

LONDON BOROUGH OF HAMMERSMITH & FULHAM

Report to: Cllr Chevoppe-Verdier, Cabinet Member for Public Realm

Date: 5th February 2026

Subject: Tidy Streets Implementation – Commercial Waste Time Banding for Uxbridge Road and King Street

Report of: Mark Raisbeck, Director of Public Realm

Report author: Annie Baker, Assistant Director Street Environmental Services

Responsible Director: Bram Kainth, Executive Director of Place

SUMMARY

This report follows the public consultation on the introduction of timed commercial waste collection for businesses on King Street and Uxbridge Road. The consultation demonstrated strong support for the initiative. The report therefore recommends that the Council implements the proposed restrictions on waste presentation times for commercial waste collections on King Street and Uxbridge Road.

RECOMMENDATIONS

1. To agree to proceed with the implementation of timed commercial waste collection for King Street and Uxbridge Road.
2. To delegate authority to the Executive Director of Place, in consultation with the Cabinet Member for Public Realm, to finalise the time band arrangements and adopt the necessary regulations.
3. To ensure ongoing engagement with businesses and stakeholders to monitor the scheme's effectiveness and address any operational concerns.
4. To review the potential for extending the scheme to other high streets in the borough, based on the outcomes and lessons learned from this initial implementation.

Wards Affected:

Wormholt, White City, Wendell Park, Coningham, Shepherd's Bush Green, Ravenscourt, Hammersmith Broadway

Our Values	Summary of how this report aligns to the H&F Corporate Plan and the H&F Values
Building shared prosperity	The time restrictions will help to keep the streets as clean and accessible as possible, enhancing the experience of

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	businesses' customers and encouraging increase volumes of footfall and potentially more custom
Creating a compassionate and inclusive council	The time restrictions will limit the time that businesses' waste is present in sacks on these streets, improving accessibility for disabled residents
Doing things with local residents, not to them	The Council has consulted on the proposed times for the time banded limits to ensure that the proposals work well and the details of the consultation are attached in Appendix 2.
Being ruthlessly financially efficient	Keeping our streets as clean and accessible as possible can help the local economy to thrive and may reduce costs for extra cleaning associated with split open sacks
Taking pride in H&F	The time restrictions will help keep our streets looking their best, particularly as busy times so that everyone can take pride in the local environment
Rising to the challenge of the climate and ecological emergency	The limited time that waste sacks will be left out on streets will decrease the risk of litter from split bags which may otherwise be a hazard to wildlife and the wider environment

Financial Impact

It is proposed to introduce time banded commercial waste and recycling collections on King Street and Uxbridge Road from mid-May 2026. Time banding will create specific timed windows where businesses can place their waste and recycling out for collection. Placing waste and recycling on the public highway outside of these timed windows, would be an offence and result in the serving of a penalty notice on the business responsible.

Fines are proposed with the primary aim of encouraging compliant behaviour, and it is expected that compliance with the new arrangements will be generally good. As such no significant fine income is expected. Any fine income will be reinvested in the cost of undertaking the waste and recycling collection and enforcement services.

Time banded collections are also expected to improve street cleanliness as waste is presented on the highway for a shorter period of time and less susceptible to leakage. The existing waste service revenue budget includes a saving of £50,000 for the introduction of time banded waste collections, agreed as part of the 2025/26 budget setting process.

The cost of consultation will be contained within the existing waste service revenue budget in 2025/26.

Giles Batchelor, Finance Manager (Place), 30th January 2026
Kellie Gooch, Head of Finance (Place), 30 January 2026
Verified by James Newman, AD Finance, 6 February 2026

Legal Implications

Section 47 of the Environmental Protection Act 1990 authorises the Council to introduce time banding for the placement of commercial waste provided that businesses are consulted in advance. Section 47 also authorises the Council to serve FPNs as an alternative to prosecution in the event of a business not complying with the Council's requirements.

As explained in the report, the consultation has shown very strong support for the Council's proposals at both locations. It is therefore confirmed that there are no legal impediments to agreeing the recommendations set out in this report.

Further legal advice will be given as necessary as the time banding is rolled out.

Glen Egan, Assistant Director of Legal Services 2 February 2026

Background Papers Used in Preparing This Report

None

DETAILED ANALYSIS

Proposals and Context

1. King Street and Uxbridge Road are highly valued and essential parts of the borough's economy and amenity for local residents, being very busy high streets with many regular users, visitors and businesses operating alongside busy traffic corridors. The cleanliness and accessibility of these streets is a critical factor in supporting growth of our local economy and access to local facilities for our residents and visitors from further afield.
2. Due to the built nature of King Street and Uxbridge Road, the majority of businesses present their waste and recycling on the public highway in bags to await collection. The Council's Commercial Waste Service provides collections for many businesses, and there are numerous other private waste collection companies that also service the businesses in the London Borough of Hammersmith and Fulham.
3. There is currently no governance for when bags can be placed out for collection, and this can result in streets having bags present at any time of the day, evening or night. Where there are a high number of restaurants, cafes, and takeaways, this can also have a negative impact on the pavements due to leakages from waste contained within the bags.

4. Time banding will create specific timed windows where businesses can place their waste and recycling out for collection. Residents living on these streets are already advised to place their waste out on their specific collection days. It is therefore not proposed to include households in this scheme at this stage. This will be kept under review; however experience elsewhere has found it unnecessary to include residential properties in the time banded scheme. Three timed slots will be spread over a 24-hour period across the two streets.
5. Placing waste and recycling on the public highway outside of these timed windows, would be an offence and result in the serving of a penalty notice on the business responsible.
6. In regard to the fine level, at the time writing, the current level 3 fine amount is £110 and £1,000 upon conviction, with fines permissible for issue by the Law Enforcement Team.
7. The proposed locations and associated timed windows for businesses to place out their bags are set out in Table 1.

