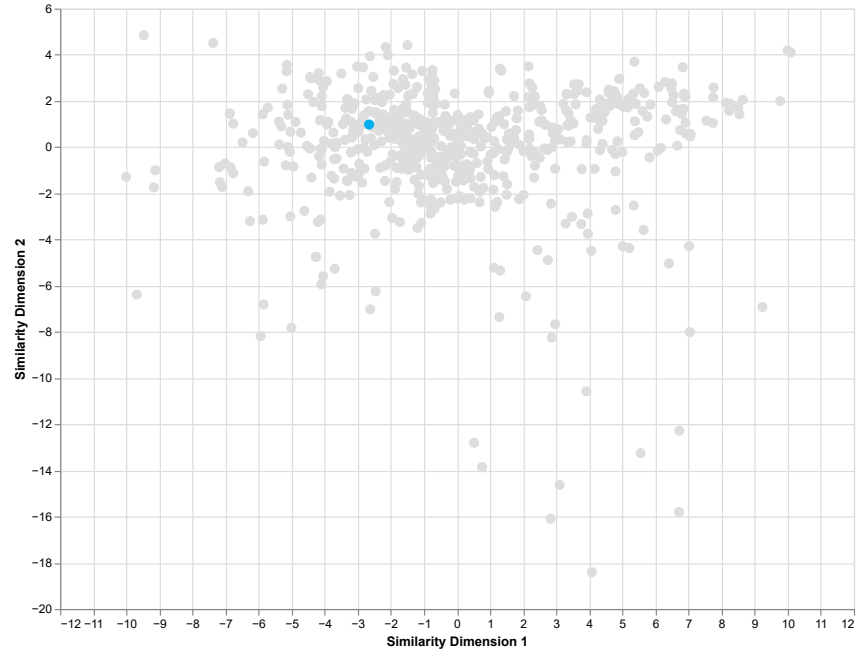
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Characteristically Similar Areas in 2019

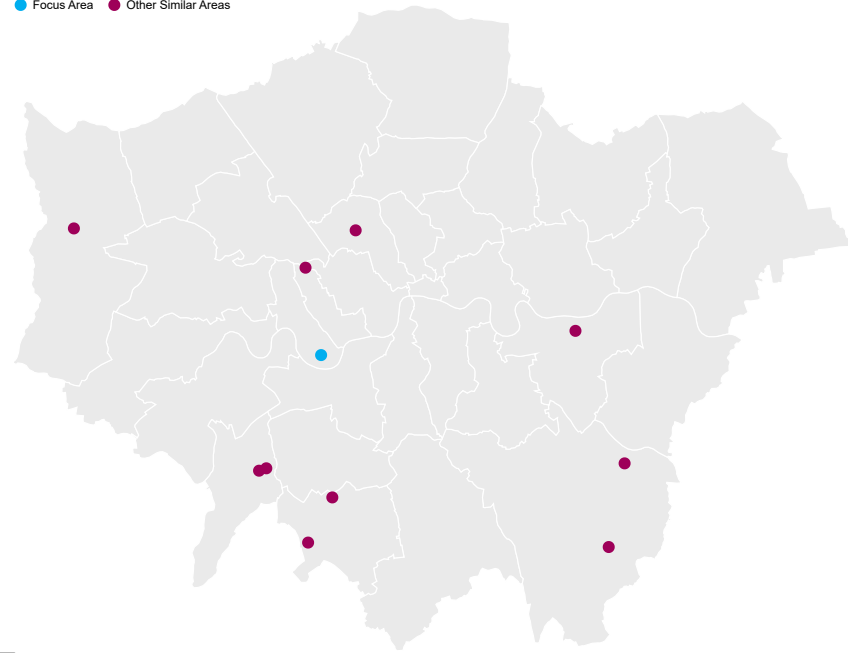
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New Kings Road, Fulham. and Similar Areas

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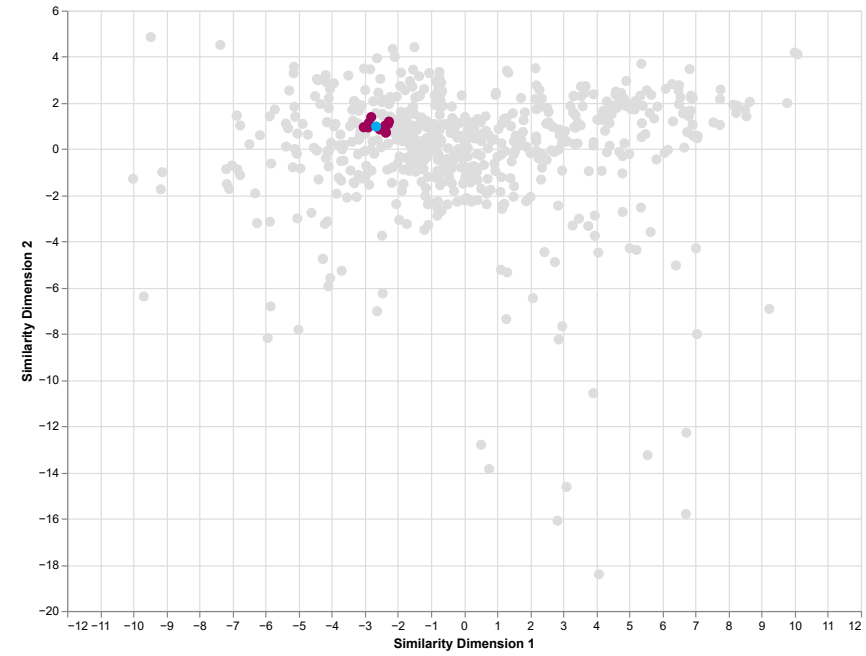
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Page 2/10

We have pre-selected 5 of 10 similar areas and displayed them on the chart below. You can change that selection with this dropdown menu...

Select Similar Area(s) to Compare:

Upper Mulgrave Road, Cheam. ✕ Kingston Road (Westbury Road, Sandal Road), New Malden. ✕ High Street, Green Street. ✕
Hillreach, Woolwich. ✕ Cotmandene Crescent, St Pauls Cray. ✕

Select Weekdays or Weekend:

Weekdays (Mon-Fri) Weekend (Sat-Sun)

Select Transaction Measure:

Spend Amount Index Transaction Counts Index

Select Transaction Display Type:

Index Values % of Normal

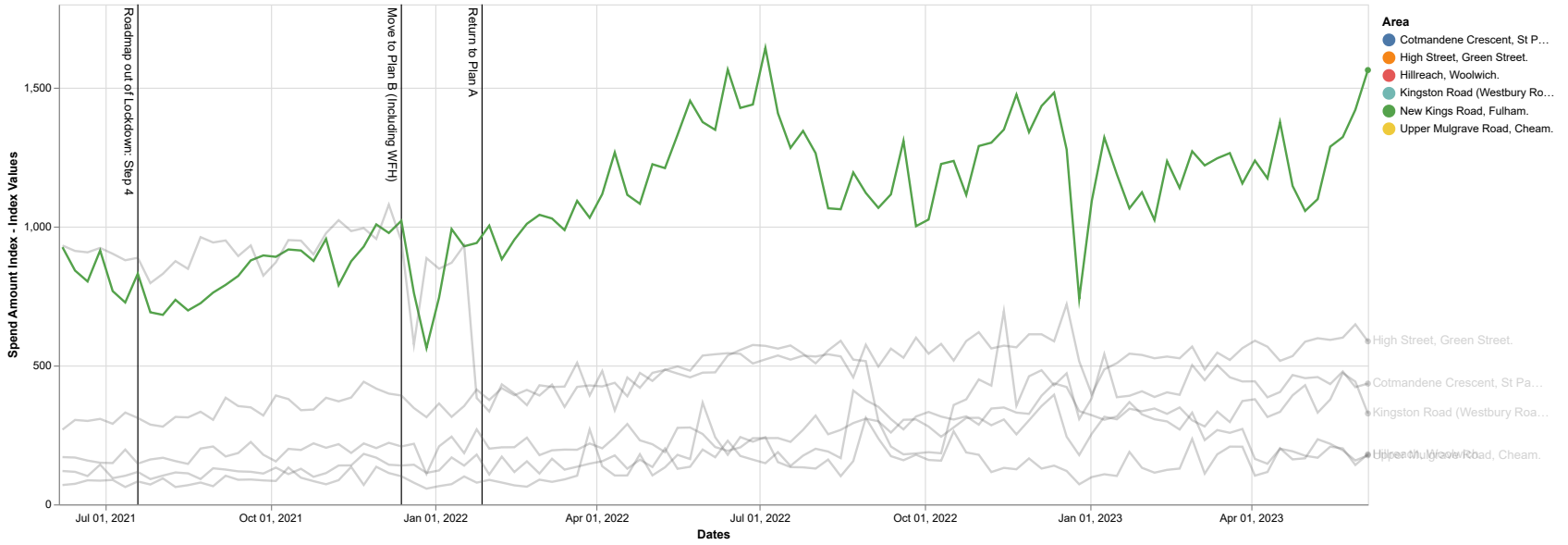
Select Transaction Type:

Eating Apparel Retail Retail (GLA Adjusted)

Timeline Annotations:

Show timeline annotations on time series charts

New Kings Road, Fulham. vs Similar Areas - Mastercard Transactions, Retail
05/06/2021 to 05/06/2023, Weekdays (Mon-Fri), Spend Amount Index (Index Values)



Source: Anonymised and aggregated data by Mastercard
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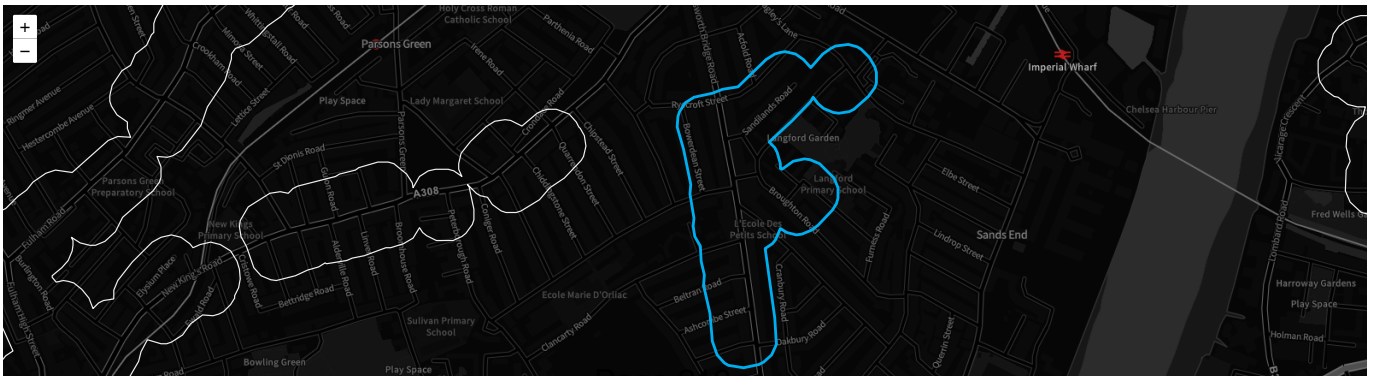
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Select Area Type:

highstreets

Focus Area:

Wandsworth Bridge Road, Parsons Green.



Explore consumer spend in the Focus Area

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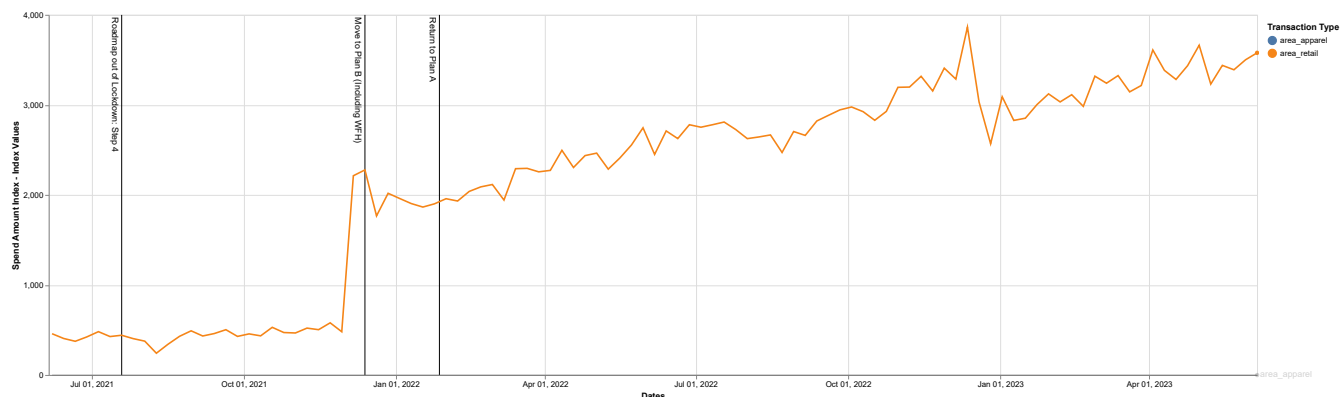
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- Select Transaction Measure:** Spend Amount Index Transaction Counts Index
- Select Transaction Display Type:** Index Values % of Normal
- Compare Transaction Types:** Eating Apparel Retail Retail (GLA Adjusted)
- Timeline Annotations:** Show timeline annotations on time series charts

Wandsworth Bridge Road, Parsons Green. - Compare Mastercard Transaction Types: Retail, Apparel
05/06/2021 to 05/06/2023, Weekdays (Mon-Fri), Spend Amount Index (Index Values)



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Chart: High Streets Data Partnership

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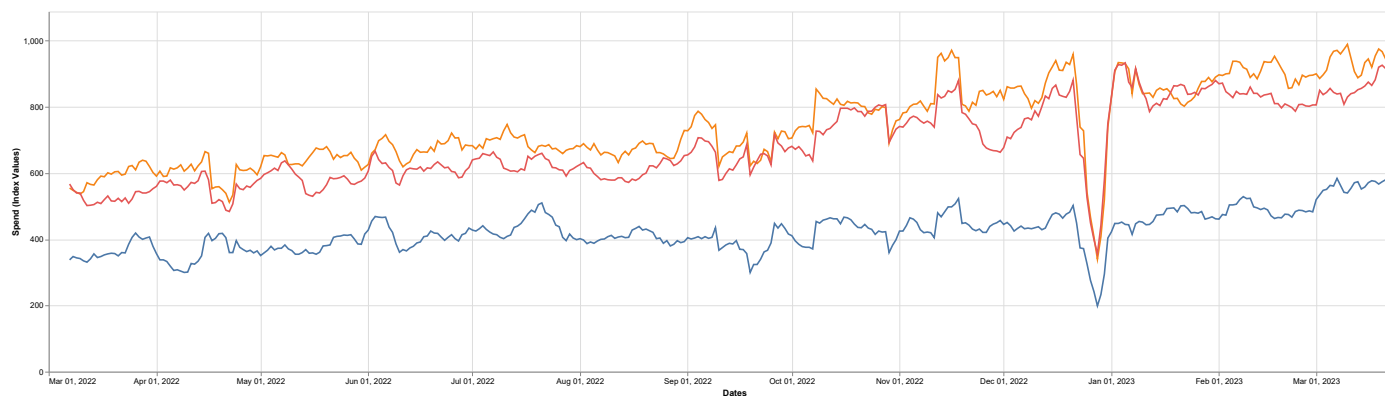
Date Range: Start: 01 Mar 2022 **End:** 31 Mar 2023

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Choosing multiple 'Time(s) of day', allows you to compare how your focus area is performing at different times of day.

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Wandsworth Bridge Road, Parsons Green. - Retail Spend By Hour
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- Date Range: Start:** 01 May 2022 **End:** 21 Jun 2023
- Time(s) of Day (Hours):** 09-12 x 12-15 x 15-18 x
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Wandsworth Bridge Road, Parsons Green. - Visitors Footfall By Hour
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 Chart: High Streets Data Partnership

"In 2020, local High Streets outside Town Centres recovered better after restrictions were lifted than the larger Metropolitan Town Centres."

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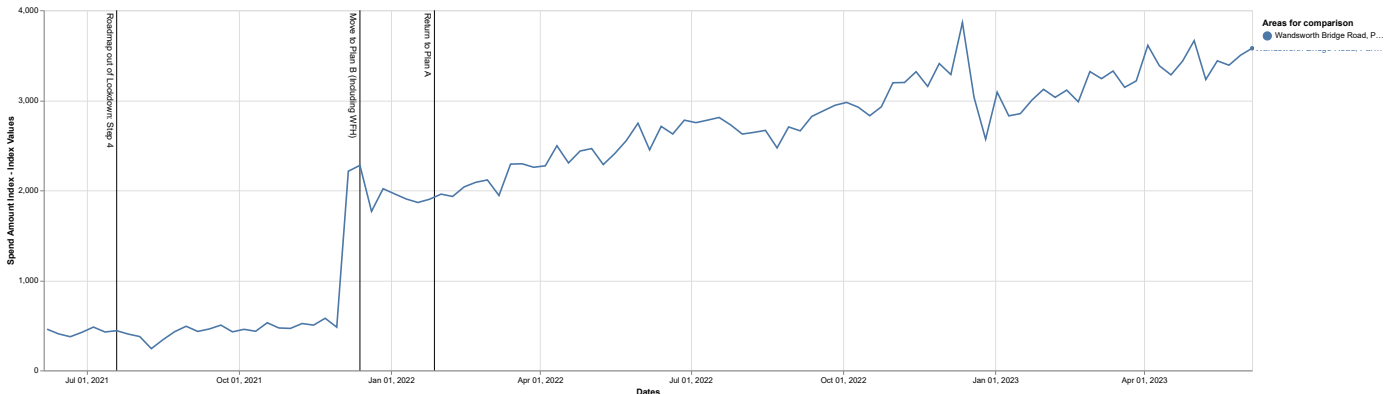
Select Transaction Measure: Spend Amount Index Transaction Counts Index

Select Transaction Display Type: Index Values % of Normal

Select Transaction Type: Eating Apparel Retail Retail (GLA Adjusted)

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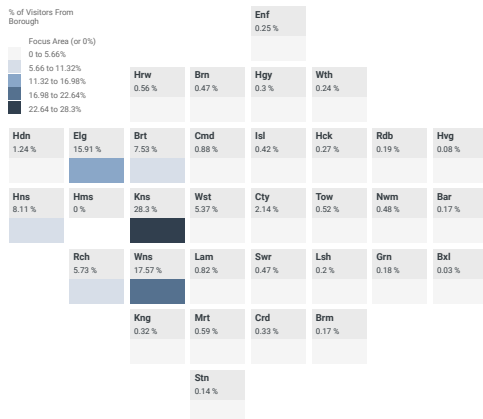


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Select Visitor Type: Workers Other

Proportion (%) of Visitors (Other) from each Borough
 Arriving in Focus Area's Primary Borough - Hammersmith and Fulham



Source: Vodafone | Note: Focus area's primary borough will always show 0%, as no internal trips are displayed.
 Graphic by GLA City Intelligence

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Daily Profile

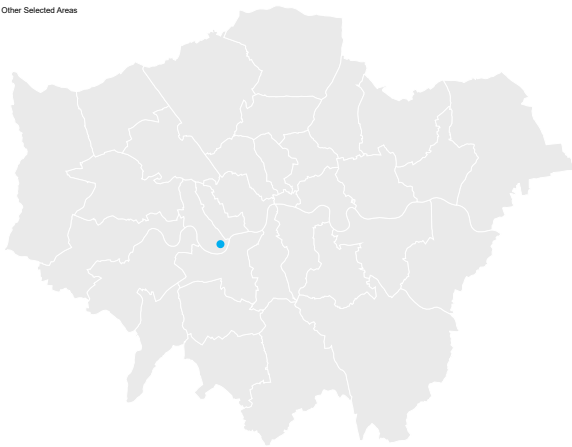
Size / Density Profile

All-Day Steady Midday Peak Atypical Day Mon - Sat Steady Saturday Peak Busier Quieter

Wandsworth Bridge Road, Parsons Green. and Selected Areas

Spatial proximity of your focus area and your other selected areas in London

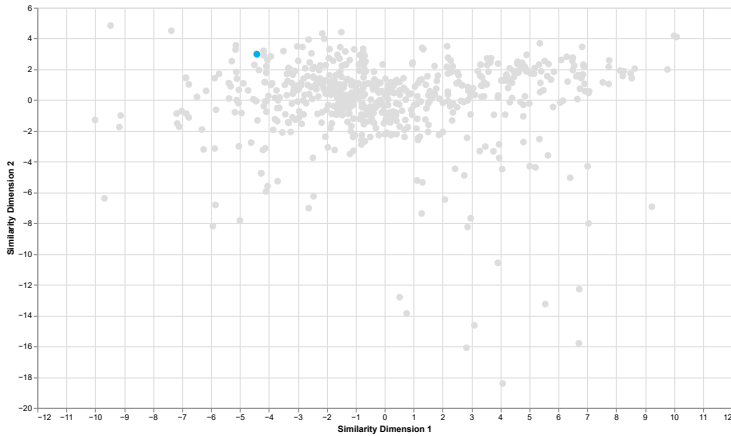
● Focus Area ● Other Selected Areas



Wandsworth Bridge Road, Parsons Green. and Selected Areas

Similarity proximity of your focus area and your other selected areas in London

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Characteristically Similar Areas in 2019

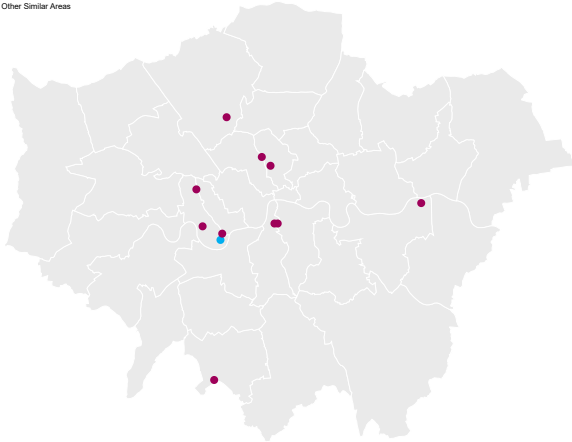
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Wandsworth Bridge Road, Parsons Green. and Similar Areas

Spatial proximity of your focus area those found to be similar

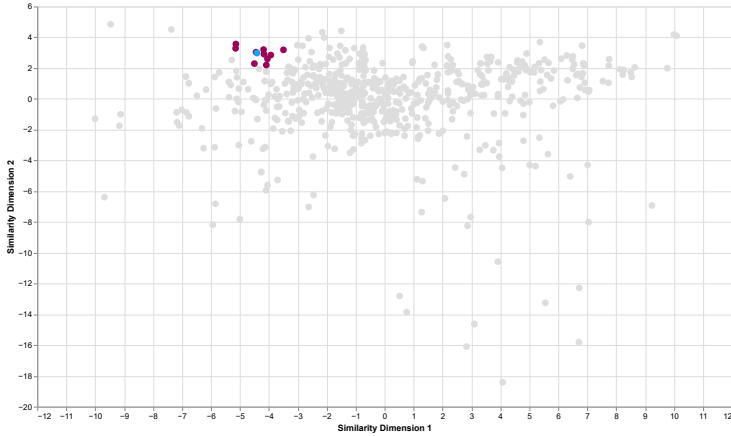
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Select Weekdays or Weekend:

Weekdays (Mon-Fri) Weekend (Sat-Sun)

Select Transaction Measure:

Spend Amount Index Transaction Counts Index

Select Transaction Display Type:

Index Values % of Normal

Select Transaction Type:

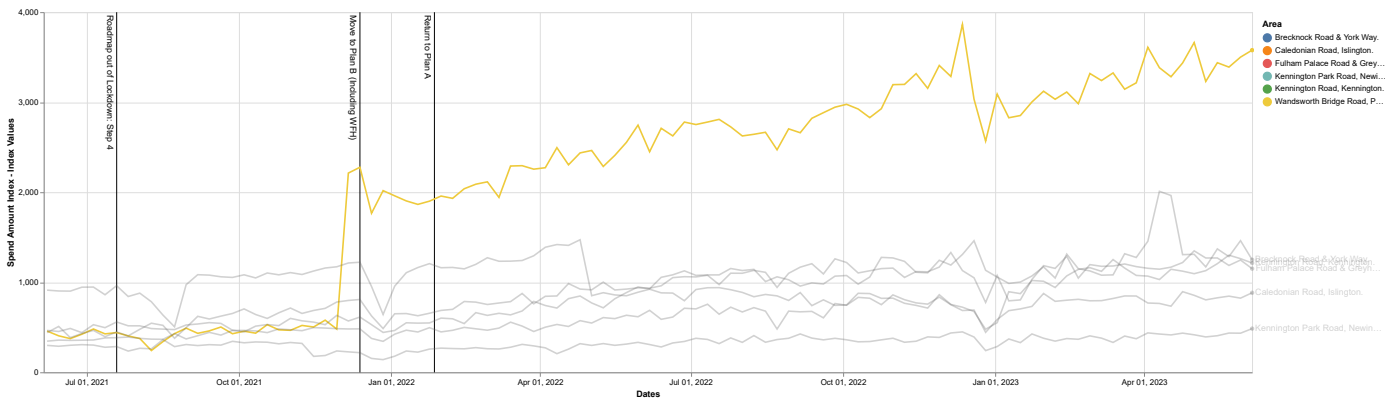
Eating Apparel Retail Retail (GLA Adjusted)

Timeline Annotations:

Show timeline annotations on time series charts

Wandsworth Bridge Road, Parsons Green. vs Similar Areas - Mastercard Transactions, Retail

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Select Start Date:

05 Jun 2021

Select End Date (Max 2 years from start):

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Choose a Focus Area to explore

You can select specific High Streets, Bespoke Areas, Business Improvement Districts (BIDs) or Town Centres ...

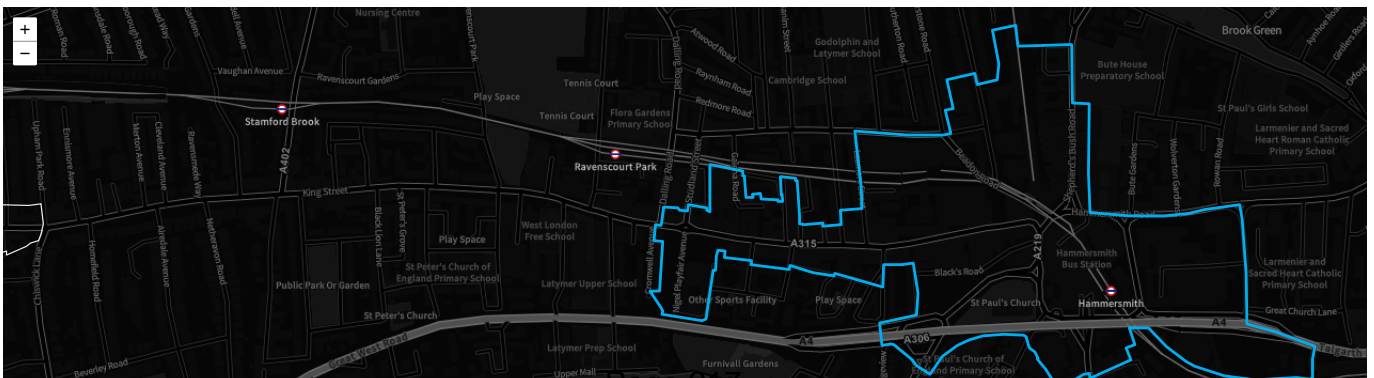
Note: Some deeper area profiling analysis is only available for High Streets.

Select Area Type:

towncentres

Focus Area:

Hammersmith



Explore consumer spend in the Focus Area

Select the type of transactions you would like to compare in your Focus Area

For your selected focus area, you can compare different types of spend (using Mastercard data) on the same chart.

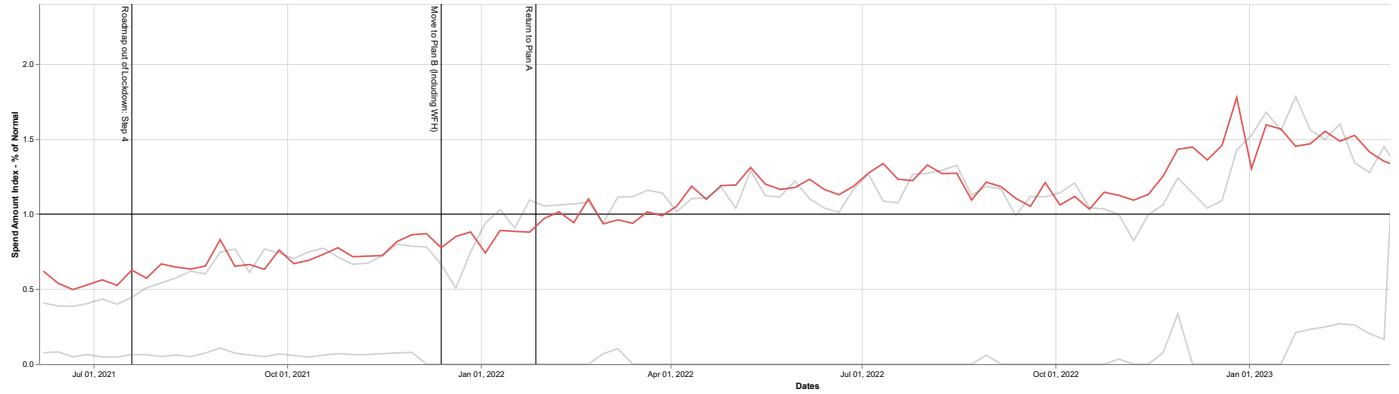
Note: When viewing "% of Normal", the baseline at 1 (100% of Normal) is based on the Mastercard spend in the same week in 2019.

If spending was unchanged compared to 2019, the line would be at 1, if it's above 1, spending has increased, and if it's below 1, it's decreased.

The "Retail" category includes all retail spending, including 'apparel', 'eating places', and other categories of retail spend.

- Select Weekdays or Weekend: Weekdays (Mon-Fri) Weekend (Sat-Sun)
- Select Transaction Measure: Spend Amount Index Transaction Counts Index
- Select Transaction Display Type: Index Values % of Normal
- Compare Transaction Types: Eating Apparel Retail Retail (GLA Adjusted)
- Timeline Annotations: Show timeline annotations on time series charts

Hammersmith - Compare Mastercard Transaction Types: Retail, Apparel, Eating
05/06/2021 to 05/06/2023, Weekdays (Mon-Fri), Spend Amount Index (% of Normal)



NEW! Three Hourly Spend

The time series below shows consumer spend amount index, each day, in each 3-hr time period, for Focus Area that you have chosen. It is the sum of the individual small grids that cover each High Street, Town Centre or BID. This can be used to show variation at different times of the day or trends over time.

Caution: If the time series shows no (or infrequent) values, the underlying data is likely suppressed due to low levels of activity in that area for that time. Information how these values are calculated are included in this explanatory report.

Date Range: Start: End:

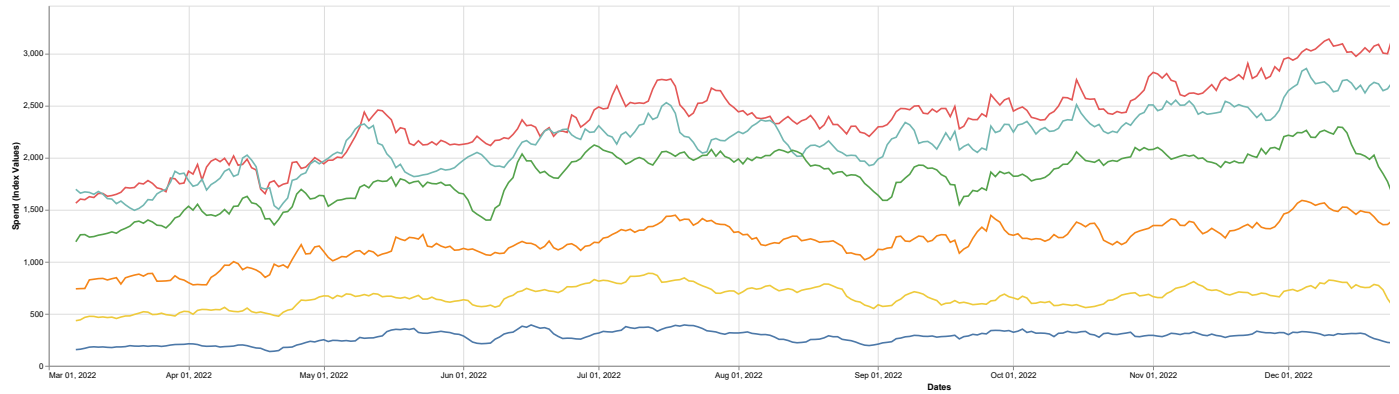
- 7 Day Rolling Average or Raw Values: 7 Day Rolling Average Raw Values
- Timeline Annotations: Show timeline annotations on time series charts
- Select Comparison View: Compare Hours (Focus Area) Compare Areas (Single Hour)

Choosing multiple 'Time(s) of day', allows you to compare how your focus area is performing at different times of day.

