



City of Westminster

# Committee Agenda

Title: **City Management and Public Protection Policy and Scrutiny Committee**

Meeting Date: **Wednesday 6th February, 2019**

Time: **7.00 pm**

Venue: **Room 3.1, 3rd Floor, 5 Strand, London, WC2 5HR**

Members: **Councillors:**

Barbara Arzymanow	Matthew Green
Margot Bright	Aicha Less
Tony Devenish (Chairman)	Mark Shearer
Paul Dimoldenberg	Shamim Talukder

**Members of the public are welcome to attend the meeting and listen to the discussion Part 1 of the Agenda**

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**Note for Members:** Members are reminded that Officer contacts are shown at the end of each report and Members are welcome to raise questions in advance of the meeting. With regard to item 2, guidance on declarations of interests is included in the Code of Governance; if Members and Officers have any particular questions they should contact the Head of Committee and Governance Services in advance of the meeting please.

## **AGENDA**

### **PART 1 (IN PUBLIC)**

**1. MEMBERSHIP**

To report any changes to the membership

**2. DECLARATIONS OF INTEREST**

To receive declarations by Members and Officers of any personal or prejudicial interests in matters on this agenda.

**3. MINUTES**

To approve the minutes of the City Management and Public Protection Policy and Scrutiny Committee held on 21 November 2018.

**(Pages 5 - 20)**

**4. CABINET MEMBER FOR PUBLIC PROTECTION AND LICENSING - UPDATE REPORT**

Councillor Ian Adams (Cabinet Member for Public Protection and Licensing) to update the Committee on current and forthcoming issues in his portfolio.

**(Pages 21 - 32)**

**5. CABINET MEMBER FOR ENVIRONMENT AND CITY MANAGEMENT - UPDATE REPORT**

Councillor Tim Mitchell (Cabinet Member for Environment and City Management) to update the Committee on current and forthcoming issues in his portfolio.

**(Pages 33 - 42)**

**6. AIR QUALITY, CLEAN AIR AND GREENER CITY ACTION PLANS**

The Committee to receive a report from the Executive Director of City Management and Public Protection and Licensing on Air Quality, Clean Air and Greener City Action Plans, followed by a discussion with expert witnesses.

**(Pages 43 - 110)**

**7. PROGRAMME OF WORK AND ACTION TRACKER UPDATE**

**(Pages 111 - 118)**

Tracker and work programme update

**8. ANY OTHER BUSINESS**

To consider any other business which the Chairman considers urgent.

**Stuart Love**  
**Chief Executive**  
**29 January 2019**

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CITY OF WESTMINSTER

## DRAFT MINUTES

### City Management and Public Protection Policy & Scrutiny Committee

#### MINUTES OF PROCEEDINGS

Minutes of a meeting of the **City Management and Public Protection Policy & Scrutiny Committee** held on **Wednesday 21 November 2018** in Room 3.1, 5 Strand, London, WC2 5HR

**Members Present:** Councillors Tony Devenish (Chairman), Barbara Arzymanow, Timothy Barnes, Iain Bott, Matthew Green, Aicha Less and Hamza Taouzzale.

**Apologies:** Councillor Paul Dimoldenberg

**Also Present:** Councillor Guthrie McKie and Councillor Tim Mitchell.

#### 1. MEMBERSHIP

- 1.1 The Chairman sought any absences, apologies or substitutions to the Committee's membership.
- 1.2 The Chairman advised that Councillor Guthrie McKie was substituting for Councillor Paul Dimoldenberg who was unable to attend.

#### 2. DECLARATIONS OF INTEREST

- 2.1 The Chairman sought any personal or prejudicial interests in respect of the items to be discussed from members and officers, in addition to the standing declarations previously made.
- 2.2 There were no declarations made.

#### 3. MINUTES

RESOLVED:

- 3.1 That the Minutes of the City Management and Public Protection Policy and Scrutiny Committee held on 20 September 2018 be signed by the Chairman as a correct record of proceedings.

#### **4. CABINET MEMBERS FOR ENVIRONMENT AND CITY MANAGEMENT POLICY AND SCRUTINY PORTFOLIO OVERVIEW**

- 4.1 Councillor Tim Mitchell provided an update of the Environment and City Management Cabinet Member portfolio. Councillor Mitchell advised the Committee that the Greener City Action Plan (GCAP) annual report was currently in preparation and the report would highlight all the work done on the Greener City agenda over the last 12 months. With regard to the Marylebone Low Emission Neighbourhood (LEN), Councillor Mitchell informed the Committee that following the LEN Stakeholder meeting in September and a core steering group meeting in October there was continued good progress. Councillor Mitchell discussed the update for Highways and Transport, advising the Committee that the current Experimental Traffic Order (ETO) for the trial of up 20 to 40 mph and now needed to evaluate how to grow the programme borough-wide.
- 4.2 Councillor Mitchell also updated the Committee on the WCC Planned preventative maintenance carriageway 2018/19 - lighting and road management. With regard to cycling, Councillor Mitchell advised that the cycle hangar trial in Ilbert Street had been a success with all spaces occupied and a significant number of residents on a waiting list. Councillor Mitchell provided an update on public realm schemes, advising that the major public realm schemes were progressing on time and on budget. He said that the works at New Bond Street were progressing well and the Baker Street Two Way was near completion and would switch over in spring 2019. Councillor Mitchell also advised that he had been working alongside the New West End Company.
- 4.3 With regard to Electric Vehicles, Councillor Mitchell advised the Committee that WCC continued to expand the lamp column charging option for residents and had secured £300,000 in funding through the Go Ultra Low Cities Scheme (GULCS) for resident's charging. The roll out to date had been funded by TfL LIP funding and would pay for approximately 100 points, with plans to introduce a further 150. Finally, Councillor Mitchell informed the Committee that WCC parks and gardens had been awarded Gold standard in the majority of the locations entered for the London in Bloom competition; that had resulted in the award of Borough of the Year for the second year running, and the team would be busy over the next 4-6 weeks, as they were expected to clear approximately 1000 tonnes of leaves from our streets.
- 4.4 Responding to the report, Councillor Taouzzale raised a query with regard to Zip Cars and further queried the current guidelines; he referred to the requirement for drivers to have held their licence for a minimum of two years. Councillor Taouzzale felt that it was expensive for a young person to buy and insure a car, making a ZIP Car affordable and a better choice for short trips. Councillor Taouzzale queried what provision had been put in place for younger drivers. In response to Councillor Taouzzale's queries, Councillor Mitchell advised that he would take the query back

for a response and also offered that there could will be a different structure for younger drivers and made reference to the new extended Zip Car 'flexi service' that had been running since the summer.

- 4.5 In responding to the report, Councillor Barnes advised that he was unaware that the council had suspended the charges for broadband providers, which he welcomed and found helpful. Councillor Barnes also queried whether the council had plans for introducing hydrogen charging points. Councillor Mitchell responded to the queries, advising that he was keen to work with all public utilities to minimise the disruptions that works cause, he felt that with the work taking place in Soho, had been particularly important. With regard to the hydrogen query, Councillor Mitchell made reference to a petrol station of the future with rapid charging and hydrogen charging, Councillor Mitchell advised that he believed hydrogen would replace petrol and diesel in the future, but did not see it as something the council would be doing themselves, at the current stage.
- 4.6 With regard to the report, Councillor Arzymanow queried if there was an update available for the 'Don't be idle' campaign. In response Councillor Mitchell advised that there were two aspects to the campaign, the first being the air quality action days, run by air marshals, parking marshals, local volunteers and businesses, who work specifically on informing the public. Councillor Mitchell advised that the second part was focused on businesses, the ten top businesses with fleets that were adding to the issue of idling vehicles would be identified, such as couriers. Councillor Mitchell advised that the Leader would write to such businesses and asked them to make pledges regarding the training of staff and the upgrading of fleets, moving away from use of diesel vehicles. Councillor Mitchell informed the Committee of his visit to a new courier depot which used medium and small sized electrical vans. He advised that the market was limited and there was a small amount of these vehicles available and that was why the council was still considering different options for its own refuse fleet.
- 4.7 Councillor Arzymanow asked a follow up question regarding the 'Don't be idle' business fleet element of the campaign and queried whether it would include coach operators, making reference to Dorset Square. Councillor Mitchell advised that coaches' would be included, but it would be dealt with by TFL.
- 4.8 Councillor Green raised a query regarding the future for electric vehicles, advising that there was a large demand for electrical charging points. He explained that not all charging points were equal, in particular the lamp post charging points require expensive cables and the connection fee was three times the rate of the dedicated EV only bays, which had led to a higher demand for the bays. Councillor Green asked if the enforcement services could monitor it more closely, as there was a maximum 4 hour stay and it was not always being adhered to. Councillor Green also asked that with regard to the future structure, the council review the usage of the different EV charging points which were provided by different companies, ensuring that there was a mix of charging points for the variety of EV that exist.

- 4.9 Responding to the queries, Councillor Mitchell advised that market was not mature yet and the approach of the council was to use a mixture of different providers, who use slightly different technology; as it was not yet clear who would be the winner. Councillor Mitchell discussed the Tesla model, where after the free allocated charging time was finished, if the EV remained connected to the charging point, then a charge would be incurred. Councillor Mitchell advised that he would come back to the Committee with regard to the enforcement of the 4 hour bays and added that there might well be a technological answer to the issue.
- 4.10 Councillor Guthrie McKie raised concerns regarding fly tipping, he advised that it was as a major concern for members. Councillor McKie felt that some wards at the edge of the borough may have larger amounts of fly tipping because of cross borough activity. Councillor McKie referred to a number of large household item, often dumped by builders moving from one part of London to another. He advised that he and other members received numerous e-mails and there needed to be an electronic solution along with more regular vehicles clearing fly tipped sites. Councillor Mitchell advised that it was an issue which the council were very concerned with, however having reviewed the data over the last quarter, it revealed that there had been fewer reports of fly tipping. Councillor Mitchell also added that in areas where fly tipping had been prevalent however, still remained prevalent.
- 4.11 Councillor Mitchell informed the Committee that he had met Councillor Adams and council officers to discuss organising a dedicated team of six officers to work over the next three months on a series of initiatives to tackle fly tipping. He said that the team would tackle a number of problematic sites, with the intention of addressing behavioural change. Councillor Mitchell also advised that the team would be reviewing the further use of Close Circuit Television (CCTV), although CCTV was a deterrent and does not provide the evidential quality needed for prosecutions. Councillor Mitchell added that more flatbed vans would be available to move larger dumped household items. Councillor Mitchell advised the Committee that the big black bins were emptied three times per day and he agreed with Councillor McKie with regard to the outer wards, advising that it could be because the council offered such a good refuse collection service.

RESOLVED: The Committee noted the report.

## **5. CABINET MEMBERS FOR LICENSING AND PUBLIC PROTECTION POLICY AND SCRUTINY PORTFOLIO OVERVIEW**

- 5.1 Councillor Adams addressed the Committee with an urgent update regarding ASB activity in the Church Street ward. Cllr Adams advised the Committee that with immediate effect, there would be a joint approach with the Police, and with additional support from the Police's Violent Crime task force and Territorial Support Group. Councillor Adams added that the council was also currently completing a Community Impact Assessment to understand what was happening in that area.



- 5.2 Councillor Less thanked Councillor Adams for his update and was reassured to hear that extra measures were being put in place for Church Street and advised she was a Church Street ward councillor. Councillor Less advised the Committee that just today she had witnessed an ASB incident involving a betting shop and a group of young men, she informed the Committee that the members of staff at the betting shop were scared to call the police for fear of reprisal. Councillor Less was shocked that it incident was taking place on Edgware Road in the late afternoon and informed the Committee that it was an example of the incidents that were taking place in the Church Street area, the public were scared to come forward and if there was anything that she and her ward members could do by working with the police to improve the situation, she was happy to do so.
- 5.3 Councillor Arzymanow responded to Councillor Adams' urgent update and raised a query with regard to the efforts in Church Street and if it extended to the Blandford Estate. Sara Sutton, advised Councillor Arzymanow that the work would encompass the whole area of North West Westminster where pockets of that type of ASB exist. Councillor Arzymanow questioned if an update on begging was available, Councillor Adams advised that it was updated in detail in his last report to the City Management and Public Protection Policy ad Scrutiny Committee.

RESOLVED: The Committee noted the update and the Cabinet Member report.

## **6. METROPOLITAN POLICE BASIC COMMAND UNITS**

- 6.1 The Borough Commander, Chief Superintendent Jones, delivered a presentation to the Committee members on the Metropolitan Police Service (MPS) move in February 2019, from a 32 Borough based policing model to the creation of 12 Basic Command Units (BCUs). The Borough Commander advised the Committee that The MPS was facing a rise in demand for services, increased financial challenges, and was policing a growing London population which was getting younger in a context of increasing complexity and expectations. The Borough Commander explained that without significant changes in how resources were managed they will be unable to meet these challenges and the complexities of policing a global city like London.
- 6.2 The Borough Commander advised that East London (Havering, Barking & Dagenham, Camden and Islington) changed over to the model last year and there had been a number of lessons learnt from their pilot, he informed the Committee that the responses to emergency calls became extremely challenging for a period of six months which did cause some concern; however much had been learnt and they were confident in the new model. The committee was advised that from February 2019 there would be around 243 fewer officer posts. Most of the reductions were from supervisory and senior posts. There were reductions of officer posts in Neighbourhoods and Investigations, there will be an increases in

Response and Safeguarding. The Borough Commander anticipated that demand would continue to increase, including through additional footfall when the Elizabeth Line was operational. The Borough Commander informed the committee that the changes reflected the fact that crime profiles have changed and also because the Response officers would be investigating non-serious and complex crime. The new headquarters includes officers who were focused on demand reduction and increased back office efficiency.

- 6.3 The Borough Commander advised that the benefits he anticipated under the model were more flexible resourcing, savings from the sale of buildings and demand reduction through local resolution teams. Providing further details, the Borough Commander informed the committee that the Central West BCU would cover Westminster, Hammersmith & Fulham and Kensington & Chelsea Boroughs. It was further advised that the BCU model incorporates five policing “Strands” each led by a Superintendent; Response, Neighbourhoods, Investigations (CID), Safeguarding and Headquarters. The Borough Commander advised that the “Go Live” date for Central West was 20 February 2018 and there was to be a stabilisation period of 3-4 months following the implementation.
- 6.4 The Borough Commander advised that there would be a 10% reduction in overall numbers from 2016 and was reflected across London. He also addressed the BCU resources and the changes to the mix of policing ranks, providing a diagram which gave a snapshot of the changes to the ranked officer numbers, which includes reductions at Chief Superintendent rank. It was also advised that due to its central location and crime/location profile the BCU works very closely with specialist teams for example public order, firearms, counter terrorism and protection teams. Detective Superintendent Ruddell addressed the Committee advising that there would be an increase in the numbers of Response Officers from 932 to 1050, a reduction in Neighborhood Officers from 533 to 256, an increase in Safeguarding Officers from 174 to 202 and a reduction in investigating officers (CID) from 374 to 246.
- 6.5 The Borough Commander advised that the Headquarters (HQ) function would provide 60 senior officers with officer level cohesion for pan-BCU, functional activities and lead business change. He also advised the Committee that there would be a single Control Room for the BCU based at Charing Cross and it would provide borderless deployment. It was felt that all strands must be represented to provide the best and quickest service to victims. The Borough Commander advised that a Local Resolution Team had been created and would be in operation from December 2018. He advised that the team would deal with a number of calls to police at source and will provide demand reduction for police and a better faster service for the public. The Borough Commander discussed the modernization of its estates police stations including Charing Cross and Hammersmith, the Committee were informed that no estates (Belgravia and West End Central) would be sold and kept open until the police were satisfied with the new arrangements.

- 6.6 The Borough Commander discussed the incidents in the Church Street Ward and commented that youths were no longer scared of the Police and that the Police needed to show a real presence. Councillor Taouzzale queried the location and the facilities of the Kilburn Police station, the Borough Commander confirmed that it was a large station, North East London, just outside of Westminster. He also advised that as a response location, it worked better than Charing Cross. Councillor Taouzzale queried the opening hours and the staffing of the Church Street Police station. The Borough Commander advised Councillor Taouzzale that he and his colleagues had discussed revising the opening hours including Saturday's; and the hours which officers were working from of the station were much broader.
- 6.7 The Borough Commander advised the Committee that he anticipated that demand would continue to increase including through additional footfall when the Elizabeth Line was operational. However it would be mitigated by prevention work done in partnership with businesses and also the distribution of footfall across the line (as experienced with the start of the night tube). The Borough Commander advised that police would continue to work with partners on efficient tasking, working in multi-agency teams to address key issues of ASB, night time economy and street population issues. It was advised that the Night Time Economy would now be primarily policed by Response teams and would be reviewing performance in that area carefully.
- 6.8 Detective Superintendent Ruddell informed the Committee that the police were primarily focusing pro-activity on violent crime and drug issues, however there would be a key Safeguarding role. Detective Superintendent Ruddell advised that there would continue to be significant events in Westminster and the police would ensure that the right balance was struck between central and local resources. She said that many police officers would be taking on new roles or responsibilities and officers would receive relevant training, and it was possible it could take 6-12 months for performance to be consistent. Detective Superintendent Ruddell advised the Committee on how the police communicate and share information effectively with partners was something they would continue to work on.
- 6.9 Chief Inspector Brittain addressed the Committee to discuss the Partnership Prevention Hub, he explained to the Committee that the hub will be based in Hatton Cross and would provide 16/7 cover. Chief Inspector Brittain informed the Committee that the hub would consist of specialists in Hate Crime, Hospital Engagement and Hotel Engagement, Universities, ASB, Rough Sleeping and Social Media. A dedicated Licensing Team will also operate from the hub, there will be no reduction in the current numbers. He said that there was an increase in Schools Officers Learning, as the police must continue to invest in prevention. Also a Tasking Teams of around 20 officers would also operate from the hub. Chief Inspector Brittain advised that workshops would be held with key partners to discuss how the hub might work.

- 6.10 Chief Inspector Brittain discussed the night time economy with the Committee, advising that there would be a greater number of deployed officers available at times of peak demand with better levels of supervision. A team of 50 Officers working 16 hours a day (07:00 to 23:00), the responsibility for the night time economy in the West End would be passed to the Response Team, seconded on a rolling bases for a three month period.
- 6.11 Councillor Adams thanked the police for the presentation and hard work. Responding to the presentation Councillor Adams felt that it was a big worry to the community with the reductions stated, although it was refreshing that a number of the management levels had been stripped out, assuming that the right governance arrangements were in place and leadership capabilities spread across the BCU. Councillor Adams felt that the change was about visibility and having officers on the ground, he encouraged everyone around the table to look at the discussion with greater police visibility in mind. Councillor Adams advised that it was not without risk as it was a major structural and cultural change, not just in the reduction of numbers but a shift in activity. Councillor Adams concluded that the model could be a perfect storm as serious youth crime was on the rise against some challenging measures which the police were proposing.
- 6.12 Sara Sutton address the Committee and provided some background regarding crime in Westminster. Ms Sutton advised that following a strategic assessment within the Westminster Safer Partnership it showed that crime was increasing within in certain areas of Westminster. She informed the Committee that there had been a 9% increase in crime overall and some areas of crime were increasing quite significantly; knife crime for example, had an increase as high as 30%. Ms Sutton also discussed the integrated teams (P&P Hub) advising the Committee that these partnerships had been working well and what she would like to see was a strong commitment within the BCU not to lose any of the current good work, and opportunities to build further on the work. Ms Sutton felt that it would depend on numbers of staff and ensuring that information was shared with partners.
- 6.13 Jace Tyrell from the New West End Company (NVEC) addressed the Committee and provided a little background as to who the company was and what they did. Mr Tyrell explained that NVEC represented over 600 occupiers and property owners across Bond Street, Regents Street and Oxford Street. Mr Tyrell advised the Committee that the NVEC was a not for profit company and raised over £10 million through levies to invest in additional services, above and beyond that of tax streamed authorities, as an investment to their customers and to the West End. He advised that the company had over 55,000 employees in their businesses, with 1 in 5 employees living in London, working in Camden and the West End. Mr Tyrell informed the Committee that their businesses were also concerned and that from the NVEC's own research and evidence stated that there had been a 20% reduction in Londoners visiting the West End in the last five years, which he felt was through the fear of crime, fear of safety, and threat and counter terrorism.

- 6.14 Mr Tyrell also felt that the City of London received a much better deal and settlement in terms of policing and resources based on analysis carried out by the NWECC. He informed the Committee that there was 1178 officers in the City of London Police Force compared to the West End, who generates more GDA than the City of London; therefore he was surprised that the government did not recognise the impact that the West End had on the economy. Mr Tyrell raised the subject of Crossrail that he said could bring a 30% increase in customer numbers which was an extra 60 million people. Finally Mr Tyrell added that there were already good partnerships in existence and he was currently working on a pilot scheme and would like more partnership working with the Council and the Police to address the crime issues in the West End.
- 6.15 Dee Corsi also from the New West End Company addressed the Committee to raise concerns regarding some of the operation aspects of the BCU proposal. Ms Corsi advised that the NWECC had good relationships with both the council and the police in tackling crime and ASB across the West End, which really did have an impact on their customers, visitors and residents. Ms Corsi advised that it had an impact on the reputation of the West End and did have concerns with the level of policing in unique areas such as the London's West End. Ms Corsi further raised concerns regarding changes to the estates, moving officers from West End central to Charing Cross, which would result in taking longer to respond to call from the West End and wanted like to discuss the potential a working space within the footprint to strengthen partnership working. Ms Corsi raised a concern with regard to the shift from neighbourhood policing to response team, she was concerned with the loss of localised knowledge. She also had concerns regard to shoplifting, which she felt was on rise and was a major concern for their customers.
- 6.16 Simon Walton, Chairman from the Queens Park Ward Panel addressed the Committee. He advised that he agreed with the BCU's vision to increased professionalism and raises status of the frontline response officer responses, Mr Walton was glad that Westminster was able to use Kensington and Chelsea Police. With regards to the integrated model under the neighborhoods section, Mr Walton enquired as to the meaning of "*All staff will be locally based and work to deliver on local priorities developed via local consultation*"? Mr Walton advised that whilst passing Kilburn Police station, the notice board advised the station was open 09:00 to 17:30, however it was not open and there was a note scribbled on the door which states that it was not open; Mr Walton felt that if the police want people to come and report crimes then stations should be user friendly and things like that turned people off. Finally Mr Walton advised that he felt that Charing Cross and Hammersmith police stations were a significant distance from the north of Westminster.
- 6.17 Mr Walton advised that they were always making a plea for more dedicated ward officers as they only have two, whom they rarely see and have to send email to them and receive responses three days later. Mr Walton raised a query with regard to the investigation CID and if it meant there would be a reduction in the teams

working with gangs, as this was a big problem in Queens Park and other areas, and seemed to be a bad idea to reduce officers in that area. Finally Mr Walton made a plea for The Avenues Youth Centre which is located in north Westminster, he advised that the youth club had lost all of its funding, which could mean more youths on the streets, more guns and crime.

