



# Transport, Environment and Residents Services Select Committee Minutes

Monday 10 September 2012

## **PRESENT**

**Committee members:** Councillors Rachel Ford (Chairman), Robert Iggulden, Jean Campbell, Ali De-Lisle, Lisa Homan, Jane Law, Matt Thorley and Gavin Donovan

**Other Councillors:** Victoria Brocklebank-Fowler (Cabinet Member for Transport & Technical Services) and Greg Smith (Cabinet Member for Residents Services)

**Officers:** Chris Bainbridge (Head of Transport Policy and Network Management), Ullash Karia (Bi-Borough Head of Leisure and Parks), Gary Marson (Principal Committee Coordinator), Adrian Overton (Public Protection and Safety Officer), Dave Page (Bi-Borough Director of Safer Neighbourhoods), David Ruse (Tri-Borough Director of Libraries and Archives) and Valerie Simpson (Head of Licensing and Trading Standards)

## **12. MINUTES AND ACTIONS**

Members noted that the priorities emerging from the Community safety Partnership Strategic Assessment 2012-15 reported to the previous meeting would be submitted to the Crime and Disorder Reduction Partnership within the next fortnight prior to approval by the Cabinet Member for Residents Services.

### **RESOLVED that -**

- (a) the minutes of the meeting of the Committee held on 16 July 2012 be confirmed and signed as a correct record; and
- (b) progress with the acceptance and implementation of recommendations be noted.

### **13. APOLOGIES FOR ABSENCE**

Apologies were received from Councillor Wesley Harcourt.

### **14. DECLARATIONS OF INTEREST**

There were no declarations of interest.

### **15. CYCLING PROVISION AND SAFETY**

The Committee gave consideration to cycling provision in the borough, receiving a report which set out recent trends in participation, provided the latest position in respect of cycle lanes, parking, bicycle theft and pedestrian-cyclist conflict and addressed the issue of the Olympic cycling legacy. Members also received a presentation from John Griffiths of hfcyclists which compared Hammersmith & Fulham's provision with best practice across London, highlighted issues of concern to cyclists in the borough and identified opportunities for improvement from a user perspective.

Chris Bainbridge, Head of Transport Policy and Network Management, informed the Committee that an increase in cycling was a key component of the Mayor of London's and the Council's Transport Strategy as it would help reduce traffic congestion, enhance the efficiency of the road and rail networks and improve both air quality and the health and well-being of individuals. The number of journeys made by bicycle had increased by 43% between 2003 and 2010 in Hammersmith & Fulham and now represented 4% of all journeys, one of the highest figures in London. The Transport Local Implementation Plan had set a target to increase this figure to 7% by 2031.

The main features of the plan to encourage more cyclists on to the road were cycle superhighways - 12 safe, fast and direct cycle routes from outer London to the centre - and the Mayor's Cycle Hire Scheme. Two of the superhighways would pass through the borough. Preparatory work had been delayed as a consequence of the deaths of two cyclists on one of the early superhighways in Bow but it was expected that TfL would shortly commission the design of the routes through the borough.

Following agreement at Cabinet the previous week, the popular cycle hire scheme was due to be extended to the whole of Fulham and Hammersmith eastwards from the town centre up to Shepherds Bush by March 2014. It was anticipated that some 60-70 docking stations, each with spaces for a minimum of 25 bikes would be provided in the borough. Potential sites had been assessed against a range of criteria and a public consultation exercise would be undertaken by TfL prior to applications for planning permission. In response to concern expressed at the potential safety issues arising from inexperienced and under prepared cyclists using the Cycle Hire scheme and the lack of provision of safety equipment, it was emphasised that accident rates among users were extremely low. Helmets could not be provided because it was essential that they were an exact fit for the wearer.

Members sought and were provided with approximate figures for the cost of each of the Cycle Hire docking stations. It was noted that 3,900 Borough residents were currently members of the scheme and most had switched their mode of transport from public transport rather than car. This was not surprising given that only a small minority of journeys in central London were undertaken by car. The effect would still relieve pressure on a stretched public transport system. No data was currently available for the frequency of the journeys made by bike by Hammersmith & Fulham residents but TfL would be monitoring usage.