Time(s) of Day (Hours):

Hammersmith - Retail Spend By Hour

7 Day Rolling Average Spend (Retail) in Focus Area, by selected times of day (Hours), (01/03/2022 - 31/03/2023)



"Londoners are more active at night and have later bedtimes than anyone else in the UK. Two-thirds of us regularly do everyday activities at night ... one-third of London's workforce also work at night."

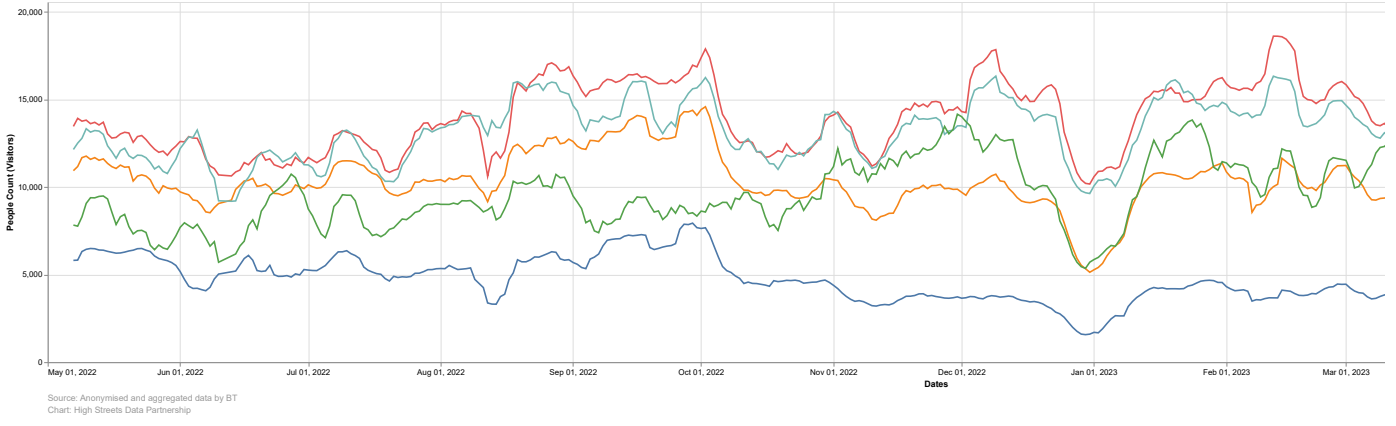
NEW! Three Hourly Footfall

The time series below shows counts of people, each day, in each 3-hr time period, for the Focus Area that you have chosen. It is the sum of the individual small hex grids that cover each High Street, Town Centre or BID. Can be used to show variation at different times of the day or trends over time.

- Footfall Person Type: Visitors Residents Workers
- Date Range: Start: End:
- Time(s) of Day (Hours):
- 7 Day Rolling Average or Raw Counts: 7 Day Rolling Average Raw Counts
- Timeline Annotations: Show timeline annotations on time series charts

Hammersmith - Visitors Footfall By Hour

7 Day Rolling Average People Count (Visitors) in Focus Area, by selected times of day (Hours), (01/05/2022 - 21/06/2023)



"In 2020, local High Streets outside Town Centres recovered better after restrictions were lifted than the larger Metropolitan Town Centres."

Compare spend in Focus Area with other Areas of my choice

By choosing a number of alternative areas of interest, you can compare how each area is performing for a given (Mastercard) transaction type.

Only Areas in Borough:

Select Area(s) to Compare:

Select Weekdays or Weekend:

Select Transaction Measure:

Select Transaction Display Type:

Select Transaction Type:

Timeline Annotations:

All Boroughs

Weekdays (Mon-Fri) | Weekend (Sat-Sun)

Spend Amount Index | Transaction Counts Index

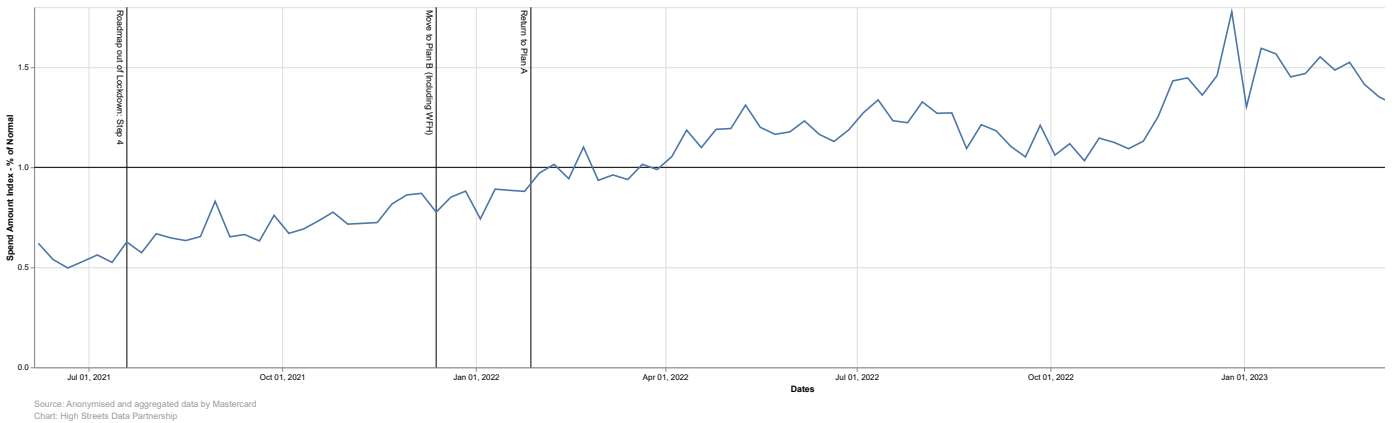
Index Values | % of Normal

Eating | Apparel | Retail | Retail (GLA Adjusted)

Show timeline annotations on time series charts

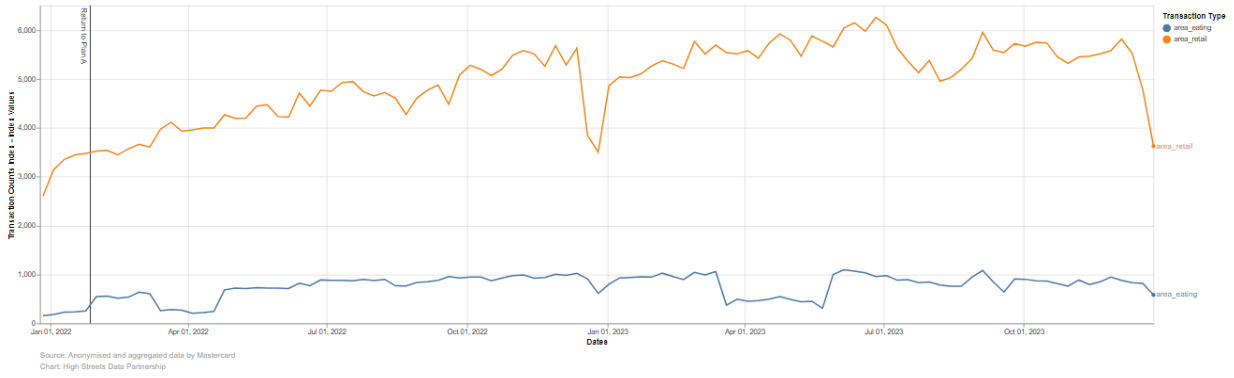
Hammersmith - Mastercard Transactions, Retail

05/06/2021 to 05/06/2023, Weekdays (Mon-Fri), Spend Amount Index (% of Normal)

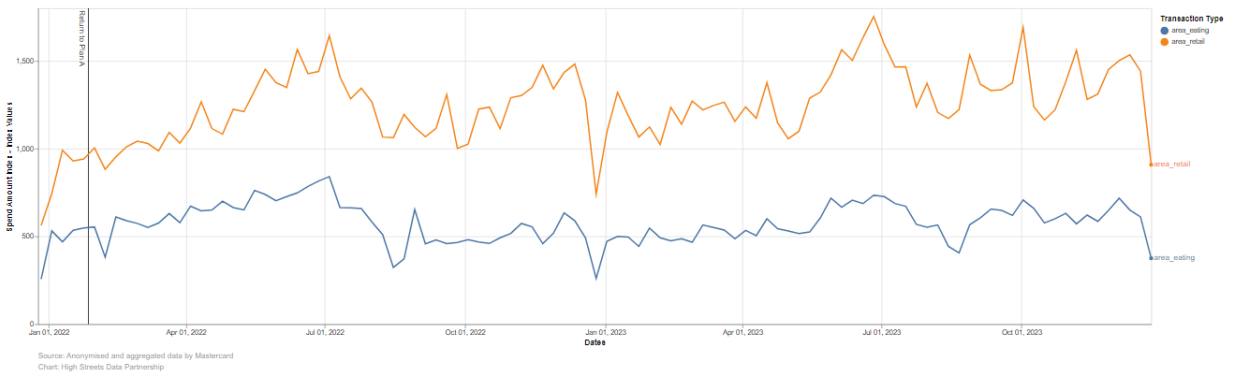


Spend activity

Wandsworth Bridge Road, Parsons Green. - Compare Mastercard Transaction Types: Retail, Eating
25/12/2021 to 25/12/2023, Weekdays (Mon-Fri), Transaction Counts Index (Index Values)



New Kings Road, Fulham. - Compare Mastercard Transaction Types: Retail, Eating
25/12/2021 to 25/12/2023, Weekdays (Mon-Fri), Spend Amount Index (Index Values)



Footfall

Footfall Person Type:

Visitors Residents Workers

Date Range: Start:

End:

Time(s) of Day (Hours):

09-12 12-15 15-18 18-21

7 Day Rolling Average or Raw Counts:

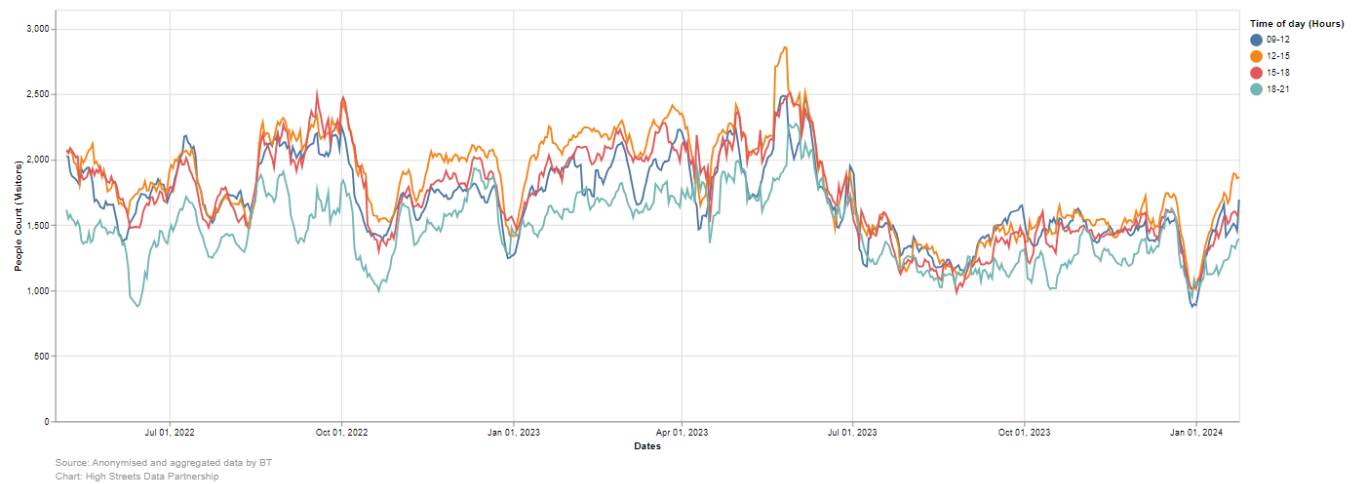
7 Day Rolling Average Raw Counts

Timeline Annotations:

Show timeline annotations on time series charts

Wandsworth Bridge Road, Parsons Green. - Visitors Footfall By Hour

7 Day Rolling Average People Count (Visitors) in Focus Area, by selected times of day (Hours), (01/05/2022 - 24/01/2024)



NEW! Three Hourly Footfall

The time series below shows counts of people, each day, in each 3-hr time period, for the Focus Area that you have chosen. It is the sum of the individual small hex grids that cover each High Street, Town Centre or BID. Can be used to show variation at different times of the day or trends over time.

Footfall Person Type: Visitors Residents Workers

Date Range: Start: **End:**

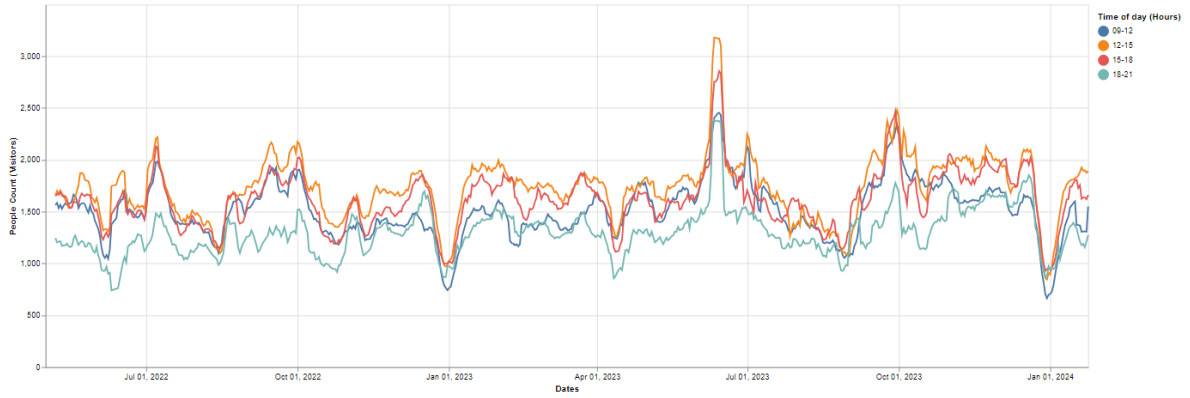
Time(s) of Day (Hours):

7 Day Rolling Average or Raw Counts: 7 Day Rolling Average Raw Counts

Timeline Annotations: Show timeline annotations on time series charts

New Kings Road, Fulham. - Visitors Footfall By Hour

7 Day Rolling Average People Count (Visitors) in Focus Area, by selected times of day (Hours), (01/05/2022 - 24/01/2024)



H&F Equality Impact Analysis Tool

Conducting an Equality Impact Analysis

An EIA is an improvement process which helps to determine whether our policies, practices, or new proposals will impact on, or affect different groups or communities. It enables officers to assess whether the impacts are positive, negative, or unlikely to have a significant impact on each of the protected characteristic groups.

The tool is informed by the [public sector equality duty](#) which came into force in April 2011. The duty highlights three areas in which public bodies must show compliance. It states that a public authority must, in the exercise of its functions, have due regard to the need to:

- 1. Eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited under the Equality Act 2010**
- 2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it**
- 3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it**

H&F Equality Impact Analysis Tool

Overall Information	Details of Full Equality Impact Analysis
Financial Year and Quarter	2024 Quarter 1
Name and details of policy, strategy, function, project, activity, or programme	<p>Title of EIA: South Fulham (West) Clean Air Neighbourhood Project</p> <p>Short summary: The proposed scheme aims to implement a permanent scheme identical to the current experimental scheme utilising permanent traffic orders. It also adds traffic restrictions on Clancarty Road and Settrington Road via Experimental Traffic Orders.</p> <ul style="list-style-type: none"> • To progress the South Fulham (west) Clean Air Neighbourhood trial from an experimental trial scheme (introduced in December 2023) to a permanent traffic order. • To launch further Experimental Traffic Orders for Settrington Road and Clancarty Road in order to address resident concerns and understand the increase of traffic on these roads. <p>Clean Air Neighbourhoods work by removing only the through traffic from local residential streets and keeping the streets open for residents and visitors instead of installing physical barriers. The use of automatic number plate recognition (ANPR) cameras creates the digital filter for traffic enabling permitted traffic to pass freely. Residents and businesses are given the ability to control access for vehicles via the RingGo app.</p> <p>Road signs warn out-of-borough drivers of the cameras, to deter them from using residential streets as a shortcut. These restrictions do not apply to Hammersmith and Fulham residents, business visitors as well as staff and deliveries, emergency vehicles, buses, taxis, and locally registered minicabs.</p>
Lead Officer	WSP - (Framework Consultants)
Date of completion of final EIA	16/02/2024

Section 02	Scoping of Full EIA
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Plan for completion	Timing: February 2024 Resources: Transport and Parking Services		
Analyse the impact of the policy, strategy, function, project, activity, or programme	Protected characteristic	Analysis	Impact: Positive, Negative, Neutral
	Age	<p>The improvements to active travel, air quality and road safety associated with the Clean Air Neighbourhood positively benefit the elderly and young living within and visiting the area.</p> <p>Carers, healthcare workers and other special services provided by H&F are exempt from the scheme, ensuring elderly residents are still able to access the same vital services as done prior to the scheme launch.</p> <p>During the scheme bedding in period, there were concerns regarding the accessibility of the exemption booking systems via RingGo for elderly users, however this has been addressed through the provision of a seven day a week hotline to assist residents where needed. The council has also engaged with taxi providers to ensure that elderly people with limited mobility and/or disabilities are picked up/dropped off immediately outside an address.</p>	Positive
	Disability	<p>The improvements to active travel, air quality and road safety associated with the Clean Air Neighbourhood positively benefit those with disabilities who live within and visit the area. As above, carers, healthcare workers and other services provided by H&F are permitted access through the cameras and the council continue to work with private hire vehicle operators to ensure residents and visitors with disabilities have doorstep access to an address.</p>	Positive
	Gender Reassignment	<p>There is no clear evidence, data, or rationale, that the scheme has had a disproportionate effect on groups based on gender reassignment as a protected characteristic. However, it should be recognised that this group is more at risk of hate crime than others. Perceptions of safety may be impacted by a reduction in traffic volumes in the neighbourhood and the surrounding area, particularly during the dark.</p>	Neutral
	Marriage and Civil Partnership	<p>There is no clear evidence, data, or rationale, that the scheme has had a disproportionate effect on marriage and civil partnership as a protected characteristic.</p>	Neutral

Pregnancy and maternity	The improvements to active travel, air quality and road safety associated with the Clean Air Neighbourhood positively benefit pregnant women and those who have recently given birth both living within and visiting the area. It is recognised that this group may rely on healthcare workers more than other groups. The scheme ensures that these services are still available to residents by exempting healthcare workers.	Positive
Race	The improvements to active travel, air quality and road safety associated with the Clean Air Neighbourhood are likely to benefit all users, including BAME groups.	Positive
Religion/belief (including non-belief)	There is no clear evidence, data, or rationale, that the scheme has had a disproportionate effect religion/belief (including non-belief) as a protected characteristic. Access to places of worship within the scheme by car are maintained.	Neutral
Sex	The improvements to active travel, air quality and road safety associated with the Clean Air Neighbourhood are likely to benefit all users, including women and girls.	Positive
Sexual Orientation	There is no clear evidence, data, or rationale, that the scheme has had a disproportionate effect on groups based on sexual orientation as a protected characteristic. However, it should be recognised that this group is more at risk of hate crime than others. Perceptions of safety may be impacted by a reduction in traffic volumes in the neighbourhood and the surrounding area, particularly during the dark.	Neutral

Human Rights or Children's Rights

If your decision has the potential to affect Human Rights or Children's Rights, please contact your Equality Lead for advice

Will it affect Human Rights, as defined by the Human Rights Act 1998?

Yes / **No**

Will it affect Children's Rights, as defined by the UNCRC (1992)?

Yes/**No**

Section 03

Analysis of relevant data

Examples of data can range from census data to customer satisfaction surveys. Data should involve specialist data and information and where possible, be disaggregated by different equality strands.

Documents and data reviewed

A variety of data sources have been used to assess the potential impact on different protected characteristic groups of making the South Fulham (West) Clean Air Neighbourhood Scheme permanent. These sources provide evidence on each of the protected characteristic groups and inclusion groups, including demographic data, travel behaviour and patterns, and sensitive receptors within close proximity of the scheme. This evidence, supported by monitoring data and consultation results, has then been used in the analysis section (Section 05) to identify the potential impacts associated with making the scheme permanent on each of the groups, and to recommend mitigation measures where necessary and feasible.

Demographic data is provided at the borough, city, and local area. The latter, referred to as the 'Study Area' throughout this report, looks at a 500m buffer area around the boundary of the scheme. This study area provides insight into the population living and working within or near to the scheme, as well as those likely to be travelling to key trip generators within or near to the Study Area. The extent of the Clean Air Neighbourhood scheme and the study area is shown in Appendix A. Given the proximity to Wandsworth, demographic maps include data from both the London Borough of Hammersmith and Fulham and the London Borough of Wandsworth. The borough boundaries are shown in Appendix B. Appendix C shows the location of all key facilities within the study area, and Appendices D-F show the breakdown by category, with location names.

This section provides a breakdown of key evidence and data used to undertake a comprehensive analysis of the impact of the scheme on the protected characteristic groups.

Age:

The Office for National Statistics (ONS) 2021 population data¹ for Hammersmith and Fulham states a total population of 183,200 for the borough. The age breakdown for the London Borough of Hammersmith and Fulham compared to London, and a 500m buffer area around the scheme, for those under 19 years and over 65 years, is detailed in Table 1 below.

Table 1: Age Profile (Source: ONS Census Data 2021)

Age	Study Area	London Borough of Hammersmith and Fulham	London
19 years and under	17.2%	19.2%	23.7%
65 years and over	11.1%	10.4%	12.0%

¹ <https://data.london.gov.uk/census/>

The breakdown above illustrates that the London Borough of Hammersmith and Fulham (19.2%), and the study area (17.2%), have slightly fewer people under the age of 19 compared to London as a whole (23.7%). A similar trend is seen for retirement age and elderly groups, with approximately 11% of the population in the study area over the age of 65, compared to 12.0% for London.

71.7% of people in the study area are between 20 and 64 years old. Again, this is similar for the borough at 70.4%. Conversely, the percentage of people within this age group for London as a whole is slightly lower at 64.3%. Despite a higher proportion of the population within these groups, the elderly and younger populations still represent a large proportion of those who are likely to be affected by the scheme, totalling 28.3% in the study area and 29.6% in the borough as a whole. The figures below illustrate the percentage of people under the age of 19 and over the age of 65 in the Hammersmith and Fulham area, including within the scheme extent and study area.

Figures 1 and 2 below show the distribution of elderly and young across the two boroughs.

Figure 1: Population under 19 in the London Borough of Hammersmith and Fulham (Source: WSP, Census Data 2021)

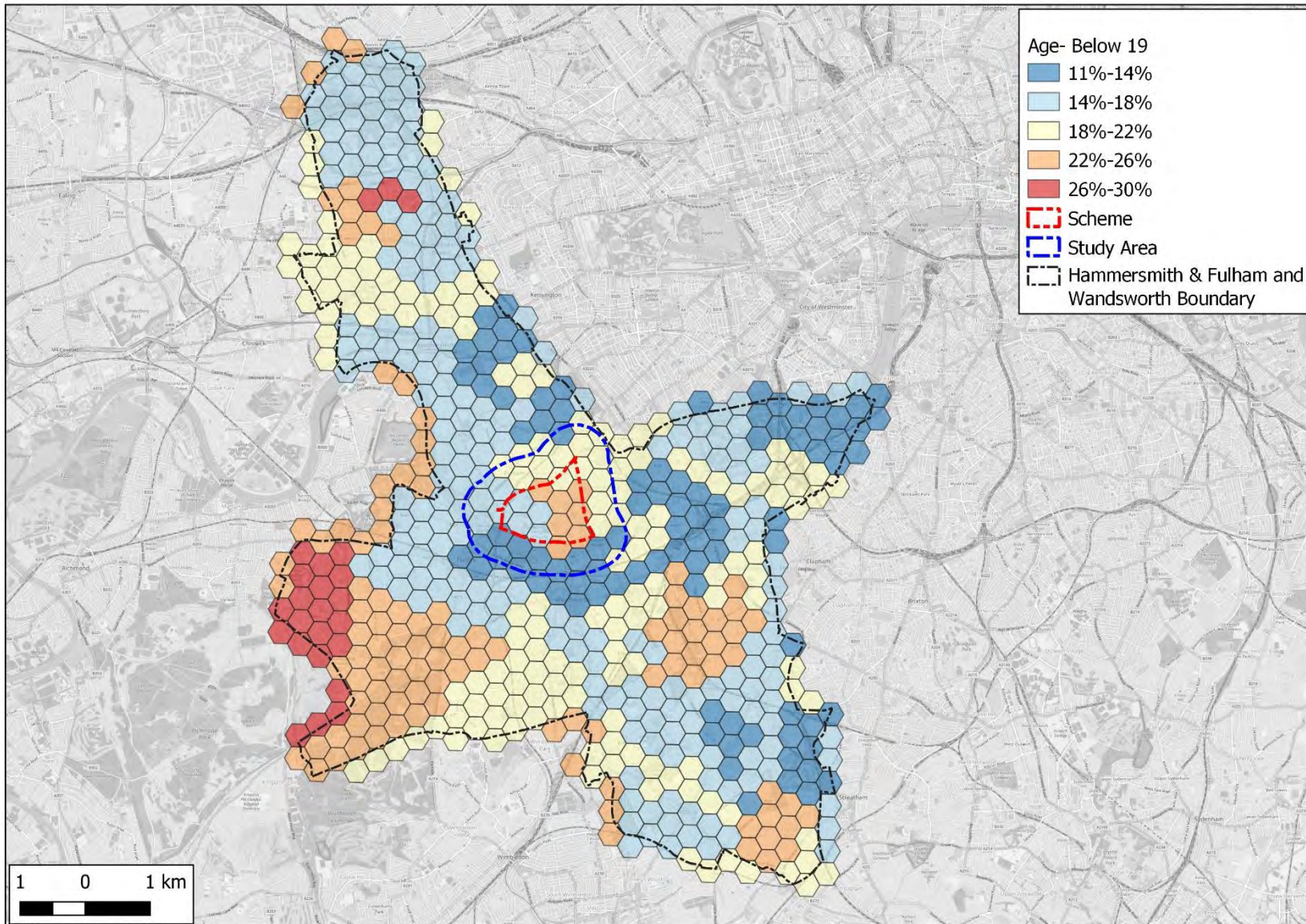
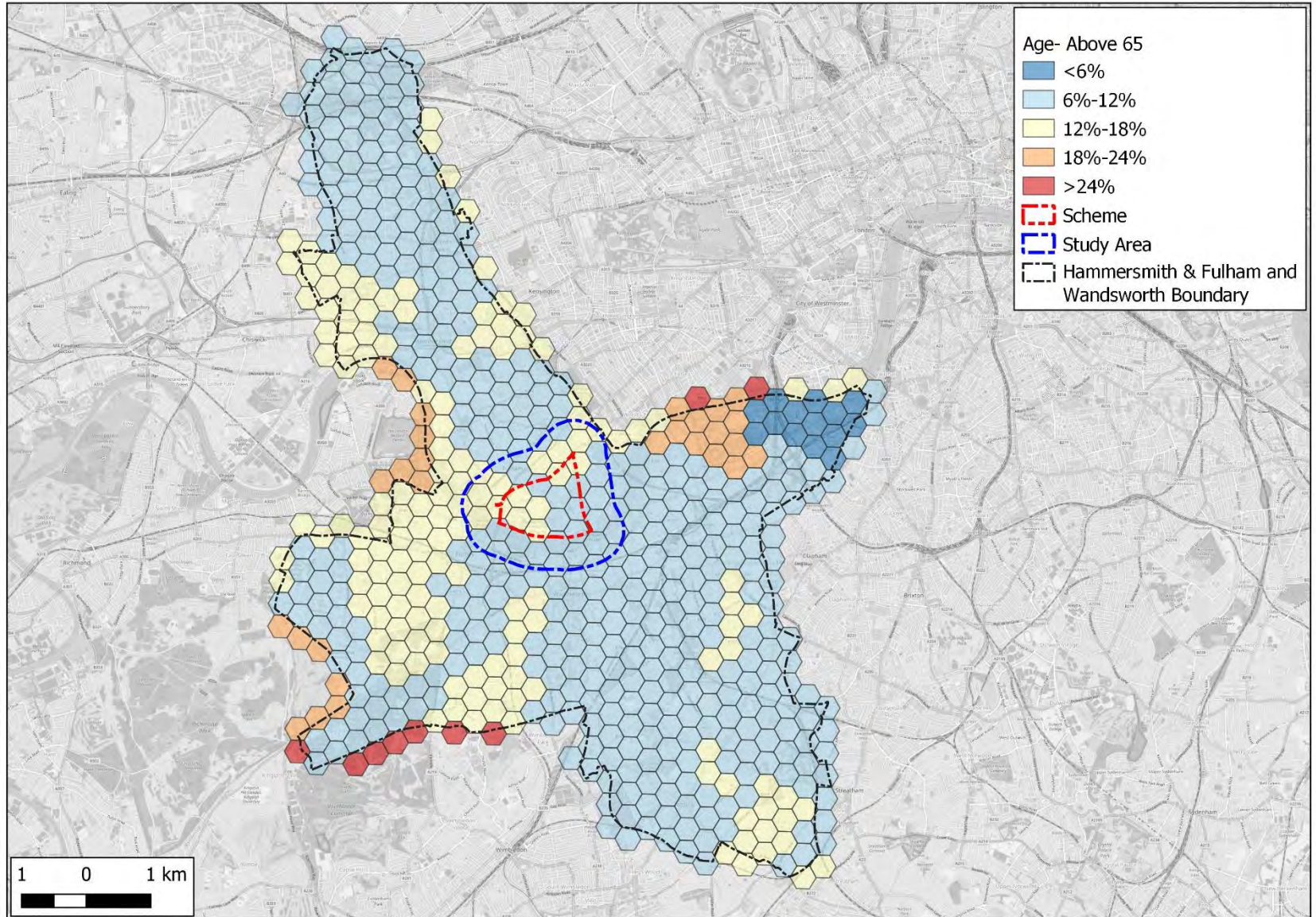


Figure 2: Population over 65 in the London Borough of Hammersmith and Fulham (Source: WSP, Census Data 2021)



It should be noted however, that this data does not represent all those affected by the proposals given the proximity to the neighbouring borough, Wandsworth, and the links the area offers to the wider London area and surrounding

counties. Other groups who are likely to be affected include those working in, visiting, and passing through the borough. With this in mind, it is important to consider travel patterns of both elderly and young people in the borough and more widely, London, to understand who is likely to be affected by the proposals.

Research by TfL has found that walking is the most frequently used mode of transport by older Londoners aged 65 and over, with 87% walking at least once a week, and 65% travelling by bus at least once a week². Fifty-one per cent of weekday journeys made by Londoners aged 65 and over are for shopping/personal business, while 30% are for leisure purposes. Similarly, walking is the most used mode of transport by younger Londoners, with 97% aged 24 and under walking at least once a week.

Table 2: Mode share to school by destination borough (Hammersmith & Fulham, 3-year average 2016/17-2018/19) (Source: TfL, 2021)³

Age Group	Mode						
	Rail	Underground	Bus	Taxi/other	Car	Cycle	Walk
5 to 10 years	0%	6%	24%	0%	22%	0%	48%
11 to 17 years	2%	18%	39%	0%	16%	0%	26%

It is also important to acknowledge the intersectionality between age and disability. For example, research undertaken by Age UK shows that 52% of those aged 65 and over are disabled compared with only 9% under 64⁴. In Hammersmith and Fulham 10.8% of the school population receive SEN support⁵.

Further to this, elderly and young people are shown to be more vulnerable to poor air quality than the wider population. Research has shown that children living in London are particularly at risk of developing lifelong, chronic conditions, including poorly developed lungs, asthma, high blood pressure, inattention, and mental illness. Poor air quality can also affect those living in London into old age, increasing risk of stroke, dementia, cancer, multiple longer-term illness including respiratory and cardiovascular disease, and premature death⁶. Supporting this, UNICEF highlights that the most vulnerable people, including the young and old, are most at risk of the impacts of poor air quality⁷.