- 6.18 Frances Blois, Chairman from the Knightsbridge and Belgravia Safer Neighbourhoods Panel addressed the Committee. She confirmed that she had lived in Westminster for over 40 years and felt that she was very aware of the issues. Ms Blois advised the Committee that the statistic for the neighborhoods represented at each meeting and although in a relatively low crime area no one could afford to be complacent. Ms Blois informed the Committee that some of the crime was seasonal, some crime goes unreported and it also affects non-residents and tourists. Ms Blois advised that her ward had several distinct areas of crime, Victoria coach station to Hyde Park, with problems such as rough sleeping and begging. She advised that licensing of late night café's in the area had been caused a number of issues and that she was also concerned with the closure of Belgravia Police station. Ms Blois advised that car crime, burglaries, snatch and grab of bags (from bicycles) and Shisha café's was a priority for the residents. Ms Blois was very happy with local police officers but unhappy with the 101 phone service as operators are never able to help. Ms Blois felt for the model to work residents should be aware of safer neighborhood teams and any base should be located within easy reach of all the wards.
- 6.19 The Borough Commander responded to the questions raised by the expert witnesses and confirmed that with regard to those questions, visibility was vital and in addition to local police there was specialist support such were armed response cars, mounted officers and other visible assets. The Borough Commander discussed the amazing special constable volunteers and the addition visibly they provide along with the local knowledge they have was incredible, he advised that local knowledge was something that he would want to build on. Responding to the query regarding businesses, the Borough Commander mentioned the counter terrorism threat was an enormous concern to the police and a high number of the most crowded places were in Westminster foot print and would be doing everything in the polices power to ensure those places were safe from that kind of attack. The Borough Commander advised that it had taken a lot of hard work to integrate the teams and were happy with the integrated street teams and were working to ensure the ward teams were integrated to the same levels. The Borough Commander made a commitment to the ward base approach and to always evaluate their approach to ensure that it was working.
- 6.20 The Borough Commander addressed the supervision ratio advising that using efficiencies were able to find was to work better, the Borough Commander also mention the quality of new officer joining the police and the kinds graduates attracted to policing. The Borough Commander apologised to Mr Walton for his experience at Kilburn Police station and address the issue of poor signage and

agreed that that could be dangerous as well as frustrating. He agreed that the contact points and methods of engagement have also been poor, it included the 101 phone service, which has just undergone a massive recruitment drive for more operators. The Borough Commander felt that the offer from NWECC for a base space was a very good idea as it would be a space where people would normally frequent and not just an available space where residents would rarely go. The Borough Commander advised that the police were reviewing how they can improve the use of social media for engagement.

- 6.21 Councillor Green responded to the presentation and raised a query with regard to the model for East London being comparable to the Model for Central London, even though later in the presentation it was advised that the Central London boroughs were not similar to borough in East London. Councillor Green queried that officers were skeptical and advised that he had spoken with officers who felt that there should be an exception made for Westminster as we were the capital of the capital and as clearly shown by the NWECC City of London figures. Councillor Green felt that the key challenges would be demand and it did not look like there would be enough people to do the job. He felt that the focus needed for the demand and the night time economy would have a knock on effect, he advised that the outer neighborhood wards suffer with ASB crimes and need dedicated ward officers. Councillor Green queried the officer reduction numbers which he advised had gone from 533 to 308, when originally it was 256, which was a massive reduction, Councillor Green wanted to know how the Borough Commander would overcome the challenges and maintain the level of neighborhood policing the borough needs. Finally Councillor Green made a plea that the P&P hub also reaches out and engages with colleges and higher education establishments.
- 6.22 In responding to the BCU presentation Councillor Arzymanow queried the slide regarding partnership working, she referred to the NWECC earlier reference to its customers concerns and questioned to what extent businesses played a role as she wanted to explore a safe neighborhood with businesses and a number of large businesses had shown an interest in partnership working and had offered spaces. Councillor Arzymanow felt that businesses were key to tackling crime and disorder.
- 6.23 Councillor Bott then addressed the Borough Commander with queries relating to the current numbers of officer in the borough and how many the BCU will have when the new model was implemented. Councillor Bott referred to the City of London point raised by the NWECC and queried why and exception could not apply to Westminster as the demands for the West End was huge. Finally Councillor Bott queried the local resolution team and how that work and how they might respond to a shoplifting incident and why that was better than it currently was.
- 6.24 In addressing the BCU presentation, the chair queried the number of officers available for the night time economy, (18 constables and 3 sergeants) every night, the chair questioned if these figures should peak at the weekend instead of every night. The chair made a request on behalf of Councillor Barnes, as he had asked

if one of the senior officers could accompany Councilor Barnes and his two ward colleagues on a walk around his ward nearer the go live date. The chair advised that all members of the council, from the leader down was concerned with how the model would work.

- 6.25 Councillor Taouzzale responded to the presentation provided by the police and raised queries with regard to how the police intend to engage with young people and would the police consider a young person advisory board, where they could have input in issues that affect them the most; Councillor Taouzzale felt that current attempts to address the issues were being approached from the top of the council downwards, and adults 3 or 4 times the age of the young people were trying to find solutions to reduce crimes related to young people. Councillor Taouzzale asked, if when recruiting young people, there was an effort to recruit from within their local areas. Finally Councillor Taouzzale asked for further clarification on the location of the Kilburn police station.
- 6.26 Councillor McKie responded to the presentation and expressed that he was deeply concerned for Westminster and was fearful of a tipping point for social cohesion, he felt that social cohesion was cracking and that current policing was a sign of that. Councillor McKie advised that crime had reached the point where young youths had openly ridiculed officer like in Church Street and young men could rush into restaurants where families were dining and brandishing knives and machetes; it was no longer ASB, it was criminality. Councillor McKie felt that crime had reached a point where there criminals know they will not be caught and caused as much damage as they wanted without any consequences.
- 6.27 Councillor Less thanked the Borough Commander for the presentation and queried safeguarding with regard to sex trafficking of adult and adolescents and which she advised was linked to immigration, Councillor Less advised that she would like to see the issue in the BCU safeguarding remit. Councillor Less advised that the London Taxi Drivers Association were wanting to boycott the Church Street area, because they were being robbed, which had an effect on residents both in Little Venice and Church Street, Councillor Less hoped that she could work with the police and colleagues to encourage taxis not to boycott the area and engage with the police on staffing safe in the area.
- 6.28 The Borough Commander responded to the questions raised by the Committee and advised that working with the colleges was something that they could do and confirmed that they already to a lot of teen training in colleges but could increase their presence in that area. The Borough Commander advised that a lot of work had gone into the BCU model and one of the earlier proposals was to have Westminster as a unit on its own, he advised that they wanted to get as much efficiency as they could to keep costs down and that was why they decided on the current model; the Borough Commander advised the Committee members that he and his officers absolutely believed the operating model was achievable, we have all the experience and we have the officers, he advised that was would difficult with



the new numbers but that they believed they could do it and he would not have taken the job. The Borough Commander felt that it was a step into the unknown and he could not ensure that all the elements would work and would be testing the Westminster model for three months and then review and come back, the Borough Commander advised that if the model was not working then he would go back to the Commissioner or will look again at the resources.

- 6.29 The Borough Commander advised that there were lots of opportunities to work with businesses and companies and the expertise of the leaderships better, from sharing premises to sharing radios and how the police could develop the idea further. Councillor Arzymanow wanted further clarity on whether the police would endorse safe neighborhood meetings that involved ward members and companies, the Borough Commander fully endorsed Councillor Arzymanow suggestion of proactive partnership working. The Borough Commander addressed the issue regarding the City of London police, where he explained that they have a really efficient system, it was historical and had a whole separate policing structure with a chief constable and a chief officer team across it, they had also had officer reductions recently, however it was difficult to compare to Westminster as they have no domestic issues, as no one really lives there, however they have incredible levels of fraud. The Borough Commander advised that the current officer numbers and the reduction numbers were all included in the presentations and that it was a difficult to clarify, as it included some safeguarding officers that were not exclusive to the BCU and gave a best estimate of 10% of what we have now.
- 6.30 The Borough Commander advised that in the BCU model, apart from neighborhoods which will always stays locally based, everything else will flow to where the demand and risk was. The chair requested that the Borough Commander provide the Committee with a final version of the report (specific to Westminster) with the final reduction figures of what the total is now and what it will be in February, as soon as the information was available. The Borough Commander advised that they have an enormous number of cadets, but want to grow it more, it starts from quite a young age, 40% were from deprived backgrounds and one third were at risk of exclusion. He advised that until recently the MPS police only recruited from London, but to increase numbers, they have opened up to everywhere; he agreed however that local knowledge was important.
- 6.31 The Borough Commander advised that they were relentlessly focused on catching violent criminals and had been carrying out dawn raids when violent criminals were identified. He advised that when there had been acute issues such as moped robberies and acid attacks, the police really focus and get on top of the issue, there was now a 75% decrease in moped crime. The Borough Commander also advised that safeguarding and human trafficking required further work, he felt that they had got better a county lines, however the international work was much harder and they still had some work to do in that area. The Borough Commander advised that behind the service sat a specialist hubs who would come in with an analyst and

would review the details with the serious crime agency. He felt the issue was under reported and added there were a lot of issues particularly in Soho, he advised that the issue was hidden and that he wanted to tackle it.

- 6.32 The chair thanked the Borough Commander and other presenting officers. The chair asked the Committee members to decide if it wanted the Borough Commander to return to the Scrutiny Committee to provide an update prior or after the go live date, however left the decision to officers after consulting with members after the meeting. Councillor Adams advised the Committee that he and the Borough Commander have regular catch up meetings sometimes with the Leader and Chief Executive and reassured the Committee that he would be shadowing the developments. Councillor Adams also raised the risk between vacancy numbers and the current run rate. He encouraged the Committee to continue to scrutinise such an important topic for the importance of the City.
- 6.33 Councillor Less sought further clarity on her earlier query in relation to the London Taxi Drivers Association and if anything work could be done with taxi's to prevent a boycott. Chief Inspector Brittain advised that they had recently sent out communication to all those that had been attacked to let them know what had been happening and would be meeting the magazine called the London Taxi Drivers Association to circulate a positive update about the police and encourage reporting. Chief Inspector Brittain advised that they had had successful prosecutions in such areas before and needed to get a true picture of the issue so that it could tackle it with a solution.
- 6.34 The chair thanked the Borough Commander and other presenting officers again and asked Members to consider if any other partners that should be invited to the next meeting with regard to the BCU, any suggestions should be sent to Artemis Kassi and included in the action log.

RESOLVED: The Committee noted the report and comments made by expert witnesses.

## **7. COMMITTEE TRACKER AND WORK PROGRAMME UPDATE**

- 7.1 Artemis Kassi (Policy & Scrutiny Officer) presented an updated report on the agreed topics for the Committee's 2018/19 work programme.
- 7.2 The Committee reviewed the progress of items on the 2018/19 work programme, which included task groups on Metropolitan Police Basic Command Units and forthcoming illegal waste dumping. Members raised queries with regard to the progress of the communication story on the Committee's successful visit to the Integrated Waste Management Facility. Ms Kassi agreed to follow up on the progress with the Communication team. The Committee agreed that the task

group on Sexual Exploitation would now be a substantive agenda item to be heard at a future committee meeting.

**8. ANY OTHER BUSINESS**

8.1 No other business was discussed.

**FUTURE DATES**

Wednesday 6 February 2019 at 7.00pm

Wednesday 10 April 2019 at 7.00pm

The Meeting ended at 9:02 pm.

CHAIRMAN:\_\_\_\_\_

DATE:\_\_\_\_\_

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## City Management and Public Protection Policy and Scrutiny Committee

**Date:** Wednesday 6 February 2018

**Portfolio:** Cabinet Member for Public Protection and Licensing

**Briefing Author and Contact Details:** Councillor Ian Adams  
[iadams@westminster.gov.uk](mailto:iadams@westminster.gov.uk)  
0207 641 5772

### 1. Overview of Public Protection & Licensing

- 1.1 Since my last report to the committee, Sara Sutton has been appointed to the role of Executive Director of City Management and Communities. As a result of this move, Annette Acik has been appointed to the role of Director of Public Protection and Licensing on an interim basis.
- 1.2 Following on from my last update on the Effective Neighbourhood Working programme, we have had a successful second round of recruitment, welcoming 23 new starters in December and January. This will bolster our resourcing levels and allow for improved ward coverage and alignment by the Neighbourhood teams. This recruitment drive includes a number of City Inspectors. City Inspector numbers have consequently increased from 74 to 81 including new externally funded posts. A further phase of recruitment is imminent.
- 1.3 Following the feedback session with Councillors in December, it was agreed that Neighbourhood Managers will now be the primary point of contact for councillors. All ward councillors should have now have received the contact details for their Neighbourhood Managers and so have a single point of contact for any ward issues. This will ensure both easier communication between councillors and our teams, and greater management oversight of the teams' work.

- 1.4 We are in the process of reviewing our existing meeting structures and other communication methods to provide councillors with a consistent approach at a neighbourhood level. This will allow ward councillors to have a direct input into local priorities.

## **2. Fly Tipping and Waste Enforcement**

- 2.1 There is currently a fly tip operation taking place across the North and South of the borough targeting the main waste dumping hotspots. City Inspectors are being tasked with taking enforcement action against those found to be dumping waste illegally in these areas. A review of the operation will take place after 4 weeks in order to make sure officers are being deployed efficiently and effectively. As this matter is cross-portfolio I have been meeting Cllr Mitchell, Cabinet Member for Environment and City Management regular to ensure we are acting as one on this matter.
- 2.2 Officers are currently developing a process for identifying and taking appropriate action against the various elements of fly-tipping to ensure City Inspectors are able to appropriately employ all the tools available to them in order to tackle the problem. We do, for example, monitor and respond to reports of rubbish dumping received by social media and our Effective Neighbourhood Working model ensure there is always someone, day and night and on weekends, on the streets to take action against dumping.
- 2.3 We were successful in our bid to the Local Government Association for £25,000 in match funding to test different approaches to changing the behaviour to prevent fly-tipping and improve recycling rate in our city.
- 2.4 A Waste Working Group has been formed, bringing together different teams of council officers in order to achieve the City for All vision of a 'City that offers excellent local services'. The group's membership is substantive – from communications to waste and from policy to parks and City Inspectors. This

team is helping to ensure that all parts of the council are working together as effectively as possible on this issue.

### **3. Night Safe Project (Soho Angels)**

- 3.1 As part of the wider Night Safe Project a pilot of the Soho Angels and Soho Night Hub initiatives were operated on each of the Friday nights starting from the 30 November until the 21 December. These pilots saw the first operational deployment of volunteers (Soho Angels) around Soho between 10pm and 5am to support those who needed assistance or who were vulnerable due to intoxication. The Soho Night Hub, in St Anne's Church, provided a safe space for those who needed it. It enabled people to make arrangements to get home, charge their phone, meet up with people they had been separated from, get water or, if required, receive support to recover, including medical treatment if necessary.
- 3.2 On average there were 10 Soho Angel volunteers working each of the pilot nights, both on the street and within the Night Hub. The Soho Angels supported over 136 people on the street – the support provided ranged from providing information and directions, to supporting them to the Hub and further medical support. The Soho Night Hub had 60 visitors of whom 31 required medical support.
- 3.3 The Council has been working closely with St John Ambulance and London Ambulance Service to provide a level of medical support to enable a reduction in demand to both the London Ambulance Service and local A&E. St John Ambulance volunteers were fundamental in providing a significant level of medical support, which was necessary to reducing that demand. St John Ambulance provided 10 volunteers on each of the December pilot nights who worked within the Hub and provided a response team to assist the Soho Angel teams on the street. The volunteers included paramedics and a doctor enabling an enhanced level of care as and when required.

- 3.4 The on-street identification and support from the Soho Angels combined with the level of medical support provided by St John Ambulance, enabled people to be supported at the Night Hub, who would have likely otherwise required an ambulance. London Ambulance Service also discharged three intoxicated patients to the Soho Night Hub medical team. It is estimated that of the 31 who required medical support at the Night Hub 16 would have needed an ambulance if our service was not available. The project therefore helped to relieve the pressure on our emergency services at this busy time of year, and save a significant (we estimate £8,000) cost to the NHS.
- 3.5 An active recruitment campaign has been running since November 2018, which has led to over 154 requests for an application pack and 61 submitted applications to become Soho Angel volunteers. Officers are now working with the LGBT Foundation and our partners to set up the full operation of this service on Friday and Saturday nights from February.

#### **4. Rough Sleeping: Street Count and Service update**

##### **November Street Count**

- 4.1 A rough sleeping street count was conducted the night of 29 November into the morning of 30 November. The results of this count are due to be published by Central Government on the 31 of January as a significant part of the broader national picture.
- 4.2 Once again, the rough sleeping commissioning team were overwhelmed with offers of support; over 30 volunteers gave up their spare time (and a night's sleep) to support the process. The volunteers came from a range of backgrounds that included corporate volunteers, local councillors, sector partners and members of the public.
- 4.3 In the 8 weeks leading up to the November count, our outreach services were responsible for a total of 192 successful reconnections and housing outcomes,



an amazing achievement, given the complexity and vulnerability of the rough sleeping cohort.

### **Severe Weather Emergency Protocol**

- 4.4 SWEP is the protocol agreed to by all London authorities to ensure that rough sleepers have a safe place to stay when temperatures reach 0 degrees Celsius. Delivered in partnership with our frontline services and local resource centres, our providers open spare office spaces, living rooms and dining areas to ensure that everyone has a warm and safe place to sleep.
- 4.5 The Greater London Authority (GLA) have changed their guidance for SWEP this year, which now opens emergency spaces for rough sleepers to come in from the street when temperatures drop to zero anywhere within London (previously this was bound to localised weather reports). We have had two separate activations so far this winter, with a total of 8 days provided.
- 4.6 These activations have been very successful, with our support services ensuring a significant number of SWEP placements have secured sustainable Routes Away From The Street (RAFTS).
- 4.7 We continue to prepare for a repeat of the extreme weather conditions experienced during last winter, with clearer referral pathways for community partners, identified roles and responsibilities amongst our commissioned services and local charities, and pre-identified emergency shelters via the Council's contingency planning team.

### **Tents, Anti-Social Behaviour and Soup Runs**

- 4.8 We continue to be extremely worried about tents, with concerns they present a very clear and present risk to rough sleepers in Westminster, with many being used as waystations for substance misuse and as out of sight areas for the abuse and exploitation of vulnerable people.

- 4.9 Currently, 28 tents have been reported across the borough, 26 of these are on the public highway and are under investigation by the Integrated Street Engagement Unit. 15 of these tents have been issued with Section 149 High Act Notices for removal. All tents reports have been referred to rough sleeping service who visit sites regularly and do their best to provide assistance.
- 4.10 With services often being unable to enter tents to check on occupants, investigate reports of rough sleeping or address anti-social behaviour (ASB) concerns, the risks posed by these temporary structures cannot be overstated.
- 4.11 We have reason to believe the recent influx of tents and other camping equipment in Westminster is primarily due to newer crowd sourced social enterprise models. While those supplying tents no doubt have good intentions, their actions can hinder efforts to help rough sleepers find a sustainable route off the streets.
- 4.12 In response to this trend, the Westminster Rough Sleeping Team are championing a resurgent focus on working with “soup runs” to ensure our missions and goals are more aligned. Specifically that we have routes away from the street for every single person in Westminster and that services and partners should be aligned in delivering outcomes that minimise the time a person spends on the street.
- 4.13 In addition to this work, we will be exploring greater levels of joint working with local faith groups, attendance at the national soup run forum and learning exchanges with councils outside of Westminster.

## **5.0 Hate Crime**

- 5.1 I continue to promote my commitment to leading the UK’s first Local Authority Hate Crime Commission through social media and public speaking events.
- 5.2 My ambition is to have the Commission in place over the coming months, and to help deliver this I have appointed a dedicated Hate Crime Commission Lead

Officer. This post will support the requirements of the Commission, drive forward our Hate Crime agenda and Strategy as it develops, and provide that key missing engagement link for our community, Council Officers, and Members.

## **6. Gambling Policy**

6.1 The Council adopted a revised Gambling Statement of Principles at Full Council on the 7 November 2018. The revised statement came into force on the 31 January 2019. This completed the first phase of the process in meeting the councils City for All commitment of consulting on a new gambling policy.

6.2 Officers are now in the process of developing a consultation document setting out proposals and a call for evidence in supporting a development of a new gambling Statement of Principles that provides greater protections for children and those who are vulnerable to gambling related harm.

6.3 This public consultation will also enable an opportunity to seek views on gambling practices or operation, which are not regulated by the Council, such as gambling advertising, online gambling and gaming machines stakes and prizes. We are aware that there is significant concern about these forms of gambling from local residents and businesses and any responses relating to these areas will further support the Council's lobbying with both the national regulator and government to address these concerns.

## **7.0 Street Entertainment**

7.1 The differences in stakeholder views on how a local authority should manage performers, alongside our reputation and position here in Westminster as the cultural hub of street entertainment nationally and internationally, make the development of the pilot Street Entertainment Policy in Oxford Street, Leicester Square and Trafalgar Square, a high profile policy which is being watched closely by many.

- 7.2 To ensure we arrive at the fairest solution - that successfully protects our businesses and residents from increasing nuisance as per our City for All commitment, whilst ensuring our streets remain vibrant and open to artistic talents, I deemed that a thorough engagement process was essential.
- 7.3 Since the end of September 2018 the Council's teams have provided the opportunity for the community and stakeholders to engage with us in many different ways, including,
- **A number of meetings and correspondence with Street Performers, Residents and BIDs:** to understand their position and what they would want to see in any street entertainment policy.
  - **Street Entertainment Collaborative Workshops:** in an innovative practice, we chose to bring all the stakeholders together on a number of occasions to offer them the opportunity to listen and understand each other's perspectives and to try and arrive at collaborative solutions.
- 7.4 Engagement has now concluded and officers are currently reviewing the ideas and outcomes, and are bringing together resources from across the Council to begin designing the policy and operational implementation.
- 7.5 I will ensure that officers, in continued liaison with stakeholders and Members, take a balanced approach to the draft policy design to secure a better environment for everyone – including considering the development of different approaches in different areas.
- 7.6 A draft of the Street Entertainment Policy is anticipated in Spring 2019 and will undergo a public consultation.

## **8. Policing**

- 8.1 In recent months I have received several representations from colleagues concerned about the effectiveness of community and neighbourhood policing in

their areas. The Leader and I have voiced concerns to the police about our residents' perception that there is a 'walk-on by' culture when it comes to low level anti-social or criminal behaviour. In order to ensure our communities' voices are heard we have invited key stakeholders to write to the Deputy Mayor for Policing and Crime and Deputy Commissioner of the Metropolitan Police to share experiences in their areas.

8.2 We also remain highly concerned about the proposals to significantly cut the number of neighbourhood police in Westminster as part of the merger of Basic Command Units. Crime is rising significantly faster in Westminster than elsewhere in the capital and the hotspots of the West End and St James's wards account for 4.1% of all of London's crime; now is not the time to be cutting policing resources in our city.