Members noted that safety remained the major barrier to cycling for many people. The number of cyclists injured or killed on the roads was increasing with 16 fatalities in London in 2011 against 10 the previous year. Locally the performance trends were slightly better than the London average but number of injured cyclists continued to show small year on year increases with 167 injuries and one fatality recorded in 2011. It was emphasised that the figures were still relatively low and, given the large increase in cycling, represented a diminishing proportion of the overall number of cyclists but highlighted the importance of continuing to address the issue.

The Committee was informed that HGVs accounted for 56% of cyclist fatalities despite only amounting to 5% of the vehicles on London's roads. The Council had therefore pioneered innovative mutual awareness sessions for cyclists and HGV drivers. All Serco drivers engaged in Council contracts had attended the sessions and Mr Bainbridge confirmed that there was a desire to increase the reach of the scheme. Further impetus had been provided by TfL's requirement that all Crossrail drivers should participate and the programme was offered to all firms in the borough and advertised in trade magazines. Officers were working with Kensington & Chelsea to attempt to ensure that all firms bidding for Council contracts would be required to participate.

The Council also offered cycle training to all who lived, worked or studied in the borough and had introduced various highway engineering measures designed to improve cycle safety. Mr Griffiths of hfcyclists highlighted concerns regarding cyclists' perception of danger on Hammersmith Bridge, requesting the introduction of a 20mph speed limit. The accident rate on the bridge was low and it was not believed that a 20mph speed limit would be justified but monitoring of traffic speeds and volumes would shortly be undertaken and the markings on the carriageway were due to be altered in order to increase cyclists visibility to drivers.

Another potential area for improvement requested by hfcyclists and highlighted by Members was Beadon Road. The Committee noted that traffic flows were likely to be altered as a consequence of proposed development in the area and as redevelopment schemes came forward the opportunity would be taken to make the necessary improvements.

Other measures to encourage cycling included the provision of on-street cycle parking, with 94 additional spaces being installed in 2011/12, bringing the total in Hammersmith & Fulham to over 2,000. Developers were required to

provide secure and convenient cycle parking and Officers worked with schools on travel plans, resulting in an increase in the proportion of children cycling to school from 5% to 10%. It was agreed that consideration could be given to prioritising pothole repairs on routes to schools in order to help further increase this figure.

Members highlighted the problem of conflict between cyclists and other road users, in particular complaints from pedestrians regarding cyclists on the Thames Path. Measures had been taken to encourage cyclists to use alternative paths and routes wherever possible with TfL removing the prohibition on cycling alongside the A4 between Hammersmith Flyover and Hogarth Roundabout and schemes being introduced to divert cyclists onto back routes away from busy sections of the Path. It was noted that it would not be appropriate to extend the cyclists contraflow in King Street in order to improve the further improve the alternatives owing to the number of pedestrians and the need for traffic to flow at that point. Speed limit signage could be considered for cyclists on the riverside. It would not be enforceable but could serve as a reminder for courtesy and caution.

Concern was also expressed in respect of the shared use pedestrian/cyclist path recently introduced in Bishops Park. It was noted that extensive consultation had taken place with park users prior to the change and the dividing line between the two sections had been removed to encourage cyclists to ride more courteously and give way to pedestrians. The situation would, however, continue to be monitored.

Members looked at measures to build on the growth in interest in cycling driven by recent British success in the Olympic Games and Tour de France. It was noted that the Mayor of London intended to hold a two day annual festival of cycling from 2013 onwards which it was hoped would include the biggest charity fundraising cycle ride in the world.

In response to a range of questions from members of the public, Mr Bainbridge informed the Committee that it would not be feasible to make access to pathways in parks more difficult for cyclists to access because it would also have the unintended effect of impeding wheelchair users. The provision of mirrors on blind bends was also not advisable since it would be contrary to guidance on minimising streetscape clutter and might encourage motorists to higher speeds. It was regretted that some cyclists felt that the Police failed to prioritise the investigation of accidents in which they were involved but Mr Bainbridge assured Members that the Council liaised with the Police in the investigation of the causes of serious incidents.