² <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

³ <https://tfl.gov.uk/info-for/boroughs-and-communities/streetspace-funding>

⁴ <https://www.ageuk.org.uk/london/about-us/media-centre/facts-and-figures/>

⁵ <https://www.lbhf.gov.uk/sites/default/files/2023-08/HF-SEND-Strategy-2023-2028-tagged-PDF-artwork.pdf>

⁶ <https://www.london.gov.uk/New%20review%20shows%20harmful%20health%20impacts%20of%20pollution%20before%20birth%20through%20to%20old%20age>

⁷ <https://www.unep.org/news-and-stories/blogpost/young-and-old-air-pollution-affects-most-vulnerable>

With regards to road safety, per thousand people, young adults aged between 16 and 30 are more frequently killed or seriously injured, and slightly injured, than any other age group⁸. Older people can also benefit from reduced traffic volumes, as they walk more slowly than others. This can be a problem when crossing the road as there is often not enough time for a safe crossing⁹. 40% of pedestrian deaths in Great Britain are people aged 60 and over, and the risk only increases with age. Concerns around road safety is a barrier to children playing outside their homes and undertaking local journeys on foot, such as to school, despite the benefits that it can have on children's mental and physical health. It can improve wellbeing and help children achieve the minimum recommended physical activity of one hour per day¹⁰, and can improve concentration in school too¹¹. Noise pollution, which high traffic volumes will increase, can negatively impact children's performance in school, which could be a problem given the number of schools within the Clean Air Neighbourhood.

Noting that 47% of journeys made by Londoners under the age of 25 are for education, several educational facilities have been identified as sensitive receptors within the scheme area:

- Hurlingham Academy
- Lycée Francais Ecole Marie D'Orliac
- Millie's House Nursery & Preschool
- Puffins Nursery School
- Sand's End Pre-School
- Sullivan Primary School
- The Robin Montessori
- Thomas's Fulham

These educational facilities have been identified within the study area:

- All Saints C of E Primary School
- Brandlehow School
- Burlington House School
- Evergreen Primary School
- Fulham Pre-Prep
- Holy Cross Catholic Primary School

⁸ <https://content.tfl.gov.uk/inequalities-in-road-danger-in-london-2017-2021.pdf>

⁹ https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/reports-and-briefings/active-communities/rb_june15_the_future_of_transport_in_an_ageing_society.pdf

¹⁰ <https://tfl.gov.uk/info-for/media/press-releases/2018/august/tfl-research-shows-that-walking-or-cycling-to-school-could-take-254-000-cars-off-london-s-roads-each-day#:~:text=This%20increased%20traffic%20has%20an,of%20one%20hour%20per%20day.>

¹¹ <https://www.sciencenordic.com/children-and-adolescents-denmark-exercise/children-who-walk-to-school-concentrate-better/1379550>

- Hurlingham School – Prep School
- L'École des Petits
- Lady Margaret School
- Langford Primary School
- LEYF – Wandsworth Bridge Nursery & Pre-School
- Ormiston Courtyard Academy
- Parsons Green Prep School
- Priory Lodge School
- Thomas's Academy
- Yume Wandsworth Nursery & Preschool

In addition to educational facilities, a number of other sensitive receptors within the study area have been identified with regards to age, including healthcare facilities and pharmacies as well as residential homes for the elderly. These include:

Healthcare:

- Ashbourne Healthcare Services
- Basuto Medical Centre
- Beyond Health
- Bridge Health Centre for Health
- Cardinal Clinic
- Sands End Health Clinic
- The Fulham Medical Centre

Pharmacies include Day Lewis Pharmacy Fulham, C E Harrod Chemist, Oza Chemist, and Boots.

Residential Homes:

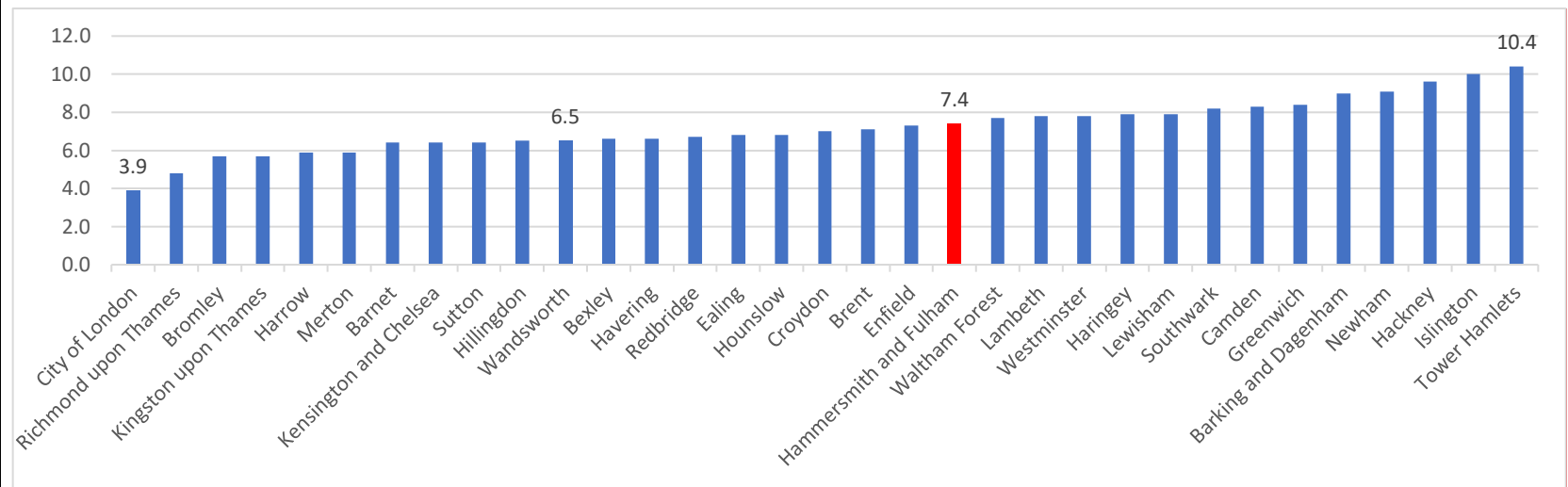
- Abbeyfield House
- Cambus Lodge
- Harwood Road Care Home
- Riverstone Fulham
- Yarrow Housing

Maps showing the locations of sensitive receptors serving members of this protected characteristic group is shown in Appendices D, and F.

Disability:

7.4% of Hammersmith and Fulham residents are considered to be disabled under the Equality Act 2010 where their day-to-day activities are limited a lot. In addition to this, 8.1% of Hammersmith and Fulham residents are considered to be disabled under the act with their day-to-day activities limited a little¹². Figure 3 shows the percentage of Hammersmith and Fulham residents who considered their day-to-day activities to be limited by disability or long-term illness compared to other London boroughs.

Figure 3: Disabled under the Equality Act: Day-to-day activities limited a lot (Source: Census Data 2021)



Figures 4 and 5 provide an overview of disability across the London Borough of Hammersmith and Fulham, the London Borough of Wandsworth, and the key study area.

¹² <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandwellbeing/bulletins/disabilityenglandandwales/census2021>

Figure 4: Disabled under the Equality Act: Day-to-day activities limited a lot in Hammersmith & Fulham and Wandsworth (Source: WSP, Census Data 2021)

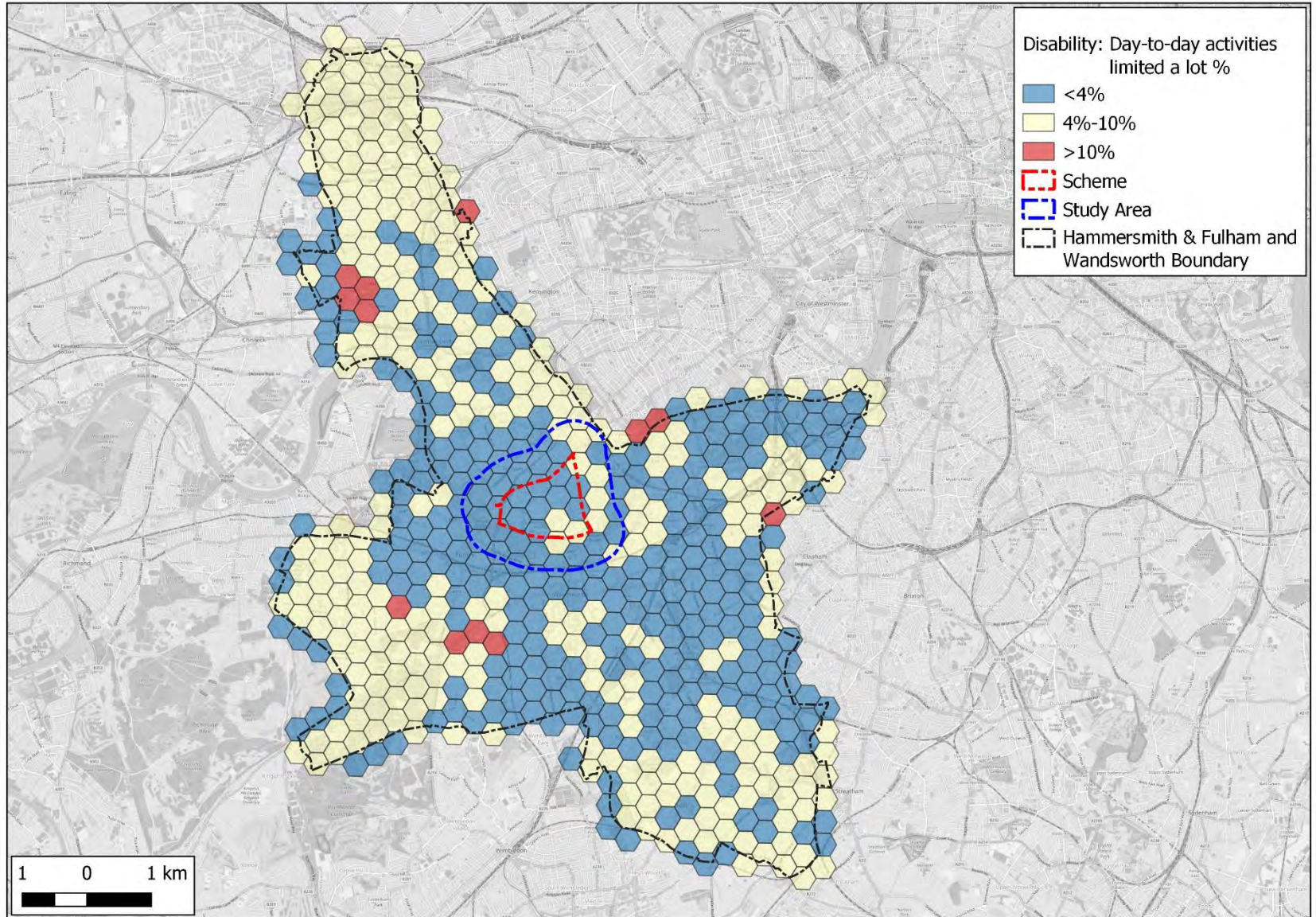
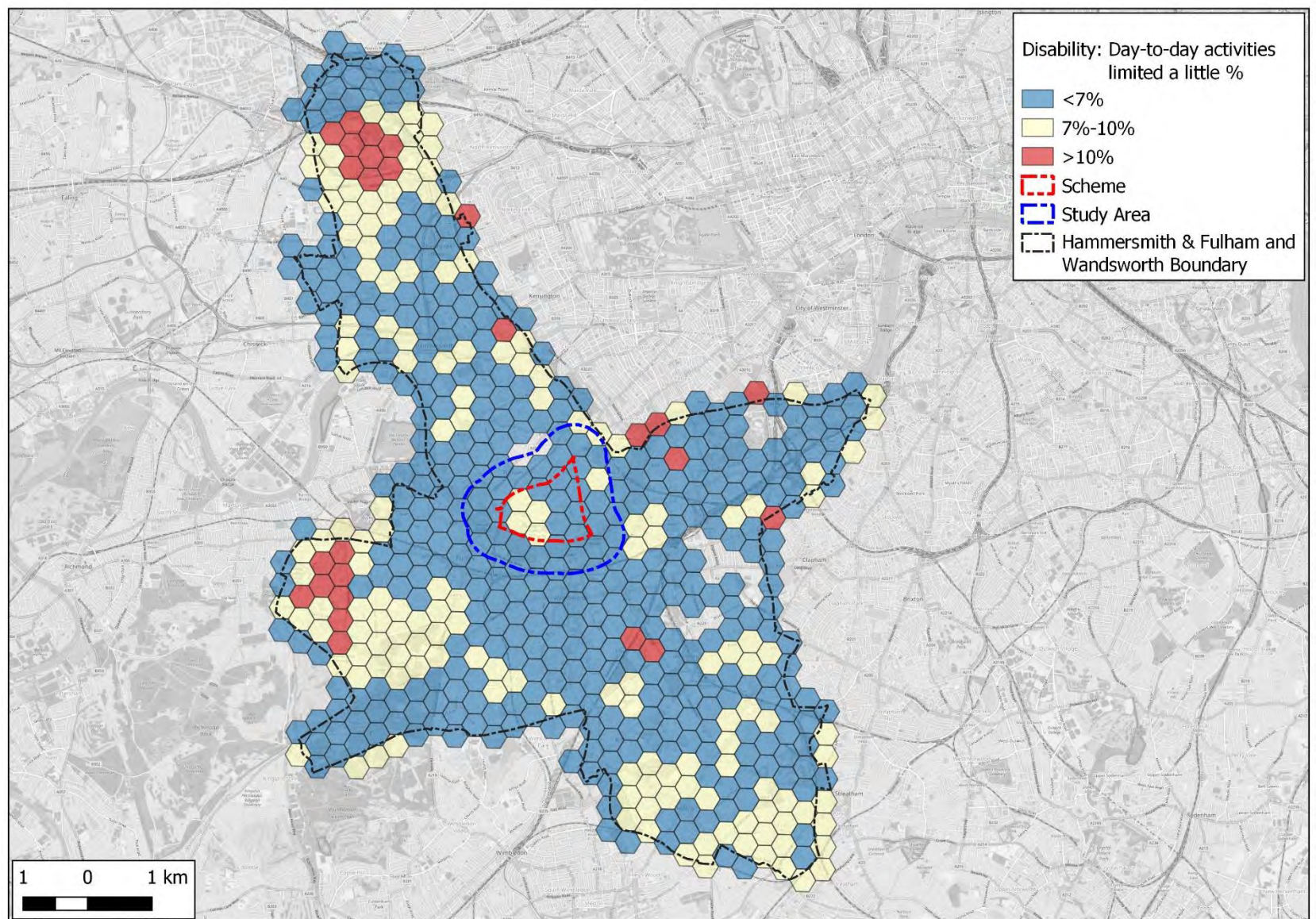


Figure 5: Disabled under the Equality Act: Day-to-day activities limited a little in Hammersmith & Fulham and Wandsworth (Source: WSP, Census Data 2021)



As mentioned above, it should be noted that this data does not represent all those affected by the proposed scheme given the location of the scheme and its proximity to Wandsworth Bridge, which means that people from outside the area are likely to travel through or to the area. Given that the area is likely to be visited by individuals living outside of the borough, it is important to note that approximately one in ten individuals are estimated to be neurodivergent in

Greater London (equating to approximately 900,000), and one-tenth of those are possibly autistic¹³. Further to this, there are over 2 million people in the UK living with sight loss¹⁴ and the Royal Institute for Blind People (RNIB) report that walking is the main mode of travel for blind and partially sighted people, many of whom will have fewer transport options available to them than others¹⁵. Data from the Royal National Institute for Deaf People (RNID) also shows that one in five adults in the UK are deaf, having hearing loss or tinnitus¹⁶.

Looking at London more widely, statistics show that 14% of Londoners currently consider themselves to have a disability that impacts their day-to-day activities 'a little' or 'a lot', and this is expected to rise to 17% by 2030¹⁷. Further to this, walking/wheeling is the main mode of travel for disabled Londoners, with 78% reporting they walk at least once a week.

As above, it is also important to acknowledge the intersectionality's with disability and other protected characteristics such as age, with 52% of those aged 65 and over in London disabled compared with only 9% under 64¹⁸.

Disabled people are five times more likely to be injured as a pedestrian than non-disabled people, reporting 22 motor vehicle injuries per million miles walked, compared to 4.8 among pedestrians without a disability¹⁹. Those with disabilities are also more vulnerable to poor air quality.

Sensitive receptors:

There are several sensitive receptors within the scheme and study area which offer services more likely to be used by members of this protected characteristic group. These include:

Education facilities with SEN support:

- Burlington House School

Healthcare:

- Ashbourne Healthcare Services
- Basuto Medical Centre
- Beyond Health
- Bridge Health Centre for Health

¹³ <https://www.london.gov.uk/who-we-are/what-london-assembly-does/questions-mayor/find-an-answer/neurodiversity-london>

¹⁴ <https://www.rnib.org.uk/professionals/health-social-care-education-professionals/knowledge-and-research-hub/key-information-and-statistics-on-sight-loss-in-the-uk/>

¹⁵ <https://www.rnib.org.uk/professionals/health-social-care-education-professionals/knowledge-and-research-hub/reports-and-insight/travel-transport-and-mobility/>

¹⁶ <https://rnid.org.uk/get-involved/research-and-policy/facts-and-figures/>

¹⁷ <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/articles/outcomesfordisabledpeopleintheuk/2021>

¹⁸ <https://www.ageuk.org.uk/london/about-us/media-centre/facts-and-figures/>

¹⁹ [National Travel Survey: 2020 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/national-travel-survey-2020)

- Cardinal Clinic
- Sands End Health Clinic
- The Fulham Medical Centre

Pharmacies include Day Lewis Pharmacy Fulham, C E Harrod Chemist, Oza Chemist, and Boots.

Residential Homes:

- Abbeyfield House
- Cambus Lodge
- Harwood Road Care Home
- Riverstone Fulham
- Yarrow Housing

Maps showing the locations of sensitive receptors serving members of this protected characteristic group is shown in Appendices D and F.

Gender Reassignment:

With regards to gender reassignment, Census data from 2021 indicates that 0.3% of people aged 16 years and over in Hammersmith and Fulham have a gender identify different from their sex registered at birth. This percentage is similar to England as a whole at 0.25%, however within England, the region with the highest percentage who reported that their gender identify was different from their sex at birth was London at 0.91%.

Sensitive Receptors:

There are no sensitive receptors in the study area which are specifically relevant to gender reassignment.

Marriage and Civil Partnership:

Of Hammersmith and Fulham residents aged 16 years and over, 56.5% said they had never been married or in a civil partnership in 2021, up from 55.9% in 2011. Just under one three people (30.9%) said they were married or in a registered civil partnership²⁰.

The increase in the percentage of people aged 16 years and over who had never been married or in a civil partnership was greater across London (2.1 percentage points, from 44.1% to 46.2%) than in Hammersmith and Fulham (0.6 percentage points). Across England, the percentage increased by 3.3 percentage points, from 34.6% to

²⁰ https://www.nomisweb.co.uk/sources/census_2021/report?compare=E09000013

37.9%. These figures include same-sex marriages and opposite-sex civil partnerships in 2021, neither of which were legally recognised in England and Wales in 2011. Same-sex marriages have been legally recognised in England and Wales since 2014 and opposite-sex civil partnerships have been recognised since 2019.

Sensitive receptors

There are several sensitive receptors within the study area, including different places of worship, where marriages and civil partnerships can take place:

- All Saints, Fulham
- Barclay Hall Christian Fellowship
- ChristChurch Fulham
- Holy Cross R C Church Office
- Our Lady of Perpetual Help Church
- St Dionis, Parsons Green
- St Mary's Church
- St Matthew's Church
- West London Islamic Cultural Centre Mosque

A map showing the places of worship in the study area serving members of this protected characteristic group is shown in Appendix E.

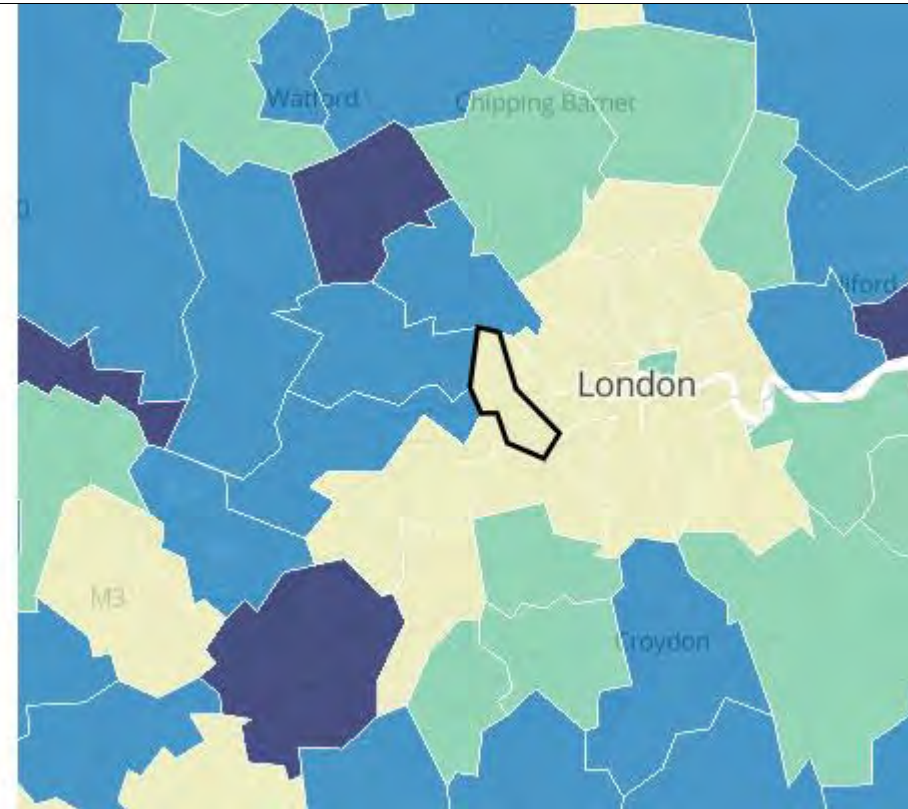
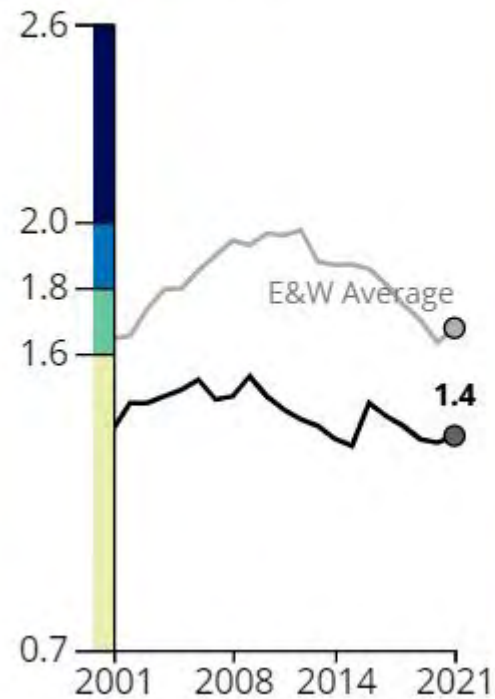
Pregnancy and Maternity:

ONS Conception Statistics provides conception numbers for Hammersmith and Fulham, recording 2,146 live births in the borough in 2021²¹. This equates to a total fertility rate (TFR) of 1.19. This aligns with the average for inner London boroughs (1.24) but is slightly lower than the TFR for England (1.62). Figure 6 shows how the TFR has changed over time in Wandsworth as well as a comparison with England and Wales.

Figure 6: TFR by Local Authority district, 2001 to 2021 (Source: Office for National Statistics)

²¹ <https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/livebirths/datasets/birthsummarytables>

Children per woman



As mentioned above, it should be noted that this data does not represent all those affected by the proposed scheme given the location of the scheme and its proximity to Wandsworth Bridge, which means that people from outside the area are likely to travel through or to the area.

Research undertaken by Imperial College London highlights that poor air quality can have a detrimental effect on pregnant mothers and their unborn children. Pregnant mothers who are exposed to air pollution from London's busiest roads are more likely to give birth to babies that are underweight or smaller than they should be²². Research also shows noise pollution can have negative impacts on the health of pregnant women, with pre-eclampsia more common in those who have been exposed to higher levels of noise pollution²³.

Sensitive receptors

²² <https://www.imperial.ac.uk/news/183504/air-pollution-from-london-traffic-affecting/>

²³ <https://www.sciencedirect.com/science/article/abs/pii/S0269749118300988>

Facilities providing services for sensitive receptors in proximity to the proposed scheme which are most relevant to pregnancy and maternity are noted below. Note that none of these services specialise in pregnancy and maternity healthcare:

- Ashbourne Healthcare Services
- Basuto Medical Centre
- Beyond Health
- Bridge Health Centre for Health
- Cardinal Clinic
- Sands End Health Clinic
- The Fulham Medical Centre

A map showing the healthcare locations in the study area serving members of this protected characteristic group is shown in Appendix F.

Race:

Census data from 2021 shows the percentages of the population who identify as a particular ethnicity. The ethnicity breakdown for London Borough of Hammersmith and Fulham compared to London, and a small study area, approximately 500m, around the scheme, is detailed in Table 3 below.

Table 3: Ethnicity breakdown

Ethnicity	Study Area	London Borough of Hammersmith and Fulham	London
White	75%	63.2%	53.8%
Asian, Asian British or Asian Welsh	8%	10.5%	20.7%
Black, Black British, Black Welsh, Caribbean or African	6%	12.3%	13.5%

Mixed or Multiple ethnic groups	6%	6.7%	5.7%
Other ethnic group	5%	7.3%	6.3%

The figures in Table 3 above show that the majority of the population is White in London Borough of Hammersmith and Fulham (63.2%), and the study area (75%), with the second largest ethnic groups classed as Asian/Asian British (8% in the study area)²⁴. The Black population in the study area is lower than the London average. The Figures below illustrate these demographics further.

Figures 7 to 10 below illustrate the distribution of different ethnicities across the two boroughs.

Figure 7: Ethnicity under the Equality Act: Percentage of people identified as Black (Source: WSP, Census Data 2021)

²⁴ https://www.nomisweb.co.uk/sources/census_2021/report?compare=E09000013
LBHF EIA Tool

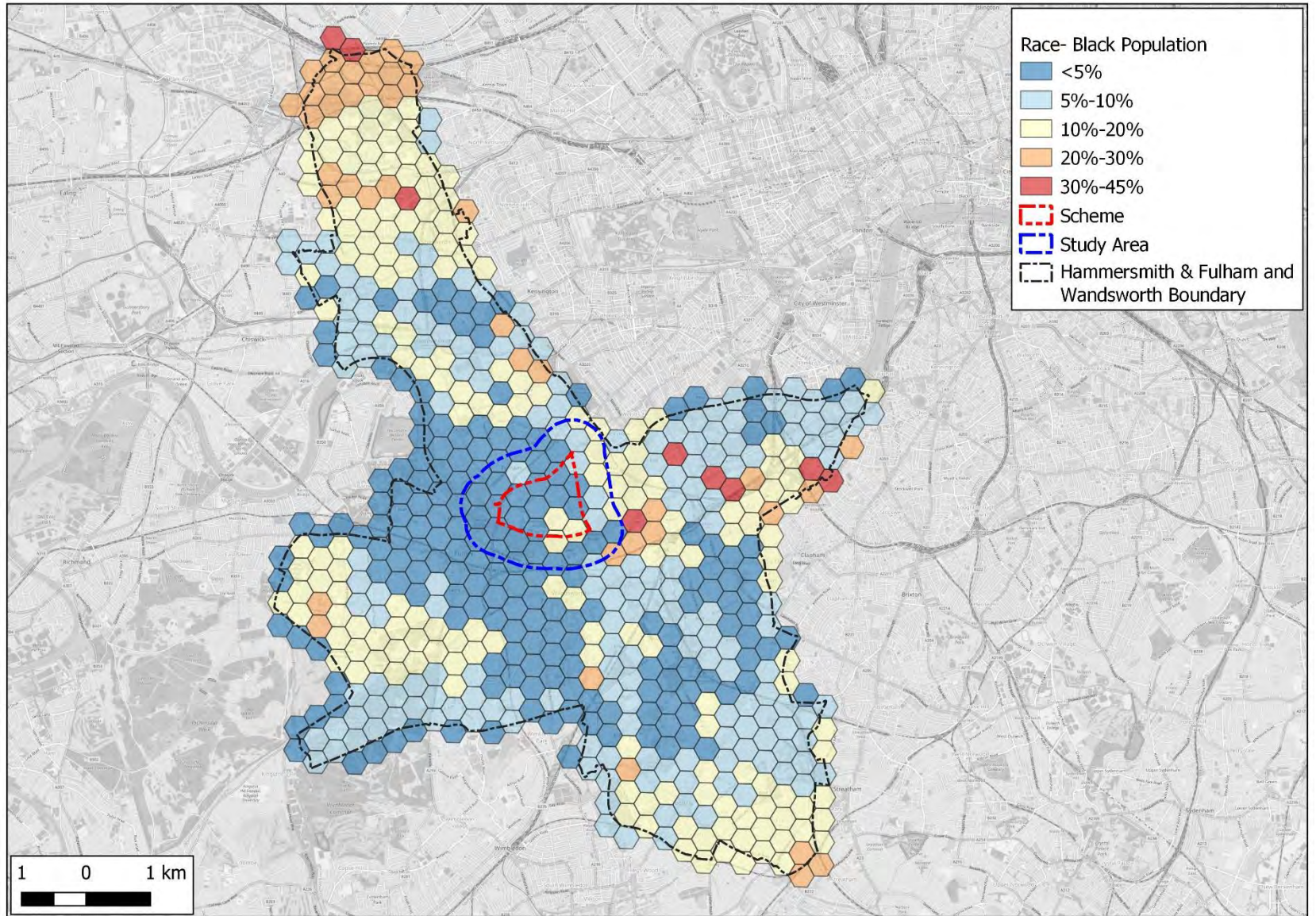


Figure 8: Ethnicity under the Equality Act: Percentage of people identified as Asian (Source: WSP, Census Data 2021)

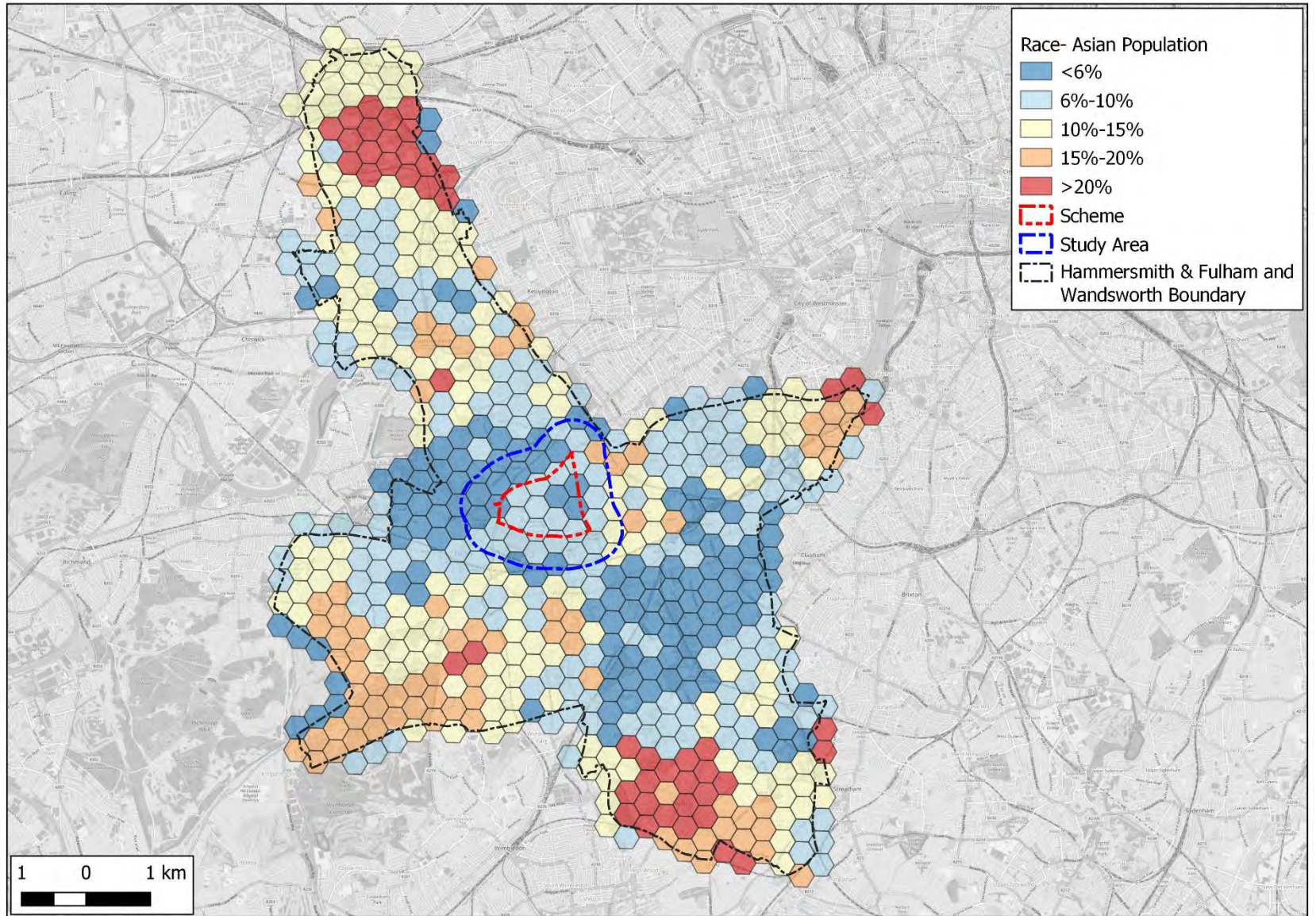


Figure 9: Ethnicity under the Equality Act: Percentage of people identified as Mixed race (Source: WSP, Census Data 2021)