8.3 Earlier this year I chaired a meeting with Cllr Acton, Cllr Hug, Westminster's MPs, senior officers and the police to better coordinate our response to the recent increase in youth violence in the north of the city. We have several collaborate efforts in this area, not least the Integrated Gangs Unit, under Cllr Acton and the Serious Youth Violence Task Group. This was a productive meeting and we will continue to work closely with the police on this issue.

## **9. Short Term Lets**

9.1 We remain highly concerned about the extent and nature of Short Term Lets in Westminster. Based on data from Inside Airbnb we understand there are over 8,000 listings on Airbnb in Westminster and many of these appear to be flaunting the 90-day limit for short term lets. We know the various impacts irresponsible Short Term Letting has on neighbouring properties and local communities and receive on average 650 complaints a month on this issue. We are undertaking a variety of work to help us better identify and take action against those irresponsible short-term landlords, including via the establishment of a specific officer team to investigate specific properties about which we receive complaints.

9.2 In the coming months we will be organising meetings with the Great Estates and the industry body: the Short Term Accommodation Association, to see how we best work together on these issues. We will also be updating the information we provide to residents to ensure they know the best way to report and resolve any issues they experience in the area.

## **10. Moped Enabled Crime**

10.1 The scourge of moped-enabled crime has affected the community in Westminster for a number of years. The police have reported that following the introduction of Operation Venice to combat this cross-borough crime concern there has been a reduction of 38.8% (8,355 less offences) during January – November 2018 compared to the same period last year. Due to this success the MPS has decided to continue to resource Operation Venice for the next 24 months which will benefit our city.

## **11. Markets Strategy Consultation and Fee Review**

11.1 On 28 November the Licensing Committee were presented with the results from the market strategy public consultation exercise, which took place from 6 August to 29 October 2018. This consultation included a statutory consultation to review the fees and charges associated with a pitch on a market in Westminster, providing a range of fee options to consider and opportunity for additional comments. As part of the consultation a range of engagement with traders was undertaken, including drop-in sessions, face-to face consultation, and street/on-line surveys. Ninety three traders took part with response rates across markets ranging from 31 to 100%.

11.2 The committee approved all the presented proposals. These included:

- The development of a comprehensive strategy including local plans tailored for each market, to be brought to the Committee scheduled for the 26th March 2019

- A revised set of fees and charges for street trading within markets in Westminster, which include concessions on the fee for charitable and community organisations, those running a start-up business and Westminster Residents

11.3 All licensed traders were notified of the decision of the Licensing Committee in January. The implementation date for the new fees and charges is 1 April 2019.

## **12. Prevent**

12.1 Following on from the Prevent Peer Review in October 2018, the Council has received a copy of final report. Key findings of the review included:

- The Council has a strong approach to Prevent with highly skilled professionals demonstrating genuine leadership and excellence in delivery
- There is real energy and ambition across the team, but needs to have a focus on outcomes
- Tri-borough governance arrangements should be replaced with a Westminster-focused model

12.2 The report included 31 recommendations covering the full range of Prevent activity, of these only one was rejected because it was not applicable to current Council structures.

12.3 Work started on implementing aspects of the recommendations in November and now the full report has been received, an implementation plan is in place to deliver all of the required improvements by the end of 2019.

## **13. Emergency Planning**

- 13.1 An update was provided to the Scrutiny Commission in relation to emergency preparedness, including awareness raising activity and an update on key work programmes.
- 13.2 Following that, a request was received for briefings and training to be made available to elected members. As a result, a guide to emergency planning for elected members has been circulated and discussions are underway to provide suitable training and briefings for elected members.

#### **14. Shisha Premises**

- 14.1 Since late December 2018, Trading Standards have visited over twenty shisha premises as part of their focused enforcement of the Tobacco Labelling Regulations. This work will continue in the next few weeks.
- 14.2 All premises visited have been provided with extensive guidance about the legislation applicable to tobacco products and herbal products for smoking, labels for them to attach to the shisha pipes, instructions for use, and further copies of labels to use should they be required. All premises were also urged to ensure that they made themselves aware of the law applicable to their own premises to ensure that products they were using in their shisha pipes met legal requirements.
- 14.3 During more recent visits, it was observed that the vast majority of premises visited previously are now displaying labels on their pipes.
- 14.4 Further visits will continue to take place throughout Westminster to ensure that all premises selling in this particular manner are advised fully of what is expected of them from a Trading Standards perspective, and any follow up enforcement action will be taken.





## City Management and Public Protection Policy & Scrutiny Committee

<b>Date:</b>	<b>6 February 2019</b>
<b>Report of:</b>	<b>Cllr Tim Mitchell</b>
<b>Portfolio:</b>	<b>Cabinet Member for Environment and City Management</b>
<b>Report Author and</b>	<b>Charlie Hawken</b>
<b>Contact Details:</b>	<a href="mailto:chawken@westminster.gov.uk">chawken@westminster.gov.uk</a> <b>020 7641 2621</b>

### **1. Environment**

- 1.1 **Greener City Action Plan (GCAP)** - GCAP Year 3 update report will be presented as a main agenda item, where we will highlight the key priority areas to focus on within the 9 GCAP themes for 2019. Work around the GCAP Year 4 planning will begin after the P&S meeting.
- 1.2 **New Air Quality Strategy** - This will be publicly consulted on in Spring 2019. Further details on the Air Quality Action Plan and the positive contribution of the 2017 Air Quality scrutiny Task Group on the Council's air quality work are being brought to the P&S Scrutiny Committee as a main agenda item to this meeting.
- 1.3 **Schools' Clean Air Fund (SCAF)** - we will work with Public Health and CMC over the operational phase of the SCAF. Any primary school can apply for up to £30k to implement a range of AQ measures. The Fund will open following the expansion of the pay to park Diesel Surcharge. Three nurseries in the city are to receive GLA funded air quality audits, similar to those that were provided to several primary schools in 2018.
- 1.4 The Schools' Clean Air Fund and diesel surcharge are both priorities set out in our 2018 Air Quality Manifesto, alongside eight other policy areas. We will be producing a public facing progress and next steps document in April 2019.
- 1.5 **Water Fountains** – The team are looking to install water fountains in all WCC libraries and leisure centre, all checks and feasibility test completed we are now waiting on

section 106 decision as to apply for installation. We are also working with the Mayor and Thames Water to identify potential sites around Westminster.

- 1.6 As part of the #MyWestminster – Active streets programme we have our first Active Street at Enford Street for St Mary’s Bryanston Square CE Primary School, this will become a pedestrian and cycle zone. A permanent Play Street is being installed on Fisherton/Luton Street and will go live in April 2019.

### **Open Spaces and Biodiversity**

- 1.7 Work has been ongoing on a new Council strategy for Open Spaces and Biodiversity. A draft was developed which focuses on recognising the many benefits of open spaces and wildlife in Westminster, environmentally, economically and in terms of people’s health and wellbeing. The document emphasised the importance of working with partners and involving the public in unlocking these benefits. Through the summer and autumn last year, the draft was the subject of a public consultation. We are now in the closing stages of finalising the strategy in light of responses to that consultation. We aim to publish within the next few weeks.

## **2. Highways and Transport**

- 2.1 A review of the thirty nine trial 20mph limits has been undertaken and post monitoring has shown a slight reduction in speed and notably where speed was higher a greater reduction in speed has been seen. The majority of roads now comply with the DfT recommendation on having a mean speed of 24mph or less to make them suitable for a 20mph limit (273 out of 277 counts conformed). The 12-month consultation period saw 300 responses with: 73% envisaging it would be safer to walk and cycle where there are 20mph limits within their communities; 63% believed such a limit would reduce speeds of vehicles; and 46% thought it likely/ or very likely that more journeys would be made by foot or bicycle as a result. As a consequence of these results the trial 20mph limits have now been made permanent. We will look at options for expanding the scheme across the City.
- 2.3 The three-year Local Implementation Plan (LIP) programme to Transport for London was submitted on October 10th 2018. This includes the delivery of pedestrian, cycling and other road safety projects and is due for approval by the end of the financial year.

### **Highways – Reactive jobs on footway and carriageway.**

The table below shows the performance for reactive highway works on the carriageway and footway.

	Oct 18 Perform ance		Nov 18 Performance		Dec 18 Performance		Completed within time target. (Dec 18)	Target from 1 April '19
<b>Priority 1(2hour)</b>	100%		98%		100%		<b>73 of 73</b>	98%
<b>Priority 2 (24hour)</b>	100%		97%		93%		<b>198 of 214</b>	98%
<b>Priority 3 (10 day)</b>	100%		100%		77%		<b>215 of 280</b>	98%
<b>Priority 4 (28 day)</b>	100%		100%		82%		<b>536 of 650</b>	98%

We are experiencing an increase in the number of footway reactive jobs raised above that level routinely expected. Crews are currently working weekends to bring down the backlog. The Council has received and spent an additional £500K grant from the Department of Transport to fix pot holes and footway defects.

In the last 2018 audit the Highways Contract Auditors Norman Rourke Pryme (NRP) visited 113 reactive job sites all of which had been attended and 92% of which had been completed in compliance with the service information.

#### 2.4 Planned Preventative Maintenance Footway – 2018/19

- Brewer St is due for completion by the 25th January and Hereford Road by the end of Feb. Marylebone High Street is due to commence mid February between Marylebone Road to Paddington Street.

#### 2.5 Planned Preventative Maintenance Carriageway – 2018/19

- Kennet Road, Blenheim Road, Loudoun Road, Rossmore Road, Baeumont Street, Duchess Street, Southampton Street, Ebury Square, Warlock Road, Trevor Place, Fynes Street and Abercorn Place were completed in the last quarter.
- Montpelier Walk, Circus Road, Francis Street, Hereford Road, Cliveden Place, Sussex Square and Cambridge are all due for completion by the end of March.

## Lighting

Reactive Lighting Job Performance Table

	Oct Performance		Nov Performance		Dec Performance		Target from 1 April 14
<b>Priority 1 (2 hour)</b>	100%		95%		96% (25 of 26 jobs)		98%
<b>Priority 2 (24 hour)</b>	N/A None raised		N/A None raised		N/A None raised		98%
<b>Priority 3 (48 hour)</b>	98%		65%		38% (280 of 760 jobs)		98%
<b>Priority 4 (7 day)</b>	N/A None raised		100%		60% (3 of 5 jobs)		98%

2.6 From 1<sup>st</sup> October to 31<sup>st</sup> December we received 3357 incident reports for street lighting, of which 2639 defects/issues were identified including 87 dayburners (3.3% of total defects). The average monthly lighting defects for the last 3 years is 490 per month. Given we are currently experiencing fault in excess of 900 per month a detailed review of the fault causes is currently being completed. The contractor has a backlog of works and has brought in additional crews to address the issue in Quarter 4.

P3 performance levels are lower than the acceptable level because of a combination of higher than expected reactive jobs due to the elevated failure of lantern equipment and additional requests for Christmas lighting installations. The contractor was not able to mobilise additional resource in time to recover the position before the end of December. Additional crews have now been mobilised to address the backlog of jobs created. The number of reactive requests was double the average level of monthly faults.

A trial of three different LED street lighting systems has commenced and the results will be known at the end of March. The trial includes two systems with centralised management (remote monitoring and control) and a photocell system (Lights turned on and off by a sensor on the lantern).

## 2.7 Road Management

	Oct Volume	Nov Volume	Dec Volume	Previous three months' average

<b>Utility Works</b>	914	1125	1085	766
<b>Crane Licences</b>	94	66	53	95
<b>Temporary Structures</b>	196	129	105	141
<b>Road Closures</b>	121	102	76	96

## **Surface Water Management**

- 2.8 There were no reported operational issues in Quarter 3 with the gully routine maintenance and reactive services. Dry weather has continued into the winter and as a result, the volume of reactive works is below our projected numbers compared to 17/18. The on-going drainage capital programme 18/19 has contributed to improving the overall condition of the drainage network, especially targeting hotspot areas of repeated enquiries which is driving down the number of reactive jobs.
- 2.9 CCTV survey programme delivery is on track. The programme continues to identify a range of defects across the network, of which over 300 sites have been resolved through the drainage improvement programme to-date for 18/19. In Q3, over 1000 gullies were CCTV surveyed, 80 patch lining repairs completed, and over 100 gullies were successfully cleared with the heavy jetting programme. The on-going data collection continues to feed into a comprehensive drainage improvement programme which will progress the overall drainage network to a higher standard.

## **Cycling**

- 2.10 The cycle hangars trial in Ilbert Street has been a success and, subject to them being moved across the road, will be made permanent. The installation of 15 more hangars has been agreed, officers are in the process of identifying suitable sites with Parking colleagues. It is expected that the additional hangars will be installed by March.

A review of the current cycling schemes being proposed in the borough is being undertaken in order to rationalise out capital programme. The Council was successful with its Judicial Review of TfL's Cycle Superhighway 11 (CS11). TfL have now appealed this decision and we are waiting to see if they will be granted leave to appeal. This has meant that TfL have been unwilling to meet to agree a way forward.

## **Public Realm Schemes**

- 2.12 The major public realm schemes are progressing on time and on budget. Works at New Bond Street are progressing well, and Baker Street Two Way is due completion and switch over in Spring 2019. Work has been initiated on Phase 1 of the Oxford Street District programme in advance of the opening of Crossrail. Work has commenced on the Queensway scheme and is due to start on Strutton Ground and Christchurch Gardens shortly. The public realm programme continues to deliver, major public realm schemes, developer schemes, local safety schemes and the Local Implementation Plan TfL funded programme.

## **3. Parking**

- 3.1 Following the completion of the diesel surcharge consultation report, recommendations were made to the Cabinet Member to expand the diesel surcharge to the whole of the city as soon as is feasible; to maintain the 50% surcharge levied as part of the Zone F trial; and, to not include at this stage older petrol vehicles in the surcharge. Informal approval for the recommendations was given and a Cabinet member report will now follow. Once signed, mobilisation will begin.
- 3.2 The new flexible car sharing contracts with DriveNow and Zipcar continue to bed in. Concerns about vehicle clustering in the West End have thus far proved unfounded. Vehicle numbers continue to be closely monitored however. A WCC staff offering being developed for internal users.
- 3.3 Development of the online suspensions application tool (OLS) continues in conjunction with the London Borough of Camden, with the self-serve element having been rolled-out from October to internal users such as Conways and WSP. Self-serve to be extended to WCC City Promotions, Events & Filming, prior to full release of the system with complete customer self-serve capability scheduled for Q1 2019/20.
- 3.4 Fees and charges proposals for pay-to-park tariffs and permits are being developed for release to Finance for the end of January.
- 3.5 The workstream to introduce traffic orders on Westminster's housing estate land to enable enforcement of the parking restrictions continues, with the priority being Churchill Gardens Estate, where a payment 'holiday' for permit charges has been granted to residents in the absence of enforcement of the parking restrictions. A project assurance review commissioned by Parking Services was completed in December and a full-time project manager for the workstream is being sought. A number of critical policy decisions are still pending, which need to be agreed before the Traffic Orders can be finalised.

- 3.6 Although the Appy Parking One Click functionality was sound, no discernible benefit from its use could be identified for WCC and the trail was ended.
- 3.7 DfT approval has been obtained for Zero Emission Capable (ZEC) taxi bay signage, and the upload of the new enforcement contravention codes to the Marshals' handheld devices is complete. The workstream is now with Highways for the on-street element: to find suitable locations for the bays and to implement appropriate Traffic Orders.

### **Electric Vehicles**

- 3.8 There are currently 211 Electric Vehicle (EV) on-street charging points: 97 of these are in dedicated EV-only bays, 44 in dedicated car club bays, and a further 70 retrofitted into lamp columns.
- 3.9 Westminster continues to expand the lamp column charging option for residents, having secured £300,000 in funding through the Go Ultra Low Cities Scheme (GULCS) for resident's charging. The roll-out to date has been funded by TfL LIP funding and this will pay for approximately 100 points, with plans to introduce a further approximately 140 in the first year of the new contract. The service was initially introduced on a trial basis and we are currently in the process of procuring a supplier through the GULCS framework to provide us with a formal agreement for the supply of these charge points that we aim to commence in February 2019.
- 3.10 Using the TfL framework for rapid chargers in taxi rest ranks, the City Council has procured through mini-competition a contract with ESB to supply ten rapid chargers at six taxi rest ranks throughout the City to complement the transition of the black taxi fleet to zero emission capability. Planning approval has been given on all of the sites and work to install the points began on 14th January, with the other sites planned to start over the next 3 to 4 weeks. Two rapid chargers are being installed on the TLRN in Westminster too, with one already operating on Park Road. The framework will allow us to further transition rest ranks in the City and to procure rapid chargers for public availability. Potential sites are being reviewed with an aim of procuring through the same mini-competition route.
- 3.11 City Highways is in the process of completing a strategy for EV charging for Westminster that considers the needs of EV drivers in the City, both residential and commercial, and how the City Council can best ensure that sufficient charging infrastructure is in place to encourage transition from petrol and diesel to electric. The strategy is constructed from a number of sources including the survey that was issued over the summer of 2018 and will be issued at the end of January/start of February. An expansion proposal for the next steps for expansion over the coming year in consideration of the growth of the profile in EVs in the City has already been approved by the Cabinet Member. As well as the lamp column and rapid charge point expansion already mentioned, 35 additional freestanding charge points provided by

Blue Point London will also be introduced, made up of fifteen 7kW and twenty 22kW charge points.

## **4. Waste and Parks**

### **Street Waste Action Team (SWAT)**

4.1 The Street Waste Action Team (SWAT) was assembled last year as part of a twelve month pilot to reduce fly-tipping and waste dumping in Westminster's worst affected wards. The pilot has had overwhelming success in Warwick, Tachbrook, Vincent Square, Hyde Park and Harrow Road wards – which saw an overall reduction of 67.5 per cent in waste dumped in residential bin areas. The SWAT team has now been deployed in Bayswater ward. The main aims of the project are to:

- Substantially reduce rubbish dumping on streets
- Ensure all residents are aware of how and when to dispose of their rubbish and recycling
- Ensure residents understand the best ways to report problems to the Council so they can be tackled effectively.

The SWAT team has completed the 'intelligence gathering' phase in Bayswater which involves resident surveys, business intelligence and on the ground observations by street sweepers and waste collection staff. The team are now running a series of engagement events, installing new street signage and 'door-knocking' local residents to ensure they understand and support the project. The waste enforcement team will then be deployed to identified 'hotspot' locations.

### **Fly Tipping – Behavioural Insight Grant**

4.2 The council has successfully obtained a grant of £25,000 from the Local Government Association to investigate 'nudge' techniques to tackle fly-tipping. This will involve a behavioural insight expert advising on physical design and messaging changes to waste bin sites that experience very frequent fly-tipping issues.

### **Winter Service**

4.3 Although there are no current indications of when it may snow the council is fully prepared:



- We have a full salt barn (1500 tonnes), deployed 200 grit bins and completed a test mobilisation of the gritting fleet. Extra salt/grit is ordered in from Cheshire as soon as we start gritting.
- The vast majority of our schools, housing estates and similar public buildings have had salt delivered already and the final few are being chased to confirm they are prepared.
- The council [website](https://www.westminster.gov.uk/winter-gritting-service) (<https://www.westminster.gov.uk/winter-gritting-service>) carries an updated map of the priority order for gritting. In very simple terms - Priority 1 is the main road network, Priority 2 are the streets close to the River Thames, surrounding the Royal Parks and the 'northern-most' wards (as these areas get coldest, quickest). Priority 3 is the 'middle swathe' of streets where snow is least likely to settle. Specific locations around hospitals, surgeries, schools (if open), slopes and key transport points will be gritted as soon as snow is forecast.

TJM

18 Jan 2019

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# City Management and Public Protection Policy and Scrutiny Committee

<b>Date:</b>	6 <sup>th</sup> February 2019
<b>Classification:</b>	General Release
<b>Title:</b>	Progress report on Air Quality and the council's Clean Air Action Plan 2019-23
<b>Report of:</b>	Andy Durrant, Director of Community Services
<b>Cabinet Member Portfolio</b>	Environment and City Management
<b>Wards Involved:</b>	All
<b>Policy Context:</b>	Greener City
<b>Report Author and Contact Details:</b>	<b>Adam Webber x4546</b> <a href="mailto:awebber@westminster.gov.uk">awebber@westminster.gov.uk</a>

## 1 Executive Summary

- 1.1 This report updates the Committee on the council's actions to improve air quality across the city. Air quality is one of residents' top concerns, and cuts across work undertaken by all areas of the council. This report highlights recent major policies and projects implemented by the council, and previews Westminster's forthcoming 2019-2023 Air Quality Action Plan, which is in development and will be publicly consulted on later this year.
- 1.2 Air Quality was also the subject of a Scrutiny Committee Task Group in 2016-2017. The final report of the Task Group includes a variety of actions and recommendations for the council, and the report was intended to inform the council's next Air Quality Action Plan. This report summarises the council's response to the Task Group's work, and highlights recommendations and actions made by the Task Group which are likely to be included in the new Action Plan.

## 2 Key Matters for the Committee's Consideration

- Does the committee have any comments on the council's current approach to tackling air quality across the city?

- Does the committee have any comments on the measures proposed by the 2016 Air Quality Task Group being taken forward as part of the council's draft Air Quality Action Plan?
- Are there any new actions that the committee would like the council to consider in the drafting of the new Air Quality Action Plan?

### **3 Background**

#### **3.1 Air quality in the city**

- 3.1.1 Westminster suffers from some of the worst pollution in the country. Westminster was the first local authority in the UK to establish an Air Quality Management Area and implement an air quality action plan, and the council has been at the forefront of taking action on the important issue for over two decades.
- 3.1.2 In Westminster, as across London and in a number of UK urban centres, levels of the noxious gas Nitrogen Dioxide (NO<sub>2</sub>) are well above legal limits set by the EU and enshrined in UK law. The other key pollutants of concern in Westminster and London are a fine dust of varying sizes known collectively as Particulate Matter (PM). While Westminster currently meets EU Objective levels for PM, there is no safe level of these pollutants where there is no adverse impact on health, so as a council we are trying to reduce PM levels as far as possible.
- 3.1.3 The sources of pollution in Westminster are emissions from road transport, emissions from existing building stock (mostly gas combustion) and emissions from development (demolition and construction). Road transport accounts for around 58% of NO<sub>2</sub> emissions and 65% PM<sub>10</sub> emissions; commercial and domestic heating is the source of around a third of NO<sub>2</sub> emissions, while PM emissions are produced in larger amounts by construction work. Larger vehicles and diesel vehicles produce disproportionately larger amounts of pollution compared to the number of KMs and number of vehicles using Westminster's roads.
- 3.1.4 The health impacts of air quality are increasingly well understood. Pollution also disproportionately affects the young and old, and there is a correlation between income inequality and pollution levels. Addressing the detrimental effects of air pollution poses a unique opportunity to achieve multiple co-benefits to health such as reducing obesity, physical inactivity, social isolation and inequality. As a result, air quality is increasingly being framed as a public health issue, as well as (or even superseding its status as) an environmental issue.
- 3.1.5 Work on air quality is being undertaken across the council. As well as the council's current Air Quality Action Plan, our 10 key priorities for our work in this area were set out in the April 2018 Air Quality Manifesto. Air quality work is also captured within a variety of other council policies and strategies, including the Local Plan, Active Westminster Strategy, Greener City Action Plan, Westminster Walking Strategy, Electric Vehicle Strategy, and more. There are

also air quality actions within the council's overarching City for All objectives for 2018/19.