**RECOMMEND that –**

the channel for dialogue between the Council and hfcyclists be maintained;  
and

## **RESOLVED that –**

a further report on cycling provision be presented in due course in order to enable the Committee to assess progress.

### **16. PARKS SATISFACTION LEVELS**

The Committee received a report which reviewed the levels of satisfaction amongst users of the Borough's 159 hectares of public parks and improvements introduced as a consequence of customer feedback.

Members noted that on the basis of the most recent data, drawn from a Residents Survey undertaken in 2008, there were more than 7million visits to the parks each year, with 80% of residents visiting at least once every 12 months. Annual user surveys suggested that levels of satisfaction, although reflective of variables such as demographic profile and proximity to parks, had consistently been above 70% in recent years, which compared favourably with the overall satisfaction rating for the Council of 62%. The most recent survey, in 2011, had recorded satisfaction levels of 76%, a marginal decline on the previous year's figure of 78% which was possibly due in part to the considerable disruption caused by works at Bishops Park and Shepherds Bush Common. It was noted that residents in the north of the Borough were more likely to be dissatisfied (19%) than those in the centre (11%) and south (8%).

Priorities identified by the user surveys had led to a number of improvements including the refurbishment of 7 new play areas, enhanced café provision and signage, investment in litter reduction and work with the Parks Constabulary to combat anti social behaviour. Nine of the Borough's parks had now been awarded Green Flag status.

It was noted that an active user engagement programme was in place although it was necessary to balance the sometimes conflicting demands placed on the parks by different stakeholders. One example of this was the commercial usage of parks and the Committee enquired as to how the conflict with the needs of the wider public was addressed. Members identified a number of parks, such as Ravenscourt Park and South Park, which were sometimes difficult to use because they were so heavily utilised by schools and other groups. Ullash Karia, Bi-Borough Head of Leisure and Parks, emphasised that efforts were being made to signpost commercial users from busier parks to those with greater spare capacity. It was not anticipated that differential pricing would significantly assist in managing demand as the main users were schools who required access during fixed periods. Where it existed, usage survey data at individual parks would be supplied to Members.

In response to further questions from Members, Mr Karia informed the Committee that outdoor exercise equipment could be provided subject to demand and cost and tennis courts were now being marked out for more flexible multiple use. In Ravenscourt Park, for example, they were now also capable of accommodating netball, a facility which proved popular with schools. If resources allowed, further work could be done to enhance the

already existing range of interactive educational tools, such as the mobile phone application which identified places and items of interest within the parks.

**17. TRI BOROUGH LIBRARY SERVICE AND ARCHIVES - UPDATE ON IMPLEMENTATION AND PERFORMANCE**

Members received an update report on the implementation of the Tri-Borough Libraries and Archives Service, reviewing governance arrangements, the current mandate and priorities, performance to date and planned service improvements.

The Committee noted that the Tri-Borough service had formally commenced on 1<sup>st</sup> April 2012. The new integrated staffing structures were now in place and attention was focused on service delivery. A mandate had been agreed for each of the participating authorities which set out the local vision, aspirations and priorities for the service. Although the service was being managed on a Tri-Borough basis each Borough retained its own distinct branding, appearance and policy framework. The combined service was expected to deliver combined savings of £940,000 in 2012/13, of which Hammersmith & Fulham's share was £204,000. There was the potential for additional savings in future years. A number of significant customer benefits were set to be delivered as a consequence of the joint approach, including a wider offering of books and other materials though access to all three Borough's collections, consistency of service standards and improved capacity to attract external sponsorship and funding.

David Ruse, Tri-Borough Director of Libraries and Archives, set out details of the performance of the new service. Stock issues from the four libraries now managed by the Council were slightly down on 2011/12 but in view of the previous downward trends and the inevitable disruption to frontline staff as a consequence of the restructuring, this was perceived as a reasonable outcome. The stock at Hammersmith Library was being extensively overhauled in an effort to stem a continuing decline in issues prior to the medium term solution of the planned £1.65m refurbishment.