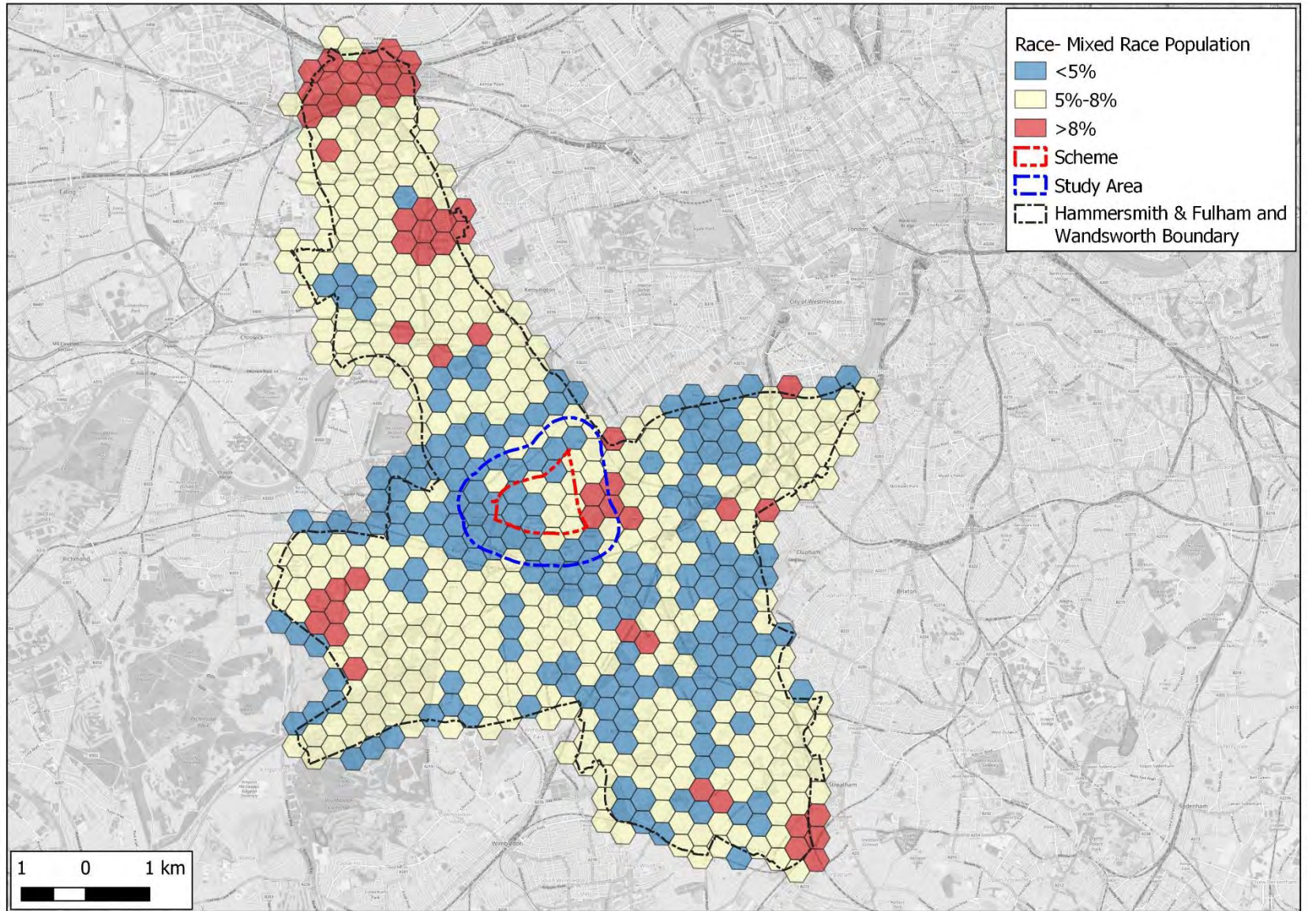
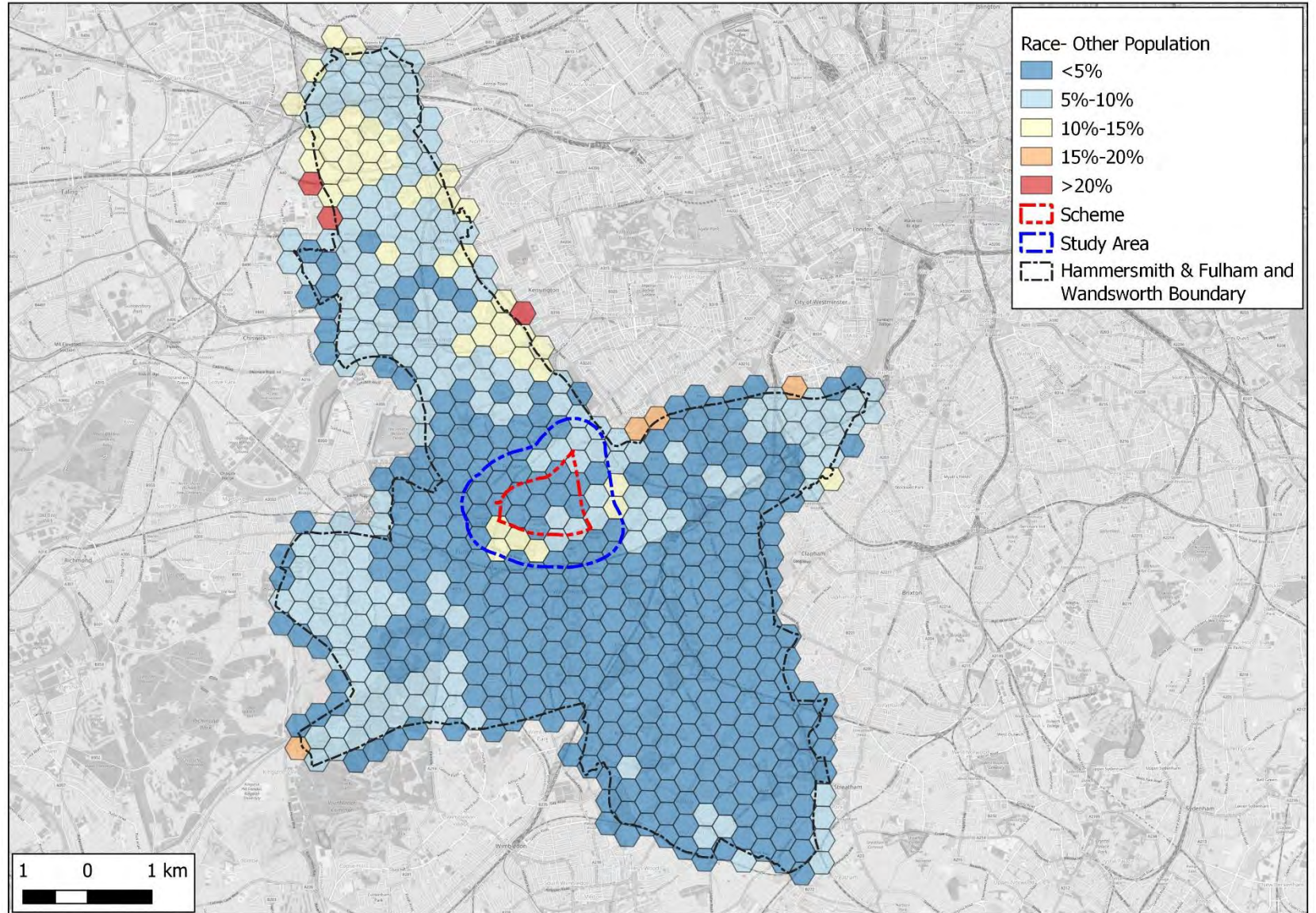


Figure 10: Ethnicity under the Equality Act: Percentage of people identified as Other race (Source: WSP, Census Data 2021)



As mentioned above, it should be noted that this data does not represent all those affected by the proposed scheme given the location of the scheme and its proximity to Wandsworth Bridge, which means that people from outside the area (who are likely to travel through or to the area) may also be affected.

Walking is the most commonly used type of transport by BAME Londoners, alongside the bus. Cycling levels tend to be lower amongst BAME population than other ethnic groups²⁵. As the scheme is due to improve walking and cycling conditions, it is likely that this will impact positively on BAME Londoners.

Sensitive receptors

There are no sensitive receptors in the study area which are specifically relevant to race.

Religion and belief:

Census 2021 data shows the percentages of the population who identify with a particular religion. The religion breakdown taken from Census 2021 for London Borough of Hammersmith and Fulham compared to London, and a small study area around the scheme, is detailed in Table 4 below. Given the size of the borough, this study area has been identified to provide a more local understanding of the ethnicity profile.

Table 4: Religion breakdown

Religion	Study Area	London Borough of Hammersmith and Fulham	London
No Religion	32%	30.6%	27.1%
Christian	49%	45.7%	40.7%
Buddhist	1%	0.9%	0.9%
Hindu	1%	1.2%	5.1%
Jewish	1%	0.7%	1.7%

²⁵ <https://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf>

Muslim	7%	11.6%	15.0%
Sikh	0%	0.2%	1.6%
Other religion	1%	0.7%	1.0%

The majority of the population of the study area identify as Christian (49%), which is higher than the Hammersmith and Fulham (45.7%) and London average (40.7%). The second highest of the population identify as having no religion and the third highest proportion of the population identify as Muslim. This aligns with the Hammersmith and Fulham and London averages.

Figures 11 and 12 show the distribution of religious groups across the two boroughs.

Figure 11: Religion: Percentage of people identified as Christian (Source: WSP, Census Data 2021)

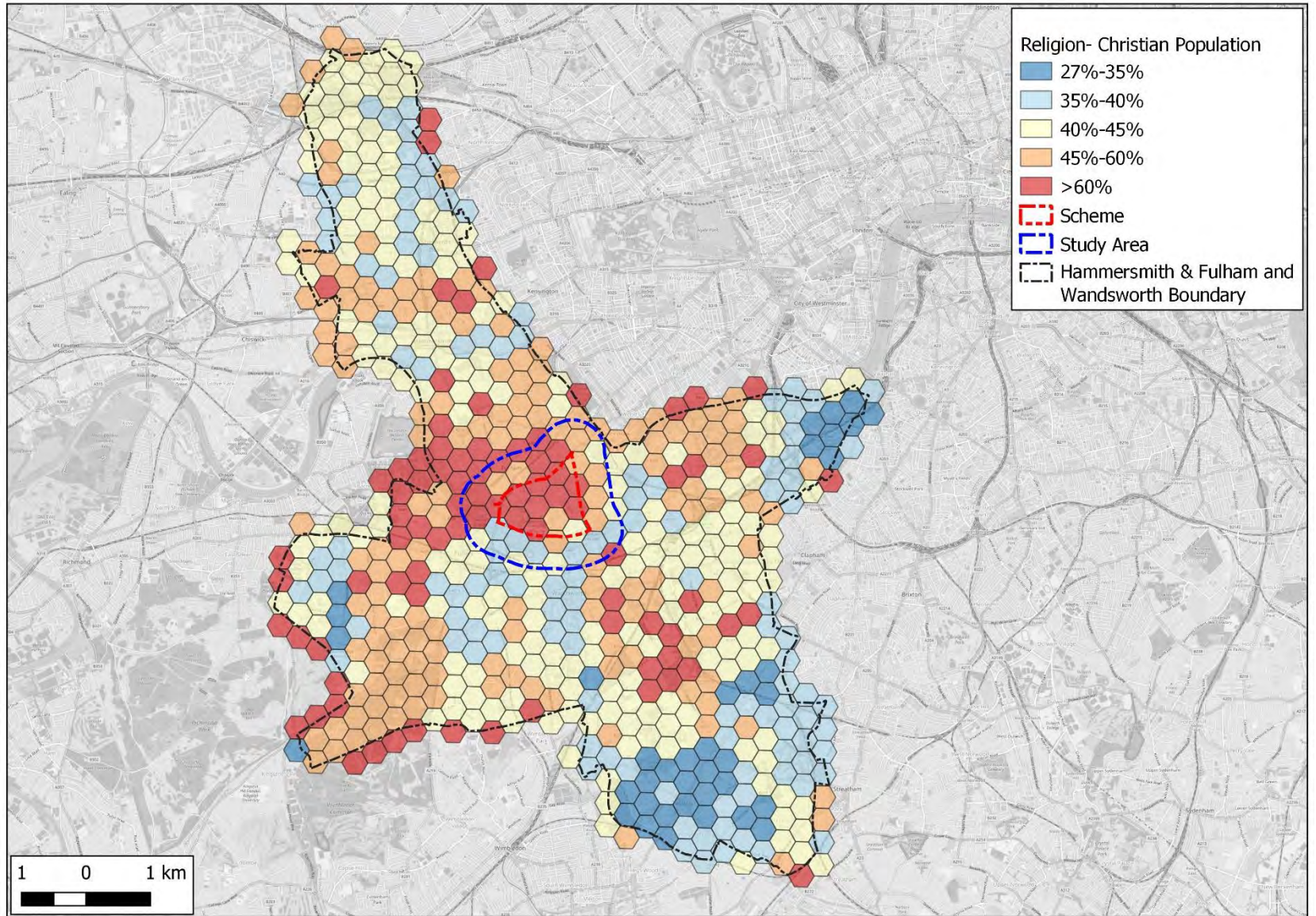
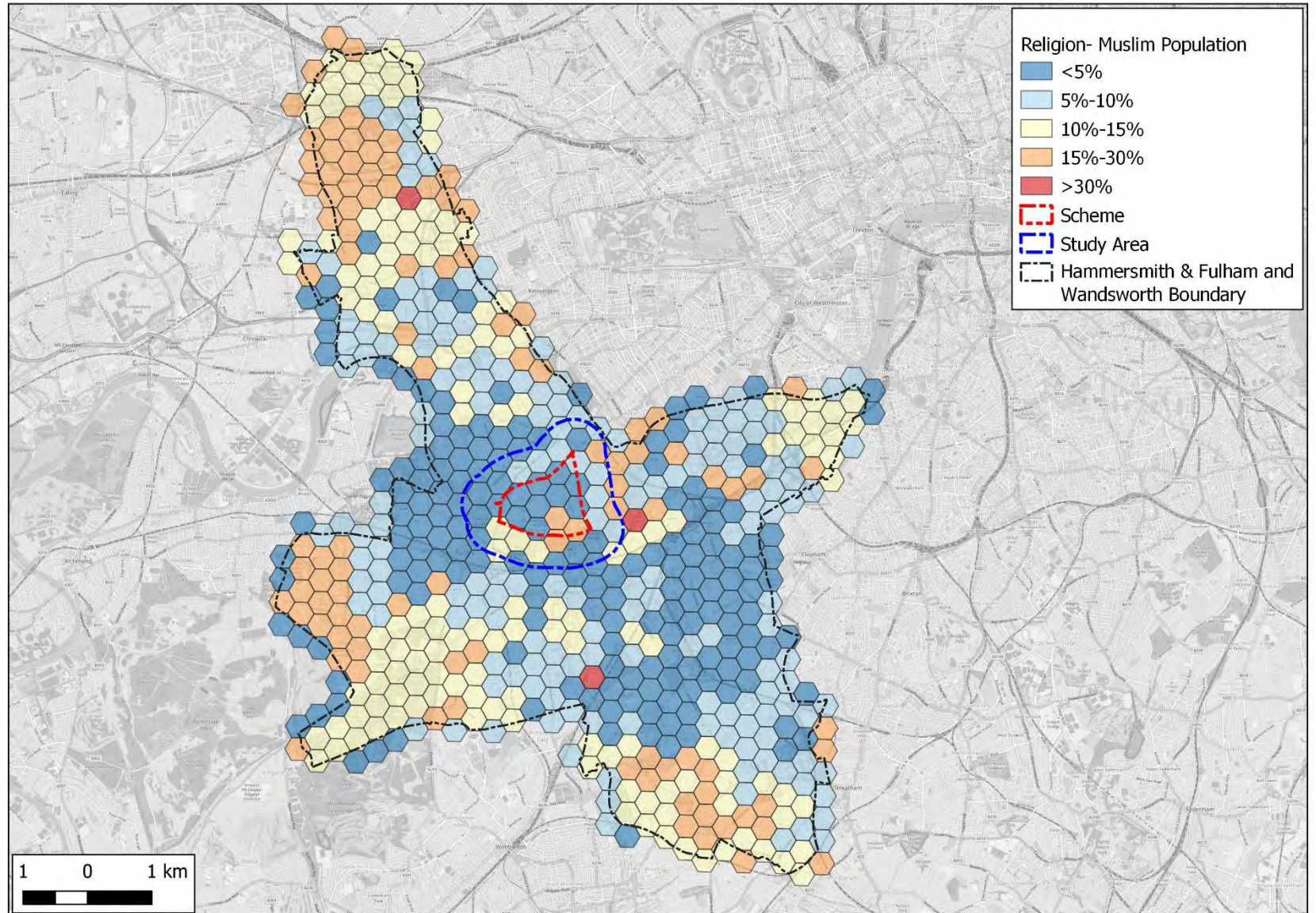


Figure 12: Religion: Percentage of people identified as Muslim (Source: WSP, Census Data 2021)



As mentioned throughout, it should be noted that this data does not represent all those affected by the proposed scheme given the location of the scheme and its proximity to Wandsworth Bridge, which means that people from outside the area are likely to travel through or to the area, could also be affected.

Individuals belonging to religious groups may need to travel further to visit places of worship, these trips are generally more infrequent (once or a couple times a week) although noting that some religious groups visit places of worship more regularly, particularly at certain times of the day, week, and year when they will want to attend services, prayers and other religious gatherings and celebrations. Those from minority faiths including Buddhism, Hinduism, Islam, and Sikhism are likely to also be from ethnic minorities. Wider measures will also differentially impact women who belong to minority faith groups or beliefs who may face more barriers to travel.

Sensitive receptors

There are several places of worship in the study area, as mentioned above, serving members of this protected characteristic group as shown in Appendix E.

Sex:

The Census 2021 reported that females comprised 53.1% of the population in Hammersmith and Fulham, whereas males comprised 46.9%²⁶. This shows there is a higher proportion of females to the national average which shows males comprising 49% of the population and females 51%, as well as the London average which shows males comprising 49% of the population and females 51%²⁷.

The range of industries and workplaces in and around the Clean Air Neighbourhood is likely to attract a mix of both female and males to the area. There are a number of educational (see Appendix D) and healthcare facilities (see Appendix F) close to the scheme, as well as retail (Wandsworth Bridge Road and New Kings Road), and green spaces in the study area (South Park, Hurlingham Park and Eel Brook Common).

Looking at London as a whole, walking is the most commonly used type of transport by women (95% walk at least once a week), followed by bus (63%) and car as a passenger (51%)². Women are more likely than men to be travelling with buggies and/or shopping and this can affect transport choices. Women aged 17 or over who are living in London are less likely than men to have a full driving licence or have access to a car. Londoners over 80 are much more likely to be women than men². Reflecting the fact that more older Londoners are women than men, women are marginally more likely to be disabled.

²⁶ https://www.nomisweb.co.uk/sources/census_2021/report?compare=E09000013

²⁷ <https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/genderidentity/bulletins/genderidentityenglandandwales/census2021>

Further research into travel behaviour shows that women tend to make more local, multi-stop, varied and encumbered journeys than men, usually including multiple trips a day using different modes. This is done to combine work with domestic and caregiving responsibilities. This is true in London where women make more weekday trips than men²⁸.

Safety is a common concern for women when using public space and public transport. Findings from YouGov's Women's Safety Survey (2022)²⁹ reports that 66% of women surveyed said they always, often, or sometimes feel unsafe walking alone at night, compared to 39% of men. 25% of women surveyed said they always, often, or sometimes feel unsafe walking alone in the daytime, compared to 10% of men. A similar picture is reported by UCL research which highlights that 40% of sexual assaults in London take place in public spaces including the transport network³⁰. Further to this, 38% of women feel unsafe sometimes or more frequently when travelling alone in a taxi or ride share³¹. Despite these concerns, many women choose to travel by taxi at night instead of taking public transport alone³².

Sensitive receptors

There are no facilities providing services to sensitive receptors in proximity to the proposed scheme which are of specific relevance to sex.

Sexual Orientation:

In Hammersmith and Fulham, 85% identify as straight or heterosexual, 3.1% of the population identify themselves as lesbian or gay, 1.8% say they are bisexual, 0.1% describe themselves as pansexual, 0.1% as asexual and 0.2% describe their sexuality as 'other'³³. For some LGBT people, there is a fear of intimidation and/or abuse which could affect their travel behaviour.

Sensitive receptors

There are no facilities providing services to sensitive receptors in proximity to the proposed scheme which are of specific relevance to sexual orientation.

²⁸ <https://www.london.gov.uk/>

²⁹ <https://yougov.co.uk/topics/society/articles-reports/2022/03/08/how-often-do-british-women-feel-unsafe-doing-day-d>

³⁰ <https://www.ucl.ac.uk/steapp/news/2020/mar/study-safety-londons-public-spaces-women-and-girls-released>

³¹ https://yougov.co.uk/society/articles/41407-how-often-do-british-women-feel-unsafe-doing-day-d?redirect_from=%2Ftopics%2Fsociety%2Farticles-reports%2F2022%2F03%2F08%2Fhow-often-do-british-women-feel-unsafe-doing-day-d

³² <https://www.transport.gov.scot/publication/womens-and-girls-views-and-experiences-of-personal-safety-when-using-public-transport/women-s-and-girls-reported-travel-patterns/>

³³ <https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/bulletins/sexualorientationenglandandwales/census2021>

Deprivation:

The English Indices of Deprivation 2019 provide a set of relative measures of deprivation for small areas across England, based on seven domains of deprivation (income, employment, education, health deprivation and disability, crime, living environment and barriers to housing). These domains are combined to produce the overall Index of Multiple Deprivation (IMD). Hammersmith and Fulham was within the 50% most deprived Local Authorities (LAs) in England in 2019³⁴. This aligns with the unemployment in Hammersmith and Fulham which was 4.8% of the population between October 2022 and September 2023, the same as the London average and higher than the Great Britain average (3.7%)³⁵.

In line with many other London boroughs Hammersmith and Fulham ranks lowest for 'Living Environment', 'Barriers to Housing and Services', 'Crime', and 'Income'. However, Hammersmith and Fulham is not as deprived in the 'Education, Skills and Training', 'Health', and 'Employment' domains. Overall, 24% of the borough's population is income deprived³⁶. People who live in deprived areas are often more susceptible to the impacts of air pollution, potentially because they tend to reside in areas closer to busier roads and have poorer health in general.³⁷

A significant proportion of residents in the most deprived areas of the borough are interested in increasing their involvement in sport and physical activity. The biggest barriers to participation in these areas were 'too busy working' and 'cost involved'³⁸. Improving air quality and reducing traffic volumes on side streets can help to increase the appeal of active travel and physical activity.

Sensitive receptors

With regards sensitive receptors relevant to low-income households, there are social services and job centres located within the study area where high proportions of people from low-income households are likely to be concentrated:

- Fulham Job Centre
- Hammersmith and Fulham Food Bank
- The Bender Family Trust

New research

Annual data on offences for the South Fulham (east) area shows a greater reduction in offences in comparison to the whole of H&F:

³⁴ https://www.lbhf.gov.uk/sites/default/files/section_attachments/2019-imd-lbhf-infographic.pdf

³⁵ <https://www.nomisweb.co.uk/reports/lmp/la/1946157249/report.aspx>

³⁶ https://www.lbhf.gov.uk/sites/default/files/section_attachments/2019-imd-lbhf-report.pdf

³⁷ <https://www.sciencedirect.com/science/article/abs/pii/S0269749114005144?via%3Dihub>

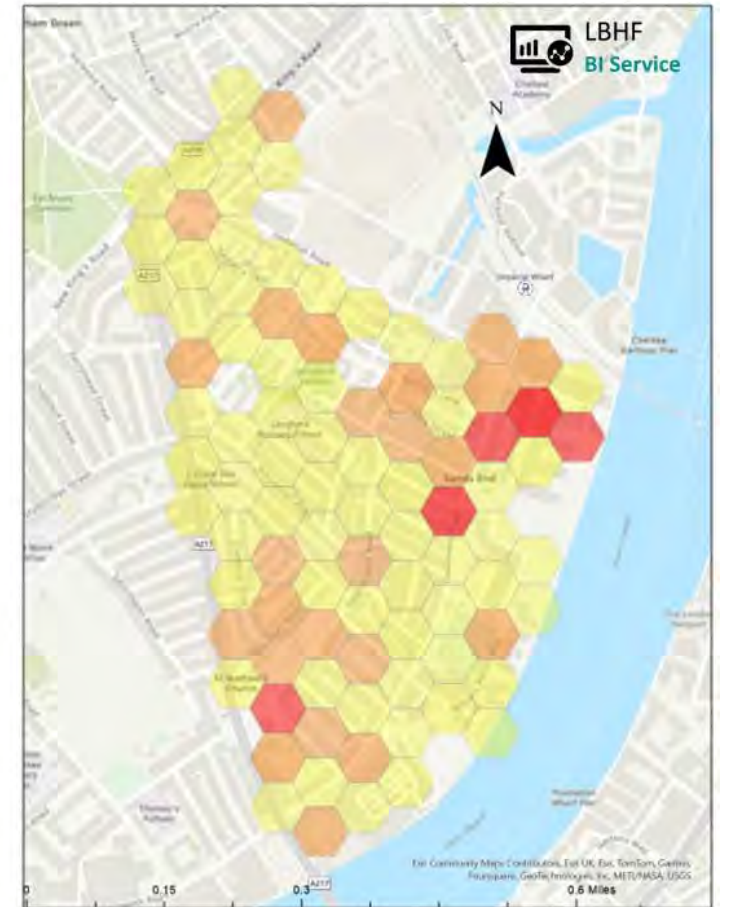
³⁸ https://www.lbhf.gov.uk/sites/default/files/section_attachments/hammersmith_and_fulham_physical_activity_strategy_nov_11_with_comments_tcm21-180788.pdf

South Fulham (east) Clean Air Neighbourhood

Offences in the clean neighbourhood area which went live in July 2019. Using the year prior to the scheme as a benchmarking, there has been lower levels of offences in the 4 years after, the largest decrease between July 2020 and June 2021 during the covid-109 pandemic.

Offences are concentrated around Imperial Wharf and Lensbury Avenue.

	Clean Air Neighbourhood East Area	% change from year before scheme in East area	% change for all offences in H&F
July 18 - June 19	759		
July 19 - June 20	712	-6%	-3%
July 20 - June 21	645	-15%	-16%
July 21 - June 22	578	-24%	-8%
July 22 - June 23	645	-15%	-6%



Section 04

Consultation

Consultation

Consultation in addition to statutory requirements have been followed throughout the project. See 'Consultation' section in main report.

Analysis of consultation outcomes

Following the introduction of temporary measures in South Fulham streets to the west of Wandsworth Bridge Road in February 2023, the London Borough of Hammersmith and Fulham has been undertaking full and extensive consultation for the entire 18-month trial period.

The council have created two email inboxes to allow residents, businesses, other individuals and groups, to share their comments and suggestions:

cleansouthfulham@lbhf.gov.uk

cleanairneighbourhood@lbhf.gov.uk

These correspondence and responses contribute to the EqIA through the identification of different issues to those living, working, and travelling through both the trial scheme and the surrounding area, including those relating to the different protected characteristics. As Wandsworth Bridge Road and New Kings Road are commercial areas with a number of different shops and restaurants, the views of existing local businesses have also played an important role in shaping the trial.

Emails were categorised into Positive, Negative, Query, PCN Appeal, and Wandsworth Bridge Closure. At the time of reporting, the council has received 1.743 emails to the two separate Clean Air Neighbourhood inboxes over the course of the scheme trial period. To note this does not include duplicate emails received from the same recipient regarding the same theme. Approximately 57% of emails were received from residents of the Borough, whereas 29% were received from non-residents, and 14% from businesses. Overall, responses show that approximately 19% of all emails have been positive towards the scheme, 43% have been negative towards the scheme, and 38% were queries.

Every email has been categorised by the different themes that they referred to. Note that many emails cover more than one theme, all of which are recorded.

- Access Permits
- Air Quality & Pollution
- Blue Badge Exemptions
- Business Permits
- Camera Locations
- Consultation Process
- Customer Access
- Electric Vehicle Exemptions
- Impact on Businesses
- Members Clubs
- Money Making Scheme
- New Kings Road to Wandsworth Bridge Road Right-Turn
- PCNs and Penalties
- Private Roads
- RingGo
- Sat Navs
- Signage
- Taxis and Private Hire Vehicles

- Traffic Volumes
- Visitor Permits
- Wandsworth Bridge
- Zipcar and Car Clubs
- Other

The 'Other' category included responses regarding themes such as:

- Climate
- Disability
- Elderly
- Public Transport Travel Times
- Women's Safety

The leading themes within the positive emails are Traffic Volumes, in 88% of emails, followed by Air Quality/Pollution in 7%. Many residents, including residents' associations, contacted the inbox to describe the positive changes to the streets included in the scheme, including a reduction in motor vehicles and improved air quality, referencing the benefits on children and young families.

The leading theme for queries was Visitor or Access Permits at 23%, followed by RingGo queries at 21%. As RingGo is used to supply Visitor Permits it is likely that many of the emails referred to both themes in their emails. Business Permits were also cited frequently in the query emails, especially in the initial months of the scheme. The council responded to this by holding meetings with local businesses and supplying each business with a dedicated tablet that allowed businesses to provide Visitor Permits to enable customer access.

The leading theme in the negative emails was Traffic Volumes, at 33%. Most of these emails are referencing the increase in traffic along Wandsworth Bridge Road. The Consultation Process/Programme and Air Quality/Pollution were the next leading themes, at 13% and 14% respectively. The Impact on Businesses was frequently cited as an issue too. As mentioned above the council addressed these concerns early in the scheme. The final theme that is worth noting is Electric Vehicle Exemptions, at 2%. Several emails were questioning the lack of exemptions for electric vehicles, given that the scheme is cited as a Clean Air scheme and electric vehicles do not produce pollutants. The response given was that these vehicles still contribute to congestion, therefore they contribute to the increased levels of pollution on the side streets.

As the scheme has bedded in and the benefits of the trial realised, the overall sentiment towards the scheme amongst residents of the Borough has changed. An analysis of residents' emails from December 2022 to January

2023 and December 2023 to January 2024 demonstrates that the number of Queries and Negative emails has decreased, whilst the number of Positive emails has increased. This is shown in Figure 13 and Table 5.