- 3.1.6 Further details of the council's work on air quality can be found in the Year 3 report for our Greener City Action Plan, which is the subject of another paper on this Committee's agenda at this meeting. That report includes more details on the scale of work being undertaken across the council in this area.

### **3.2 The 2016 AQ task group – context and recommendations**

- 3.2.1 In July 2016, the then Environment and Customer Services Policy and Scrutiny Committee decided to launch an investigation into air quality in Westminster. In recognition of the cross-cutting nature of the issue, membership of the Task Group was also drawn from the Adults, Health and Public Protection Policy and Scrutiny Committee and the then Children, Sports and Leisure Policy and Scrutiny Committee. The Task Group's core objectives were to:

*“Further develop understanding of the issue of air quality citywide in Westminster and to identify what additional steps can be taken if necessary to focus on it. The findings/recommendations of the Task Group were designed to be able to inform the refresh of the Westminster Air Quality Action Plan.”*

- 3.2.2 The Task Group heard evidence from experts in the air quality field, as well as from local residents interested and affected by pollution in Westminster. The Task Group also commissioned the Policy Institute at King's College London to conduct an independent review of initiatives to improve air quality in other cities globally, and in other London boroughs, with a view to exploring whether there are lessons that can be applied to Westminster.

- 3.2.3 The final report of the Task Group, published in June 2017, is included in the background papers to this report. The final report contains 48 actions and recommendations for the council, across three key themes:

- Health impacts and recommendations
- Impact of transport and recommendations
- Impact of buildings and recommendations

- 3.2.4 The King's College London work commissioned by the Task Group, Air Quality Improvement Initiatives in Other Cities (2017), focused on actions being taken in London and further afield to tackle air pollution. In London this included Royal Borough of Kensington and Chelsea, the London Borough of Camden and the City of London Corporation. The international search for ideas focused on six cities: Copenhagen, Los Angeles, Paris, New York, San Francisco, and Singapore. This report was published alongside the final report of the Task

Group and has added to the evidence base informing policies and interventions in this area across London.

### **3.3 Action undertaken since the publication of the Task Group report**

- 3.3.1 Since June 2017 the council has implemented a number of policies and projects to reduce pollution in the borough; this section summarises the key activities. Several of these actions follow recommendations made by the Task Group, including the proposed expansion of the diesel parking surcharge, which is a major environmental policy for the council.
- 3.3.2 In April 2018 the council published its Air Quality Manifesto, a public facing document highlighting our 10 key priorities for action on air quality. This is an aspirational document, setting out where we have got to in our work on reducing pollution and setting out some short- and medium-term targets for further policies. Its aim is to ensure that Westminster remains at the forefront of tackling pollution in London and beyond. The policies range from tackling emissions from transport and the built environment, further raising awareness and engaging with the public on air quality, and maintaining our position as a thought leader in this area and ensuring we have robust and effective lobbying positions to Government.
- 3.3.3 The updates below reflect some of the major policies and campaigns the council is undertaking; however a large number of additional projects and policies are being implemented across all areas of the council. The council's 2019 Annual Status Report to Defra and the final Air Quality Action Plan will cover the full range and breadth of this work.

#### The diesel parking surcharge

- 3.3.4 The diesel parking surcharge is a 50% surcharge for older diesel vehicles using pay to park bays; upon its introduction as a trial in the Marylebone area of the city, it was the first policy of its type in London. After a 12 month trial of the surcharge in parking Zone F, a 16% reduction in older diesel vehicles parking in the zone had been observed. As a result, from July – September 2018 we undertook a major public consultation exercise on the expansion of the surcharge across the rest of the city. This was a recommendation of the Task Group report. We received over 1300 responses, which shows the level of interest and engagement in this issue. We are expecting to make a formal announcement on how we will take this policy forward in Spring 2019.

#### Schools' Clean Air Fund

- 3.3.5 In June 2018 we announced a £1m fund for Westminster's primary schools to help them tackle localised air pollution. This policy is a reflection of the disproportionate impact pollution has on young people, and represents a major collaboration across a number of council service areas. It is expected each primary school across the city will be able to apply for up to £30,000 in grant funding to undertake a variety of measures in their local areas, from green screening and planting, to changes to local road layouts and timed closures, to

energy efficiency upgrades and ventilation to reduce pollution levels inside school buildings. This project will be the largest borough fund of its type to tackle pollution across London.

#### The Marylebone Low Emission Neighbourhood (LEN)

3.3.6 The council's flagship Marylebone LEN has continued to see new projects and policies trialled in it with a view for them to be then adopted across the rest of the city. The diesel surcharge is one such policy, however others have included road signage encouraging behaviour change around vehicle idling, a school street at St Marys Bryanston which will see local roads closed at the start and end of the school day, and new air quality and flood resistant planting being incorporated in urban realm improvements in the Marylebone High Street area. The final work of the LEN before the project ends in April 2019 includes completing the urban realm improvements and producing guidance for schools, businesses and residents on indoor air quality.

#### #DontBeldle phase 1 and 2

3.3.7 In 2018 the council's nationally award winning behaviour change project #dontbeidle surpassed its goal of 10,000 signatories to the air quality action pledge. The second phase of the project will launch in January 2019, with a focus on working with and lobbying businesses with large fleets to take more action on idling and other polluting behaviour. Tackling emissions from vehicles is not something the council can solve on its own, so taking a partnership approach to this problem will enable us to embed the behaviour change messages of the campaign at the management level of major business stakeholders, as well as influencing the behaviour of their workforces.

### **3.4 Westminster's draft 2019-23 Air Quality Action Plan**

3.4.1 As part of Westminster's statutory duties as an Air Quality Management Area, the council is required to publish an Air Quality Action Plan, which sets out the current context of pollution levels within the city and contains a series of actions to be undertaken to tackle the problem. Westminster's Action Plan (2013-18) is now up for review, and officers are working on a new 2019-2023 Air Quality Action Plan for the city. The current Action Plan is included in the background papers to this report.

3.4.2 The council also must provide annual updates to Defra on actions undertaken, monitoring results recorded, and progress towards meeting our air quality objectives. The most recent Annual Status Report (May 2018) submitted to Government is included in the background papers to this report.

3.4.3 The new Action Plan is currently being drawn up and officers from across a variety of directorates within the council will be involved in this pre-consultation phase. Westminster has a statutory duty to publicly consult on the draft plan, and this will take place later this Spring with the adoption of the new Action Plan expected in Summer 2019. As well as inviting views from members of the public on the new Plan, other stakeholders including the GLA, TfL and neighbouring

boroughs, local businesses and landowners, and other major council stakeholders will be approached directly to input into the Plan.

- 3.4.4 The Plan will utilise a shift in council policy that can be seen in our approach to the new City Plan. We are moving from overly prescriptive and detailed policies towards a more holistic approach to policy making. This fits in well with the close connections for air quality between Public Health and environment, and the cross-cutting work that is being undertaken across the council on this issue. The need for a more holistic approach was a strong recommendation of the Task Group and one that the council is taking forward in the drafting of the new Action Plan.
- 3.4.5 The Committee's responses and comments to this report will be taken as pre-consultation comments and will feed into the draft version of the Plan. Members will be invited to make comments individually on the Plan during the formal consultation phase.

### **3.5 Task Group recommendations taken forward by the council**

- 3.5.1 A variety of the comments and recommendations made by the Air Quality Task Group have either been taken forward by the council since the Task Group's report was published in June 2017, or will be adopted by the council in the new Air Quality Action Plan. This section highlights some of these actions and recommendations for each of the three areas of focus set out by the Task Group (public health and awareness raising, emissions from transport, and emissions from buildings).
- 3.5.2 A key overarching recommendation of the Task Group report was to emphasise the holistic nature and need for joined up working on air quality not just among council departments, but in partnership with external stakeholders and partners. This collaborative and holistic approach to air quality is one that is being taken forward at the heart of the new Action Plan, and is one key area where the steer of the Task Group has helped inform and steer council policy.
- 3.5.3 The Task Group report and commissioned work from King's College London reflected Westminster's position as a leading local authority on air quality. We were the first local authority in the UK to have an air quality action plan, and it is work like that of the Task Group that will inform the new Air Quality Action Plan and help maintain Westminster's position as a thought leader and innovator in tackling this crucial environmental and public health issue.

*The Health Impacts of poor air quality*



- 3.5.4 This section of the Task Group report focuses on the close links between air pollution and health, and the increasingly important role of Public Health functions and partnership working to reduce pollution.
- 3.5.5 Key recommendations in this section included lobbying Public Health England to work with the GLA to issue complementary public awareness raising alerts when pollution is forecast to be high, and for the council to look at targeted measures to reduce pollution in areas where vulnerable people (such as the young and elderly) are regularly exposed to high pollution.
- 3.5.6 Lobbying Public Health and central Government to improve the quality and effectiveness of large-scale public awareness raising related to pollution and the actions people can take to reduce their exposure when pollution is forecast to be high is a key action being taken forward in the new Action Plan. With regards targeted measures, the council's 2018 Air Quality Manifesto sets out how the council is focusing more attention on reducing emissions around primary schools across the city. The council has announced a forthcoming £1m Schools' Clean Air Fund to support schools in this work. The council is currently scoping its Dementia strategy and we are working with colleagues to look at the impact of poor air quality on this demographic (or something)

#### *Reducing emissions from Transport*

- 3.5.7 Over half of Westminster's NO<sub>2</sub> and PM emissions come from road transport. A key issue for Westminster and other London boroughs is that to a certain extent road transport emissions are outside of our direct control. Emissions from black cab taxis and buses are directly controlled by TfL, who also manage and maintain the busiest roads in the city.
- 3.5.8 As a result, the Task Group's recommendations in this area focused not just on what the council can do themselves through our own fleet and contracts, and through managing our own highways networks, but also included actions related to lobbying and partnership working. Key Task Group recommendations included showing leadership through the council's own fleet and contractors, and to consider extending the diesel parking surcharge trial undertaken in Marylebone. Key lobbying recommendations included lobbying TfL for a quicker uptake of low emission buses across the city, and lobbying central Government for changes to Vehicle Excise Duty and for a new Clean Air Act.
- 3.5.9 The council recently consulted on expanding the diesel parking surcharge across the city; a decision on this is expected shortly. Equally, the council has taken up the committee's recommendation to show leadership through our own fleet – the council's waste vehicles are currently undergoing an innovative retrofit which is the first of its type in the country. Finalising changes to the council's procurement policies around vehicle usage and emissions in contracts will be a new and expanded action in the Action Plan. The recommendations of the Task Group align well with the council's lobbying positions to Government and to the Mayor of London.

#### *Reducing emissions from buildings*

- 3.5.10 The final section of the Task Group report focused on emissions from existing building stock and from new developments. Recommendations are therefore related to retrofitting and reducing emissions from existing buildings, as well as looking at the council's City Plan policies. Reducing emissions from construction and demolition work is also included in this section. Reference to the code of construction practice which will be updated shortly and further coming supplementary planning document
- 3.5.11 Several the recommendations in this section of the report have been taken into account in the drafting of Westminster's draft City Plan. Other recommendations relating to the use of offset funds (additional funds paid to the council by developers to support off-site projects to reduce emissions) and helping building owners tackle emissions from heritage buildings are new actions being included in the new Air Quality Action Plan. In particular, the focus on the heritage building sector is one that the Task Group helped place on the council's agenda; it is also one of the council's priorities set out in our Air Quality Manifesto. The council's code of construction practice document will also be updated in the near future alongside the introduction of supplementary planning documents to complement the City Plan; these documents will also utilise the Task Group findings.

*Formal inclusion of the Task Group recommendations in the final Air Quality Action Plan*

- 3.5.12 It is expected that a summary of the Air Quality Task Group and its key recommendations will be included in the Air Quality Action Plan. The feedback from the Committee and the council's scrutiny functions will also be included in the final version of the Action Plan.

**If you have any queries about this Report or wish to inspect any of the Background Papers please contact Adam Webber x4546 [awebber@westminster.gov.uk](mailto:awebber@westminster.gov.uk)**

## **APPENDICES:**

### **Appendix 1: Air quality task force recommendations:**

#### **Health impacts:**

1. Consider use of ward budgets for local, community-driven AQ initiatives in wards where pollution is high
2. Consider the results of the work commissioned by Public Health England which should provide a model to estimate the costs of air pollution on the NHS and social care system
3. Train staff in AQ messages as part of the "Making Every Contact Count" initiative
4. Public health to support NHS staff with advice/ messaging for the vulnerable groups in self-care and management

5. Through the Health and Wellbeing Board, bring a focus on AQ to all partners to identify additional interventions that services/staff or stakeholders could take which would be effective in improving air quality or mitigating its health impacts.
6. Lobby Public Health England to establish a system of communications jointly with the Mayor that will deliver complementary work when the Mayor issues AQ alerts to get information and advice to local schools, care homes and nursing homes.
7. Until PHE implement the above, WCC's Public Health team to encourage take up of the airTEXT service so that establishments of "at risk groups" receive direct alerts and health protecting action to take during periods of high pollution.
8. Support individuals to reduce their exposure to air pollution.
9. WCC to consider looking at targeted interventions to reduce exposure in areas of high concentration of pollution, such as greening measures.
10. WCC/CityWest Homes to consider AQ assessments when siting new playgrounds.
11. Public health to consider how they can advocate for air quality with NHS and other partners
12. Working to integrate health into every policy

## **Transport**

For Westminster City Council:

1. Agree a Target Date to ban High Polluting Vehicles from all contracts we procure and build this into our next AQAP and Strategy.
2. Once the Strategy is agreed, ensure effective communication with all commissioners to ensure this is built into future contract specifications.
3. WCC to work with the BIDs to raise awareness of the zero and low emission suppliers directory ([victoriabid.co.uk/work/zero-and-low-emissionsuppliers-directory](http://victoriabid.co.uk/work/zero-and-low-emissionsuppliers-directory))
4. Identify existing contracts and discuss improvements to emissions that can be achieved within those contracts.
5. Review the existing Fleet Policy to ensure it specifies the best standards in class for all vehicles.
6. WCC to work with the GLA to consider other solutions such as dynamic road pricing and an increase in the types of public transport and active travel such as walking and cycling and promoting more public engagement.
7. Whilst many of the ideas may already be under consideration in Westminster, the literature indicates the importance of using more ambitious targets (e.g. the WHO targets).
8. Consider the use of bay sensors for taxis to prevent them from roaming whilst plying for trade.
9. If the trial of the Zone F diesel visitor parking surcharge is successful, the Council should consider its extension to other areas of Westminster where air quality is a concern.
10. Evaluate the impact on air quality of our 30 trial 20mph zones.

11. Keep car clubs under review and seek to utilise changes to operations (flexible car clubs) if beneficial to air quality.

### Lobbying Priorities

1. Lobby TfL to speed up the introduction of zero emission buses and reduce the number of buses on routes travelling through Westminster and throughout London
2. Lobby TfL to use technology that can capture data on emissions from buses.
3. Lobby TfL so that their walking and cycling routes (on Journey Planner) provide the cleanest routes for pedestrians and cyclists to get from A to B.
4. Lobby Government to improve data availability from DVLA to allow LAs to identify the most polluting vehicles.
5. Lobby Government to introduce a 'scrappage' scheme which is targeted at taking out the most polluting vehicles in the areas with the worst air pollution problems.
6. Lobby for Vehicle Excise Duty Reform to bring in fiscal incentives to discourage diesel vehicles.
7. Lobby for a new Clean Air Act.

### Business, Council and Communities Supporting Change

1. Support Business and individuals to take action to reduce the demand for deliveries
2. Work with the BIDs to promote the switch to more sustainable vehicle types in commercial fleets operating in Westminster
3. The Council to demonstrate leadership, working with the BIDs to encourage a step change in the scale of freight consolidation initiatives. We want to deliver the greatest possible benefits using voluntary means and would only consider lobbying for sanctions if voluntary action was insufficient to achieve the required change
4. Support individuals to reduce their exposure to air pollution.

### Buildings

1. The Council should consider further work to identify the feasibility of different funding models to help accelerate the improvement of the current building stock.
2. Consider lobbying landowners regarding the boilers they fit, using learning from the Portman Green Club.
3. Promote more widely the Mayor's 'London Boiler Cashback Scheme' in Westminster to enable local people who qualify to access financial support to buy more efficient, lower polluting boilers.
4. Review how we manage the built environment to ensure that the best outcomes for air quality are built into City Plan revisions with the aim of leading the way in reducing the air quality impact of new development.
5. Undertake City Plan revisions to target new development so that it makes a positive contribution to the surrounding area e.g. district heating systems can negate the need for old boilers in surrounding buildings leading to a net positive impact

6. Promote best practice guidelines for retrofitting heritage buildings.
7. Raise awareness about the significant contribution of emissions from building to air pollution.
8. Ensure that we have sufficient resource/powers to enforce the policies within the City Plan and Code of Construction Practice both on construction sites and in refurbishments/new developments. There is a potential gap for smaller sites which are not covered.
9. Ensure that we have sufficient resource/powers to enforce the policies within the City Plan and Code of Construction Practice both on construction sites and in refurbishments/new developments. There is a potential gap for smaller sites which are not covered.
10. The Council's response to the Mayor's Environment Strategy should take account of the findings from this Task Group.
11. The Council should work with others to stop the use of diesel generators as part of commercial demand management other than for emergency use only during power cuts.
12. New development should encourage the use of car clubs rather than car ownership.
13. Lobby the Mayor to specify that all boilers in new developments must be ultra-low NO2 specification.
14. Consider whether WCC could use its carbon offset fund for upgrades especially if targeting large older boilers or even oil fired boilers.
15. The Council to ensure that its own building stock, including housing stock, reduces impact on air pollution, through retrofits and ensuring that new buildings are of the highest standards.

## **BACKGROUND PAPERS**

Air Quality Manifesto April 2018

Current Air Quality Action Plan 2013-18

Annual Status Report to Defra May 2018

Report of the Air Quality Task Group June 2017

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# City Management and Public Protection Policy and Scrutiny Committee

<b>Date:</b>	6 <sup>th</sup> February 2019
<b>Classification:</b>	General Release
<b>Title:</b>	Greener City Action Plan (2015- 2025) – year 3 update
<b>Report of:</b>	Andy Durrant, Director of Community Services
<b>Cabinet Member Portfolio</b>	Environment and City Management
<b>Wards Involved:</b>	All
<b>Policy Context:</b>	Greener City
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## 1. Executive Summary

The Council's 10-year sustainability strategy – the Greener City Action Plan (GCAP) was adopted in 2015, with the previous Policy and Scrutiny Committee for Environment and Customer Services playing a key role in its development.

In February 2018, this committee was presented with a revised set of actions to reflect the changing priorities of the council and residents and agreed to change elements of the report. The committee agreed that while all aspects of the GCAP remained important, some actions were more time-sensitive and should benefit from additional focus in the short term; specifically concerns around air quality have risen up the agenda of the Council and residents alike. A number of new City for All 2017/18 targets were also included.

The main purpose of the report is to update the current Committee on progress against the GCAP's targets three years in. We also promised we would bring back an annual report each year (Appendix 1) for review and discussion to ensure the strategy is on track. This report will be published on the website and shared with stakeholders.

## 2. Key Matters for the Committee's Consideration

- The Committee is invited to review the year 3 performance update in Appendix 1. Is the Committee satisfied with the progress made so far; and if not, make recommendations for action?

- The Committee is invited to review the RAG rating (Appendix 2, 3 and 4) of the highest priority commitments that were agreed in February 2018 and give an assessment of the continued suitability of these targets for the Council to focus on for the next year.

### **3. Background**

#### **3.1. Introduction**

The GCAP was developed with extensive input from internal and external stakeholders and was adopted in 2015. It is a ten-year plan focusing on nine priority themes:

- Addressing noise pollution across the city
- Improving local air quality
- Ensuring local energy security and delivering carbon reduction
- Making better use of the City's waste resources
- Supporting a sustainable transport system for Westminster
- Making the best use of open spaces and improving local biodiversity
- Managing water use and flood risk
- Ensuring that sustainability is delivered through economic development
- Communicating and empowering environmental action in Westminster

#### **3.2. Developing the GCAP strategy**

Officers from across the Council and external partners helped inform its development and the overall strategic responsibility sits within the council's Policy, Performance and Communications directorate (PPC). There is a Greener City Network officer group, which meets monthly to support this agenda.

#### **3.3. Responsibility in delivering the GCAP Actions**

Operational delivery of a 'greener and healthier city' falls across a number of council directorates - but the majority of actions sit within City Management and Communities (CMC) and Growth, Property and Housing (GPH). CMC coordinate the delivery of actions through a specific delivery plan which is reported through to the Management Team member responsible for sustainability; Andy Durrant, Director for Community Services.

#### **3.4. Reporting**

This Committee receives an annual GCAP performance report of what the council has done to contribute to the strategy's objectives. In May 2017, this committee asked that we should prioritise issues where the Council could play a real leadership role in delivering solutions and to engage partners in delivering outcomes - and the Council has, tried to do this by building on the Air Quality Task



Group of this Committee. The outcome of this was an air quality ambitions document which highlighted a number of potential new actions for the council on this agenda. A number of these actions are being included in Westminster's forthcoming Clean Air Action Plan 2019-23, which will be published in 2019. The Committee is reminded however, that greener action delivery can and often should be non- Council-led wherever possible, as many of these issues across the range of environmental challenges our city faces cannot be fully resolved without stakeholder input and activity. We will continue to work with a wide variety of stakeholders and partners to maximize the impact of council resources.

### **3.5. Accountability and Governance**

Ongoing feedback is very much welcomed, and the Cabinet Member will update on progress quarterly on key issues and activity throughout the year at this Committee.

## **4. Next Steps**

Most activity that the Committee agreed in February 2018 are on track, and any further ideas or actions that would help deliver a greener city are welcome as part of this reporting process.

**If you have any queries about this Report or wish to inspect any of the Background Papers, please contact Hayley Regan x2184**  
[hregan@westminster.gov.uk](mailto:hregan@westminster.gov.uk)

### **APPENDICES:**

Appendix 1 – Year three performance update

Appendix 2 – Priority GCAP actions – RAG rated

Appendix 3 – City for All targets 2017/18– RAG rated

Appendix 4 – New City for All targets 2018/19

### **BACKGROUND PAPERS**

For context, the original GCAP strategy, summary document year one and two updates can be found here:

<https://www.westminster.gov.uk/greener-city-action-plan-0>

Appendix 1: The Year Three Performance Update (next page)



## **Foreword by Cllr Tim Mitchell**

### **Cabinet Member for Environment and City Management**

I am delighted to present this update on Year 3 of Westminster City Council's Greener City Action Plan. Launched in 2015, the ten-year plan aims to address noise and air pollution across the City, support a sustainable transport system, and ensure we meet our carbon reduction goals.