Table 1: Time band proposals for King Street and Uxbridge Road

	Morning		Afternoon		Night	
	Presented	Collected	Presented	Collected	Presented	Collected
King Street	5.45am-6.45am	6.45am-7.45am	4.45pm-5.15pm	5.15pm-6.15pm	9.45pm-10.45pm	10.45pm-11.45pm
Uxbridge Road	6.15am-7.15am	7.15am-8.15am	5.15pm-5.45pm	5.45pm-6.15pm	10.15pm-11.15pm	11.15pm-12.15am

8. The time bands in Table 1 were proposed in a consultation with the businesses, other stakeholders and waste collectors operating in King Street and Uxbridge Road. The bands were chosen with a view to
 - when businesses of different types will be able to present waste (ie during hours when they are staffed), hence the three different bands to accommodate different types of business operation.
 - the cleanliness, appearance and accessibility of the public realm, therefore keeping the bands relatively narrow to minimise the amount of time waste may be sitting on pavements
 - the ability of commercial waste collectors to provide a service to businesses in King Street and Uxbridge Road, keeping the bands wide enough to allow for a level of flexibility given that collection vehicles will travel through busy London traffic to reach the collections, for example.
9. These two busy streets were selected in the first instance to respond to particular concerns raised by local residents and because they are two of the streets with the highest levels of fly-tipping in the borough. The impact of the measures will be monitored and may provide a model for an approach that could be used in other parts of the borough if successful.

Consultation

10. A public consultation ran from 14 November to 12 December 2025, using online surveys, leaflet drops, stakeholder briefings, business site visits, and targeted emails. 59 responses were received for King Street and 148 for Uxbridge Road.
11. The details and outcomes of the consultation are set out in Appendix 2.
12. The proposals were strongly supported, with only 5% of respondents on the King Street consultation not in support of the overall proposals and 4% of respondents for Uxbridge Road
13. Where a small proportion of respondents did not support specific time slots there was no consensus as to whether earlier or later slots would be preferred and all of the time slots had majority support (excluding respondents who felt the slot was not relevant to them).

Implementation

14. The implementation of the new rules will need to give businesses and service providers enough time to make sure their waste collection arrangements can meet the new requirements.
15. If the recommendations in this report are agreed, the Council will write to all businesses on King Street and Uxbridge Road with a summary of the consultation findings and details of the new timing restrictions including any formal notification that is required.
16. It is anticipated that businesses may need a period of up to 3 months (aiming to allow for and changes in practice or notice periods if any service contract variations are needed) to make sure their cleaning and waste practices align with the time bands.
17. It is therefore anticipated that the time bands should come into effect from mid-May 2026.
18. In the unlikely event that any business cannot find a collection service that can collect its waste within the specified bands, the Council will work with that business to ensure that suitable collection arrangements can be accessed.

Reasons for Decision

19. The decision to implement commercial waste time banding is to reduce the amount time waste is visible on the streets in our town centres. This will benefit everyone, including the businesses, as it makes these streets a more pleasant and accessible place to be.
20. Whilst it is accepted that the placing of bags of waste out for collection is a necessity, an unregulated situation (whereby bags can be present at any point

during a 24 hour period) is not conducive to having the cleanest, best maintained streets in London nor to providing pleasant and accessible spaces for local residents, customers of local businesses and other visitors to our high streets.

21. The Council is able to use powers available to it to introduce time banded collections of waste and recycling from designated business premises in the borough.
22. The consultation carried out in November and December 2025 confirmed broad support for timed waste collection, with most businesses and residents recognising the benefits for street cleanliness, accessibility, and local business prosperity.
23. Based on the feedback received in the consultation and the experience of time banded collections elsewhere in London, it is anticipated that the new restrictions will support a tidier environment on Uxbridge Road and King streets, with cleaner and more accessible pavement.

Equality Implications

24. An EqIA is included as **Appendix 1** accompanying this report.
25. The Council has consulted with affected businesses and other stakeholders with respect to these proposals to seek their views on whether the scheme should proceed and check if any negative impacts are anticipated. There are high levels of support for the scheme and negative impacts have not been identified. However, if negative impacts do emerge, urgent consideration will be given as to how these can be overcome. There are benefits to all in having tidier streets including those with protected characteristics, and in particular a more controlled approach to waste sacks placed on busy high streets may improve accessibility for disabled residents.

Risk Management Implications

26. This initiative does not incur any significant risks

Jules Binney, Risk and Assurance Manager, 26th January 2026

Climate and Ecological Emergency Implications

27. Where similar schemes have been successfully delivered in other areas or local authorities there have been environmental benefits around cleaner streets and improved public amenity, and a more accessible and safer public realm. The outcomes will result in less litter and plastic pollution getting into the local environment and local waterways via drainage gullies benefiting biodiversity and ecosystems. It will also encourage higher levels of walking and wheeling in these key high streets reducing the need to use a private car and enabling a shift to sustainable modes of travel.

28. There are also expected to be air quality benefits arising from limiting the times that large collection vehicles can operate in the affected areas and avoiding busier peak hours with queuing traffic. Officers will continue to monitor the collections closely and seek to optimise the collection rounds conducted by the council in order to see if emissions arising from collection services can be reduced.

Ben Kennedy, Senior Service Manager (Climate & Transport), 29 January 2026

LIST OF APPENDICES

Appendix 1 – Equalities Impact Assessment

Appendix 2 – Consultation Report