Figure 13: Resident Sentiment Over Time

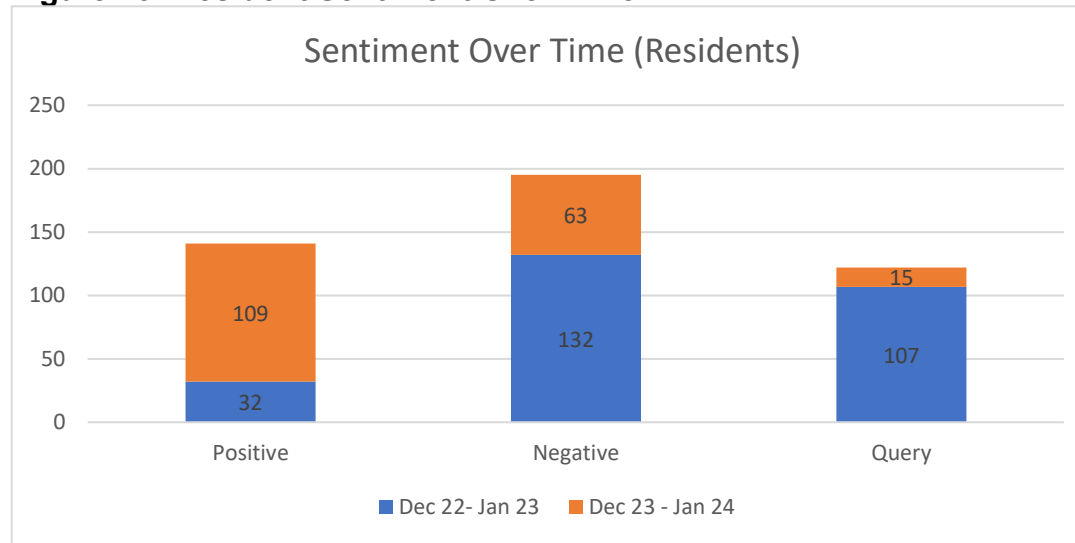


Table 5: Resident Sentiment Over Time

	Positive	Negative	Query	Total
December 2022 – January 2023	32	132	107	271
	11.81%	48.71%	39.48%	100%
December 2023 – January 2024	109	63	15	187
	58.29%	33.69%	8.02%	100%

In addition to the emails received, the council has also received 11 Letters of Support from residents, street-by-street, asking for the scheme to be made permanent, which include a total of 624 signatures.

A timeline can be summarised as below:

In July 2023, Opinium, one of Britain's leading pollsters and market research agencies, carried out representative sampling opinion polling of residents in the Clean Air Neighbourhood trial area. This includes questions about disabilities and health conditions.

On 7 September 2023 the Cabinet Member for the Public Realm held a remote meeting with business and resident groups across South Fulham to discuss the trial's progress, in relation to businesses

On 21 January 2024 Opinium launched its boroughwide survey into Clean Air Neighbourhoods and other green initiatives, commissioned by Hammersmith and Fulham. This is live until 2nd February. They are also opinion polling the rest of the borough. The whole borough will have been offered the chance to take part in the survey, and representative opinion polling will also have been done for the whole borough. Opinium will analyse the data and summarise the findings (see separate report of results Appendix 2). All addresses south of Fulham Road had a info-card delivered to them by Royal Mail, informing them of how to take part in the survey.

The results of the polling show;

- 59 per cent of residents in the Clean Air Neighbourhood trial area either strongly supported or supported the general principle of reducing the amount of out-of-borough traffic using neighbourhood streets as cut-throughs (“the general principle”). 20 per cent were either strongly opposed or opposed.
- 58 per cent of residents in the rest of the borough either strongly supported or supported the general principle. 22 per cent were either strongly opposed or opposed.

The results of the survey show;

- 65 per cent of residents in the Clean Air Neighbourhood trial area either strongly supported or supported the general principle of reducing the amount of out-of-borough traffic using neighbourhood streets as cut-throughs. 29 per cent were either strongly opposed or opposed.
- 45 per cent of residents in the rest of the borough either strongly supported or supported the general principle. 46 per cent were either strongly opposed or opposed.
- 52 per cent of all respondents (both residents and businesses) across the whole borough either strongly supported or supported the general principle. 40 per cent were either strongly opposed or opposed.
- 34 per cent of businesses in the trial area either strongly supported or supported the general principle of reducing the amount of out-of-borough traffic using neighbourhood streets as cut-throughs. 59 per cent were either strongly opposed or opposed.

- 34 per cent of businesses in the rest of the borough either strongly supported or supported the general principle. 57 per cent were either strongly opposed or opposed.

Section 05

Analysis of impact and outcomes

Analysis

What has your consultation (if undertaken) and analysis of data shown? You will need to make an informed assessment about the actual or likely impact that the policy, proposal, or service will have on each of the protected characteristic groups by using the information you have gathered. The weight given to each protected characteristic should be proportionate to the relevant policy (see guidance).

Age:

Results from modelling and traffic counts indicate that the scheme has contributed to area wide traffic reduction, in turn improving air quality and road safety, as well as conditions for walking, cycling, and wheeling, both within the scheme and in the area surrounding it. As outlined in the Cabinet Report, total number of vehicles crossing Wandsworth Bridge Road reduced on average by 7000 per day and whilst the scheme did redistribute traffic around the streets, with some getting less and others slightly more, overall, the total volumes in the area went down.

Subsequently, by reducing the dominance of motor vehicles, the scheme contributes towards a safer, more pleasant environment for active travel. This is particularly beneficial for the elderly and young as walking is the most frequently used mode of transport by both groups², and research by Age UK has shown that safety is one of the key concerns for older people with regards to travel³⁹. Air quality improvements brought about by a reduction in motor vehicles is also beneficial for the elderly and young given they are more vulnerable to poor air quality than the wider population **Error! Bookmark not defined.**

As shown in Appendix D, there are a number of schools located within the scheme and the surrounding study area, therefore we expect a high proportion of young people will be travelling to, through and around the scheme, all of which will benefit from improvements to air quality, road safety and conditions for active travel. Children attending schools in the area are likely to benefit from the reduction in noise pollution resulting from area wide traffic reduction and evaporation as research has shown that noise can have a negative impact on concentration and performance at school⁴⁰.

Further to this, traffic danger is the number one concern for parents when considering independent travel for their child⁴¹, therefore by removing rat-running through traffic, the scheme should help to support independent, active

³⁹ [rb_june15_the_future_of_transport_in_an_ageing_society.pdf\(ageuk.org.uk\)](#)

⁴⁰ <https://www.independent.co.uk/news/uk/barcelona-b2092940.html>

⁴¹ <https://playingout.net/play-streets/impact-overview/play-streets-active-travel/>

travel to school. This reduction in through traffic should also allow children to play outside near their home, fostering a sense of community and reallocating space for people rather than cars. This has been supported by feedback from residents, including residents' associations, who have cited the safer, cleaner streets which are particularly beneficial to children and young families (see Section 04).

LBHF have carefully designed this scheme to ensure that residents are able to access the same services and care as done prior to the scheme, whilst also ensuring the scheme meets its objectives to remove through traffic from the area. Black cabs, buses, emergency vehicles, and local H&F registered mini cabs can go through the cameras within penalty. Carers, healthcare workers and specialist services supporting residents, services commonly relied on by the elderly, are also permitted to register with the council for automatic free access through the cameras.

Some elderly residents and visitors may use other PHV services such as Uber who were reported to be refusing to pick up or drop off residents/visitors in the area and asking passengers to alight some distance from home. This can be an issue for the elderly who are more likely to have limited mobility and/or a disability. In response, LBHF have investigated and tested Uber services to and from the scheme zone, which revealed that the issue came down to individual driver choice on pick-ups and set downs in the area. The council has since worked with Uber to reduce issues experienced by residents whilst stressing that all streets can be accessed without going through a camera. Further measures such as information packs have been provided to Uber Drivers and Uber has developed a routing software to highlight the correct routes for drop off and pick up through the restrictions. Since the introduction of this software, the volume of issues raised regarding this has significantly reduced (see Cabinet Report for full details).

Some elderly residents and visitors experienced complications using the RingGo app during the initial scheme launch. In response to this and recognising that some residents do not use apps or the internet, LBHF have set up a seven-day hotline service to support bookings and access.

Disability:

The reduction in motor vehicles and the associated improvements to air quality, road safety and active travel discussed above are also beneficial to those with disabilities. This is because 78% of disabled Londoners walk/wheel at least once a week, and those with disabilities are five times more likely to be injured as a pedestrian than non-disabled users (see Section 02 for more details).

By reducing the number of vehicles passing through the neighbourhood and the surrounding area, the scheme allows those with disabilities to feel safer when travelling by active modes. This is particularly beneficial for disabled people who rely on key services in the area, including the healthcare facilities outlined in Appendix F. It also helps to tackle some of the key reasons why road accident risks are higher for those with disabilities. These include⁴²:

⁴² <https://www.rosipa.com/rospaweb/docs/advice-services/road-safety/pedestrians/pedestrian-policy-paper.pdf>

- People with mobility impairments may cross the road slowly and are at a greater risk of a fall if the surface is uneven
- Wheelchair users are often lower than a standing adult so may be less visible to motorists
- People with sight and hearing loss may be unable to anticipate other road users' actions
- People with intellectual disabilities may be unable to make a good judgment about safety, such as when it is safe to cross the road, and can behave in an unpredictable way

Although it is recognised that the scheme does not remove all motor vehicles, it has led to area wide traffic reduction and evaporation which in turn re-prioritises those travelling by active modes and reduces the road safety risk. A reduced traffic flow will also have noise pollution benefits, benefitting residents and visitors with cognitive disabilities. Further to this, research by the UK Health Secretary Agency finds that noise can have a significant impact on our health and wellbeing. The study builds on long established evidence that living in an area with higher noise levels from traffic can lead to stress and sleep disturbance, and can increase an individual's risk of heart disease, diabetes, depression, and anxiety⁴³. Improved air quality in the neighbourhood will also benefit disabled residents and visitors, who are more susceptible to the adverse health impacts of air pollution.

As discussed above, carers, healthcare workers and other specialise services who may provide a service to disabled residents are permitted to go through the cameras, enabling disabled residents to access the same care and services as done prior to the scheme. For disabled residents and visitors who rely on taxis, black cabs and local H&F registered mini cabs, these are also permitted access through the cameras without penalty. Disabled pupils attending schools within the Clean Air Neighbourhood are also able to access their school by motor vehicle where necessary.

LBHF have worked extensively with PHV operators such as Uber to share information on how the scheme works and to ensure that drivers continue to pick up and drop off disabled residents and visitors within the area, without passing through the ANPR cameras.

Gender Reassignment:

There is no clear evidence, data, or rationale, that the scheme has had a disproportionate effect on groups based on gender reassignment as a protected characteristic. However, it should be recognised that this group is more at risk of hate crime than others. Perceptions of safety may be impacted by a reduction in traffic volumes in the neighbourhood and the surrounding area, particularly during the dark.

Marriage and Civil Partnership:

There is no clear evidence, data, or rationale, that the scheme has had a disproportionate effect on marriage and civil partnership as a protected characteristic.

⁴³ <https://ukhsa.blog.gov.uk/2023/06/29/noise-pollution-mapping-the-health-impacts-of-transportation-noise-in-england/>

Pregnancy and Maternity:

The improvements to active travel, air quality and road safety associated with the Clean Air Neighbourhood are likely to benefit all users, including women who are pregnant or have recently given birth. As discussed earlier in the report, poor air quality can have a detrimental impact on pregnant mothers and their unborn children, therefore the reduction in vehicle numbers and associated air quality improvements, is particularly beneficial for pregnant women living within and visiting the area.

Although everyone will benefit from reduced noise pollution and improved road safety, these improvements will be particularly beneficial to pregnant women and those who are recently given birth, who are deemed more vulnerable to their adverse impacts.

Healthcare workers are permitted to drive through the cameras. This ensures that those who are pregnant/have recently given birth living in the neighbourhood are still able to access these services.

Race:

The improvements to active travel, air quality and road safety associated with the Clean Air Neighbourhood are likely to benefit all users, including BAME groups. This is because walking is the most commonly used type of transport by BAME Londoners, therefore improvements to the pedestrian environment, including better air quality and reduced road safety risk, are likely to be felt by these groups. Further to this, improving the conditions for cycling should also help to encourage greater participation by BAME groups.

Given that the scheme has contributed to the removal of through traffic in the area, it is likely that this has had a positive impact on bus service reliability and journey times, benefitting the 65% of BAME Londoners who travel by bus at least once a week².

Although a high proportion of PHV drivers (who are not automatically exempt from the ANPR cameras) are from BAME groups, the scheme does not prevent such drivers from operating in the area. This is because the scheme permits all vehicles to access the addresses within the CLEAN without the need to pass through the cameras. This model allows PHV drivers to continue dropping off and picking up in the area by correctly using New Kings Road and Wandsworth Bridge Road to access a given address. In addition to this, residents can grant temporary access permits to vehicles using RingGo if required. LBHF continue to work extensively with PHV operators to ensure that drivers have the information available to understand the restrictions.

A high proportion of retail and wholesale business owners are from minority ethnic backgrounds, however given on average, over 4500 business customers provided access through the scheme cameras each month, there is not considered to be a negative impact on business owners owed to the scheme.

Religion/Belief (including non-belief):

Appendix E shows that there are nine places of worship within the study area. Residents and visitors wishing to access a place of worship within the Clean Air Neighbourhood via motor vehicle are still able to do so. This is because all H&F registered vehicles are exempt from the scheme and can travel through the cameras without penalty. Black cabs and H&F registered mini cabs are also exempt. For those using other private hire vehicles and visiting places of worship from outside the borough i.e. those whose vehicles are not H&F registered, access via motor vehicle is still permitted via New Kings Road and Wandsworth Bridge Road and the council have been working with providers to ensure the appropriate routes are taken.

With this in mind, it is not considered that the scheme has a disproportionate effect on religion, belief, or non-belief as a protected characteristic.

Sex:

The improvements to active travel, air quality and road safety associated with the Clean Air Neighbourhood are likely to benefit all users, including women and girls. Given that one of the key barriers to cycling for women and girls in London is safety⁴⁴, the scheme helps to address this by reducing the dominance of motor vehicles within the neighbourhood and surrounding area. Women also tend to make more local journeys than men² therefore by providing a safer environment for cycling at the neighbourhood level, the scheme helps to encourage such journeys to be made by bike.

Walking is the most common mode of travel for women in London, with 95% walking at least once a week, followed by bus at 63%². Women are also more likely than men to take children to and from school. With this in mind, the improved environment for active travel associated with the scheme is likely to positively benefit women and girls living in the neighbourhood and those travelling to the area.

Conversely, a reduction in the number of motor vehicles passing through the area could negatively impact perceptions of safety, particularly for women. Research outlined earlier in the report highlights that safety is a common concern for women when using public space and public transport, with 66% of women saying they always, often, or sometimes feel unsafe walking alone at night, compared to 39% of men²⁹.

Linked to this, LBHF have worked extensively with PHV operators such as Uber to share information on how the scheme works and to ensure that drivers continue to pick up and drop off women and girls to the desired address

⁴⁴ <https://www.bbc.co.uk/news/uk-england-london-64857250>

within the area, without passing through the ANPR cameras. This has involved providing information on the scheme to PHV operators and to support the development of a routing software to avoid passing through the cameras.

Some research indicates that traffic reduction schemes can be associated with a drop in street crime of up to 10%, including a reduction in violence and sexual offences⁴⁵. This has been attributed to there being more people around and active frontages which can improve opportunities for surveillance. Whilst this may be true during the day, fewer people are likely to be out during the darker hours. Further to this, this data cannot be attributed to this scheme specifically and perceptions of safety are personal and vary significantly from person to person.

Sexual Orientation:

There is no clear evidence, data, or rationale, that the scheme has had a disproportionate effect on groups based on sexual orientation as a protected characteristic. However, it should be recognised that this group is more at risk of hate crime than others. Perceptions of safety may be impacted by a reduction in traffic volumes in the neighbourhood and the surrounding area, particularly during the dark.

Deprivation:

Reduction in traffic and improvements to air quality will positively impact the 24% of deprived residents in Hammersmith and Fulham. Typically, people who live in more deprived areas are more susceptible to the impacts of air pollution, and the consultation feedback has shown that there has been a positive response from residents regarding improvements to air quality, which is supported by the air quality data.

The improvements to the public realm will help to increase the appeal of active travel by creating a more pleasant environment, where the air quality is improvement and there is a reduction in motor vehicles in residential areas. Given that a significant proportion of residents in the most deprived areas of Hammersmith and Fulham want to increase their activity levels, making active travel more appealing can directly improve this in a number of ways. As discussed, it can increase the number of people walking to and from school because it becomes a healthier and safer option. Whilst the biggest barriers to participation in physical activity is people being 'too busy working' and the cost involved⁴⁶, active travel is an affordable and accessible means of getting involved.

⁴⁵ [Short-Term Association between the Introduction of 2020 Low Traffic Neighbourhoods and Street Crime, in London, UK | Published in Findings \(findingspress.org\)](#)

⁴⁶ https://www.lbhf.gov.uk/sites/default/files/section_attachments/hammersmith_and_fulham_physical_activity_strategy_nov_11_with_comments_tcm21-180788.pdf

Outcome of Analysis	<p>Include any specific actions you have identified that will remove or mitigate the risk of adverse impacts and / or unlawful discrimination. This should provide the outcome for LBHF, and the overall outcome.</p> <p>This analysis suggests that the improvements to active travel, air quality and road safety associated with the South Fulham (West) Clean Air Neighbourhood, benefits all users, including those with protected characteristics.</p> <p>It is recommended that LBHF continue to work with PHV drivers to ensure drivers are aware of how the scheme operates and to ensure residents and visitors can continue to access the addresses within the neighbourhood. Similarly, in response to some users, particularly the elderly, not having access to apps or the internet, LBHF now provide a seven day a week hotline to support with RingGo bookings, ensuring residents are able to access any necessary services.</p>
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Section 07	Action Plan					
Action Plan	Note: You will only need to use this section if you have identified actions as a result of your analysis					
	Issue identified	Action (s) to be taken	When	Lead officer and department	Expected outcome	Date added to business/service plan
	Increased through traffic in Clancarty and Settrington Road reducing road safety, air quality and and increased level of noise/stress for residents	LBHF to trial an extension to permanent scheme by introducing further restrictions at the existing monitoring camera sites.	By October 2024	Mark Fanneran - Head of Parking Development Parking	Reduced traffic volumes from through traffic in the local roads and improved safety/ quality of life for residents	February 2024
	Access to RingGo for those who do not use apps or the internet (likely to be the elderly)	LBHF to continue providing support via the hotline.	Ongoing.	Mark Fanneran - Head of Parking Development Parking	Better access for all, better personal contact with people and services. Better understanding of	December 2022

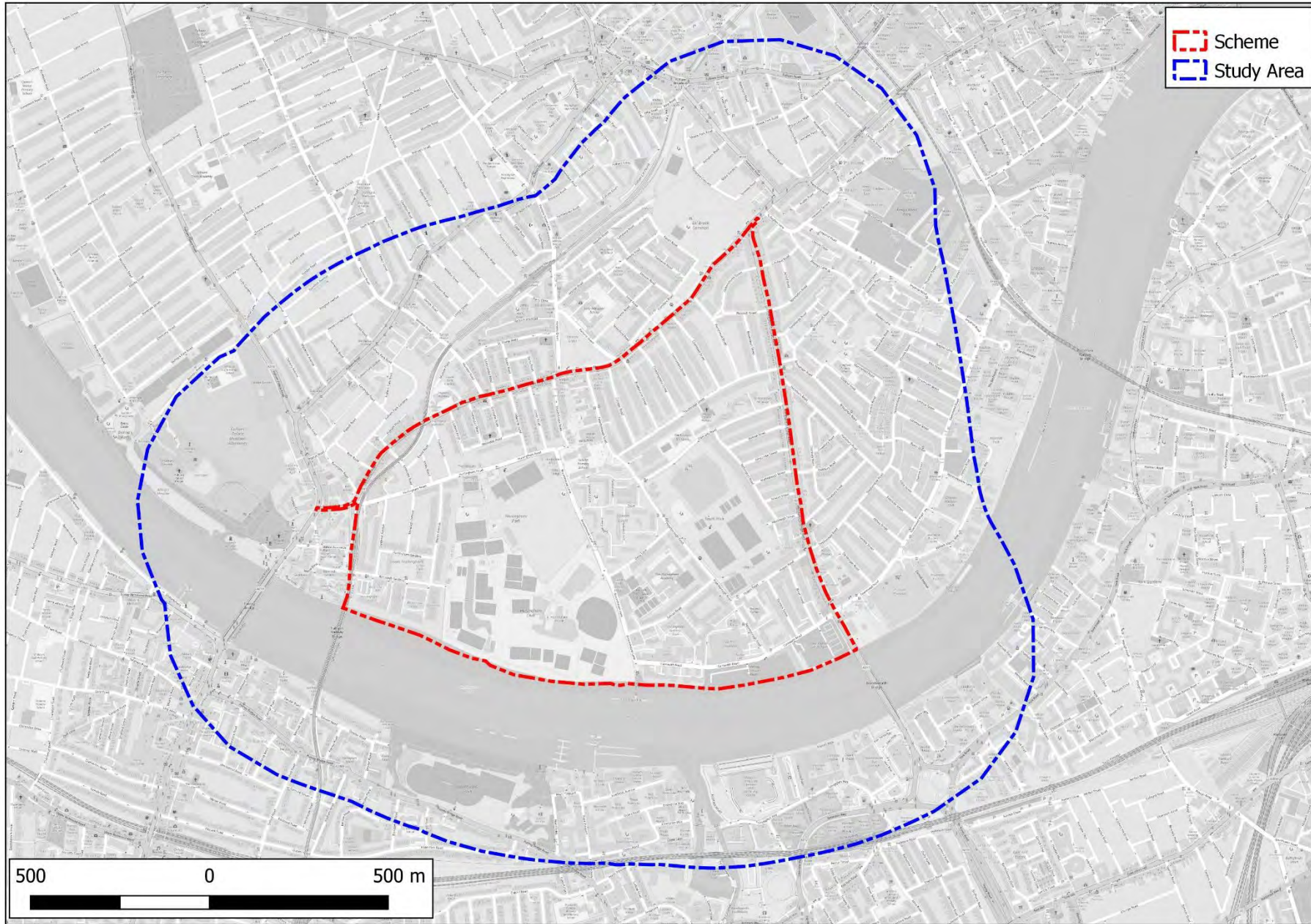
					this service and other services	
	Perception of doorstep access via PHV for women, disabled, and those at higher risk of hate crime	LBHF to continue engaging with PHV services and drivers to ensure they are provided sufficient information about the scheme and are able to access routing software to avoid issues with drop off and pick up.	Ongoing.	Mark Fanneran - Head of Parking Development	Local PHV and black taxis continue to have permitted access through restrictions. All areas remain accessible without the need to drive through restrictions. Longer term awareness and technical innovation remains possible if major commercial operators are willing to engage with the Council.	February 2023
	Perception of personal safety for women and those at higher risk of hate crime.	LBHF to continue working with the LET team to analyse and review offence and crime data. Increase the presence of LET officers in high risk areas. Continue with the councils investment programme on	Ongoing	Neil Thurlow – Assistant Director Community Safety	Ongoing research and analysis of crime statistics for prevention. No established methodology of identifying positive/negative causal relationship with this project.	January 2024

		CCTV and Street Lighting.			Boroughwide activity on crime and antisocial behaviour prevention will continue.	
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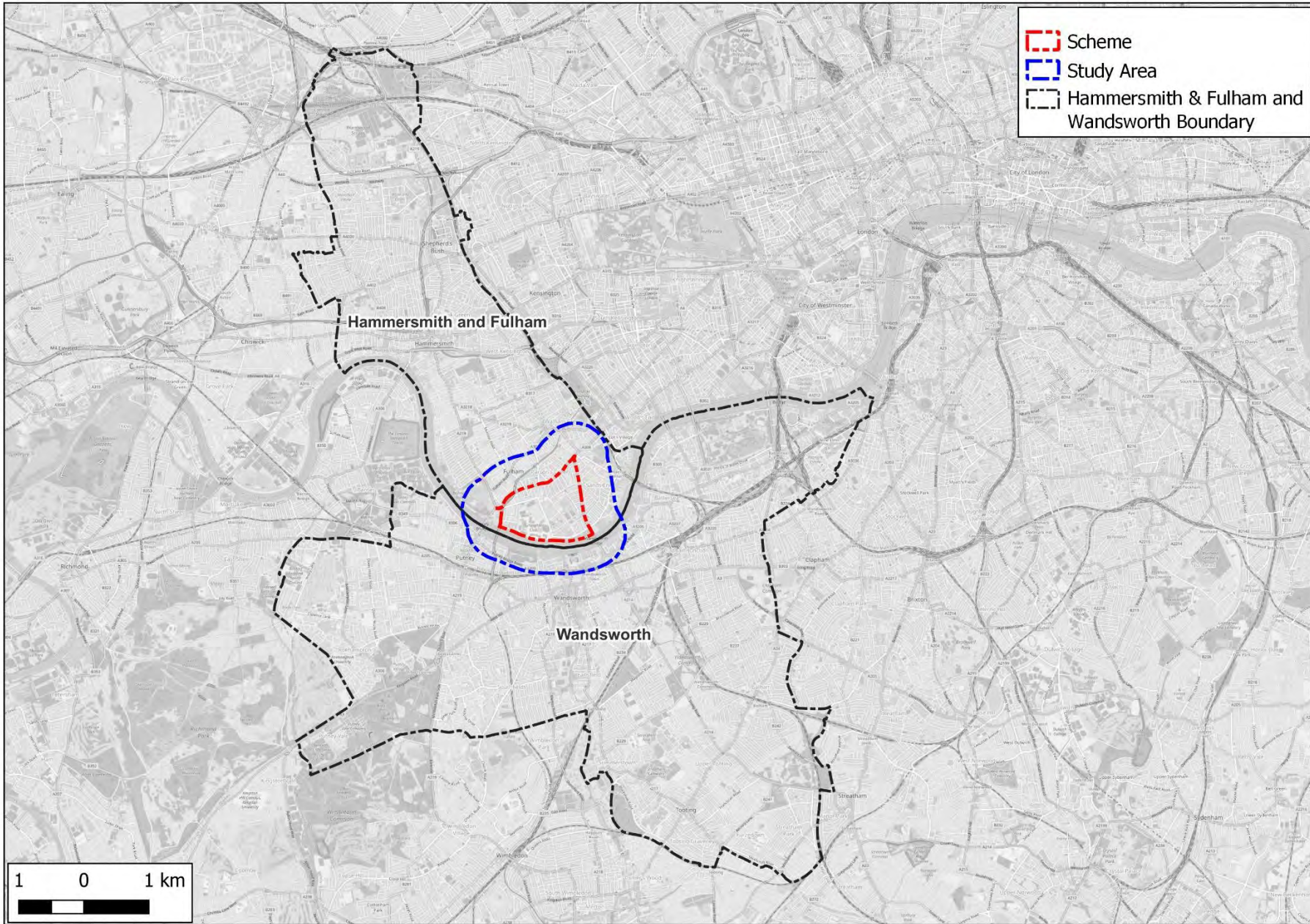
Section 08	Agreement, publication and monitoring					
Senior Managers' sign-off	Masum Choudhury Assistant Director of Transport					
Key Decision Report (if relevant)	Date of report to Cabinet/Cabinet Member: 04 / 03 / 2024 Key equalities issues have been included: Yes					

Appendix

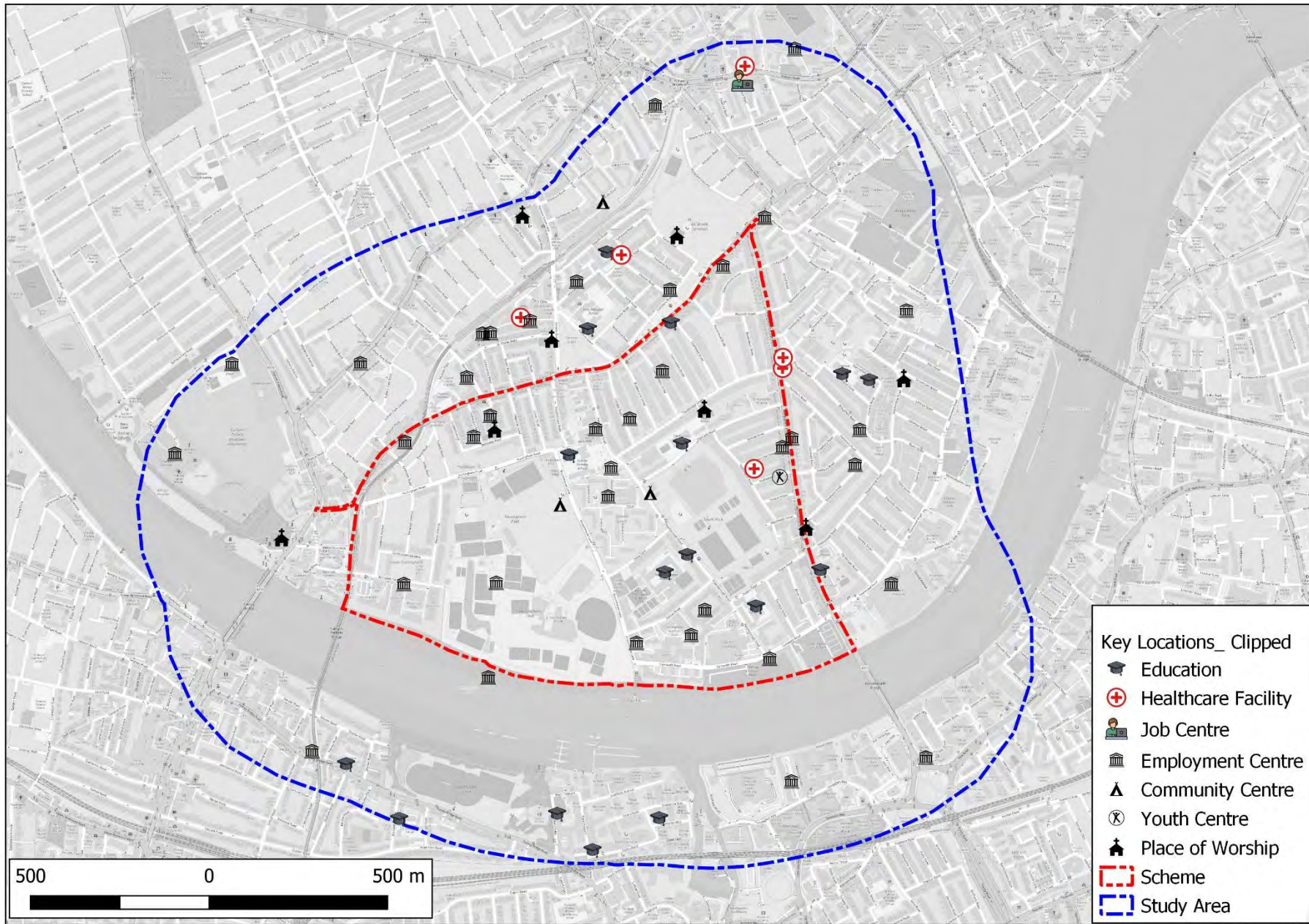
Appendix A – Scheme and Study Area



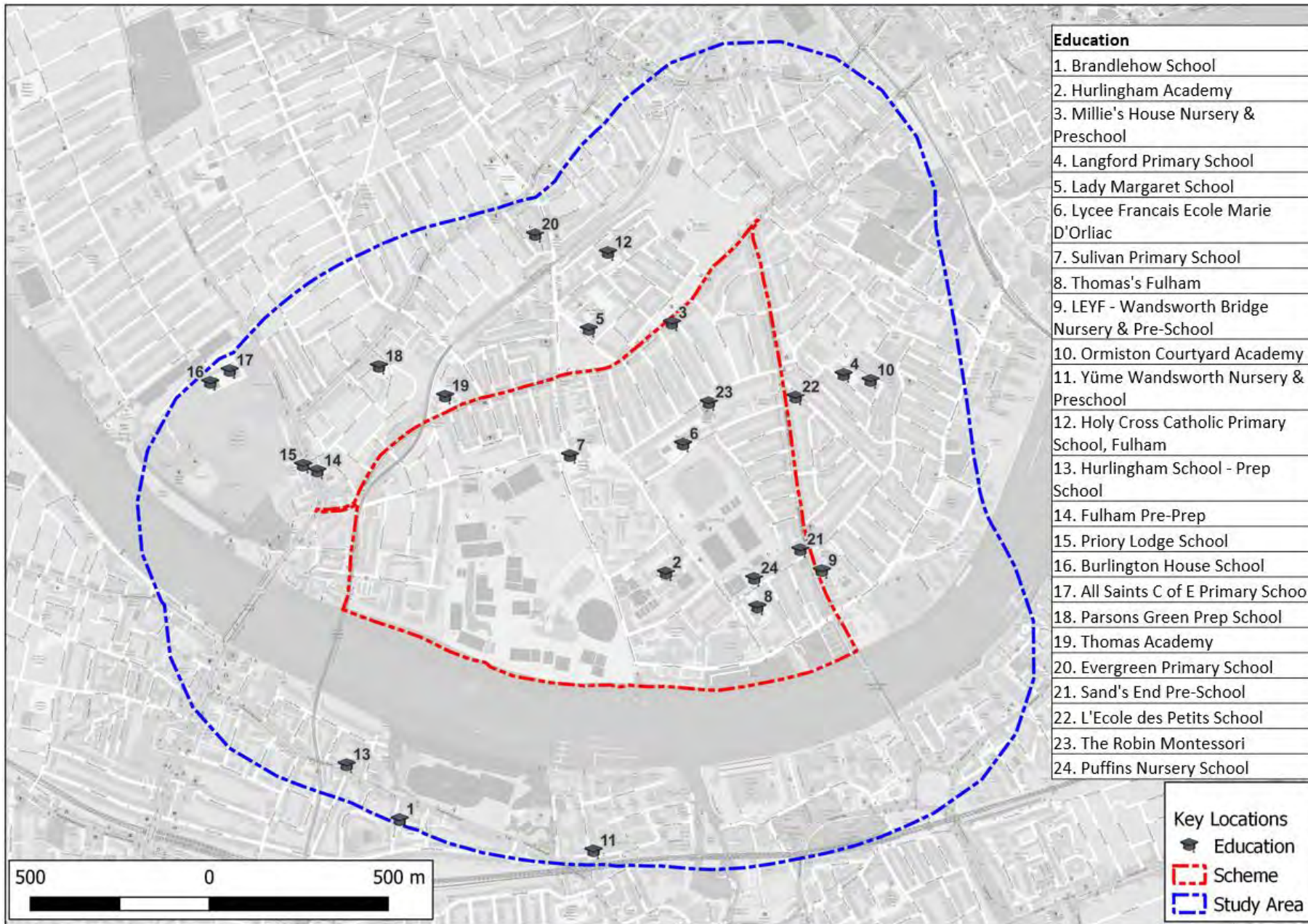
Appendix B – Hammersmith and Fulham and Wandsworth Borough Boundaries