Air Quality remains the top concern among our residents and Westminster is home to some of the busiest roads in the country. Last Spring, we launched our Air Quality Manifesto which lays out our proposals to tackle this issue, with a particular focus on improving air quality around schools. Schools will be able to bid for £1 million of council funds to design and implement their own air quality projects.

The #Don'tBeldle campaign to reduce engine idling has gone from strength to strength, with more than 14,000 pledges from local residents and businesses. The Diesel Surcharge, which was hugely successful in the Marylebone Low Emission Neighbourhood, will be rolled out across Westminster. And we have delivered on our promise for more electric vehicle charging points, with over 200 now in place across the City.

More than a quarter of Westminster is made up of parks and green spaces, which serve as sanctuaries of tranquillity in a bustling city. The Council recently consulted residents on our Open Spaces and Biodiversity Strategy, in order to gather local opinions on the best way to preserve these precious spaces. Westminster already has a record of excellence, with 32 Green Flag Awards for our parks, squares, and other open spaces.

This plan is about building the kind of City we want to pass on to the next generation:

a cleaner, healthier City for All.

## Executive Summary

The Greener City Action Plan (CGAP) is our ambitious 10-year vision for maintaining, protecting and improving the environment of our great city, for everyone that lives, works in and visits here. We're now in the fourth year of this vision, and environmental issues continue to be a top priority for our residents. The importance of this area is reflected by the inclusion of a series of significant environmental commitments in our wider City for All strategy; a healthier and greener city is one of Westminster's five key priorities.

The progress set out in this annual update covers a huge range and breadth of work being undertaken across the council and across all areas of the city. Improving our environment is a challenge for all of us, and one we cannot tackle alone. Financial pressures in the public sector mean we have to be focused on the key areas where we can make a real difference. To help us to do this we have formed strong and productive relationships with a variety of partners and stakeholders, and are working collaboratively with everyone to ensure we are helping create a City for All.

The themes of the Greener City Action Plan:

Addressing noise pollution across the City

Improving our local air quality

Delivering affordable, secure and low-carbon energy supply

Making better use of the City's waste resources

Supporting a sustainable transport system for Westminster

Making the best use of open spaces and improving local biodiversity

Managing water use and flood risk

Ensuring that sustainability is delivered through economic development

Communicating and encouraging people into environmental action

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## Some of what we achieved in Year 3

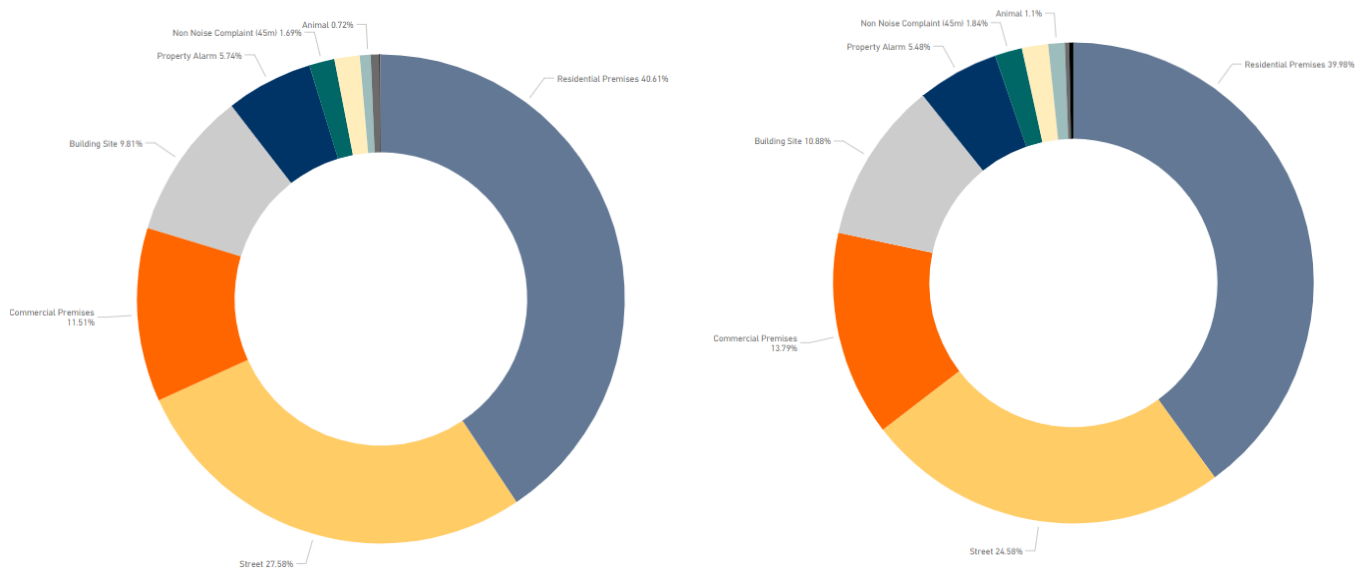


 <p>Introduction of Recycling Champions</p>	 <p>214 EV Charging points</p>	 <p>32 Green Flag awards</p>
 <p>14,000 #Dontbeidle pledges</p>	 <p>Over 8,000 'Little Giants' to forest schools</p>	 <p>95% Schools have travel plans</p>

## Addressing noise pollution across the city

Westminster’s complex noise environment is part of the hustle and bustle of daily life within the City. However, not all noise can be simply put down to city living, and the noise environment changes significantly across different parts of the city e.g. the night time economy results in very geographically specific noise environments – in the West End in particular.

Distribution of Noise Complaints by reported source: 2016/17 left & 2017/18 right



In the third year of this strategy, residential noise complaints remain the most common complaint received by the council, accounting for nearly 40% of service requests raised in the financial year of 2017/18. However, complaints have fallen by **3.2%** between 2015/16 and 2016/17 (**582**) and fell a further **4.5%** (**327**) the following year.

Council’s Environmental Services department exceeded their target of responding to **95%** of noise complaints within 45 minutes by **3%**.



## Improving our local air quality

Poor air quality is a problem for us all. Emissions from dust, pollution from heating and cooling our homes and offices, generating power locally and driving vehicles all has a direct impact on the air that we breathe and consequently our health. WCC has some of the highest air pollution in the country and our neighbouring authorities all suffer too, meaning wherever you are in Westminster – you are affected by poor air. Air quality still is a concern for our residents and we are increasingly seeing residents complaining about vehicles idling in their area. Addressing the detrimental effects of air pollution poses a unique opportunity to achieve multiple co-benefits to health such as reducing obesity, physical inactivity, social isolation and inequality. This is why we are focusing on healthier and greener city through our 'City for All' commitments, as any improvement in air quality will have beneficial health consequences and help reduce health inequalities.

Our work in this area is guided by our Clean Air Action Plan, and we are working on a new five-year version of this to be published in 2019. In 2018 we also published our Air Quality Manifesto, which sets out our ten key priorities to tackle air quality across the city.




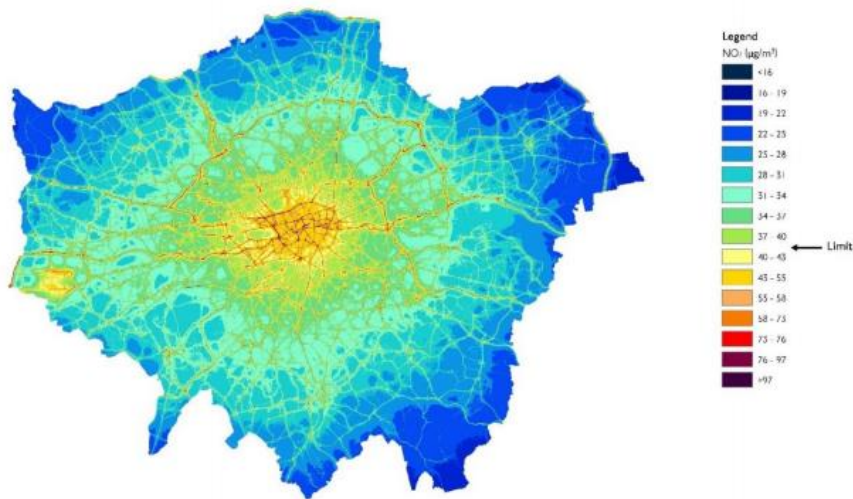
-  We will deliver a new £1m Schools Clean Air Fund, giving schools the resources they need to tackle poor air quality.
-  We will launch a new healthier schools programme, bringing together action on air quality, oral health and obesity to make sure the 42,600 children who live, learn and grow up here get the best start in life.
-  We will expand #DontBeIdle, setting the ambition for 1,000 businesses to sign up and play their part in reducing their own and their customers' emissions.

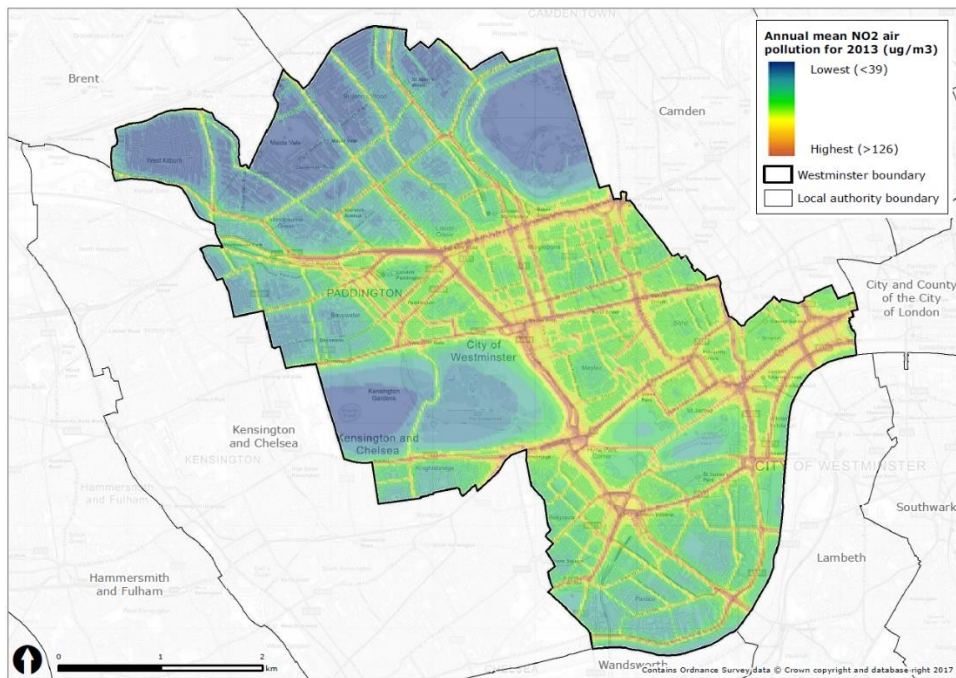
Figure 1 Annual mean NO<sub>2</sub> concentrations in 2013 in Greater London<sup>3</sup>



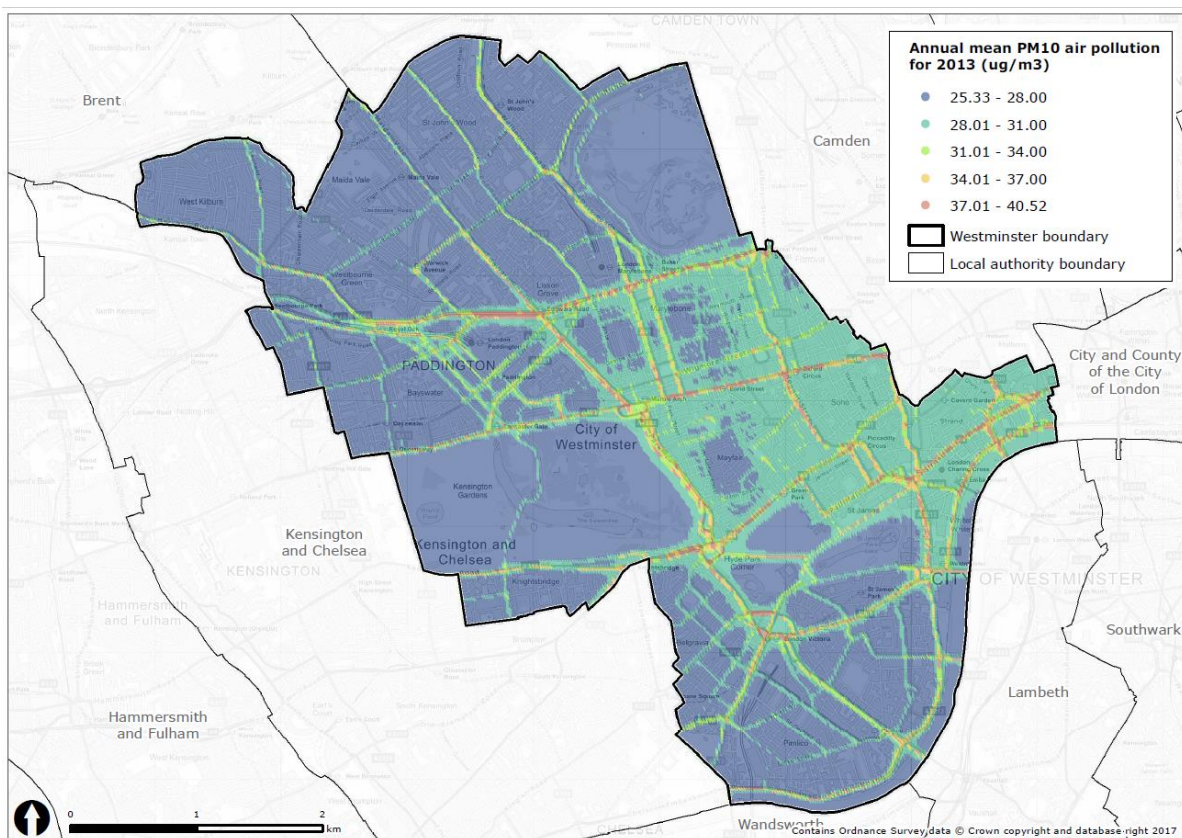
London Atmospheric Emissions Inventory (2013)

A map of London's pollution shows the influence of transport emissions on pollution levels. It also shows that pollution is highest in the centre of the city, where buildings and transport sources are densest.

### Modelled NO<sub>2</sub> air pollution according to 2013 measurements, LAEI 2016



## Modelled PM10 air pollution according to 2013 measurements, LAEI 2016



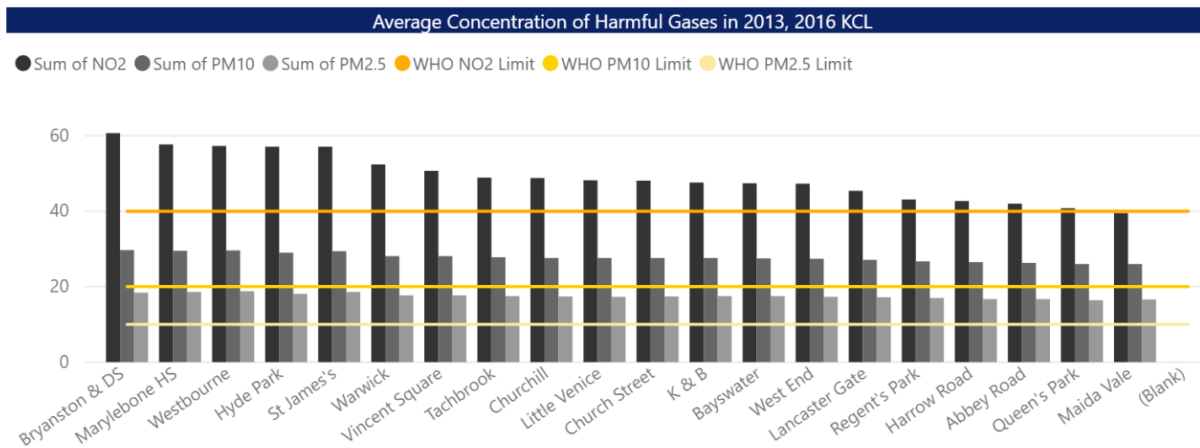
## Modelled Data, GLA LAEI Report released 2016 based on 2013 figures

The below data is taken from the GLA's London Atmospheric Emissions Inventory (LAEI), released in 2016 but based on 2013 measures. The intensive nature of this analysis does not permit more recent data to be processed in this way.

### 1) Air Quality Concentrations in Westminster<sup>1</sup> against EU & WHO guidelines

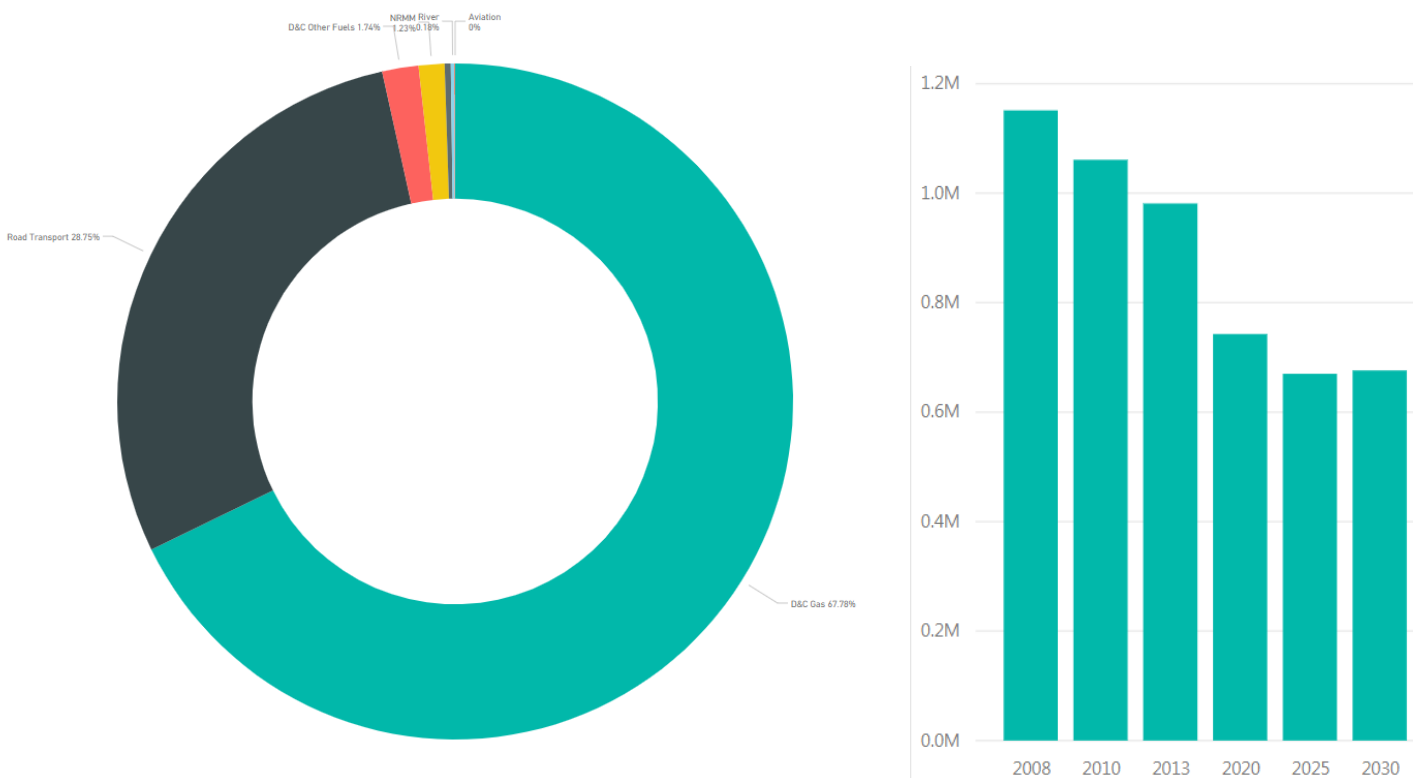
Pollutant	EU annual mean limit values <sup>2</sup>	WHO annual mean guidelines <sup>2</sup>	Westminster annual mean concentration (2013) <sup>3</sup>	London annual mean concentration (2013) <sup>3</sup>
PM <sub>2.5</sub>	25 µg/m <sup>3</sup>	10 µg/m <sup>3</sup>	17.7 µg/m <sup>3</sup>	15.3 µg/m <sup>3</sup>
PM <sub>10</sub>	40 µg/m <sup>3</sup>	20 µg/m <sup>3</sup>	28.0 µg/m <sup>3</sup>	24.0 µg/m <sup>3</sup>
NO <sub>2</sub>	40 µg/m <sup>3</sup>	40 µg/m <sup>3</sup>	50.2 µg/m <sup>3</sup>	30.6 µg/m <sup>3</sup>

2) Air Quality Concentrations in Westminster at Ward Level



Right - Westminster Emissions by Source Type (LAEI 2016, 2013 measures)

Left, Total estimated Emissions (LAEI 2016, 2013 measures)



A GLA Updated Analysis on Air Pollution <sup>2</sup>, released in February of 2017, reported pollution concentrations are expected to be significantly lower in most areas by 2020, reducing the number of people exposed to poor air quality compared with the present. However, there are still expected to be 72,000 people exposed to exceedances of the EU limit value for NO<sub>2</sub> predicted in 2020 based on the modelling which includes planned measures.

## What we have done in Year 3

### Tackling emissions from the built environment

- Minimising and mitigating emissions from our built environment is a key area of our work on air quality. Air quality issues continue to be addressed proactively via planning application responses. We have assessed 32 major planning applications which included consideration of air quality issues.
- Air quality monitoring continued at 6 locations across the borough for a variety of pollutants including Nitrogen Dioxide and Particulate Matter and a scoping exercise for an additional 2 locations was undertaken during this time period. We collect and publish real time air quality data on [londonair.org.uk](http://londonair.org.uk), helping residents and visitors be aware of current conditions.

### Tackling emissions from transport

- As the heat maps above of pollution levels in London show, tackling emissions from transport is a key priority for us. We have produced a Walking Strategy and an Active Westminster strategy to promote healthy living and active transport, helping influence changes in behaviour that reduce motor vehicle use in the city while also helping people lead healthier lifestyles.
- We have continued our nationally award winning #DontBeldle campaign to encourage everyone who drives in the city to switch off their engines when stationary to reduce unnecessary emissions. Over 14,000 people have signed our online pledge to help improve the air we all breathe.
- We have carried out a major public consultation on expanding our successful diesel parking surcharge to the whole of the city. This London-first policy was trialled in the Marylebone Low Emission Neighbourhood (see below) and successfully saw a surcharge of 50% added to pay to park charges for older diesel vehicles. We are now exploring the next steps for this policy.
- We're taking the lead on our own fleet, increasing the numbers of ultra-low emission vehicles we operate, working with our suppliers to help them take action in this area, and retrofitting our waste fleet vehicles so they exceed the current highest standards for vehicle emissions.
- There are now currently 214 electric vehicle charge points including over 50 lamp column chargers as well as 44 charge points serving the car clubs in the city. We have written a new Electric Vehicle Charging Strategy to maintain Westminster's position as the UK's leading local authority for charging infrastructure.