A number of service developments were planned including an extension of the range of events and activities taking place in libraries, the introduction of a single library card across the three boroughs and the introduction of eBooks available through digital downloads. The libraries would be promoted more extensively and efforts were being made to increase the number of volunteers working alongside permanent library staff. Initial discussions had been held with the team working on White City regeneration to explore the library offer in the area and consider ways of sharing expertise and resources. The new volunteer run Avonmore Library and Neighbourhood Centre, formerly Barons Court Library, had opened in July under the management of the CAB.

The Committee took the opportunity to question Mr Ruse on a number of matters. Members were informed that whilst middle and senior managers all worked on a tri-borough basis, frontline staff tended to remain within Hammersmith and Fulham libraries. The decision had been taken to stock

eBooks in order to widen usage. Mr Ruse emphasised that Libraries which failed to catch up with the e-market would become increasingly irrelevant. Newspaper and magazine stock was ordered centrally for the four Borough managed libraries while decisions on which items to carry at Avonmore and the planned Sands End facility would be the responsibility of the local management. In response to a question on the scope for additional voluntary sector usage of library space, Mr Ruse highlighted the way in which the CAB not only operated the Avonmore Library but also delivered surgeries at other facilities as they offered a safe and neutral venue. The Council was committed to the concept of libraries as a community hub and would be pleased to work with other charities and voluntary groups to this end.

Members also posed a number of questions in respect of the Archives service at Lilla Huset. The local history collection was now open to public visitors once a fortnight rather than the previous monthly arrangement. The extended hours had been positively received and there were increasing numbers of visitors and enquiries. It remained, however, only a temporary provision as the accommodation costs at Lilla Huset were due to rise considerably and an exit strategy needed to be put in place. The Committee was informed that there was potential to incorporate the material and provide for public access at Hammersmith library following its planned refurbishment.

## **18. STATEMENT OF GAMBLING PRINCIPLES - REVIEW**

The Committee received details of a draft revision to the Council's Statement of Gambling Principles and the outcome of a 12 week public consultation on the proposed changes.

Members noted that all licensing authorities were required to prepare a statement of the principles they intended to apply in exercising their licensing functions under the Gambling Act 2005 at intervals of no more than three years. The new Statement was due to come into effect in January 2013 and provided for the retention of the Council's 'No Casino' resolution and the introduction of a pool of conditions which could be applied to different types of premises such as adult gaming centres, betting shops and family entertainment centres. It was hoped that this change would make it easier for applicants, residents and agencies to understand and request consistent conditions for each type of premises when making, commenting upon or considering applications. A number of drafting amendments had also been proposed in the interests of clarity and to improve guidance to objectors on what constituted a relevant representation.

The Committee noted details of the response to the public consultation. Each of the proposed changes had attracted the support of the majority of the respondents and the Metropolitan Police had also commented favourably, making a number of requests which had been incorporated in the pool of conditions.

**RESOLVED that –**

the revised Statement of Gambling Principles and associated pool of conditions be noted

**19. PERFORMANCE INDICATORS 2011/12 OUTTURN**

Members received a report which set out the 2011/12 outturn data in respect of those key performance indicators for the Transport and Technical Services and Environment, Leisure and Residents Services Departments identified by the Committee for review and monitoring. Members requested further information to be supplied in respect of the maintenance of principal and non principal classified roads.

**20. WORK PROGRAMME AND FORWARD PLAN**

The Committee gave consideration to its work programme for the remainder of the 2012/13 Municipal Year. The next meeting was due to receive an update on progress in the twelve months since the end of the 'Get H&F Moving' campaign and Members asked for an invitation to be extended to the British Airports Authority in order to raise a number of current aviation issues. A report on noise nuisance was also requested.

Members also noted details of forthcoming relevant key decisions which were to be taken by the Cabinet and would be open to scrutiny by the Committee

**21. DATE OF NEXT MEETING**

The Committee noted that its next meeting was scheduled to be held on 6<sup>th</sup> November 2012.

Meeting started: 7.00 pm  
Meeting ended: 8.48 pm

Chairman .....

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