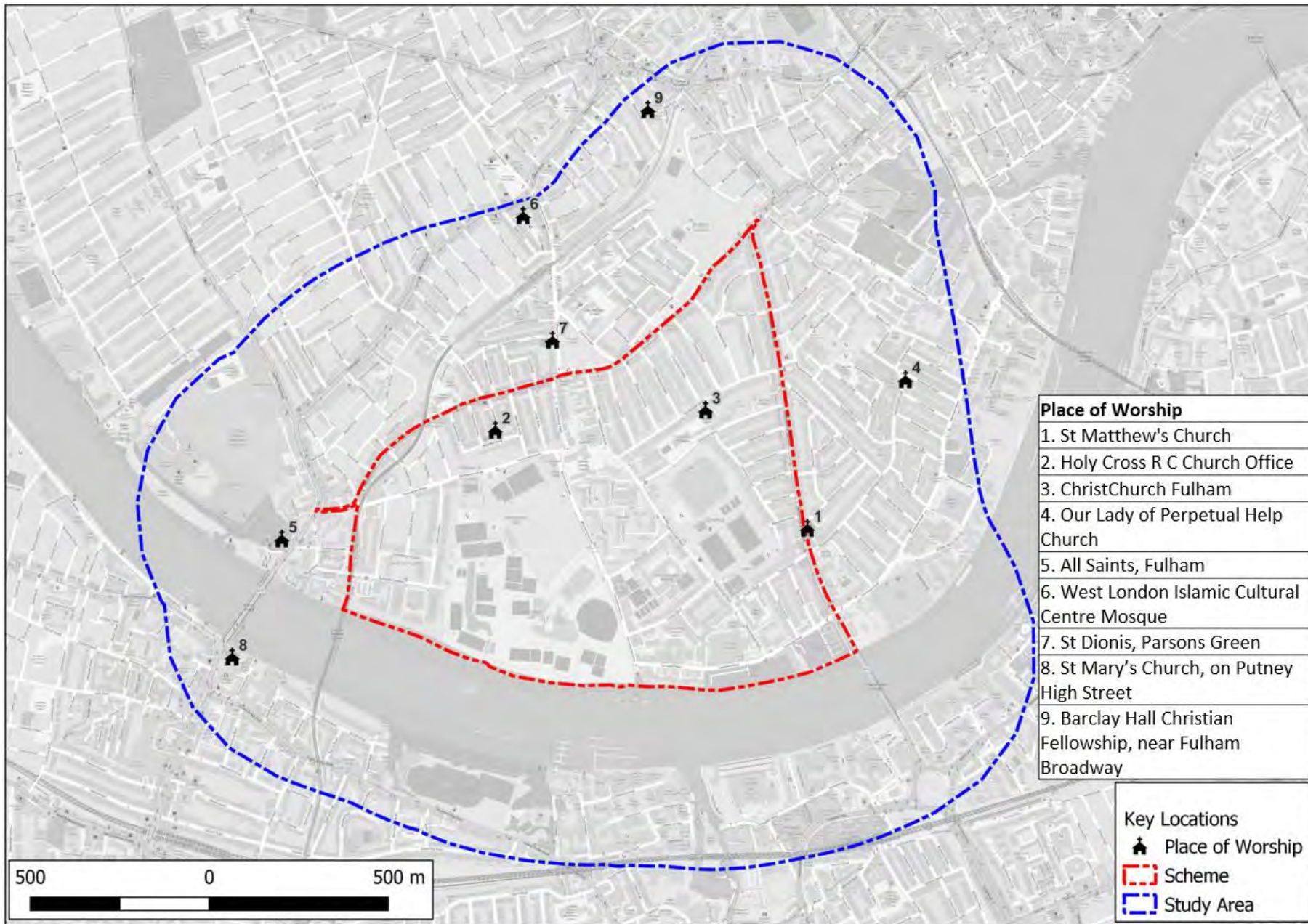
Appendix C – Key Locations



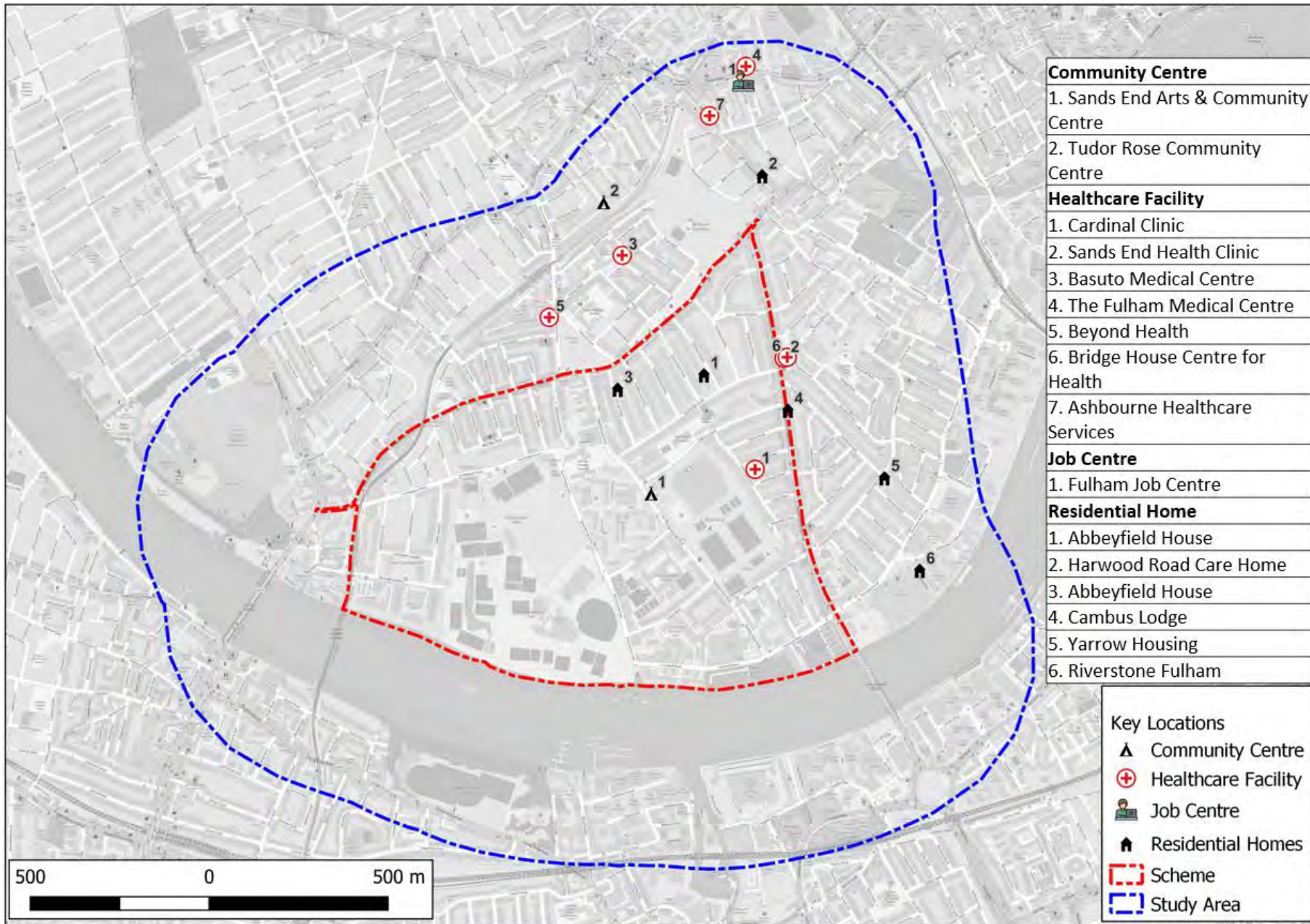
Appendix D – Education Centres



Appendix E – Places of Worship



Appendix F – Community Centres, Healthcare Facilities, Job Centres, Residential Homes



Report to: Cabinet

Date: 04/03/2024

Subject: Parking Strategy

Report of: Councillor Sharon Holder, Cabinet Member for Public Realm

Report author: Mark Fanneran, Head of Service Development Parking Services

Responsible Director: Bram Kainth, Strategic Director of Environment

SUMMARY

Hammersmith & Fulham Council (H&F) is committed to being on the side of residents and businesses through the cost-of-living crisis while also supporting our ambition to promote healthy living and active travel towards our net carbon zero 2030 target.

Following extensive feedback on attitudes to parking and the environment from residents and businesses, this report proposes a series of new parking initiatives. These address issues raised including parking stress, changes in transport behaviour and climate change adaptation against the continuing backdrop of the cost-of-living crisis and its effect on the local economy.

H&F currently has the highest density of EV charging points in London. This is in line with our ambition to be the No 1 council for electric charging points in the UK with at least one charging point in every street.

By introducing dedicated EV charging points for residents, we are encouraging more residents to go green as they can be assured that the charging infrastructure is readily available, near their home.

In line with the increase in cycling in H&F, we proposed to introduce Cycle Hub Permits to support the borough-wide development of secure cycle parking and to reduce bike theft. Along with safe cycling routes, this will encourage more active travel and forms part of our sustainable transport strategy.

To support businesses and traders and their clients and provide extra support during the current cost-of-living crisis, we propose to introduce a Business Visitor Parking Permit, an All-Day Trader Parking Permit and a new dynamic pricing scheme for pre-booking loading bays.

In line with neighbouring boroughs, we propose to introduce motorcycle parking permits for residents. These will enable parking space to be prioritised for residents while clamping down on the burgeoning problem of anti-social behaviour, littering, noise and nuisance caused by fast food delivery motorcyclists in residential streets.

Together these proposed measures support residents, the environment and the local economy.

RECOMMENDATIONS

- To approve the parking related initiatives set out as follows:
 - Business Visitor Parking Permit – section 1
 - Motorcycle Parking Permit – section 2
 - All day Trader Parking Permit – section 3
 - Cycle Hub Permit – section 4
 - EV charging for residents – section 5
 - Prescribed loading and places – section 6

- To delegate the implementation of those initiatives to the Strategic Director of Environment, in consultation with the Cabinet Member for Public Realm.

Wards Affected: All

Our Values	Summary of how this report aligns to the H&F Values
Building shared prosperity	A business visitor parking permit will stimulate the local economy by allowing businesses to provide cheaper parking rates for their customers.
Creating a compassionate council	These initiatives are aimed towards supporting travel into and staying in the borough for residents, visitors, and local businesses.
Doing things with local residents, not to them	A number of these initiatives have been requested by residents and business groups, and we have translated their feedback into initiatives as set out in this report.
Being ruthlessly financially efficient	Some of these schemes will create new income streams for the Parking Service, others will generate a cost to the Council. The net financial effect of the schemes will be financed from existing parking budgets.
Taking pride in H&F	These initiatives will help support local businesses, residents and its visitors, as

	well as promoting cycling within the borough, to build towards a better Hammersmith & Fulham.
Rising to the challenge of the climate and ecological emergency	The introduction of dedicated resident EV charging bays and cycle hubs will encourage residents to adopt 'green' behaviours and initiatives.

Financial Impact

The net cost of the initiatives listed above have been modelled using various assumptions about travel and parking volumes. The overall cost will be financed from existing parking budgets.

Gary Hannaway, Head of Parking Finance, 21 August 2023

Implications verified by James Newman, Assistant Director of Finance, 25 October 2023

Legal Implications

The Council has the power to impose charges for parking within the borough and bring forward the proposals set out in this report as part of its functions under the Road Traffic Regulation Act 1984.

Under s122 of that Act these powers must be exercised for the purposes of securing 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.

John Sharland, Senior solicitor, (Contracts and procurement), 22 August 2023

BACKGROUND DOCUMENTS

None

DETAILED ANALYSIS

Proposals and Analysis of Options

The purpose of this document is to identify key proposals which will support the ever changing demands of parking within the borough. They are designed to improve resident's, visitors, and businesses 'experience of travel within the borough. Each proposed parking initiative is detailed below:

Business Visitor Parking Permit

1. The Parking Service has carried out significant engagement with businesses in South Fulham as part of the Clean Air Neighbourhood trial. Feedback on current initiatives from other businesses within the wider borough was also collected through other platforms. A key request from business owners was for the Council to consider creating a Business Visitor Parking Permit, allowing a business to self-administer a reduced cost parking solution for their customers and clients.
2. Our new emissions-based parking tariffs were introduced in March 2023 in response to the cost-of-living crisis. Table 1 below shows the current hourly rates being charged.

Band	CO2	Petrol
1	0-75	£2.50
2	76-130	£3.50
3	131-190	£4.25
4	191+	£5.00

*A diesel surcharge of £1 will be applied to vehicles in any of the above bands due to the extremely negative impact of diesel vehicles on local air quality.

Table 1 – current parking tariff rates

3. The cost-of-living crisis has seen inflation rates increase sharply. This is having a negative impact on travel activity, which in turn may impact shopper footfall, both nationally and locally.
4. The Council are proposing the introduction of a Business Visitor Parking Permit. This is in line with the solution currently set for residents and their visitors, through the Resident Visitor Permit scheme, which has a fixed £1.80 per hour tariff. This solution would allow business customers to park at a reduced cost.
5. This would form part of a wider set of initiatives to support local businesses, such as the introduction of 20p shopper parking bays in busy shopping areas, to stimulate the local economy.

Borough-Wide Motorcycle Parking Permit

6. Currently, any motorcycle can park free of charge in any resident, shared use, or dedicated motorcycle bay in the borough, without the need of a parking permit.

7. The increased number of motorcycles parking in the borough is causing higher parking stress on residential streets, often leading to a situation where there is limited availability in certain parts of the borough.
8. The Council have also received consistent complaints from residents regarding fast food motorcycle delivery vehicles who park on residential streets whilst they wait to pick up orders from local eateries. Residents have complained that those delivery drivers create a number of issues, such as anti-social behaviour, littering and general noise and nuisance.
9. To address this excess demand, the Council are proposing to introduce a motorcycle parking permit for residents. It is also recommended that motorcycle visitors parking in the borough, in a shared use or pay and display bay, will pay the standard tariff charges.
10. On average, neighbouring boroughs set their motorcycle parking permits charges at 50% of the resident permit for cars. The Council proposes to adopt the same pricing and set motorcycle resident parking permits at 50% of the price of the car resident parking permit, currently at £119 per annum.
11. Visitors would still be able to use dedicated motorcycle bays free of charge and would only have to pay for parking when parked in a shared use or pay and display bay.
12. The Council would also propose introducing new motorcycle bays on the main roads, close to the food takeaway premises, meaning any delivery bikes displaced from the residential streets had somewhere to park whilst they waited for deliveries. These types of bays have been implemented already on Uxbridge Road and Wood Lane and have been well received.

All Day Trader Visitor Parking Permit

13. The Council has received concerns from residents, businesses and Councillors about the lack of parking solutions for tradespeople working on residential and business properties in the borough.
14. Currently, tradespeople must pay an hourly rate based on the emissions of their vehicle. As the vehicle is parked in the same location for several hours, and in some instances, for days and weeks whilst works are being undertaken, the cost of parking can be considerable. For example, vehicles which are in band 4 of the pay and display tariff (191+ of CO2 emissions) would pay £48 for eight hours of parking (this includes £1 per hour of diesel surcharge).
15. An all-day Trader Parking Permit would allow tradespeople to pay for parking for the duration period of eight hours at a set price, with a recommendation that the price be set at £30 per day.

16. Trader Parking Permits are used effectively in other boroughs, most notably in Westminster, Richmond and Lambeth. Table 3 sets out the costs of those boroughs:

Borough	Cost of all day Trader Permit
Westminster	Ranging from £19.20 - £58.00 (dependent on parking zone)
Lambeth	£28.00
Richmond	Ranging from £16.50 - £33.00 (dependent on parking zone)

Table 4 – All day Trader Parking Permits

17. Payment for the permit would be administered through our pay and park provider, RingGo, meaning permits can be purchased in real time and without the need for any back-office administration.
18. Any traders who need to park for less than the ‘all day’ duration would use the existing parking tariffs to pay and park.

Cycle Hub Permits

19. Cycling is a cost effective and environmentally friendly form of transport, which is increasingly popular with residents of the borough. It has also been promoted by the Council to assist in working toward being carbon neutral by 2030.
20. One of the obstacles for more residents to transition away from other forms of transport to cycling is bike theft, which is common throughout London. Recent figures show that approximately 80,000 bikes are stolen every year. This has led to the demand for secure on street parking.
21. The installation of secure cycle parking comes with costs to the Council (maintenance, key management etc.) and uses public space on the footway or carriageway, so there is an understanding that a charge should be applied for access to it.
22. The Council recommends that a cycle hub permit solution is created to manage its usage and demand, as well as helping to fund the continued development of this scheme.
23. Therefore, it is recommended that permits would be obtained for a price of £2 per week.

EV Charging for Residents

24. The number of electric vehicles registered in LBHF has grown from 46 in 2013 to more than 6,500 in 2023. The borough is home to 2,800 charging solutions, with more than 2,300 of those being lamppost column charging points, providing the most extensive infrastructure for electric vehicle owners in London.
25. The lamppost column charging points are in shared use parking bays, accessible to both resident and visitors. The Council has received feedback from residents in certain parts of the borough, about the difficulty they have experienced in charging their electric vehicles, because of high demand.
26. The Council are proposing the introduction of dedicated EV charging bays for residents, where there is high demand. This would provide priority charging throughout the day and encourage more residents to go green as they can be assured that the charging infrastructure is readily available, near their home.
27. As well as creating dedicated resident EV charging bays in certain locations, we will continue to roll out EV charging points in shared use bays across the borough, to ensure that both visitors and residents have ample charging options available to them.

Prescribed Loading and Places – Pre-booking of loading bays

28. The Council receive regular feedback from businesses and their customers about the need for improved loading provisions within the borough. As kerbside demand changes, the Council needs to seek innovative solutions.
29. The Council would like to propose the introduction of dynamic priced loading bays, allowing a business or its customers to pre-book a loading bay at a cost.
30. There would be variable parking periods for purchase at variable rates to be charged, depending on the time of day. Potentially this could include short stay/high-cost periods at peak hours, and longer stay/low-cost evening and weekend rates, within the same platform.
31. The cost of the dynamic loading bay would be as follows:

Peak	Off Peak
£3.75 per hour (max 1 hour stay)	£2.00 per hour (max stay 2 hours)

Table 5 – Proposed prices for dynamic loading bay (peak and off-peak)

32. This initiative would: a) allow businesses to plan deliveries more efficiently and b) provide a benefit to delivery drivers, who would pay a small charge, to

ensure priority loading, leading to more effective delivery routeing and management.

Timeline for Implementation

Policy	Proposed Implementation
Business Visitor Parking Permit	June 2024
Resident Motorcycle Parking Permit	June 2024
All Day Trader Parking Permit	June 2024
Cycle Hub Permit	June 2024
Dedicated Resident EV Charging Bays	June 2024
Prescribed Loading and Places	June 2024

Table 6 – Proposed dates for implementation

Reasons for Decision

33. The reason for the decision to approve the proposed parking related initiatives is to allow the Parking Service to continue to maximise the use of the Council's on-street assets, as well as ensuring that the changing needs of residents, businesses and visitors to the borough are met.

Equality Implications

34. There are no expected equalities impacts from the recommendations. It is expected to provide cheaper parking for business customers and safe and secure parking for residents who own bikes.
35. Blue badge holders are not affected as they are exempt from parking charges whilst displaying their badge in parking places.

Risk Management Implications

36. The report recommends approval of a number of parking initiatives within the borough which are designed to improve resident, visitor and business experience of travel within the borough, as well as generating new revenue streams for the Council to invest in parking related activities. This is in line with the objective of being ruthlessly financially efficient and also contributes to the Council's response to the climate crisis.

David Hughes, Director of Audit, Fraud, Risk and Insurance, 28 September 2023

Climate and Ecological Emergency Implications

37. The introduction of cycle hub permits and dedicated EV charging points for residents will provide improved green solutions and support residents making the change to green travel. Of the other initiatives, introducing a business visitor permit in line with the resident visitor permit may bring a low volume increase in the number of travel trips into the borough. Most drivers, however, would still be visiting the borough, regardless of the offer.

Hinesh Mehta, Assistant Director, Climate Change, 13 September 2023

Procurement implications

38. All initiatives above will be introduced via existing suppliers and systems.

Consultation

39. Proposals as set out in this report are subject to statutory consultation.

LIST OF APPENDICES

None

Agenda Item 9

LONDON BOROUGH OF HAMMERSMITH & FULHAM

Report to: Cabinet

Date: 04/03/2024

Subject: Approval to procure a borough-wide Responsive Repairs contractor and terminate our existing term-service contract for LOT 1 and LOT 2

Report of: Councillor Frances Umeh, Cabinet Member for Housing and Homelessness

Report author: Nicholas Marco-Wadey, Head of Contract Governance (Housing)

Responsible Director: Jon Pickstone, Strategic Director of Economy

SUMMARY

This decision report seeks approval to terminate the LOT 1 (north area) and LOT 2 (central area) responsive repairs and maintenance contract with Morgan Sindall Property Services Ltd. This will be a mutual termination, which will take effect on 31 August 2024. Without this mutual termination, the existing arrangement would expire on 1 August 2025.

Due to the above, this Procurement Strategy also recommends approval to undertake a mini competition via the 'Responsive Maintenance and Void Property Works' part of the 'National Housing Management Forum' Framework for a responsive repairs contract to commence on 1 September 2024. This contract will cover the term-service responsibility for our LOT 1 and 2 repairs contracts.

This is a value and time limited award (3-year contract-term) to support the delivery of good quality repairs and maintenance outcomes until July 2027 when a new H&F repairs framework is due to come into place.

RECOMMENDATIONS

1. To note that Appendix 2 is not for publication on the basis that it contains information relating to the financial or business affairs of any particular person (including the authority holding that information) as set out in paragraph 3 of Schedule 12A of the Local Government Act 1972 (as amended).
2. To authorise the termination of the contracts (LOT 1 and LOT 2) for responsive repairs (housing) with Morgan Sindall Property Services LTD on 31 August 2024 subject to the finalisation of approved terms between the parties, the negotiation of which be delegated to the Strategic Director of Finance in consultation with the Assistant Director of Legal Services and the Assistant Director of Repairs.

3. To approve the procurement strategy to undertake a mini competition via the 'Responsive Maintenance and Void Property Works' part of the 'National Housing Management Forum' Framework. This contract will be for a period of 36 months. We will incept the contract on 1 September 2024.
4. To approve that the Strategic Director of Finance, in consultation with the Assistant Director of Legal Services and the Assistant Director of Repairs be authorised to enter into agreements as necessary to bring the decisions in this report into effect.

Wards Affected: All

Our Values	Summary of how this report aligns to the H&F Values
Building shared prosperity	This procurement exercise will include social value as part of the procurement weighting. 'Building shared prosperity' is a recognised measure of the Council's 'themes, outcomes and measures' social value matrix and therefore this value will drive through the addition of social value in the procurement.
Creating a compassionate council	<p>The council is obliged to ensure homes are kept in a state of repair so residents can live in safe, warm environments. Overdue repairs negatively impact our tenants.</p> <p>Furthermore, this procurement is going to place a critical emphasis on our customers' bespoke needs. We will inform bidders of this so that they can develop a contract plan that delivers a repairs service embodying customer care principles such as empathy, respect and responsiveness. This approach will ensure that we are a caring and compassionate local authority that takes a customer-driven approach to delivery.</p>
Doing things with local residents, not to them	The contract will stipulate high standards of resident communication throughout the works process.
Being ruthlessly financially efficient	We will undertake a mini competition off a Framework that has a suitable number of suppliers approved on it. This will therefore stimulate cost competition and enable the council to secure value for money.
Taking pride in H&F	It is important that the Council provides

	tenants with homes to be proud of. The recommendations are designed to improve the responsive housing repairs service to achieve a service that residents can be proud of.
Rising to the challenge of the climate and ecological emergency	The Environment Team is being consulted to ensure that minimum council standards are included in the contract specification. Also, at procurement stage, bidders will be invited to include in method statements and social value proposals their plans for reductions in carbon emissions associated with their provision of the services, and the use of recycled and environmentally sustainable materials.

Financial Impact

This report is not intended to approve budgets but is seeking approval of the procurement strategy. A further report will be required to approve the appointment of a contractor and to set out the detailed financial implications. At this stage, the expectation is that the costs of this procurement will be funded from annually approved budgets.

Comments completed by: Danny Rochford, Head of Finance (Economy & Housing Revenue Account), 2 February 2024

Verified by: Sukvinder Kalsi, Strategic Director of Finance, 2 February 2024

Legal Implications

The Council has an obligation to ensure that its residential properties are kept in repair. This is an obligation as a landlord under the Landlord and Tenant Act 1985 and as a local housing authority under the Housing Act 1985.

This is a public works contract under the Public Contracts Regulations 2015 (PCR). The advertising and competition requirements in the regulations therefore need to be observed. The use of a framework agreement, which the Council is entitled to call-off under, is a compliant method of procurement under the PCR. The Council is a member of and entitled to call-off contracts under the 'National Housing Management Forum' Framework. The framework allows for the successful contractor to be selected by way of a "mini-competition" among the contractors on the framework.

This is a high value contract under the Council's Contract Standing Orders. The use of a suitable third-party framework in accordance with its terms is a compliant method of procuring a contract of this value. The requirements of CSO 18 are therefore being complied with.

The award of these contracts will involve the transfer of the employees working on the current Lot 1 and Lot 2 responsive repairs contracts to the new contractor under the Transfer of Undertakings (Protection of Employment) Regulations 2006. It will be

for the outgoing and incoming contractors to manage this process, though the Council will facilitate the smooth organisation of the transfer.

These are key decisions under the Council's Constitution and need to be included in the key decision list on the Council's website.

John Sharland, Senior solicitor (Contracts and procurement), 31 January 2024

Background Papers Used in Preparing This Report

None.

DETAILED ANALYSIS

Background

1. Between late 2022 and early 2023, there was a significant backlog of revenue and complex/capital repairs, disrepair works and voids. These had negative impacts on tenants, generated complaints and failure demand costs and created risk in terms of further legal challenge and compensation cost and continued rent loss due to overdue voids.
2. In the earlier part of 2023, to tackle the backlog, we onboarded five new interim contractors, to support with general building works, capital disrepair and voids works. The new supply chain was specifically procured to target complex and high-risk jobs. By removing this workstream from Morgan Sindall, it allowed them to utilise their existing capacity to complete and focus on day-to-day repairs only.
3. In the later part of 2023, due to continued pressures in relation to day-to-day repairs, the council started to onboard several smaller repairs contractors to target day-to-day repairs such as plumbing, electric, and damp and mould cases, to support the service to return to a business-as-usual position.
4. To further support the reduction of service delivery pressures and an improved customer journey, the council has increased its Direct Labour Organisation (DLO) capacity. This has included the direct management of repairs for sheltered accommodation properties.
5. The above actions are yielding positive outcomes in relation to reducing 'works in progress' and increasing the timely resolution of work order completion.
6. Although positive outcomes are being yielded in relation to paragraph 5, the service has identified that the current contract capacity will not adequately cover forecasted work order demand between August 2024 and July 2027.
7. On this basis, we have identified the need to source a contractor to replace Morgan Sindall and ensure the continuation of sustainable improvements to the

repairs service while the longer-term post-August 2027 repairs plan is commissioned and implemented.

8. To procure a new contract with appropriate speed and value for money, we intend to undertake a mini competition off a suitable framework. This report therefore seeks procurement strategy approval to undertake a mini-competition from The National Housing Management Forum Framework 'Responsive Maintenance and Void Property Works' to source a 3-year contract.

Reasons for Decision

9. To continue the recovery of responsive repairs, relating to general repairs, disrepair, and void works.
10. To control the costs of the service through commercially astute application of contracts and negotiated agreements with contractors.

Contract Specifications Summary

11. The contractor will cover the services currently being delivered through the current term contracts, augmented by additional planned preventative maintenance activities. In summary these comprise:
 - a) Emergency callouts and repairs
 - b) Day to day repairs to internal properties
 - c) Communal repairs (excluding Mechanical and Electrical)
 - d) Community Hall Repairs
 - e) Planned preventative maintenance and ad hoc 'lifecycle' renewals (i.e., excluding major works included in the capital programme) for:
 - i. gutter clearance
 - ii. drainage works.
 - iii. kitchen replacements
 - iv. bathroom replacements
 - v. window replacements
 - vi. roofing renewals
 - vii. damp and mould improvement work.
 - viii. decorating
 - ix. Energy Performance Certificate (EPC) surveys (in the course of a repair / void works)
 - f) Voids
 - g) Disrepair
 - h) Damp and Mould
 - i) Specialist ventilation
 - j) Scaffolding
 - k) Roofing
12. The contract will be for a maximum duration of 36 months.
13. The current term repair contracts in use by the council are based on a Joint Contract Tribunal (JCT) contract with a Price Per Property (PPP) inclusive

element that asked Morgan Sindall to provide repairs to 9,500 homes. The new contracts will utilise a National Housing Federation (NHF) schedule and form of contract, which is based on repair volumes with each individual job valued on completion of works. This NHF contract will better financially incentivise delivery of repairs in our homes focusing on quality and satisfaction.

Procurement Route Analysis of Options

14. There are a range of procurement options available to procure providers of these works:
 - Competitive tender
 - Mini competition from a suitable framework or Dynamic Purchasing System (DPS)
 - Direct award from a suitable framework
15. These options provide varying levels of assurance that the resulting providers are value for money. Competitive tender is the best guarantor of value as it is open to the whole market. A direct award from a framework provides less ability to specify what is wanted and thus leaves more limited assurance.
16. Competitive tender can take up to several weeks to seek tenders and evaluate the results, before 3 or 4 weeks required for the contract award Governance. Mini competition is quicker as the suppliers have already passed through a first stage qualification in order to get appointed onto the framework.
17. Direct Award from a suitable framework would be the quickest option and can take up to 3 months in total for both the procurement strategy and contract award governance.
18. Balancing (i) the need to ensure that we stimulate cost and quality competition (to achieve both the best value for money and the most appropriate solution) and (ii) the need for a relatively fast turnaround, we seek approval for a mini competition from the NHMF Framework, (responsive maintenance and void property works).
19. This framework was selected on the basis that it has a high number of suppliers contained within it and of these, there is a good SME 'mix'. The fees pertaining to this framework are also very competitive.