## CASE STUDY

### Mayor visit to St Mary's Bryanston Square Primary school as part of the Clean Air Audits

Under the School Air Quality initiative launched by the Mayor of London last year, detailed air quality audits carried out in 50 schools across 23 London boroughs. These audits assessed the air quality in some of the capital's worst polluted schools and made a series of recommendations to protect pupils. Four Westminster schools received an audit:

St Mary's Bryanston Square CE Primary School  
Hallfield Primary School  
St Clement Danes CE Primary School  
St Peter's Eaton CE Primary School

These include major infrastructure measures, such as closing roads or moving playgrounds and school entrances, as well as targeting indoor pollution using improved ventilation systems, and installing green 'pollution barrier' hedges, tackling engine idling outside schools and promoting cycling and walking.

On Thursday 24<sup>th</sup> May 2018 during Walk to School Week, the Mayor of London visited St Mary's Bryanston Square Primary School in Westminster, close to the busy Marylebone Road, where staff have already started working with City Hall, Transport for London and Westminster Council to implement some of their audit recommendations.

Improvements at St Mary's include:

- Installing and testing a new filtration system to reduce pollution inside the school. This is being delivered with £20,000 in new funding from the Mayor and Westminster Council;
- The school has worked with the borough to trial a year-long closure of the busy road, Enford Street, outside its entrance, to traffic at the start and end of the school day. The trial will start this winter;
- Turning the staff car park into a garden and encouraging all staff and pupils to walk, cycle or use public transport;
- Working with British Land to install a 'green wall' – a variety of plants across a playground wall - to screen students playing outside from nearby traffic pollution;
- Involving pupils in a 'no-engine idling' campaign to help educate their parents on reduce harmful emissions.

The Mayor's new £1 million fund will provide each of the 50 audited schools with a £10,000 starter grant and enable any of the other London schools located in areas exceeding legal air pollution limits to apply for green infrastructure funding. Westminster council has pledged to match the Mayor's funding for our four audited schools.

The school had been chosen for the visit due to being truly invested in the promotion of active travel and air quality awareness.

The school not only have a travel plan but a Gold level of Accreditation under Transport for London's STARS programme.



There have been a further 5 schools that have taken part in air quality lessons and filming project within the Marylebone Low Emission Neighbourhood.

St Mary's Bryanston Square CE Primary School have also been awarded with Transport for London's Top School Award 2018 within the category of School of the Region (West) which recognises the work they have done for promoting active travel, improving air quality and road safety for their school community.

## Active Streets

Our Air Quality Manifesto and ActiveWestminster strategies set out the importance of encouraging walking and cycling to schools, and the ways in which we can promote and further encourage healthy and active living. To do this, we are implementing a number of temporary road closures around school start and end times (School Streets) and permanent and temporary Play Streets as part of our Active Streets initiative.

Westminster's first School Street of road closures around the start and end of the school day is in Enford Street by St Mary's Bryanston Square CE Primary School at the end of 2018.



## Marylebone Low Emission Neighbourhood (LEN)

In July 2016 the council obtained funding from the GLA to create a Low Emission Neighbourhood (LEN) in Marylebone. With the LEN ending in April 2019, we are completing our LEN projects and ensuring where we can, the successes of the LEN are being transferred into wider council policy:

- 50% Diesel Surcharge

The trial diesel surcharge for older diesel vehicles using Westminster's pay and display bays has now been operational for 18 months in the LEN. There has been a 16% reduction in the number of older diesel vehicles parking in the LEN, without any obvious displacement to nearby zones. As a result, in 2018 we consulted on rolling this surcharge out across the rest of the city.

- Schools engagement programme

Schools engagement programme is ongoing, with a full uptake of schools participating in the final year of the programme. 3 informational videos have already been produced in collaboration with schools, and 5 play street events have been held.



- Air quality monitoring 'backpack'

Air quality monitoring walks using an innovative mobile 'backpack' air quality monitor have taken place in collaboration with a variety of partners, helping to build a picture of relative concentrations of black carbon (closely attributable to diesel vehicle emissions) around the LEN area.

- Vehicle Idling

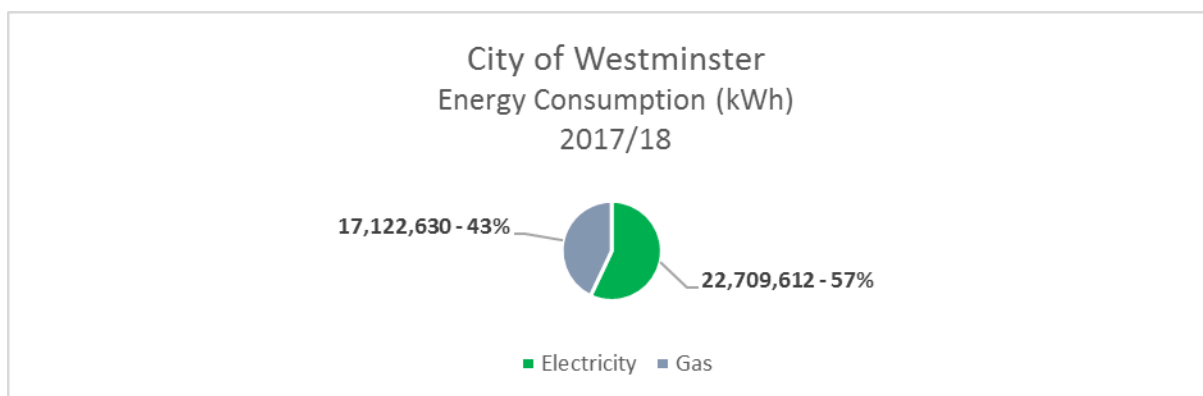
The anti-idling campaign has provided two dedicated Air Quality champions alongside traffic enforcement officers for one year. They engaged with nearly 1000 idling drivers per month. We have also have over 14,000 pledges to our award-winning #DontBeldle campaign. An informational training video has been developed for fleet drivers educating them on the harms caused by engine idling, which can be found at <https://youtu.be/Uih2k7q1sKI>

## Delivering affordable, secure and low-carbon energy supply

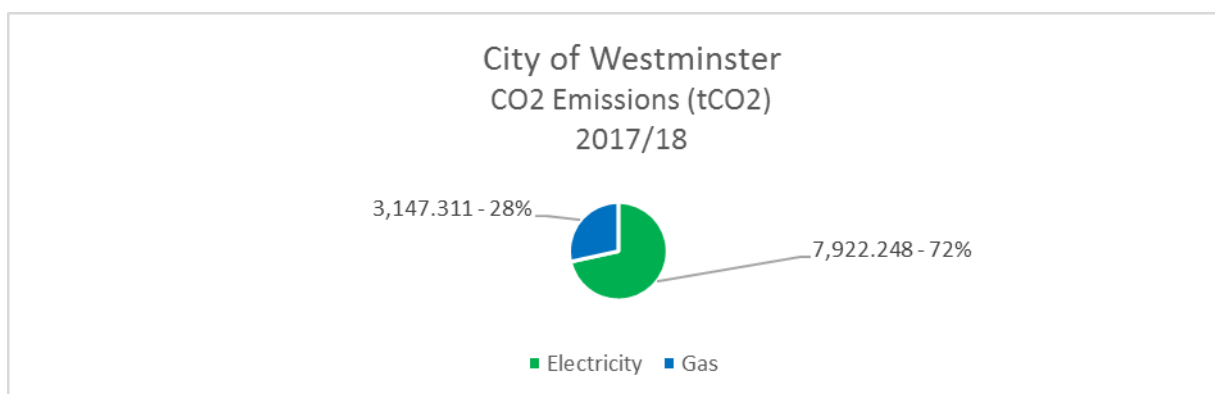
Westminster is one of the highest energy consuming areas in the UK and uses more energy in our authority boundary than whole cities like Newcastle, Glasgow and Cardiff. Powering, heating and cooling our homes and offices often results in wasted energy resulting in high carbon emissions and air pollutants being pumped into the atmosphere.

In supporting a significant economic output, 24 hour living and transport systems and the heritage nature of most of our buildings, we put extreme pressure on our localised energy infrastructure. This is especially true in the busy West End.

We understand how important it is to make sure we are doing all we can with our own building stock to show leadership in this area. In 2017, Westminster City Council's total consumption for electricity and gas in our corporate and operational assets was 39,832,242 kWh. The individual figures and percentage split are detailed in the pie chart below:



These kWh figures equate to the respective CO2 emissions provided in the pie chart below.



In terms of our own energy consumption, in 2017 the Council spent £3,747,589 on gas and electricity; this is £51,750 less than 2016. This has been achieved by way of the rollout of energy efficiency upgrades in a number of our libraries (further detailed below). It is our ongoing ambition and commitment to reduce the energy consumption, thereby reduce the carbon emissions, from our corporate operation assets against at 2014/15 baseline by 20% by 2019 and £750K has been set aside for next year to work towards this target.

### What we did in year 3

- We have installed energy efficiency measures in five of the libraries in Westminster. We expect to see substantial reductions in the utility cost, consumption and emissions from these sites, which will improve the savings already achieved. We have seen overall reduction of 95,974 kWh consumed by the electricity and gas supplies at the sites, resulting in subsequent emissions reductions of 29 tCO<sub>2</sub>.
- Additionally, there are a further 15 Corporate Operational sites being surveyed for energy efficiency upgrades and these will yield further savings moving forward.

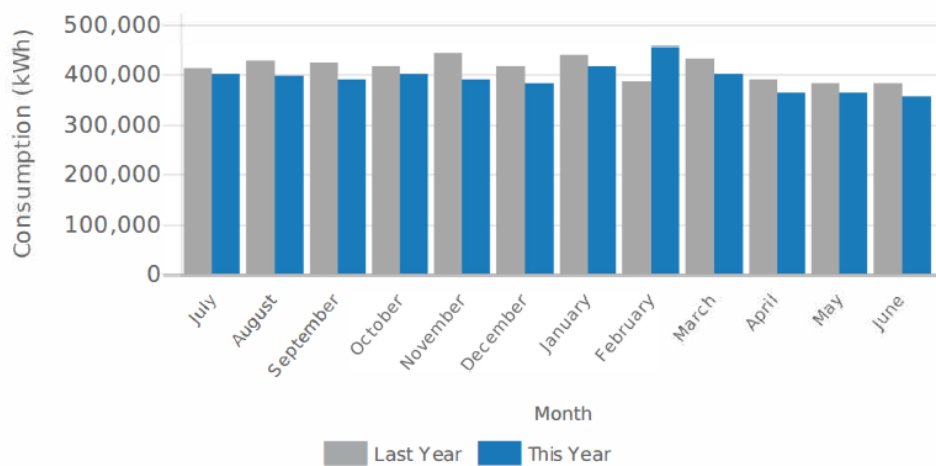
## CASE STUDY - Leisure Contract Everyone Active (EA)

Reducing carbon emissions across the council’s leisure facilities through a programme of capital investment and refined operational practices.

Through a series of capital schemes and, by appointing a Carbon champion at each site, EA have reduced electricity use by 6.24% and Gas use by 13.4% 2017 vs 2016 (July-November) Further reductions are targeted over the next period.

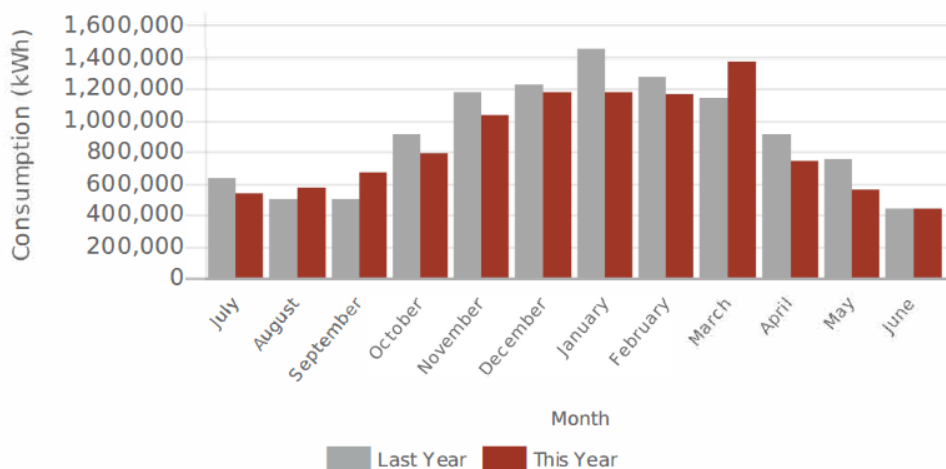
### Electricity Consumption for Westminster leisure centres

Year on Year Consumption Jul 17 - Jun 18



### Gas Consumption for Westminster leisure centres

Year on Year Consumption Jul 17 - Jun 18



Since taking the contract Everyone Active have committed to installing a number of energy reducing initiatives, from Variable Speed Drives in the plant rooms for pool pumps and air handling plant to a number of LED light replacements across sites.

Everyone Active also continue, as a company standard, to have a Carbon Reduction Champion (CRC) nominated at each site who works with the teams to ensure best practices are undertaken to reduce our carbon footprint. These range from signage across the sites encouraging colleagues to turn lights and computers off when not in use, as well as ensuring air conditioning units are only turned on when necessary and are always kept within certain parameters.

They also hold CRC seminars twice yearly to ensure that current industry best practices are shared with our CRCs to take back to site to ensure we are operating as 'greenly' as possible.

With the help of both WCC and Veolia we have also introduced recycling bins across our sites in the past year, along with educational posters, to help our customers and colleagues recycle as much as possible to reduce our impact on the environment.

## Making better Use of the City's Waste Resources

Westminster collected 190,000 tonnes of municipal waste in 2017. The recycling rate was 17.4% up from 15.5% in 2016.

2018 year to date recycling rate is 21.16%.

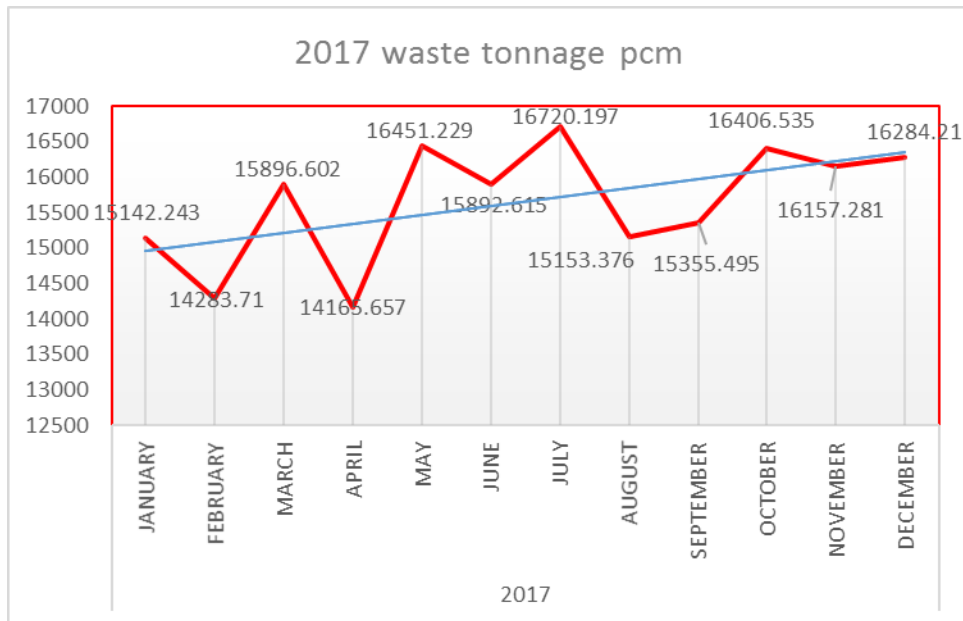
Increasing the recycling rates in the city is extremely challenging. The reasons for this are numerous: we have over 23,000 households with a daily waste collection service; a high turnover of residents; waste is managed by gate keepers (cleaner, porter, managing agent, concierge etc) rather than the waste producer; large number of short term lets; a high proportion of flats making storage and segregation of waste difficult; streets being swept 24 hours a day generating 10% of the total waste arising; and historic building design and waste generation patterns necessitating many commercial streets having three waste collections a day, which can dis-incentivise the segregation of waste.

We have agreed a target with the Mayor of London to recycle 35% of City Council collected waste by 2020, and we are making gradual progress through our awareness campaigns and Recycling Champions. Plans are in place to continue increasing the quantity and quality of recycling collected but this will take time, especially when the economy is strong and household waste collected increases.

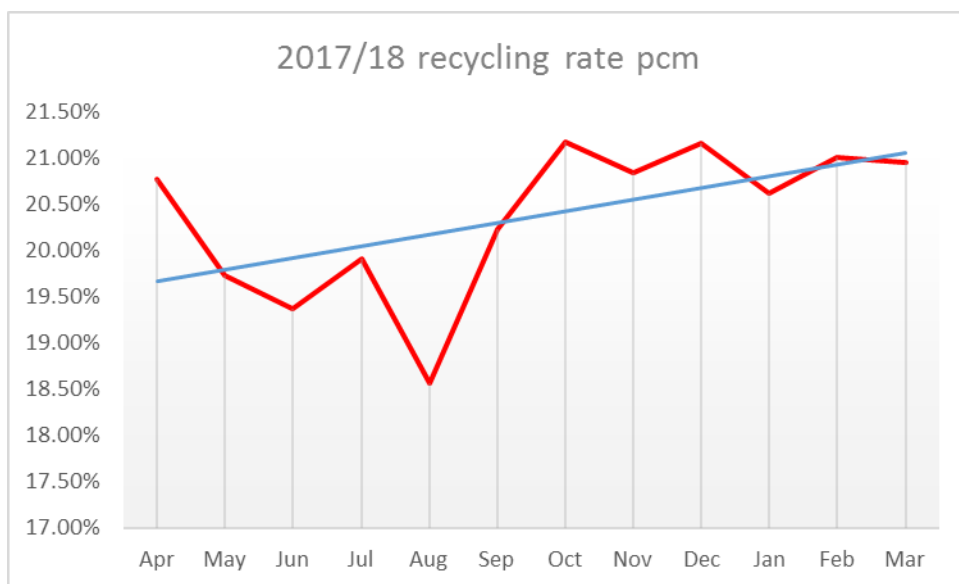


We will launch a new Recycling Information Hub and roll out five neighbourhood pilots including the expansion of our In It To Win It campaign, working with local neighbourhoods to achieve a step change in recycling rates across the city.

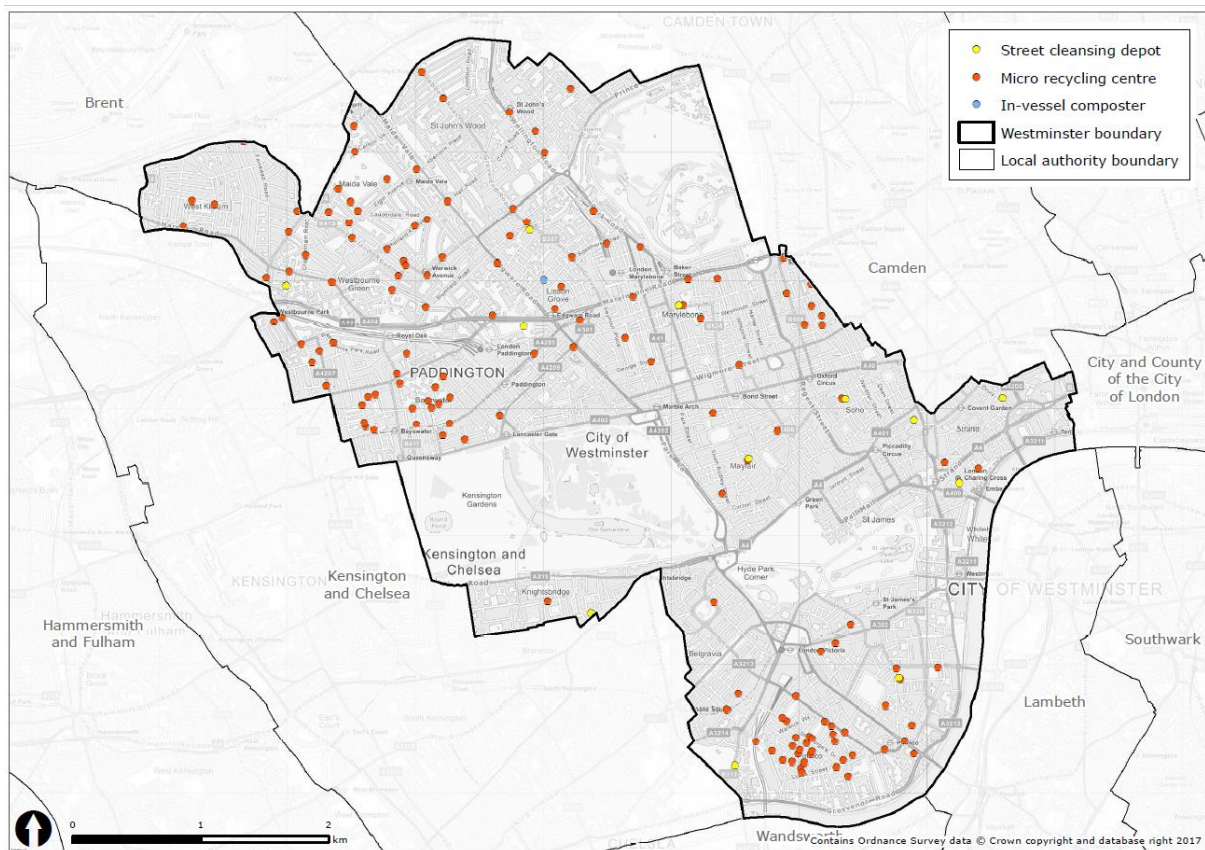
### Percentage growth in municipal waste



### Municipal waste recycling rate



## Municipal waste and removal infrastructure



### What we have done in Year 3

- Less than 1 per cent municipal waste sent to landfill
- Bulky waste reuse and recycling begun from September 2017. Year to date April-Oct 2018, 1657.94tonnes of bulky and fly tipped waste was processed from which over 1000 tonnes was segregated for recycling and around 1640 tonnes turned into Refuse Derived Fuel for energy from waste treatment
- Coffee cup recycling trial on Victoria Street and in St James' Ward in partnership with Heart of London Business Alliance and Veolia. The scheme was extended in September 2018 to cover Baker Street Quarter and the Carnaby Estate (Shaftesbury PLC)
- A number of high profile commercial waste contracts have been activated enabling businesses to recycle more
- Street Waste Action Team (SWAT) project in progress to improve local environmental quality in residential areas
- Community engagement, 25 events organised with help from the Recycling Champions



- Recycling rewards for 5 CityWestHomes Estates totalling £5000
- Further expansion of commercial waste recycling, proposal for 2 new recycling collection rounds
- Ultra-low emission refuse and recycling fleet. Trial of electric powered and hydrogen powered collection trucks
- Community engagement at South West Fest, MyWestminster Day, Westbourne Green Summer Festival and Queens Park Summer Fair
- Project with Resource London and Peabody Homes to increase recycling in flats
- Work started on the Reduction and Recycling Plan, a requirement from the London Mayor under Chapter 7 of the London Environment Strategy.
- Nomination for the National Clean Air Awards for the Heart of London waste consolidation scheme
- Baker Street Quarter won a Westminster Lions Awards after being nominated for their waste consolidation scheme


### **Coffee cup recycling scheme to be expanded**

London's first coffee cup recycling scheme is to be expanded into new areas following a three-month trial in the West End. The scheme, called 'Good to-go', uses street sweepers to collect used coffee cups from the pavement and directly from members of the public. Dedicated recycling bins for coffee cups have also been placed on the street. Over 250,000 cups were recycled from April to November from Westminster businesses and from street cleansing operations in St James's, Piccadilly, Leicester Square, Baker Street and the Carnaby Street area. Westminster City Council and recycling company Veolia are working on expanding the scheme further.



## Supporting a sustainable transport system for Westminster

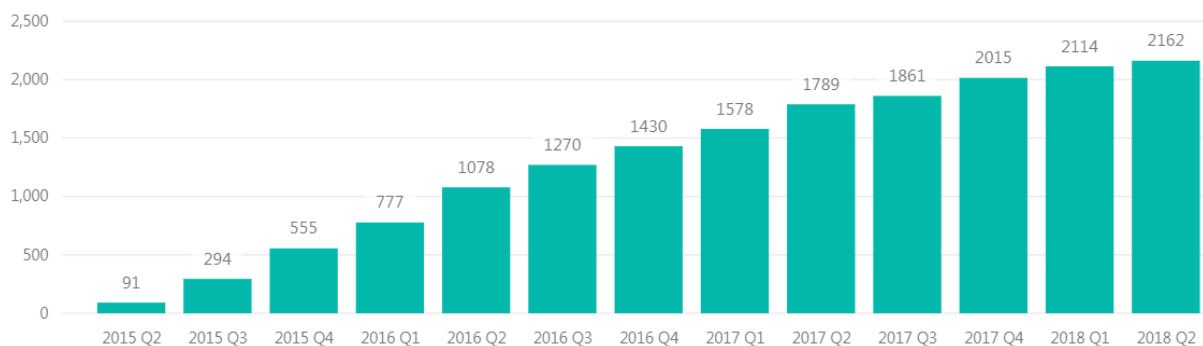
Westminster is one of the best served locations by public transport in the world. Given the numbers of people in Westminster (residents, visitors and workers) the transport network and public realm can struggle to cope with the demands. With this intensity of use, there are issues such as overcrowding, poor air quality, social isolation, noise and road safety.

 We will expand our network of 165 electric charging points by 25%, making it as easy as possible for people to switch to electric vehicles.

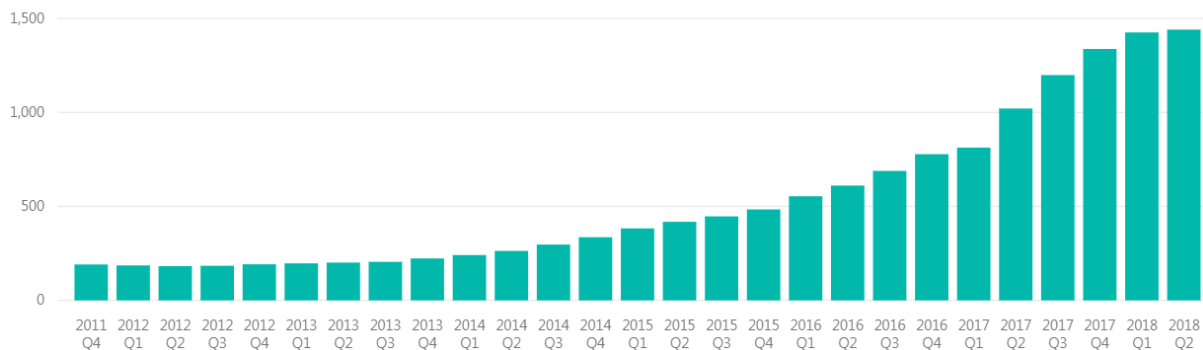
### Expansion of On-Street Electric Vehicle (EV) Charging

There are currently 214 electric vehicle charge points including 73 lamp column chargers as well as 44 charge points serving our car sharing club. Sales of EVs and their corresponding new registrations to Westminster addresses and plug-in hybrid vehicles (PHEVs) have continued to grow in recent years and the Council has tried to complement this growth by expanding the number of charge points available to drivers. There are currently 1857 active resident Eco permits, which is up 26% from the previous year.

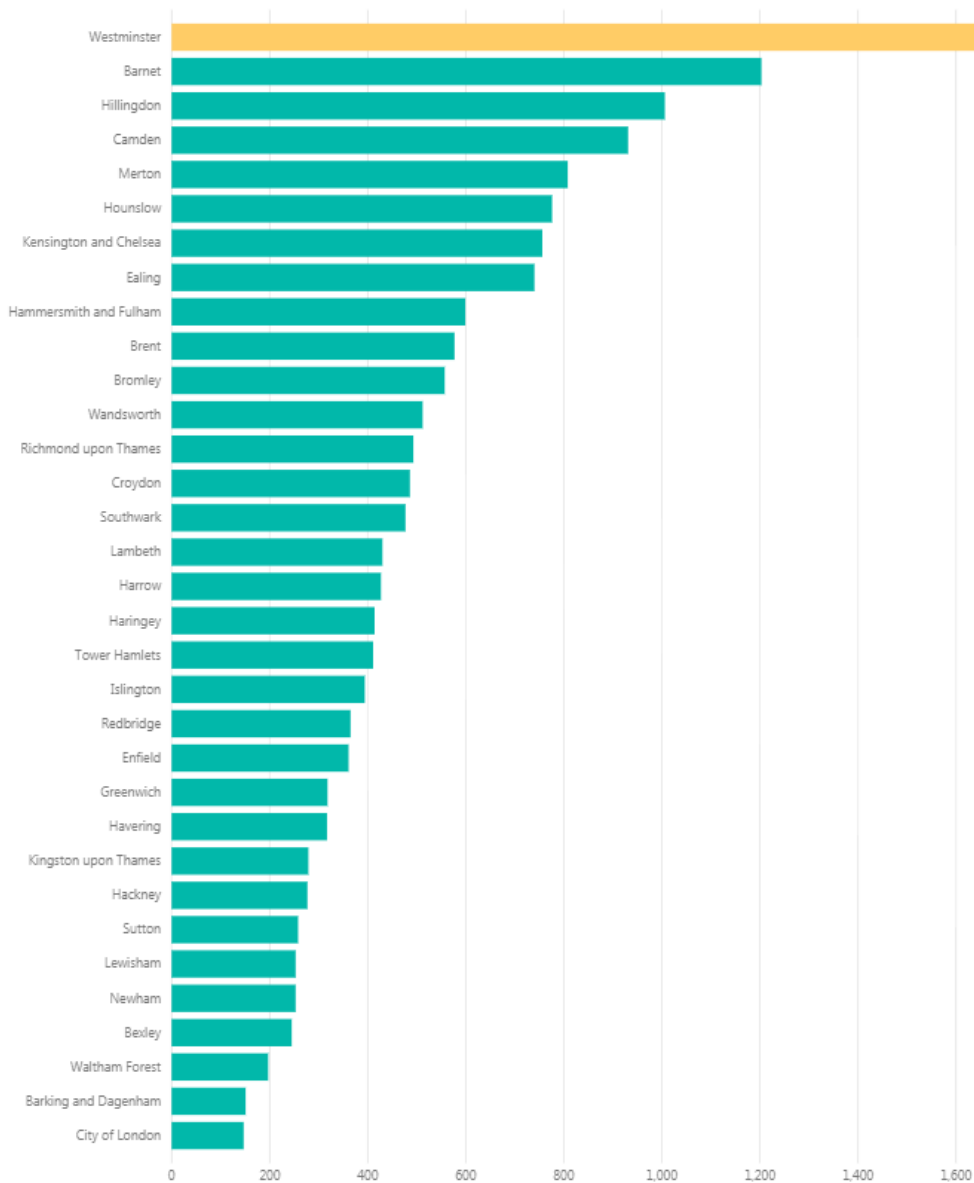
EV Permits



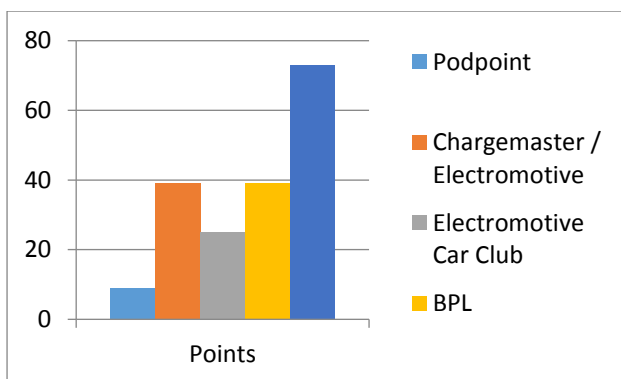
EV Registered



Westminster city council is leading other London borough in the number of registered ultra-low emission vehicles.



**Westminster’s EV Bays and Lamp column charge points (alongside bays) by Supplier, October 2018**

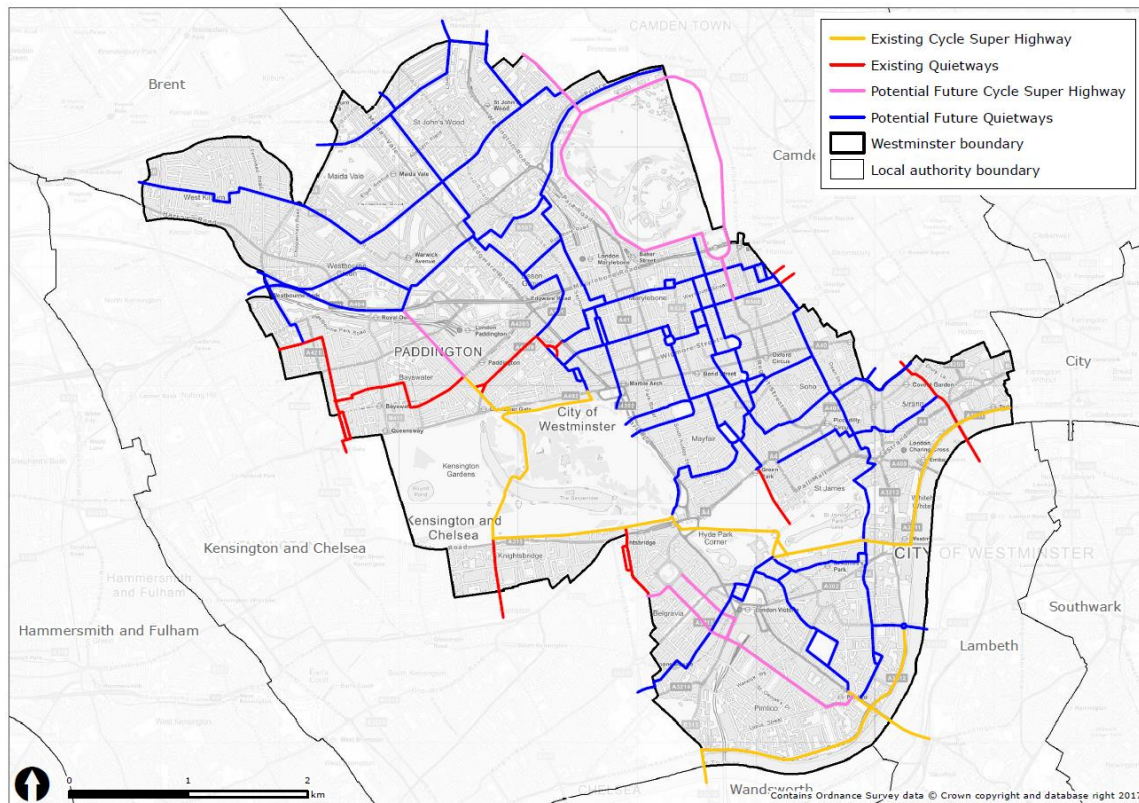


Operator	Points/Pillars	Bays
Podpoint	9	11
Chargemaster / Electromotive	39	47
Electromotive Car Club	25	44
BPL	39	39
Ubitricity	73	0
<b>Total (excl Car Club)</b>	<b>149</b>	<b>97</b>

**Note** – Most charging pillars have two 7kW connections, so in many cases a single pillar serves two bays simultaneously. Therefore, the network currently allows 214 vehicles to charge simultaneously in Westminster.

A contract has been procured through the TfL framework delivering rapid chargers for taxis. This will deliver 10 50kW charge points at 6 locations throughout the City to support the transition of the London taxi fleet to Zero Emission Capability. Planning applications have been submitted, with plans for roll out at taxi rest and refreshment ranks early in the new year.

### Existing and potential Cycling ‘Super Highways’ and ‘Quietway’s’ in Westminster City Council



Research indicates that the approach to city planning with the greatest potential to health benefits is one where walking, cycling and public transport are supported by a safe infrastructure and given prioritisation over private motorised forms of transport.

## Westminster Car Club

The City Council procured new contracts for the car club, with Zipcar being awarded a two-year contract to continue to provide the round-trip service from the 185 car club bays across the City, including 44 EV bays. In addition, flexible car sharing was introduced to Westminster in the summer, through contracts with DriveNow and Zipcar, that deliver approximately 150 additional car sharing vehicles for use by residents and businesses. Both suppliers have committed to 30% of their fleet being fully electric at contract start with plans to move to a fully electric fleet by 2025. Zipcar have already introduced over 300 full EVs into their London wide fleet and are reporting that approximately 25% of flexible journeys in Westminster are in EVs. The introduction of flexible car sharing has seen significant increases in membership too with an increase of nearly 20% since the new contract started in July to 13,500 members.



## What we did in year 3

- The Westminster Walking Strategy was adopted in December 2017.  
[https://www.westminster.gov.uk/sites/www.westminster.gov.uk/files/wcc\\_walking\\_strategy\\_2018.pdf](https://www.westminster.gov.uk/sites/www.westminster.gov.uk/files/wcc_walking_strategy_2018.pdf)
- We have already started on the delivery of a small number of new Pedestrian schemes following the adoption of the Walking Strategy.
- Cycling schemes include the relet of the large Cycle Training contract which enables accredited free of charge training to all residents, workers and visitors to Westminster. We continue to support its Cycle Loan, Doctor Bike, Cycle Stand and Cycle Superhighways and Quietway schemes.
- The City Council's trial of 20mph Limits at up to 40 locations across Westminster has been made permanent.
- There are currently 214 electric vehicle charge points including 73 lamp column chargers as well as 44 charge points serving the car club.

- An electric vehicle strategy is in production with an aim to formally complete in January 2019 which will determine how the council moves forward with electric vehicle charging.
- Approval has been granted the expansion of the number of charge points available on the highway in the City. This includes for a further 10 rapid charge points for taxis, as well as 10 publically available rapid charge points. In addition approval has been given to install 35 additional BPL charge points including 15 7kW and 20 22kW charge points alongside dedicated EV bays. Approval has also been granted to expand the number of lamp column charge points alongside resident parking bays, providing a total of approximately 240 by mid-summer 2019.
- There are 93 schools in Westminster City Council and currently 88 schools (95%) have renewed their travel plan as of 31st July 2018.
- 20 schools have been awarded Transport for London's STARS Accreditation Level which recognises the work, time and effort schools have made to increase sustainable mode of travel use and road safety awareness. We currently have 7 Bronze, 1 Silver and 12 Gold accredited schools.
- A new round trip car club contract was procured and awarded to Zipcar to continue to provide the service for the 185 vehicles located in the City. A new flexible car sharing service was introduced through two new contracts awarded to DriveNow and Zipcar that nearly doubles the number of available car club vehicles in Westminster.

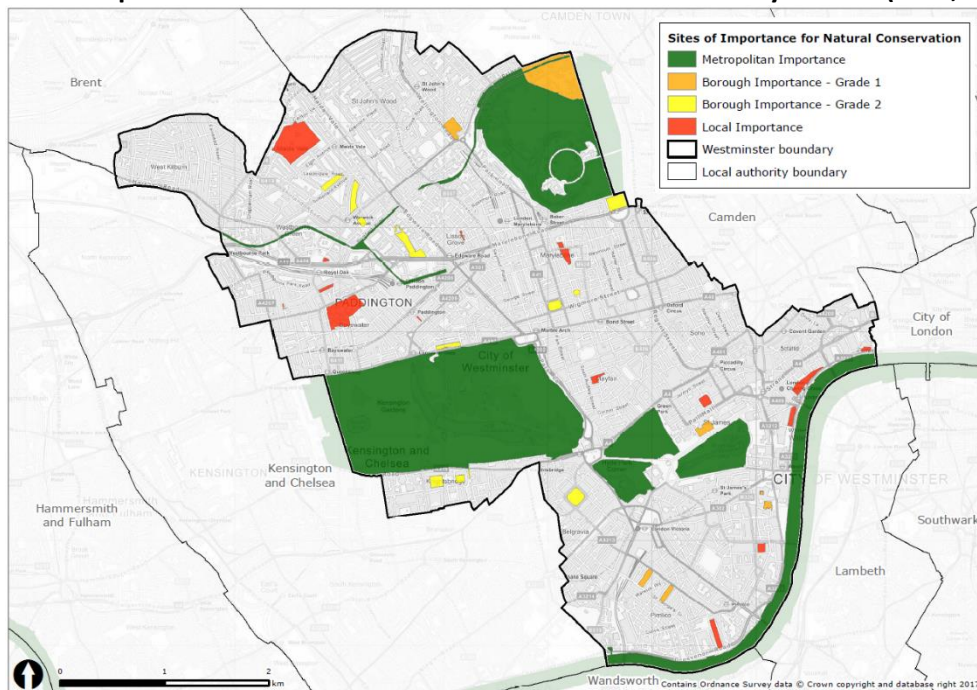
## Making the best use of open spaces and improving local biodiversity

Our latest audit shows a total of 204 open spaces, the majority of which offer free access to the public. This means Westminster can provide more than the national average amount of publicly available open space, with 2.17 hectares per 1000 resident population. The number of green walls and roofs are steadily increasing, creating more green space aiding air quality and biodiversity, as well as making people feel happier. There is strong evidence that green spaces directly improve our health. Green spaces are associated with a raft of health benefits. Promoting green spaces encourages pro-environmental behaviour and mitigates climate change by encouraging carbon low travel. While these new green spaces are broadly spread out across the City, we do have some areas of wildlife deficiency; something that our new Green Spaces and Biodiversity Strategy (2018) aims to tackle.

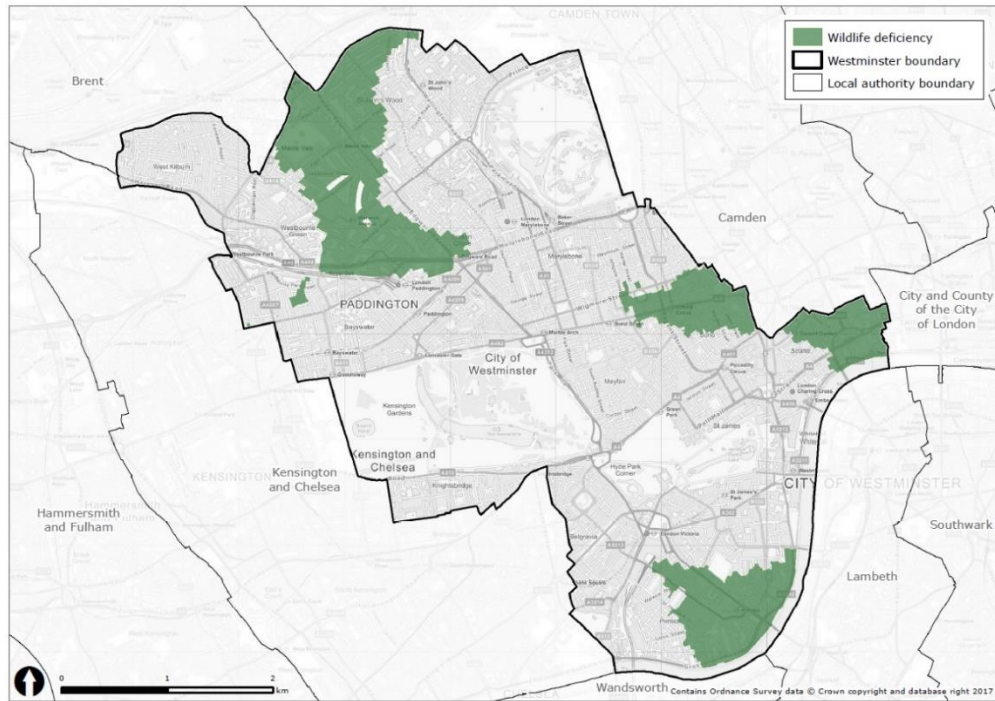
Our new four year ActiveWestminster strategy will ensure all our neighbourhoods have access to open spaces and sports facilities through developments like the new £28m Moberly Sports Centre.

We will plant 3,000 trees by 2020.

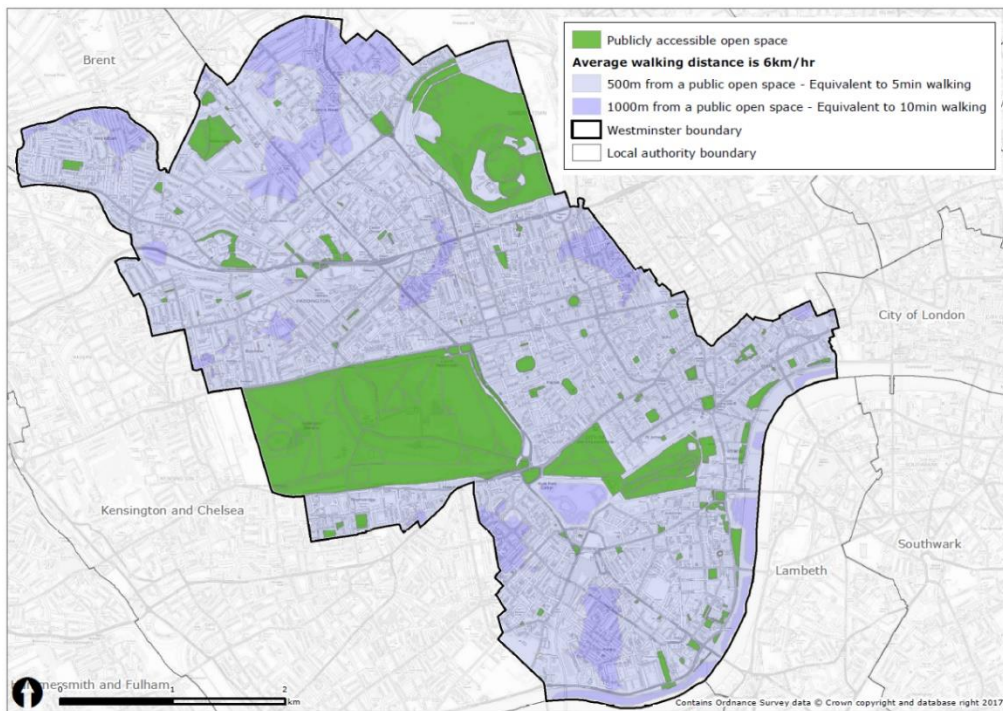
### Sites of Importance for Natural Conservation in Westminster City Council (GiGL, 2016)



**Areas estimated to experience Wildlife Deficiency in Westminster City Council (GiGL, 2016)**



**Modelled accessibility of open space in Westminster within 500 and 1000m walk, 2016**





## Open and Green spaces

The wildlife area at Paddington Recreation Ground has been extended and further developed, enabling more children than ever to benefit from opportunities to learn about nature, through our Forest Schools programme.