Risk Assessment and Proposed Mitigations

20. Please see a table of the key risks below:

Risk	Mitigation
'Busy market': we are currently operating in a 'sellers' market as there is a lot of client-demand available. This is resulting in a scarcity of supply.	We will use early market engagement and dialogue with the market (via the procurement exercise) to demonstrate strong commissioning intentions and

	customer-qualities. Through this approach we will ensure that we are considered as a desirable customer to work with.
Reputation of the Council: the recent findings of the Housing Ombudsman and historic changes to contracts may impact market appetite and the Council's ability to transfer risk.	We will need clear and positive messaging to the market that the service is improving and stabilising and that lessons have been learned in conceiving the new contracts and associated systems within the Council.
Baseline data: the Council having insufficiently comprehensive and accurate baseline data against which bidders can develop their proposals.	The operational board includes a workstream to compile relevant data. This is supported by external experts to ensure success. This data can be used for the purposes of this procurement exercise.
Cost increases: material and labour costs have increased significantly over the last 18 months.	We will configure our tender to ensure that we use a range of contracting methods that help tackle cost pressures. These include (but are not limited to): economies of scale, pragmatism with indexation, avoidance of over-specification/wastage, and the offer of security of business to support supply chain cost development.
Risk adversity within the market driving up tender costing: suppliers are costing risk to account for volatile price changes, liability risk and the need to ensure contract profitability.	We will use our market engagement to ensure we have a pragmatic approach to cost management (per the above). We will also ensure that contract terms and conditions and contractual mechanisms are robust, fair, and equitable in terms of liability risk and profitability.
TUPE and labour implications stemming from a potential change in provider.	We will ensure that we engage the right teams within H&F so that we are sighted and proactive in relation to effectively managing the TUPE process.

Timetable

21. Please see below for an estimated timetable:

Key Decision Entry (Procurement Strategy).	01/02/2024
Contracts Assurance Board (Procurement Strategy).	07/02/2024
Stage 1 S20 notice issued	07/02/2024
Cabinet Sign off (Procurement Strategy).	04/03/2024
Invitation to tender issued	15/03/2024
Tenders Evaluated and Confirmation of Preferred Bidder.	15/06/2024
Key Decision Entry (Contract Award Report).	15/06/2024

Contracts Assurance Board (Contract Award Report).	19/06/2024
Stage 2 S20 notice issued	22/06/2024
Cabinet member Sign-off (Contract Award Report)	03/08/2024
Contract Mobilization	08/08/2024
Contract start date	01/09/2024

Selection and Award Criteria

22. Bidders will be shortlisted based on pass/fail criteria linked to general eligibility and financial strength with quantitative scoring of responses to technical capability questions testing experience including the following areas:

- Resident Satisfaction
- Work Planning
- Work closure and quality assurance
- Social Value

23. To ensure value for money whilst maintaining an efficient procurement process, we would seek to shortlist 4 contractors.

24. Achieving relevant values in awarded contracts will be secured through utilising the following Evaluation Criteria which will be used to determine the most economically advantageous tender:

Tier 1 Criteria	Weighting	Tier 2 Criteria
Quality	50%	Resourcing
		Management Systems
		Delivery Methodology
Social Value	10%	Offer
		Delivery
Financial	40%	Price
		Financial Robustness
Total	100%	

25. Each of the Resourcing, Management Systems and Delivery Methodology Tier 2 Criteria (totalling 50%), bidders will be required to provide method statements for which the required contents will be prescribed which in turn will be scored.

26. Bidders will be required to demonstrate how the associated resident experience is embedded in their method statements, for example:

- a) 'Resourcing' will include the Contractor's work planning proposals critical to achieving service standards, including associated change management.

- b) 'Management Systems' will include the Contractor's systems and processes for communicating and managing their relationship with residents; and
 - c) 'Delivery Methodology' will include the Contractor's proposals for validating that works have been completed to required quality requirements, thus minimising return visits.
27. The associated calibration of scoring will be such that bidders will not be able to score highly in these areas if the associated resident experience is not addressed in the method statements.
28. Social Value will be operated in line with the framework and as such we are applying the 10% SV. This is allowed under our Contract Standing Orders.
29. The social value explanation in the tender pack will highlight the core priorities for the authority in relation to Social Value in relation to this contract. These will include jobs, training and apprenticeships, community resources especially for the care experienced, and improved climate outcomes. The engagement with suppliers will highlight this ask.
30. The council will also incorporate white goods and other goods to support young leavers as part of our Corporate Parent responsibility going forwards.
31. Tier 3 evaluation criteria may be developed as the procurement documentation is developed (for example based on method statements received).
32. In relation to the pricing element of procurement evaluation, a comprehensive schedule of rates will be requested by bidders.
33. This schedule will enable cost transparency as we will establish a list of work costs (broken down by e.g., labour, materials etc), central overhead costs, and profit levels. We will compare and evaluate suppliers based on total cost of delivery and the financial robustness of proposals.

Contract Management

34. The standard of workmanship and service will be monitored and measured by the Repairs client team. The successful contractor will need to provide evidence of works undertaken, including before and after photographs. The service will be allocating a dedicated supervisor resource to the contract.
35. There will be monthly performance meetings in which KPIs will be reviewed. KPIs will include:
- Appointment kept.
 - Works completed by target completion date.
 - Submission of all required information for every job, proving quantity and quality.

- Resident satisfaction
- Quality assurance

36. We will insert a clause in the contract that allows for annual inflationary uplifts to be applied for on each yearly contract anniversary date. The uplift decision will be based on CPI and any other market relevant factors. The local authority will decide on any uplift payable based on their uplift business case.

Equality Implications

36. An Equality Impact Analysis has been undertaken. This assessment has evidenced a positive to neutral impact. Please see Appendix 1 for more details.

Risk Management Implications

37. The report recommends the mutual termination of current repairs contracts for Lots 1 and 2 following discussions with the incumbent provider. This is in the best interests of the Council and for residents. The report also recommends a procurement strategy to procure new contracts for Lots 1 and 2 to provide the service from September 2024, which is in line with the objective of being ruthlessly financially efficient. The report identifies a number of risks in paragraph 20, around the procurement and mobilisation of the new contracts, along with a number of appropriate mitigations which will be put in place.

Risk implications provided by David Hughes, Director of Audit, Fraud, Risk and Insurance, 2 February 2024

Climate and Ecological Emergency Implications

38. The contract specifications will set out the Council's minimum standards (to be determined in co-production with the service and the Climate change team), Bidders will then be invited to include in method statements and social value proposals their plans for reductions in carbon emissions associated with their provision of the services, the use of recycled and environmentally efficient materials.

39. The outcome of the bidder's response to the method statements will be shared with the Climate Change team at contract award approval stage.

Verified by: Jim Cunningham, Climate Policy & Strategy Lead, 05th of February 2024

Local Economy and Social Value Implications

40. It is a requirement that all contracts let by the council with a value above £100,000 provide social value commitments that are additional to the core services required under the contract.

41. This procurement exercise will ensure that social value is included as part of the scoring, as set out above. The qualification questions will ask for both a social value method statement and submission of the social value proposal matrix.
42. This contract will detail performance monitoring and management procedures in relation to social value achievement by the suppliers, including the provision of legal remedies to the extent that committed social value measures are not delivered.

Verified by Andrew Munk, Assistant Director for Economic Development on the 02nd of February 2024.

Consultation

43. This contract is part of a wider longer-term repairs programme which has made a commitment to factor in consultation through all stages of the commissioning, procurement, and contract management lifecycle.
44. As part of this programme, we have pinpointed mechanisms for consulting and engaging with several external stakeholders such as residents and other local authorities and technical experts.
45. Residents are continuously engaged via resident forums, and we are working with the Resident engagement and involvement team to ensure that this engagement is frequent and effective. This will be achieved via the below mechanisms:
 - Housing Representatives Forum – meets six times a year. Membership is made up of Tenants and Residents Association (TRA) committee members (tenants and leaseholders), sheltered housing tenant reps and service group Chairs.
 - Fire, Building Safety and Repairs Working Group – meets eight times a year and covers safety and compliance, capital works and responsive repairs discussion areas. Membership is made up of tenants and leaseholders from estates.
 - Sheltered Housing Forum – meets six times a year. Membership is sheltered housing Tenant Representatives elected from the 21 sheltered housing schemes across the borough.
 - Leasehold Forum – meets three times a year, open to all leaseholders across the borough.
 - Tenants and Residents Associations (TRAs) – we currently work with 28 TRAs across the borough. Most TRAs represent residents on our estates. We also have TRAs who represent small standalone blocks and street properties.

LIST OF APPENDICES

Appendix 1- Equalities Impact Analysis

Exempt Appendix 2 - Legal and Financial Implications

Appendix 1- Equalities Impact Analysis:

Age	<p>Social housing tenants in Hammersmith & Fulham tend to be older than the wider borough population. Older residents are at higher risk of adverse outcomes when they are living in properties in a state of disrepair. This strategy has the potential to improve outcomes for this cohort by returning properties to standard quicker through a better repairs service.</p> <p>Older and vulnerable residents may be adversely affected by any disruption caused by demobilising one contract and mobilising the replacement contract. To mitigate this risk our dedicated DLO team is completing all repairs on all sheltered accommodations within the borough. Therefore, the residents within these properties will be unaffected by this transition.</p> <p>The Repairs Client Team and Customer Services Centre are actively taking steps to support the day-to-day delivery of repairs. This involves identifying and prioritising works where there are vulnerable residents and ensuring that these repairs are completed in time to mitigate any outgoing contractor backlog. During the demobilization period, a post inspection regime will be introduced. This will target any complex or risk-flagged properties that are currently issued to the incumbent contractor. To further re-enforce this position, our existing contractor will only be issued day to day repairs. Complex works will be issued to our wider supply chain. These complex works will include all disrepairs cases, stage 1 and stage 2 complaints and all ombudsman escalations.</p>
Care Experienced	<p>In preparation for the Social Housing Act, which comes into force in April 2024, we set up a supporting our residents working group to ensure that we comply with the new consumer standards. The group will ensure we use relevant information and data to:</p> <ul style="list-style-type: none"> a) Understand the diverse needs of tenants, including those arising from protected characteristics, language barriers, and additional support needs b) Assess whether all tenants have fair access to, and equitable outcomes of, housing and landlord services. <p>The outcomes that will be achieved via the work undertaken in sections (a) and (b) will ensure that the needs of those receiving care are factored into the working practices of this new contractor. This expectation will be set out as both part of the qualification of suppliers and through the contract terms and conditions.</p>
Disability	<p>Social housing tenants in Hammersmith & Fulham tend to have a higher incidence of disability than the wider borough population. Disabled residents are at higher risk of adverse outcomes when they are living in properties in a state of disrepair. This strategy has the potential to improve outcomes for these residents by returning properties to standard quicker through a better repairs service.</p>

	<p>Disabled residents may be adversely affected by any disruption caused by demobilising one contract and mobilising the replacement contract – missed appointments, delays in completing works and poor-quality works are all risks.</p> <p>The Repairs Client Team and Customer Services Centre will take steps to identify and prioritise works where there are residents who need any additional support and liaise with the contractors to ensure that risks are mitigated. The repairs team will post inspect the outgoing providers work in order to detect inadequate workmanship and ensure speedy resolution. The outgoing contractor’s supervisory team must evidence that they had a phone call with every resident once a works order is completed – to ensure the resident is satisfied the work has been carried out.</p>
Gender reassignment	No impacts have been identified that are associated with these protected characteristics.
Marriage and Civil Partnership	
Pregnancy and Maternity	<p>Pregnant residents, or residents with young children are at higher risk of adverse outcomes when they are living in properties in a state of disrepair. This strategy has the potential to improve outcomes for this cohort by returning properties to standard quicker through a better repairs service.</p> <p>Pregnant/young family residents may be adversely affected by the works being carried out – as tenants or as neighbours. The Repairs Client Team will scrutinise the resident liaison and tenant experience requirements of the contract for the works and negotiate additional protections where necessary.</p>
Race	<p>Social housing tenants in Hammersmith & Fulham tend to be more ethnically diverse than the wider borough population. This strategy has the potential to improve outcomes for this cohort by improving the repairs service.</p> <p>Language barriers may cause difficulties when works are being carried out. The Repairs Client Team will scrutinise the contract’s requirements for resident liaison and tenant experience to ensure clear communication and understating of resident’s needs. They’ll also negotiate extra protections where needed to ensure residents are satisfied.</p>
Religion and Belief	No impacts have been identified that are associated with these protected characteristics.
Sex	
Sexual orientation	



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 Authority hereby gives notice of Key Decisions which the Cabinet, Cabinet Members or Chief Officers intend to consider. The list may change from the date of publication as further items may be entered.

NOTICE OF THE INTENTION TO CONDUCT BUSINESS IN PRIVATE

The Authority also hereby gives notice in accordance with paragraph 5 of the above Regulations that it may meet in private to consider Key Decisions going to a Cabinet meeting which may contain confidential or exempt information.

Reports relating to Cabinet key decisions which may be considered in private are indicated in the list of Cabinet 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 Cabinet decision should instead be made in the public at the Cabinet meeting. If you want to make such representations, please e-mail Katia Neale on katia.neale@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 THE AUTHORITY FROM MARCH UNTIL JULY 2024

The following is a list of Key Decisions which the Authority proposes to take from March 2024. The list may change over the next few weeks.

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 £300,000) 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 affecting the budget and policy framework set by the Council.

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

NB: Key Decisions will generally be taken by the Executive at the Cabinet, by a Cabinet Member or by a Chief Officer.

*If you have any queries on this Key Decisions List, please contact
Katia Neale on 07776 672 956 or by e-mail to katia.neale@lbhf.gov.uk*

Access to Key Decision reports and other relevant documents

Key Decision reports and documents relevant to matters to be considered at the Authority by Cabinet only, will be available on the Council's website (www.lbhf.org.uk) a minimum of 5 working days before the Cabinet 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 Key Decisions will be subject to a 3-day call-in before they can be implemented, 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 related to Cabinet Key Decisions only. 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

Leader	Councillor Stephen Cowan
Deputy Leader	Councillor Ben Coleman
Cabinet Member for Children and Education	Councillor Alexandra Sanderson
Cabinet Member for Civic Renewal	Councillor Bora Kwon
Cabinet Member for Climate Change and Ecology	Councillor Wesley Harcourt
Cabinet Member for Economy	Councillor Andrew Jones
Cabinet Member for Finance and Reform	Councillor Rowan Ree
Cabinet Member for Housing and Homelessness	Councillor Frances Umeh
Cabinet Member for Public Realm	Councillor Sharon Holder
Cabinet Member for Social Inclusion and Community Safety	Councillor Rebecca Harvey

Key Decisions List No. 134 (published 22 February 2024)

KEY DECISIONS LIST – FROM MARCH 2024

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	Earliest date the decision will be made 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 publication
CABINET MEMBER AND OFFICER DECISIONS				
Finance				
Cabinet Member for the Economy, Cabinet Member for Social Inclusion and Community Safety	March 2024	Construction Code of Practice The Council's Noise and Nuisance team would like to publish a Code of Practice for Construction Work. By publishing an approved Code of Construction Practice the council will set out clear requirements for how construction works should be carried out. This will help to ensure that all impacts from those works e.g. noise or dust complaints, are minimised.	Cabinet Member for the Economy, Cabinet Member for Social Inclusion and Community Safety	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Affects 2 or more wards		Ward(s): All Wards Contact officer: Hashith Shah Tel: 020 8753 6693 Hashith.Shah@lbhf.gov.uk	
Cabinet Member for Children and Education	March 2024	Short Term Lease for the School House at Hurlingham Academy The report requests approval for consent for Hurlingham Academy to enter into a short term lease of the School House (caretakers lodge).	Cabinet Member for Children and Education	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		Ward(s): Palace & Hurlingham Contact officer: Daryle Mathurin Tel: 07816 661199 Daryle.Mathurin@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)
				3-day call-in.
Cabinet Member for Children and Education	March 2024	Breakfast Support Provider to Address Food Poverty in Schools Deliver of expert advice and support to establish hunger focused breakfast provision in schools as well as food deliveries.	Cabinet Member for Children and Education	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): All Wards	
Strategic Director of the Economy Department	March 2024	Refurbished Town Hall - Level 06 Fit-Out The Council is seeking to tender for works to fit-out the new bar and restaurant area on Level 06 of the refurbished Town Hall. Works are likely to include, floor and wall finishes, lighting, kitchen and bar counter.	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		Ward(s): Hammersmith Broadway	
Cabinet Member for Children and Education	March 2024	GLA funding for Primary School Universal Free School Meals The Mayor for London announced £130 million of one-off funding to ensure all school children at	Cabinet Member for Children and Education	A detailed report for all decisions going to Cabinet will be available at
	Reason: Expenditure/Income -		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 (other relevant documents may be submitted)
	Revenue between £500,000 and £5m and Capital between £1.5m and £5m	publicly funded primary schools in London can receive free school meals for the academic year beginning in September 2023. The funding allocation for Hammersmith & Fulham is funding for schools to implement the meal provision for children in Key Stage 2 who are not otherwise eligible for free school meals.	Contact officer: Marcus Robinson Marcus.RobinsonCHS@lbhf.gov.uk	least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet Member for the Economy	March 2024	Article 4 Direction Direction to remove permitted development rights for commercial premises to change use to residential in identified commercial areas within the borough.	Cabinet Member for Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Affects 2 or more wards		Ward(s): All Wards	
Cabinet Member for Finance and Reform	March 2024	Smart Building and Environmental Technologies 2023 The council has ambitions to invest in technology to support climate and environmental targets within offices. Facilities are needed to monitor and manage energy and power usage and operate technically efficient buildings whilst providing powerful utilization data.	Cabinet Member for Finance and Reform	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		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 (other relevant documents may be submitted)
				the start of the 3-day call-in.
Strategic Director of Finance	March 2024	<p>Council Tax Single Person Discount Review</p> <p>In line with recommendations from DLUHC, the Council conducts a yearly review of the Single Persons Discount (SPD) which has been granted to residents previously under Section.11 Council Tax (Discount and Disregard) LGFA 1993. This review is to establish whether the resident is still eligible for the discount, which is a 25% reduction on the council tax charge.</p>	Cabinet Member for Finance and Reform	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.</p>
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		Ward(s): All Wards	
Cabinet Member for Finance and Reform	March 2024	<p>Council Tax and Business Rates Arrears Reduction Project</p> <p>To agree one off revenue funding of £938,000 to support a targeted reduction in Council Tax and Business Rates arrears, to be funded from the Council's efficiency projects reserve (invest to save).</p>	Cabinet Member for Finance and Reform	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.</p>
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): All Wards	
Cabinet Member for the Economy	Before 31 Mar 2024	<p>Instruction to H&F Developments Ltd to grant a lease on civic campus Block B Restaurant</p> <p>The Council's nominee company,</p>	Cabinet Member for the Economy	<p>A detailed report for all decisions going to Cabinet will be available at</p>
	Reason: Expenditure/Income -		Ward(s): Hammersmith Broadway	

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)
	Revenue between £500,000 and £5m and Capital between £1.5m and £5m	H&F Housing Developments Ltd acts on the instruction of the Council in all matters related to the commercial leases on the civic campus	Contact officer: Philippa Cartwright Philippa.Cartwright@lbhf.gov.uk	least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Strategic Director of the Economy Department	March 2024 Reason: Expenditure/ income over £5m & policies or new income, reserves use, overspend over £300K	Instruction to H&F Developments Ltd to grant cinema lease to successful operator The Council's nominee company, H&F Housing Developments Ltd, acts upon the instruction of the council in matters relating to commercial leases at the Civic Campus. 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 the Economy Ward(s): Hammersmith Broadway Contact officer: Philippa Cartwright Philippa.Cartwright@lbhf.gov.uk	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Strategic Director of the Economy Department	Before 31 Mar 2024 Reason: Expenditure/ income above £300K	Instruction to H&F Developments Ltd to grant a lease on civic campus Block C cafe The Council's nominee company, H&F Housing Developments Ltd	Cabinet Member for the Economy Ward(s): Hammersmith Broadway	A detailed report for all decisions going to Cabinet will be available at least five

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)
	- Revenue up to £500k and Capital up to 1.5m	acts on the instruction of the Council in all matters related to the commercial leases on the civic campus	Contact officer: Philippa Cartwright Philippa.Cartwright@lbhf.gov.uk	working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Strategic Director of the Economy Department	Before 31 Mar 2024	Instruction to H&F Developments Ltd to grant lease on civic campus Block C retail unit The Council's nominee company, H&F Housing Developments Ltd acts on the instruction of the Council in all matters related to the commercial leases on the civic campus	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		Ward(s): Hammersmith Broadway	
Strategic Director of the Economy Department	March 2024	Instruction to H&F Developments Ltd to grant lease on civic campus convenience store to successful operator The Council's nominee company, H&F Housing Developments Ltd acts on the instruction of the Council in all matters related to the commercial leases on the civic campus. 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 the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the
	Reason: Expenditure/Income over £5m & policies or new income, reserves use, overspend over £300K		Ward(s): Hammersmith Broadway	

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		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.		3-day call-in.
Strategic Director of the Economy Department	March 2024	<p>Instruction to H&F Developments Ltd to grant lease on civic campus Block B 1st floor office</p> <p>The Council's nominee company, H&F Housing Developments Ltd acts on the instruction of the Council in all matters related to the commercial leases on the civic campus.</p>	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income over £5m & policies or new income, reserves use, overspend over £300K		Ward(s): Hammersmith Broadway	
Strategic Director of the Economy Department	March 2024	<p>Instruction to H&F Developments Ltd to grant lease on civic campus Block B 2nd floor office</p> <p>The Council's nominee company, H&F Housing Developments Ltd acts on the instruction of the Council in all matters related to the commercial leases on the civic campus.</p>	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income over £5m & policies or new income, reserves use, overspend over £300K		Ward(s): Hammersmith Broadway	

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Strategic Director of the Economy Department	March 2024	Instruction to H&F Developments Ltd to grant lease on civic campus Block B 3rd floor office The Council's nominee company, H&F Housing Developments Ltd acts on the instruction of the Council in all matters related to the commercial leases on the civic campus.	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income over £5m & policies or new income, reserves use, overspend over £300K		Ward(s): Hammersmith Broadway	
Strategic Director of the Economy Department	March 2024	Instruction to H&F Developments Ltd to grant lease on civic campus Block B 4th floor office The Council's nominee company, H&F Housing Developments Ltd acts on the instruction of the Council in all matters related to the commercial leases on the civic campus.	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income over £5m & policies or new income, reserves use, overspend over £300K		Ward(s): Hammersmith Broadway	
Strategic Director of the Economy Department	March 2024	Instruction to H&F Developments Ltd to grant lease on civic campus Block B 5th floor office The Council's nominee company, H&F Housing Developments Ltd acts on the instruction of the Council in all matters related to the commercial leases on the civic campus.	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet
	Reason: Expenditure/Income over £5m & policies or new income, reserves use,		Ward(s): Hammersmith Broadway	

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	overspend over £300K		v.uk	Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Strategic Director of the Economy Department	March 2024	Instruction to H&F Developments Ltd to grant lease on civic campus Block B 6th floor office The Council's nominee company, H&F Housing Developments Ltd acts on the instruction of the Council in all matters related to the commercial leases on the civic campus.	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income over £5m & policies or new income, reserves use, overspend over £300K		Ward(s): Hammersmith Broadway	
Cabinet Member for the Economy	Before 31 Mar 2024	Instruction to H&F Developments Ltd to grant a lease on civic campus Block B 7th floor office The Council's nominee company, H&F Housing Developments Ltd acts on the instruction of the Council in all matters related to the commercial leases on the civic campus.	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): Hammersmith Broadway	

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Cabinet Member for the Economy	Before 31 Mar 2024	Instruction to H&F Developments Ltd to grant lease on civic campus Block B ground floor office / reception The Council's nominee company, H&F Housing Developments Ltd acts on the instruction of the Council in all matters related to the commercial leases on the civic campus	Cabinet Member for Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		Ward(s): Hammersmith Broadway	
	Contact officer: Philippa Cartwright Philippa.Cartwright@lbhf.gov.uk			
Cabinet Member for the Economy	Before 31 Mar 2024	Instruction to H&F Developments Ltd to grant a lease on civic campus Affordable Start-up Unit 2 The Council's nominee company, H&F Housing Developments Ltd acts on the instruction of the Council in all matters related to the commercial leases on the civic campus	Cabinet Member for Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): Hammersmith Broadway	
	Contact officer: Philippa Cartwright Philippa.Cartwright@lbhf.gov.uk			
Cabinet Member for the Economy	Before 31 Mar 2024	Instruction to H&F Developments Ltd to grant a lease on civic campus Affordable Start-up Unit 1 The Council's nominee company, H&F Housing Developments Ltd acts on the instruction of the Council in all matters related to the commercial leases on the civic campus	Cabinet Member for Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital		Ward(s): Hammersmith Broadway	
	Contact officer: Philippa Cartwright Philippa.Cartwright@lbhf.gov.uk			

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	between £1.5m and £5m		v.uk	Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet Member for Public Realm	March 2024	Wood Lane / Depot Road Junction Improvement Scheme - S106 Highway Works This is a junction improvement scheme which involves a complete redesign of the junction, including new traffic signals, new access road into the Imperial College Campus Site, carriageway and footway repaving, greening and incorporating the new C34 bi-directional cycle lane through the junction.	Cabinet Member for Public Realm	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		Ward(s): College Park and Old Oak	
Cabinet Member for Social Inclusion and Community Safety	March 2024	Decision to introduce a Public Spaces Protection Order (PSPO) relating to street harassment This report will outline the result of a public consultation into whether to introduce a Public Space Protection Order to prevent street harassment	Cabinet Member for Social Inclusion and Community Safety	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Affects 2 or more wards		Ward(s): All Wards	

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Strategic Director of the Economy Department	Before 31 Mar 2024	Acquisition of freehold properties Acquisition of freehold properties under the Refugee Housing Programme / Local Authority Housing Fund Round 2.	Cabinet Member for Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income over £5m & policies or new income, reserves use, overspend over £300K		Ward(s): All Wards	
Cabinet Member for the Economy	March 2024	Civic Campus Cinema Decision Cabinet Member for the Economy to make a decision on entering into an agreement for the cinema lease at the Civic Campus.	Cabinet Member for Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): Hammersmith Broadway	
Cabinet Member for Social Inclusion and Community Safety	Before 31 Mar 2024	LET FPN fine increase Amendments to fixed penalty notice charges to be issued by Law Enforcement Team	Cabinet Member for Social Inclusion and Community Safety	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet
	Reason: Affects 2 or more wards		Ward(s): All Wards	

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				Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet Member for Public Realm	<p>March 2024</p> <hr/> <p>Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m</p>	<p>Approval for a 10 year lease on 27 Bulwer street W12 8AR</p> <p>We are seeking approval for a 10 year lease in the north of the borough to house our parking on street enforcement team. the search for a suitable property has been on going for the last 18 months. This property is highly suitable for our operation and will be funded from the existing parking budgets.</p>	<p>Cabinet Member for Public Realm</p> <hr/> <p>Ward(s): Shepherds Bush Green</p> <hr/> <p>Contact officer: Gary Hannaway Tel: 020 8753 gary.hannaway@lbhf.gov.uk</p>	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet Member for Public Realm	<p>March 2024</p> <hr/> <p>Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m</p>	<p>Registration and Mortuary (Fees and Charges)</p> <p>To agree the introduction of new service charge categories and approve the proposed uplifted fees and charges from 1 April 2024.</p>	<p>Cabinet Member for Public Realm</p> <hr/> <p>Ward(s): All Wards</p> <hr/> <p>Contact officer: Kayode Adewumi Kayode.Adewumi@lbhf.gov.uk</p>	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.

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Strategic Director of the Economy Department	March 2024	Delivering affordable homes - acquisition of leasehold properties	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m	Decision to acquire leasehold properties in the borough.	Ward(s): All Wards	
Strategic Director of the Economy Department	March 2024	Delivering affordable homes - acquisition of freehold properties	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m	Acquisition of freehold properties in the borough.	Ward(s): All Wards	
Deputy Leader	5 Mar 2024	LD Supported Accommodation at Emlyn Gardens	Deputy Leader	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital	To provide supported accommodation for up to 8 residents to live independently.	Ward(s): White City	

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	between £1.5m and £5m			Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.

Corporate

Strategic Director of the Economy Department	March 2024	<p>White City Central - Variation to the appointments of Mae, Curtins, 24 Acoustics, Make:Good and Farrer Huxley to include RIBA 3A</p> <p>This report concerns the proposed development of the site known as White City Central area ("site").</p> <p>The report seeks the approval for the variation of existing contracts for stage RIBA 3A to assist in the procurement of the main contractor.</p>	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Affects 2 or more wards		Ward(s): All Wards	
Cabinet Member for Children and Education	March 2024	<p>Maintained Nursery Grant Funding</p> <p>Approve maintained nursery funding for academic year 22/23 at current levels from early years block</p>	Cabinet Member for Children and Education	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): All Wards	

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				the start of the 3-day call-in.
Strategic Director of the Economy Department	March 2024	<p>Procurement Strategy & Award of Air Source Heat Pumps</p> <p>We are proposing to let and award a contract for the supply and installation of air to water source heat pump system (s) at 105 Greyhound Road, W6 8NL and the Public Mortuary at 200 Townmead Road, SW6 2RE.</p>	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Affects 2 or more wards		Ward(s): Sands End	
Cabinet Member for Housing and Homelessness	March 2024	<p>Contract Award Report - Consultancy Services Framework</p> <p>Contract award report in relation to the appointment of specialist external consultants to deliver professional services for the Economy Department covering: Multi-disciplinary services (such as Quantity Surveyors, Contract Administrators, Project Managers, Principal Designers including CDM Consultants/Advisors, Building Surveyors and Employers Agents including a combination of such services); Engineering Services (such as Mechanical & Electrical and Civil and Structural); Architectural Services; Clerk of Works Services; and Fire Consultancy Services.</p> <p>The Consultancy Services Framework Agreement comprises eight (8) lots and will run for a period of four (4) years.</p>	Cabinet Member for Housing and Homelessness	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income over £5m & policies or new income, reserves use, overspend over £300K		Ward(s): All Wards	

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Leader of the Council	March 2024	Open Market Acquisition	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/ income over £5m & policies or new income, reserves use, overspend over £300K	The authority to acquire residential properties to accelerate the delivery of genuinely affordable housing in the borough, to meet the urgent need for affordable housing.	Ward(s): All Wards Contact officer: Mo Goudah mo.goudah@lbhf.gov.uk	
Cabinet Member for Housing and Homelessness	March 2024	Variations to Housing Repairs Contract	Cabinet Member for Housing and Homelessness	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason:	Contract variation to existing housing repairs contract	Ward(s): All Wards Contact officer: Emma Lucas Tel: 07827883247 Emma.Lucas@lbhf.gov.uk	
Strategic Director of Finance	March 2024	Land and property-based ICT system contract extension	Cabinet Member for Finance and Reform	A detailed report for all decisions going to Cabinet will be available at
	Reason: Expenditure/	Approval of a 12 month contract extension with existing provider IDOX to enable the data migration	Ward(s): All Wards	

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	income above £300K - Revenue up to £500k and Capital up to 1.5m	and new system configuration to take place	<p>Contact officer: Davina Barton</p> <p>Davina.Barton@lbhf.gov.uk</p>	least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet Member for Public Realm	<p>March 2024</p> <hr/> <p>Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m</p>	<p>Parking Bailiff Enforcement Procurement Strategy</p> <p>This decision will be to sign off on the procurement strategy relating to the bailiff enforcement contract for outstanding Penalty Charge Notice (PCN) debt.</p>	<p>Cabinet Member for Public Realm</p> <hr/> <p>Ward(s): All Wards</p> <hr/> <p>Contact officer: Bram Kainth, Gary Hannaway Tel: 07917790900, Tel: 020 8753 bram.kainth@lbhf.gov.uk, gary.hannaway@lbhf.gov.uk</p>	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet Member for Children and Education	<p>March 2024</p> <hr/> <p>Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m</p>	<p>Procurement Strategy for Community Schools Programme Refurbishment Works</p> <p>To refurbish Lena Gardens and Mund St. sites to serve as decant locations for schools in the Community Schools Programme</p>	<p>Cabinet Member for Children and Education</p> <hr/> <p>Ward(s): Avonmore; Addison; Brook Green; Ravenscourt</p> <hr/> <p>Contact officer: Anthony Mugan</p> <p>Anthony.Mugan@lbhf.gov.uk</p>	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at

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				the start of the 3-day call-in.
Strategic Director of the Economy Department	March 2024	<p>Community Schools Programme – Variation to the appointment of Design Team (BPTW)</p> <p>Variation to existing contract for Design Team services (encompassing architectural design services) for the Community Schools Programme.</p>	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Affects 2 or more wards		Ward(s): Avonmore; Ravenscourt	
Deputy Leader	March 2024	<p>Direct Award of Contract for Minterne Gardens Extra Care Service</p> <p>The decision is to agree that the Contract with Housing 21 will start from February 2023 until 31st March 2027.</p> <p>The decision is to agree that the total value of the four-year Housing 21 Minterne Gardens contract is expected to be £3,919,566.</p> <p>The service is based on a core and flexi model which fits around resident's needs. This contract will provide a consistent and sustainable Extra Care Service for resident of the borough, which promotes independent living, enabling them to remain in their own home for as long as possible and reduces the need for more expensive residential care.</p>	Deputy Leader	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): White City; Wormholt	

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)
Strategic Director of the Economy Department	March 2024	<p>Decarbonisation of non-domestic properties (phase 2) - WOS - contract award</p> <p>Decision relates to the award of a Works / Optimisation Service (WOS) contract for retrofitting and decarbonising H&F assets (incl. replacement of gas boilers with ASHPs).</p> <p>This decision follows the procurement strategy taken to Cabinet on 18th July 2022 and the Cabinet report (requesting approval for authority to award the contract to be delegated to relevant the SLT Director, in consultation with the Cabinet Member) on 6th March 2023.</p> <p>The WOS contract will be used for the installation of Energy Conservation Measures (ECMs) at H&F non-domestic properties. The delivery of decarbonisation and retrofit projects will support the Council to achieve its net-zero carbon target and reduce carbon emissions in H&F.</p>	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income over £5m & policies or new income, reserves use, overspend over £300K		Ward(s): All Wards	
Cabinet Member for Housing and Homelessness	March 2024	<p>Procurement Strategy/Contract Award approval to Cablesheer to support with housing voids and repairs</p> <p>We are looking for both procurement strategy and contract award approval to direct award a 3 year contract to Cablesheer. The contract will instruct work orders to Cablesheer to support our term-service patch contractors with housing voids and repairs.</p> <p>This direct award will be through a compliant Construction Framework (The national framework partnership). The contract value will be for a maximum value of £4,500,000 over a 36 month</p>	Cabinet Member for Housing and Homelessness	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): All Wards	

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		duration. The contract will apportion the spend equally at £1,500,000 per annum.		
Cabinet Member for Housing and Homelessness	March 2024	<p>Installation of lift motor room air conditioning</p> <p>The impact of climate change and severe weather events is becoming all more frequent with significant temperature events in since 2020 with 40°C being surpassed in 2022*. These increases have many impacts on residents and buildings and the associated infrastructure including the failure of operational systems such as lifts.</p> <p>Since 2020, we have noticed a rise in temperatures during summer months, which has resulted in 50 lifts going out of service as the operating temperatures in motor rooms housing the plant are exceeded. This results in significant impacts on residents in accessing their homes or exiting the building. The installed passive air flow grilles in the motor rooms are inadequate to provide a cool operating function and therefore there is need for the provision of active climatic control within the motor rooms.</p> <p>Furthermore, temperatures drop below freezing during the winter months, having an adverse effect on control units due to ice forming on motor room walls during the day with this resulting in condensation which pours into control panel</p>	Cabinet Member for Housing and Homelessness	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): All Wards	

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		and malfunctions the drive units. To manage this risk, the provision of full function air conditioning units to manage temperatures within lift motor rooms is urgently required. This report recommends approving a 1-year contract (Via a waiver to standing orders) to install circa 120 air conditioning units in lift motor rooms with an estimated spend of £500,000 to Drurycourt Limited.		
Strategic Director for the Environment	<p>March 2024</p> <p>Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m</p>	<p>Alternative Ecological Mitigation at Wormwood Scrubs Contractors Procurement</p> <p>This report is seeking permission for the council to approach the market and procure contractors for the implementation of the Alternative Ecological Mitigation (AEM) Masterplan capital works and 10 Year Management and Maintenance Plan (MMP) for Wormwood Scrubs.</p>	<p>Cabinet Member for Public Realm</p> <p>Ward(s): College Park and Old Oak</p> <p>Contact officer: Vicki Abel</p> <p>Victoria.Abel@lbhf.gov.uk</p>	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.</p>
Cabinet Member for Housing and Homelessness	<p>March 2024</p> <p>Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m</p>	<p>Approval to extend our roofing contract by 12 months.</p> <p>We seek approval to extend our existing contract with our roofing subcontractor. This contract currently supports our DLO by carrying out roofing repairs and maintenance works, on behalf of H&F Maintenance, our Direct Labour Organisation ('the DLO'). The DLO has responsibility for carrying out repairs to communal areas for most of our council housing stock. Due to the</p>	<p>Cabinet Member for Housing and Homelessness</p> <p>Ward(s): All Wards</p> <p>Contact officer: Nick Marco-Wadey Tel: 07988490264 Nick.Marco-Wadey@lbhf.gov.uk</p>	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions</p>

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		<p>specialist nature of roofing works the DLO requires a subcontractor to carry out roofing repairs and maintenance works on its behalf.</p> <p>We initially procured this provider under a JCT measured term contract from the 16th of May 2022 until the 15th of May 2024. The original contract award allowed for a 12 month extension of the contract until the 15th of May 2025.</p> <p>We are seeking approval to action this extension of the contract until the 15th of May 2025.</p>		reports will be published at the start of the 3-day call-in.
Cabinet Member for Housing and Homelessness	<p>March 2024</p> <hr/> <p>Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m</p>	<p>Procurement strategy for air source heat pump communal heating and hot water system and thermal insulation of building fabric energy efficiency pilot project</p> <p>We are seeking approval to replace the existing gas communal heating and hot water system, which has reached the end of its operating life, with an air source heat pump (electric) system and in tandem undertake climate change adaptations (e.g., thermally insulate the fabric of the building) at Philpot Square, Peterborough Road, London, SW6 3HT. The system serves 72 households. We seek to use the Procurement for Housing Framework: 'Decarbonisation and Retrofit' – Lot 2 'Air Source Heat Pumps' to appoint capable design and build. We will call-off this framework via a mini-competition.</p>	<p>Cabinet Member for Housing and Homelessness</p> <hr/> <p>Ward(s): All Wards</p> <hr/> <p>Contact officer: Richard Buckley richard.buckley@lbhf.gov.uk</p>	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.

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Deputy Leader	<p>March 2024</p> <p>Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m</p>	<p>Day Opportunities Direct Award Contract</p> <p>The purpose of this report is to approve a Direct Award to both Nubian Life and the Alzheimer's Society to the total value of £564,887. For both services, the contract ends on the 31st March 2023 and to ensure service continuity as well as planning a co-production project and tender in order that on the 1 June 2024 a revised service will be put in place.</p>	<p>Deputy Leader</p> <p>Ward(s): All Wards</p> <p>Contact officer: Laura Palfreeman Tel: 0208 753 1953 Laura.Palfreeman@lbhf.gov.uk</p>	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.</p>
Director Children's Services	<p>March 2024</p> <p>Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m</p>	<p>Procurement Strategy for Temporary Classroom Unit at Woodlane High School</p> <p>Provision of 20 additional temporary spaces at Woodlane High Schools</p>	<p>Cabinet Member for Children and Education</p> <p>Ward(s): All Wards</p> <p>Contact officer: Anthony Mugan Anthony.Mugan@lbhf.gov.uk</p>	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.</p>
Cabinet Member for Housing and Homelessness	<p>March 2024</p> <p>Reason: Expenditure/Income - Revenue between £500,000</p>	<p>Direct Award via the Southeast Consortium Framework for a Windows installation/replacement contractor</p> <p>We are seeking approval to compliantly direct award a 3 year, £3,000,000 windows installation and replacement contract via the</p>	<p>Cabinet Member for Housing and Homelessness</p> <p>Ward(s): All Wards</p> <p>Contact officer: Richard Buckley richard.buckley@lbhf.gov.uk</p>	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting.</p>

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	and £5m and Capital between £1.5m and £5m	Southeast Consortium Framework. This contract will provide the council with the additional capacity required to support our increasing work order demand within the repairs service.		Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Strategic Director of the Economy Department	March 2024	Procurement of a Marquee for the refurbished Hammersmith Town Hall The Council is seeking to procure a marquee for the outdoor area of the rooftop bar and restaurant on Level 06 of the refurbished Town Hall	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		Ward(s): Hammersmith Broadway	
Cabinet Member for the Economy	March 2024	Procurement and Installation of Audio Visual Equipment, Desk Booking and Smart Technology within the refurbished Town Hall The Council is seeking to tender for works to procure and install the following: - Audio Visual equipment - Desk Booking technology - Smart technology	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): Hammersmith Broadway	

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Strategic Director of the Economy Department	March 2024	<p>Procure joinery works in relation to large Furniture and Fixtures at the refurbished Town Hall</p> <p>The Council is seeking to tender a joinery package for the provision of two large reception desks and a bar counter at the refurbished Town Hall</p>	Cabinet Member for the Economy	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.</p>
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		Ward(s): Hammersmith Broadway	
Cabinet Member for the Economy	March 2024	<p>Fulham Library & Macbeth Centre Roof Replacement</p> <p>Roof Replacement works</p>	Cabinet Member for Economy	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.</p>
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		Ward(s): Fulham Reach	
Cabinet Member for Children and Education	March 2024	<p>GLA funding for Primary School Universal Free School Meals</p> <p>The Mayor for London announced £130 million of one-off funding to ensure all school children at publicly funded primary schools in London can receive free school meals for the academic year beginning in September 2023.</p>	Cabinet Member for Housing and Homelessness	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet</p>
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and		Ward(s): All Wards	

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	Capital between £1.5m and £5m	The funding allocation for Hammersmith & Fulham is funding for schools to implement the meal provision for children in Key Stage 2 who are not otherwise eligible for free school meals..		Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet Member for Finance and Reform	March 2024	IT Service Desk Procurement Strategy and Award report IT Service Desk procurement	Cabinet Member for Finance and Reform	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): All Wards	
Cabinet Member for Housing and Homelessness	March 2024	Contract Award to Baily Garner for consultancy services relating to sprinkler system works. The Fire Safety Works team are required to undertake a 4 year programme of works to cover general fire safety remedial works such sprinkler retrofit and fire door replacement. These works are estimated to cost in the region of £15,000,000 to £20,000,000. To deliver this work programme, the client team need to instruct a competent consultant to be lead on: contract administration/building surveyor, cost control and construction and design management (CDM). To deliver the programme on schedule, we	Cabinet Member for Housing and Homelessness	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): All Wards	

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		<p>need to instruct this consultant by December 2023.</p> <p>We are therefore proposing a compliant direct contract award under the Southeast Consortium Consultancy Framework- LOT 11 'Multi-disciplinary services' to the 1st ranked bidder- Baily Garner. The contract value will be for up to £1,000,000, over a 4 year period.</p>		
Strategic Director of the Economy Department	Before 24 Mar 2024	<p>Procurement of a works contract for Commercial office block lobby fit-out (Civic Campus)</p> <p>The existing build contract is for shell and core only. Work is required to fit-out the lobby area.</p>	Cabinet Member for the Economy	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.</p>
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		Ward(s): Hammersmith Broadway	
Strategic Director of the Economy Department	March 2024	<p>Procurement of furniture for Ground to floor 5 of the Civic Campus</p> <p>As part of the transition of the workforce to the Civic Campus, furniture is required in order to allow the workforce to continue to deliver the services it currently does.</p>	Cabinet Member for the Economy	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.</p>
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		Ward(s): Hammersmith Broadway	

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Strategic Director of the Economy Department	March 2024	<p>Approval to award contract for 6th Floor Terrace Landscaping Works (Civic Campus)</p> <p>The refurbishment of the Civic Campus building is currently underway. A contract is required to procure for the work on the roof garden, which will be on the 6th floor terrace.</p>	Cabinet Member for the Economy	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.</p>
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		Ward(s): Hammersmith Broadway	
Strategic Director of the Economy Department	March 2024	<p>Procurement Strategy for the Linford Christie Changing room</p> <p>Demolition of Linford Christie Changing room and shower block and the provision of design, purchase and installation of six purpose-built WC, changing room and shower facility porta cabins for Linford Christie</p>	Cabinet Member for the Economy	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.</p>
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): College Park and Old Oak	
Strategic Director of the Economy Department	March 2024	<p>Contract award for provision of disrepair and void works</p> <p>Contract award for the provision of disrepair works</p>	Cabinet Member for Housing and Homelessness	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet</p>
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital		Ward(s): All Wards	

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	up to 1.5m			Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Strategic Director of the Economy Department	<p>March 2024</p> <hr/> <p>Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m</p>	<p>Procurement Strategy for Garage Refurbishment</p> <p>Approval for the strategy to procure a contractor to deliver the Phase 3 programme of refurbishment works to garages on housing land.</p>	<p>Cabinet Member for Housing and Homelessness</p> <hr/> <p>Ward(s): All Wards</p> <hr/> <p>Contact officer: Emma Lucas Tel: 07827883247 Emma.Lucas@lbhf.gov.uk</p>	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet Member for the Economy	<p>March 2024</p> <hr/> <p>Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m</p>	<p>Four Sites - Appointment of Design Team</p> <p>Following the procurement process. This report will seek approval to appoint the design team for the four sites.</p>	<p>Cabinet Member for the Economy</p> <hr/> <p>Ward(s): Sands End; Coningham; Walham Green</p> <hr/> <p>Contact officer: Labab Lubab Tel: 020 8753 4203 Labab.Lubab@lbhf.gov.uk</p>	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.

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Cabinet Member for the Economy	March 2024	Four Sites - Appointment of Control Team Following the procurement process. This report will seek approval to appoint the Control team for the four sites.	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): Coningham; Walham Green; Sands End	
	Contact officer: Labab Lubab Tel: 020 8753 4203 Labab.Lubab@lbhf.gov.uk			
Cabinet Member for Children and Education	March 2024	Procurement Strategy for Voucher Payment Solution Procurement Strategy for the provision of closed loop supermarket vouchers	Cabinet Member for Children and Education	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): All Wards	
	Contact officer: Marcus Robinson Marcus.RobinsonCHS@lbhf.gov.uk			
Cabinet Member for the Economy	March 2024	The Public Mortuary - Replacement of Air Cooled Chiller and Boilers with Air Source Heat Pumps The works will include for the Replacement of the existing Air-Cooled Chiller, gas fired boilers and hot water heaters with Air Source Heat Pumps, upgraded Air Handling Units, controls and	Cabinet Member for Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital		Ward(s): Sands End	
	Contact officer: Ethelbert Clarke ethelbert.clarke@lbhf.gov.uk			

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	between £1.5m and £5m	associated electrical works.		Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet Member for Finance and Reform	March 2024	<p>CONTRACT EXTENSION FOR VARIABLE DATA PRINTING SERVICES</p> <p>The Council's four-year contract for variable data print services ended on 30 November 2021. This contract included printing and mailing communications for several Council services, including revenues and benefits, housing and electoral services. These services continue to go through a programme of transformation, with a focus on improved digital delivery. A new two-year contract (with the option to extend for a further two years) was recommended to ensure short-term stability of service as this transformation is embedded and services focus on Covid recovery.</p> <p>The contract was awarded to the current supplier, (Financial Data Management Ltd) who had performed well throughout the contract and continues to actively support the council in the delivery of a wide range of business-critical services. As such, and to ensure ongoing service delivery, an extension of a further 2 years as per the terms of the contract awarded in Nov 2021, is considered to be the most efficient and economically advantageous solution. The extension of the contract will be on the same terms and conditions as the current contract, where costs are incurred based on actual service volumes.</p>	Cabinet Member for Finance and Reform	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): All Wards	

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		This provides for the opportunity to reduce printing and mailing costs as the Council expands its' programme of digitalisation across these service areas.		
Cabinet Member for Housing and Homelessness	March 2024	<p>Procurement Strategy for Housing Lift Modernisation of Barton and Jepson House</p> <p>To maintain the lift service, it has been recommended that works to modernise the lift should be carried out. This will both improve the reliability of the lifts and reduce future running costs.</p>	Cabinet Member for Housing and Homelessness	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.</p>
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): All Wards	
Cabinet Member for Housing and Homelessness	March 2024	<p>Procurement strategy and award report for the provision of materials for the Direct Labour Organisation</p> <p>A contract award to provide materials, tools and storage facilities for the general repairs and fire safety Direct Labour Organisations.</p>	Cabinet Member for Housing and Homelessness	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.</p>
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		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 Member for Public Realm	March 2024	Smart Transport - Traffic Data Procurement To procure Smart Transport to handle the Parking departments on-street data collection needs.	Cabinet Member for Public Realm	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): All Wards	
Strategic Director for the Environment	February 2024	Award of a Parking Permit System Contract Award report for a new permit system within Parking	Cabinet Member for Public Realm	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Affects 2 or more wards		Ward(s): All Wards	
Cabinet Member for the Economy	March 2024	Strategy Report for Procurement of Energy - Flexible April 2025-2030 This strategy report requests approval for a new Energy Procurement for Housing Communal Landlord Supply & Corporate Properties for the period 2025-2030, as our current contracts are due to end 31st	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet
	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 (other relevant documents may be submitted)
		March 2025.	Sebastian.Mazurczak@lbhf.gov.uk, Kal.Saini@lbhf.gov.uk	Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Strategic Director of the Economy Department	March 2024	<p>Procurement Strategy for a works contract for spandrel panel replacement and associated works on four high-rise blocks</p> <p>Approval of this procurement strategy is required to enable the continuation of a programme to replace insulated panels forming part of the external walls of buildings, either fixed to masonry or incorporated into window frames. The intent of such panels is to provide thermal insulation and aesthetics but in some cases, whilst units will have been compliant with Building Regulations at the time of installation, the fire safety of these panels cannot be guaranteed. In such cases the replacement with A1-rated units is the appropriate course of action.</p>	Cabinet Member for Housing and Homelessness	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		Ward(s): Fulham Reach; Ravenscourt; Lillie; Sands End	
Cabinet Member for Housing and Homelessness	24 Mar 2024	<p>Short-Term Contract Variation to Council Repairs Contract (LOT 3)</p> <p>This report is seeking approval to temporarily vary the Mears Central Repairs contract. This variation will involve allowing for additional temporary supervisory and administrative support as well as an enhancement on the current contract rates.</p> <p>The variation will involve cost changes totalling up to</p>	Cabinet Member for Housing and Homelessness	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		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 (other relevant documents may be submitted)
		£680,000. This will be a temporary variation for a 17-week period.		the start of the 3-day call-in.
Director Children's Services	March 2024	Award of the contract to refurbish 11 Mund St. to Mitre Construction Ltd. Contract award to refurbish 11 Mund St. Mitre Construction Ltd	Cabinet Member for Children and Education	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		Ward(s): All Wards Contact officer: Anthony Mogan Anthony.Mogan@lbhf.gov.uk	
Strategic Director of the Economy Department	March 2024	Extension of housing caretaking contract Approval to award an extension to the current caretaking contract delivered on housing land by Pinnacle Ltd.	Cabinet Member for Housing and Homelessness	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income over £5m & policies or new income, reserves use, overspend over £300K		Ward(s): All Wards Contact officer: Aylene Henry, Richard Shwe Aylene.Henry@lbhf.gov.uk, Richard.Shwe@lbhf.gov.uk	
Strategic Director of Finance	March 2024	Insurance Tender contract awards 2014 – 2029 This report sets out the recommended contract awards for the Councils Insurance	Cabinet Member for Finance and Reform	A detailed report for all decisions going to Cabinet will be available at
	Reason: Expenditure/Income over		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 (other relevant documents may be submitted)
	£5m & policies or new income, reserves use, overspend over £300K	programme for the following contracts: Property and Residential Leasehold Buildings for contract commencement date of 1 April 2024.	Contact officer: Ray Chitty, Beverly Mills Tel: 07739 315 565, Ray.Chitty@rbkc.gov.uk, beverly.mills@rbkc.gov.uk	least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet Member for Housing and Homelessness	March 2024	Contract Award Report: Procurement Strategy – Electrical Lateral Mains Upgrade Works (22 Blocks)	Cabinet Member for Housing and Homelessness	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m	A decision is required for the award of a contract to the identified winning bidder in relation to the Electrical Lateral Mains Upgrade Works (22 Blocks). The estimated budget for this contract is £3,000,000.	Ward(s): All Wards	
Deputy Leader	March 2024	Contract award of a newly procured service: H&F's community sexual health service	Deputy Leader	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m	Contract award of a newly procured service: H&F's community sexual health service for 3 years commencing on 1st April 2024, (£366,000 per annum), with two possible 2-year extensions. Maximum budget envelope of £2,562,000.	Ward(s): All Wards	

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				the start of the 3-day call-in.
Strategic Director for the Environment	March 2024	Approval of Capital Spend for vehicles for waste, recycling, and street cleansing contract Approval for vehicle purchase to deliver waste services	Cabinet Member for Public Realm	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): All Wards	
Cabinet Member for Public Realm	March 2024	Mortuary Contract This report highlights changes to the terms and conditions for the contract to provide mortuary services to the London Borough of Hounslow	Cabinet Member for Public Realm	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): All Wards	
Strategic Director, Chief Operating Officer, Corporate Services	14 Mar 2024	Extension of call off contract for the Portal, E forms & CRM system To approve the award to Granicus-Firmstep Limited of a two-year	Cabinet Member for Finance and Reform	A detailed report for all decisions going to Cabinet will be available at
	Reason: Expenditure/Income		Ward(s): All Wards	

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	above £300K - Revenue up to £500k and Capital up to 1.5m	permitted extension to the existing call off contract. The total value of the contract to date is £850k. The estimated minimum value of this 2-year extension is £340k.	Contact officer: Darren Persaud, Ashley Bryant Darren.Persaud@lbhf.gov.uk, ashley.bryant@lbhf.gov.uk	least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet Member for the Economy	15 Mar 2024	Procurement and award of consultancy contract Procurement and award of a contract under a call-off procedure from “Yorkshire Purchasing Organisation 001141 Managing Consultancy and Professional Services Framework” to Reed Specialist Recruitment trading as Consultancy+ for the provision of professional consultancy services in relation to leisure and recreational infrastructure.	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): All Wards Contact officer: Mo Goudah, Matthew Rumble mo.goudah@lbhf.gov.uk, matt.rumble@lbhf.gov.uk	
Strategic Director of the Economy Department	1 Apr 2024	APPOINTMENT OF SUPPLIER FOR FLEET TO THE IN-HOUSE REPAIRS SERVICE Procurement strategy and contract award report for a compliant direct award of a 3 year contract for fleet provision to the in-house repairs team. The value of the contract is estimated to be up to £450,000.	Cabinet Member for Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		Ward(s): All Wards Contact officer: Nick Marco-Wadey Tel: 07988490264 Nick.Marco-Wadey@lbhf.gov.uk	

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				the start of the 3-day call-in.
Cabinet Member for Children and Education	15 Apr 2024	Minibus Travel Care and Support Services Award Award of contract for the provision of Minibus Travel Care and Support Services.	Cabinet Member for Children and Education	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Affects 2 or more wards		Ward(s): All Wards	

CABINET - 4 March 2024

Cabinet	4 Mar 2024	Parking Strategy The purpose of this document is to identify key proposals which will support the ever changing demands of parking within the borough. They are designed to improve resident's, visitors, and businesses' experience of travel within the borough.	Cabinet Member for Public Realm	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Affects 2 or more wards		Ward(s): All Wards	
Cabinet	4 Mar 2024	School Budget (Dedicated Schools Grant) 2024/25 To approve the schools budget funding formula for allocating resources to H&F schools for the	Cabinet Member for Children and Education	A detailed report for all decisions going to Cabinet will be available at
	Reason: Expenditure/l		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 (other relevant documents may be submitted)
	income over £5m & policies or new income, reserves use, overspend over £300K	financial year 2024/25	Contact officer: Tony Burton tony.burton@lbhf.gov.uk	least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet	4 Mar 2024 Reason: Expenditure/income over £5m & policies or new income, reserves use, overspend over £300K	Pan London Housing Compact commitments to young people leaving care This report recommends adopting the guiding principle that care leavers up to the age of 25 should, if possible, be found as being in 'priority need' under homelessness legislation and that, if possible, no care leaver up to the age of 25 should be found intentionally homeless.	Cabinet Member for Children and Education Ward(s): All Wards Contact officer: Sophie Veitch Tel: 07876855124 sophie.veitch@lbhf.gov.uk	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet	4 Mar 2024 Reason: Budg/pol framework	Becoming a Partner of the Care Leaver Covenant Becoming a Partner of the national Care Leaver Covenant demonstrates our commitment to going beyond our statutory duty in supporting the young people leaving our care. As a partner, we will work as a whole Council alongside the Care Leaver Covenant to engage local businesses, community organisations and other partner services, building an enhanced localised offer for our care leavers and supporting them to become	Cabinet Member for Children and Education Ward(s): All Wards Contact officer: Sophie Veitch Tel: 07876855124 sophie.veitch@lbhf.gov.uk	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at

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		healthy, thriving adults.		the start of the 3-day call-in.
Cabinet	4 Mar 2024 Reason: Expenditure/Income over £5m & policies or new income, reserves use, overspend over £300K	Procurement strategy and decision report approval for Repairs Supply Chain Approval to procure a borough-wide Responsive Repairs contractor and other details per the approval report.	Cabinet Member for Housing and Homelessness Ward(s): All Wards Contact officer: Nick Marco-Wadey Tel: 07988490264 Nick.Marco-Wadey@lbhf.gov.uk	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet	March 2024 Reason: Affects 2 or more wards	South Fulham (West) Clean Air Neighbourhood To consider and make a Decision on the future of the South Fulham (West) Clean Air Neighbourhood Trial Project. Reasons for urgency: <ul style="list-style-type: none"> The recommendation to make the trial permanent or remove was reliant on resident sentiment. Key information in the form of opinion polling and a resident survey became available late on the 5 February 2024, this needed to be reviewed by the Cabinet portfolio holder. The findings from the opinion polling and survey which ended on 2 February 2024 will be added to Appendix 2 before publication. 	Cabinet Member for Public Realm Ward(s): Palace & Hurlingham; Parsons Green & Sandford; Fulham Town; Sands End Contact officer: Masum Choudhury Masum.Choudhury@lbhf.gov.uk	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.

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		<ul style="list-style-type: none"> • The consultation for the trial is open throughout and it is important to include relevant considerations in the decision paper. • The trial is done under a legal order that is time limited to 18 months. Taking a decision in March allows the public greater time to consider any decision made before a legal order can be made before expiry of the current order. • The delay is to ensure the decision taken and the report produced is based on all available, relevant and up to date information; that is practicably possible and within good reason. 		

CABINET - 15 April 2024

Cabinet	15 Apr 2024	Investing in New Affordable Homes in Fulham Acquiring new homes in Kings Road Park	Cabinet Member for the Economy	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m		Ward(s): Sands End	
	Contact officer: Matthew Rumble matt.rumble@lbhf.gov.uk			

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Cabinet	15 Apr 2024	<p>Procurement Strategy for Cleaning Services on Housing Land</p> <p>Competitive procurement exercise to appoint a contractor to carry out cleaning services in communal and shared areas on housing land.</p>	Cabinet Member for Housing and Homelessness	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.</p>
	Reason: Expenditure/Income over £5m & policies or new income, reserves use, overspend over £300K		Ward(s): All Wards	
Cabinet	15 Apr 2024	<p>Civic Campus Commercial Leasing Strategy</p> <p>This report seeks approval of the commercial leasing strategy for entering into leases with proposed tenants of all of the refurbished and newly built commercial premises on the Civic Campus.</p>	Cabinet Member for the Economy	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.</p>
	Reason: Expenditure/Income above £300K - Revenue up to £500k and Capital up to 1.5m		Ward(s): All Wards	
Cabinet	15 Apr 2024	<p>'In principle' approval of WOS contract with a value of up to £14m</p> <p>Cabinet is asked for 'in principle', approval to award Works / Optimisation Service (WOS) contracts for retrofitting and decarbonising HF Council properties with a total spend up to the value of £14m and to delegate</p>	Cabinet Member for the Economy	<p>A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet</p>
	Reason: Expenditure/Income over £5m & policies or new income, reserves use,		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>)
	overspend over £300K	approval for the awards to the Strategic Director of the Economy or the Strategic Director of Finance.		Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet	15 Apr 2024	2023/24 Corporate Revenue Monitor - Month 9 (December 2023) To note the Council's financial forecast position	Cabinet Member for Finance and Reform	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Affects 2 or more wards		Ward(s): All Wards	
Cabinet	15 Apr 2024	Retrofit Strategy The Retrofit Strategy will provide H&F with a detailed understanding of the required approach to achieve net zero carbon emissions by 2030 on the HRA stock.	Cabinet Member for Housing and Homelessness	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Affects 2 or more wards		Ward(s): All Wards	

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Cabinet	15 Apr 2024 Reason: Expenditure/Income - Revenue between £500,000 and £5m and Capital between £1.5m and £5m	Digital Advertising Hoardings Overview An update to cabinet on the status of the advertising portfolio	Cabinet Member for Finance and Reform Ward(s): All Wards Contact officer: Joanna McCormick Tel: 0741207694 Joanna.Mccormick@lbhf.gov.uk	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.

CABINET - 13 May 2024

Cabinet	13 May 2024 Reason: Budg/pol framework	Digital Inclusion Strategy This report presents a new Digital Inclusion Strategy for the borough, which has been co-produced with council directorates and residents. Residents and voluntary and community sector (VCS) partners have been actively engaged and shaped the strategy through the Digital Accessibility Group.	Cabinet Member for Finance and Reform Ward(s): All Wards Contact officer: Tina Akpogheneta Tel: 020 8753 5748 Tina.Akpogheneta@lbhf.gov.uk	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet	13 May 2024 Reason: Expenditure/Income over £5m &	Delivering Affordable Homes on Old Laundry Yard This report details the agreement to secure affordable homes on the site known as Old Laundry Yard.	Cabinet Member for the Economy Ward(s): Shepherds Bush Green	A detailed report for all decisions going to Cabinet will be available at least five

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>)
	policies or new income, reserves use, overspend over £300K		Contact officer: Matthew Rumble matt.rumble@lbhf.gov.uk	working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
Cabinet	13 May 2024 Reason: Affects 2 or more wards	Hate Crime Strategy 2024-2028 This report will present a new Hate Crime Strategy for Hammersmith and Fulham	Cabinet Member for Social Inclusion and Community Safety Ward(s): All Wards Contact officer: Laura Seamons, Beth Morgan Tel: 07786965292, Tel: 020 8753 3102 laura.seamons@lbhf.gov.uk, beth.morgan@lbhf.gov.uk	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
CABINET - 15 July 2024				
Cabinet	15 Jul 2024 Reason: Expenditure/ income over £5m & policies or new income, reserves use, overspend over £300K	Grant Strategy for the launch of the Third Sector Investment Fund (3SIF) Analyses options for the future of funding to the local Voluntary and Community Sector (VCS) via the Third Sector Investment fund (3SIF).	Cabinet Member for Social Inclusion and Community Safety Ward(s): All Wards Contact officer: Katharina Herrmann, Rebecca Richardson Tel: 07827879659 Katharina.Herrmann@lbhf.gov.uk, rebecca.richardson@lbhf.gov.uk	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be

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)
				published at the start of the 3-day call-in.
Cabinet	15 Jul 2024	<p>Procurement Strategy for Mental Health Supported Housing</p> <p>Procurement strategy for our mental health supported housing in borough contracts.</p> <p>PART OPEN</p> <p>PART PRIVATE Part of this report is exempt from disclosure on the grounds that it contains information relating to the financial or business affairs of a particular person (including the authority holding that information) under paragraph 3 of Schedule 12A of the Local Government Act 1972, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.</p>	Deputy Leader	A detailed report for all decisions going to Cabinet will be available at least five working days before the date of the meeting. Cabinet Member Decisions and Officer Decisions reports will be published at the start of the 3-day call-in.
	Reason: Expenditure/ income over £5m & policies or new income, reserves use, overspend over £300K		Ward(s): All Wards	