The number of children (Little Green Giants) participating in our outdoor learning sessions in 2017/18 are:

	Sessions Participated
April 2017	322
May 2017	861
June 2017	2191
July 2017	552
August 2017	471
September 2017	510
October 2017	702
November 2017	486
December 2017	260
January 2018	671
February 2018	742
March 2018	830
<b>Total</b>	<b>8598</b>

There is strong evidence that green spaces directly improve our health. Green spaces are associated with a raft of health benefits:

- improved mental health and wellbeing as well as
- improved cognitive function and stress reduction and
- increased self-esteem and improved sleep quality.

From a physical view point, green spaces are linked with:

- improved air quality and respiratory health,
- increased physical activity and fitness,
- reduced obesity,
- reduced cardiovascular morbidity (particularly for stroke),
- lower rates of type 2 diabetes,
- better pregnancy outcomes and overall reduced mortality.

Communities benefit from green spaces in other ways than just health and wellbeing:

- reducing air pollution
- buffering noise pollution
- helping with urban cooling (reducing high temperatures with natural shade),
- increasing social capital,
- reducing social isolation and improving community cohesion as well as
- reducing crime.

One of the UK's busiest parks, at the heart of Leicester Square, has been awarded a Green Flag by Keep Britain Tidy. The Green Flag scheme recognises well managed parks and green spaces and is Westminster City Council's 24<sup>th</sup> this year.

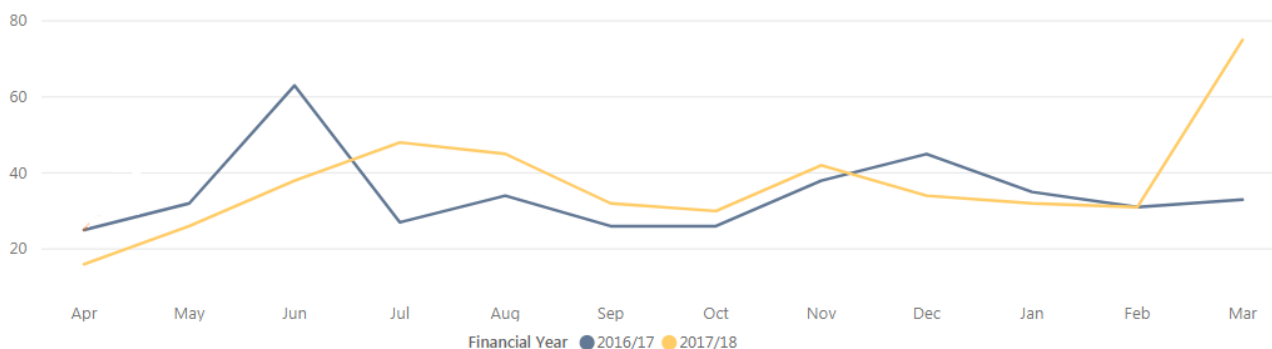


## Managing water use and flood risk

In Westminster, water is needed for human consumption, dust damping, washing and cleansing, waste removal, and watering planting. Our current demand for water is unsustainable, and as the number of Londoners increases and summer rainfall decreases, there are challenges to meet demand. As well as using water, the water courses we have transport goods, people, and waste and the demand on this is likely to increase.

Westminster is well protected against tidal flooding with the Thames Barrier, but during periods of extreme weather events, which are anticipated to increase in frequency and intensity, heavy rainfall is the most likely source of surface water flooding. The Council, and partners have a role to play in managing this risk and improving the resilience of people and property to future flooding. New developments can help mitigate this by complying with planning policies designed to improve drainage locally through the introduction of sustainable urban drainage schemes (SUDS).

### Flooding Incidents in Westminster by month recorded by London Fire Brigade, 2016/17 & 2017/18



There were 449 flooding incidents recorded by the London Fire Brigade in 2017/18, an overall rise of 8% upon the previous year. The overall pattern of monthly call outs varied, there were fewer call outs in Spring 2017, a rise over the summer and a peak in March of 2018 which saw 75 call outs.

We are currently in the process of doing a feasibility study in all WCC leisure centres to install water fill up station as part of the 'single plastic use' campaign. We will then look to extend this to all WCC libraries.

Everyone Active have secured funding from the Mayor to install a water fountain in Paddington recreation ground in autumn 2018.

## Ensuring that sustainability is delivered through economic development

London's green economy continued to grow between 2008 and 2013 in contrast to national growth trends. Over 9,200 green businesses in London (18% of the national total) now employ over 163,500 people. This sector was worth approximately £25.4bn to London's economy in 2011/12 and has grown by more than 5% over each of the last two years, one of the quickest growing sectors in London. The same study shows that this growth is predicted to continue to the end of the decade by approximately 6% per year. Within London this sector includes financial institutions trading on carbon, consultancies and small start-up energy efficiency companies. It is a high value sector which requires a range of skills. This is a longer-term ambition, but initial work is underway to enable us to meet the ambitions.

### Connect Westminster

To date the Economy Team have issued **472** vouchers of which **153** have live connections.

The impact on the businesses connectivity is a **1,657%** download speed uplift and a **9,367%** upload speed uplift. This is a transformational increase in speeds which will enable firms to implement cloud computing, agile working, etc which help to mitigate their impact on the environment.

### Green Business Information

The Business Unit have compiled a list of business support programme that support SMEs in Westminster to access green business support. The pages will include:

- Cycling schemes
- Freight consolidation schemes
- Plug-In Vehicle scheme
- Boiler Cashback Scheme
- Feed-in tariff scheme
- Recycling and waste schemes
- Grant schemes
- Energy Efficiency fund

The pages will also explore how a business can map their carbon footprint.

## Communicating and encouraging people into environmental action

Effective communications play a vital role in helping to achieve the council's vision for a sustainable Westminster. It demonstrates the council taking the lead and strengthens the council's position when lobbying central government. Our communications work encourages those in Westminster to adopt more environmentally-friendly behaviours such as recycling more and not dropping litter, taking steps to protect and improve their health, and everyone's environment.

### Case Study - Surprise visit to Forest School

Children at Paddington Recreation Ground were treated to a very special surprise visitor in October, when the Duchess of Cambridge dropped in to the Forest School

The visit was Kate's first royal engagement since the birth of Prince Louis in April and she took the time to learn more about bugs, enjoy story time and help the children with their arts and crafts.

Zoe Stroud, head of outdoor learning, said: "The children were thrilled to have the Duchess with them, some calling her 'your Majesty', and rushing to show her the lovely leaf crowns they had made.

"When it was time to say goodbye one of the children asked the Duchess for a hug. She of course obliged, which just sums her up – she was so great with the kids."

Children from St Augustine's and St Stephen's primary schools were on site at Paddington Recreation Ground and had the chance to meet the future queen.

And the Duchess did not disappoint, chatting to them about the natural world and all the many things they could learn in the wildlife garden.

She told them that she regularly goes out to look for spiders with Prince George and Princess Charlotte.



The Duchess took time to talk to everyone on the day



The Duchess of Cambridge was greeted by Cllr Lindsey Hall, Lord Mayor of Westminster, Andy Durrant, Westminister City Council, Andy Davison, Everyone Active and Zoe Stroud, Sayers Croft

Cllr Lindsey Hall, Lord Mayor of Westminster, greeted the Duchess at the start of the visit.

She said: "The Forest School is one of Westminster's great places for learning and play, and a centre of excellence in improving children's emotional and physical wellbeing. We were proud to welcome Her Royal Highness."

**"The Forest School is one of Westminster's great places for learning and play."**

The Paddington Recreation Ground site is funded by Sayers Croft, Westminster City Council's Outdoor Learning Department and gives inner city children a unique opportunity to learn about and engage with the natural world.

The Sayers Croft Forest School at Paddington Recreation Ground had over 5,500 visits in the past year by schoolchildren from across Westminster and neighbouring boroughs.

As well as the London site, Sayers Croft also has a residential activity centre based in Surrey.



Children made leaf crowns to wear

"The Duchess was really interested in how the Forest School has helped increase the children's confidence and self-esteem," added Zoe Stroud.

"She spoke with parent helpers to learn how their children had benefited from the programme.

"Everyone was absolutely thrilled to see her and she seemed to enjoy Sayers Croft just as much as the thousands of children who visit us every year."



Appendix 2 -Proposed priority GCAP actions for 2017/2018

Agreed Action (Years 0-3)	GCAP Theme	How we will deliver the agreed action	Department Delivery lead	Deliver by	Key Cabinet Members	RAG status at Year 1	RAG status at Year 2	Year 3 update
Engine idling	Air Quality	A combination of community volunteers and staff to take part in idling engine action days as 'Air Quality Champions'	CMC	2017/18	Cllr D Harvey	GREEN	GREEN  Monthly Anti-Idling action days where staff and volunteers have engaged with idling drivers. There have been nine air quality action days in identified hot spot areas, to which 89 volunteers attended and 246 drivers were asked to switch off. Launched a successful #DontBeldle campaign to encourage drivers to switch off their engines, we currently have over 5,000 pledges and had over 14,000	GREEN – COMPLETED  The campaign has now reached over 12,000 pledges and 24,000 interactions with drivers to switch off their engines. The focus is now on businesses to sign up and play their part in reducing their own emissions.

							interactions with drivers to switch off their engines.		
Work with the business community to help deliver air quality improvements through their operational practices.	Air Quality	Place-shaping work through the engagement of partners including BIDS and the West End Partnership	GPH PPC	2017/18	Cllr D Harvey Cllr Davis	GREEN	<p>GREEN</p> <p>GPH – work is ongoing around the Oxford Street District project, Stand Aldwych and the wider WEP area to engage with businesses, the freight industry and bids with the aim to reduce freight movements and contribute to an improvement in air quality.</p> <p>PPC – Green We have worked with Victoria BID, Marble Arch BID, Baker Street Quarter BID, and Northbank BID, as well as the Westminster Property</p>	GREEN	Working with Victoria Bid to be part of their trial for consolidation delivery at City hall.



							Association on Air Quality initiatives.	
<b>New Air Quality Strategy and Action Plan</b>	<b>Air Quality</b>	<b>Provide a new statutory strategy to respond to the new policy thinking around air quality.</b>	<b>PPC</b>	<b>2017/18</b>	<b>Cllr T Mitchell</b>	<b>GREEN</b>	<b>GREEN</b>  Three Thought Leadership events have been held and an AQ Ambitions document published, building up to the revision of the AQ strategy in 2018.	<b>GREEN</b>  In light of new statutory guidance published by the GLA in Autumn 2018, WCC's 2019-23 AQAP will be publicly consulted on in Spring 2019.  Details of the AQAP are being brought to the P&S Scrutiny Committee in February 2019.
<b>Diesel Surcharge Project</b>	<b>Air Quality</b>	<b>Undertake a pilot project to discourage diesel vehicle's coming into Westminster.</b>	<b>CMC PPC</b>	<b>2017/18</b>	<b>Cllr T Mitchell</b>	<b>GREEN</b>  Working through some issues around classifying different	<b>GREEN</b>  Launched in June 2017. The trial set a 50% surcharge on all diesel vehicles manufactured before 2015 using Pay to Park	<b>GREEN</b>  The trial diesel surcharge has now been operational for a year in Westminster's F-Zone. There has been a 16%

						vehicles before we can start.	bays. The results of the trial to date have seen a reduction of over 10% in the number of vehicles paying to park in F zone versus last year, and the percentage of pre-2015 diesels paying to park has reduced by more than 14%. The results continue to be closely monitored.	reduction in the number of older diesel vehicles parking in the LEN, without any obvious displacement to nearby zones. In July-September 2018 we consulted on expansion of the surcharge.  The results are now being analysed with a cabinet member decision expected January 2019.
Leisure Contract – reducing carbon emissions by 20% across the council’s leisure facilities.	Energy	Reduce carbon emissions in facilities through a programme of capital investment and refined	CMC	2017/18	Cllr T Mitchell	GREEN	GREEN  Through a series of capital schemes and by appointing a Carbon champion at each site, EA have reduced electricity use by 6.24% and Gas use	GREEN  Through a series of capital schemes and by appointing a Carbon champion at each site, EA have reduced electricity use by 4.9% and



<p>Pilot - Less polluting vehicles in our own operations</p> <p>1, Hydrogen RCV's</p> <p>2, Electric RCV's</p> <p>Waste and recycling collections – procurement</p> <p>ULEZ Compliance</p>	<p>Transport Waste</p>	<p>Grant funding received to trial</p> <p>1, Hydrogen powered waste and recycling vehicles (RCV's).</p> <p>2, Electric powered Waste and recycling vehicles (RCV's).</p> <p>Entire waste and recycling fleet</p>	<p>CMC</p>	<p>2017/18 and 2018/19</p>	<p>Cllr D Harvey –</p> <p>Cllr T Mitchell</p>	<p><b>GREEN</b></p> <p>Grant funding application for H2 completed in 2017 and Electric RCV funding application completed in 2018 - Completed.</p>	<p><b>GREEN</b></p> <p>Grant funding secured. Hydrogen refuelling plant installed at Veolia depot – Two H2 RCV's are now operating in WCC</p> <p>Two electric RCV's funding secured – eRCV's under production - April 2019.</p> <p>Current fleet will be ULEZ compliant by April 2019 – Eminox Technology- Installation in progress – on target</p>	<p><b>GREEN</b></p> <p>Ultra low emission refuse and recycling fleet.</p> <p>Trial of electric powered and hydrogen powered lorries.</p>
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<p>Install an extra 20 electric vehicle recharging points and implement an electric charging point scheme for residents.</p>	<p>Transport</p>	<p>Introduce a residents EV charging pilot that provides dedicated charging in 4 pilot areas.</p>	<p>CMC</p>	<p>June 2017</p>	<p>Cllr D Harvey</p>	<p>GREEN</p>	<p>GREEN On target to exceed this with the intention of installing over 120 EV charging points across the City.</p>	<p>GREEN There are currently over 148 electric vehicle charge points including over 50 lamp column chargers as well as 44 charge points serving the car club.</p>
<p>Update and adopt our Biodiversity and Open Spaces Strategy.</p>	<p>Open and Green Spaces</p>	<p>Align with strategy's priorities.</p>	<p>PPC</p>	<p>2017/18</p>	<p>Cllr D Harvey</p>	<p>GREEN</p>	<p>GREEN Final draft prepared and ready for consultation whenever most appropriate, alongside other priorities.</p>	<p>GREEN The draft Open Spaces and Biodiversity Strategy went out for public consultation in July 2018; the aim of this document is to engage partners and the public in the topic of our open spaces and wildlife, recognising their importance and benefits and thinking about how we all play our part</p>

								in protecting and enhancing them.
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Appendix 3 – New City for All (CfA3) greener city priorities for delivery in 2017/18

Page 10

Agreed Action (Years 0-3 )	GCAP Theme	How we will deliver the agreed action	Departmental Delivery lead	Deliver by	Key Cabinet Members	RAG STATUS at Year 1	Information needed for Year 2 update
Launch a Clean Air Strategy	Air Quality	Write a new strategy in consultation with partners and academics.	PPC	2018	Cllr T Mitchell	<b>GREEN</b>  Significant background work underway to build towards a publish date in 2018.	<b>GREEN</b>  In light of new statutory guidance published by the GLA in Autumn 2018, WCC's 2019-23 AQAP will be publicly consulted on in Spring 2019.  Details of the AQAP are being brought

							to the P&S Scrutiny Committee in February 2019.
#dontbeidle campaign	Air Quality	Deliver a communications and operational campaign to raise awareness of the impact of individual vehicle idling on local air pollution.	PPC CMC	2017	Cllr T Mitchell	GREEN  On track to achieve 10,000 pledges. 5,000 pledges achieved by December 2017.	GREEN  COMPLETED Achieved over 14,000 pledges. The focus is now on businesses to sign up.
Show leadership on the green agenda	Energy	Deliver the City Hall refurbishment capital project and ensure the building is used sustainably as well as being designed to BREEAM excellent.	GPH CMC PPC	2017/18	Cllr D Harvey	GREEN  On track to achieve BREEAM Excellent for City Hall refurbishment. Corporate property has committed to reduce our energy consumption and to reduce the carbon emissions from our operational properties against a 2014/15 baseline by 20% by 2019. This	GREEN  Refurbishment nearing completion. Remains on track for BREEAM rating – Excellent and EPC Rating – B (currently G-H).

						energy efficiency programme has been agreed for 19 operational buildings in order to deliver carbon savings. The project includes lighting, building management system (BMS) and boiler optimisation.	
Walk the green Page 104	Transport	Launch a 'green giants' schools education programme, pilot play streets initiative and a childhood obesity initiative to walk a mile a day.	CMC Public Health	2017/18	Cllr D Harvey Cllr Chalkley Cllr Acton Cllr Holloway	GREEN  Walk the mile campaign launched. Daily mile is a simple and proven programme that complements the Government's new obesity strategy, delivering real change to a whole generation of young people. Pilot programmes have already been launched at Hallfield Primary and Ark Atwood and we hope to have 50% of	GREEN  The wildlife area at Paddington Recreation Ground has been extended and further developed, enabling more children than ever to benefit from opportunities to learn about nature, through our Forest Schools programme.  Our Active Street initiative, which consists of



					<p><b>schools participating by 2017/18.</b></p> <p><b>Two successful play streets events taken place in 2017 in the Marylebone area. Play streets create a safe and fun outdoor playing environment for children in their local area. By temporarily closing the street or a portion of the street, children would be encouraged to play and explore outside.</b></p> <p><b>Over 7,000 outdoor learning sessions. The 'green giants' visit either the environmental area at Paddington recreation ground or our residential Outdoor Learning</b></p>	<p><b>permanent Play Streets, Street Play (temporary road closures) &amp; School Streets. This is to create a healthier and more active environment for those that live, work or study in Westminster.</b></p> <p><b>The first Active Street (School Street) is in Enford Street near St Mary's Bryanston Square CE Primary School from September 2018.</b></p>
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						Centre at Sayers Croft in Surrey. At both sites we deliver a wide range of outdoor sessions that encourage engagement in and understanding of natural spaces.	
Businesses Green Club  Page 106	Economic Development	Roll out a scheme to make businesses more energy and waste efficient and deliver air quality improvements.	GPH	2017/18	Cllr D Harvey Cllr Davis	<p><b>GREEN</b></p> <p>Looking to create a section on the business unit microsite <a href="http://www.businesswestminster.com">www.businesswestminster.com</a></p> <p>To then collate information about initiatives that can support businesses becoming green.</p>	<p><b>GREEN</b></p> <p>To date the Economy Team have issued 349 broadband vouchers of which 88 have live connections.</p> <p>The Business Unit have compiled a list of business support programme that support SMEs in Westminster to access green business support. The pages will also explore how a business can map</p>

							their carbon footprint.
<p>Create 7 horticulture clubs</p> <p>Page 107</p>	<p>Open and Green Spaces</p> <p>Communicating Environmental Action</p>	<p>Encourage healthy eating for children through the delivery of new horticulture hubs.</p>	<p>Public Health, GPH Citywest Homes</p>	<p>2017/18</p>	<p>Cllr Acton Cllr Holloway</p>	<p><b>GREEN</b></p> <p>The 7 new horticultural sites for 2017 have been selected: 3 schools, 1 nursery and 3 housing estates. The project aims to lead Westminster to becoming a place where communities grow and eat fresh fruit and vegetables. Project will harness community engagement and be a chance for young people to develop new skills and enterprise.</p>	<p><b>GREEN</b></p> <p>Have successfully implemented at 20 sites overall, including schools, children's centres and housing estates. A report on the programme is being finalised which details work achieved and demonstrates its value.</p> <p>Future expansion of the programme will be subject to funding and resource.</p>

Appendix 4 –City for All healthier and greener city priorities for 2018/19 delivery

Agreed Action (Years 0-3 )	GCAP Theme	Department Delivery lead	Deliver by	Key Cabinet Members
We will deliver a new £1m Schools Clean Air Fund, giving schools the resources they need to tackle poor air quality.	Air Quality	PPC	2019	Cllr T Mitchell
We will launch a new healthier schools programme, bringing together action on air quality, oral health and obesity to make sure the 42,600 children who live, learn and grow up here get the best start in life.	Air Quality  Communicating Environmental Action	PPC	2019	Cllr T Mitchell
Our new four year ActiveWestminster strategy will ensure all our neighbourhoods have access to open spaces and sports facilities through developments like the new £28m Moberly Sports Centre.	Open and Green  Communicating Environmental Action	CMC	2019	Cllr Bott
We will launch a new Green for 18 campaign to raise awareness and make it easy to reduce our reliance on single use plastic. Westminster City Council has already banned single use plastic containers in meetings.	Waste	PPC	2019	Cllr T Mitchell

<b>We will launch a new Recycling Information Hub and roll out five neighbourhood pilots including the expansion of our In It To Win It campaign, working with local neighbourhoods to achieve a step change in recycling rates across the city.</b>	<b>Waste</b>	<b>CMC</b>	<b>2019</b>	<b>Cllr T Mitchell</b>
<b>We will expand our network of 165 electric charging points by 25%, making it as easy as possible for people to switch to electric vehicles.</b>	<b>Transport</b>	<b>CMC</b>	<b>2019</b>	<b>Cllr T Mitchell</b>
<b>We will plant 3,000 trees by 2020</b>	<b>Open and Green</b>	<b>GPH</b>	<b>2019</b>	<b>Cllr T Mitchell</b>
<b>We will expand #DontBeldle, setting the ambition for 1,000 businesses to sign up and play their part in reducing their own and their customers' emissions</b>	<b>Air Quality</b>	<b>PPC</b>	<b>2019</b>	<b>Cllr T Mitchell</b>

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## City Management and Public Protection Policy & Scrutiny Committee

<b>Date:</b>	6 February 2019
<b>Classification:</b>	General Release
<b>Title:</b>	<b>2018 - 2019 Work Programme and Action Tracker</b>
<b>Report of:</b>	Director of Policy, Performance & Communications
<b>Cabinet Member Portfolio</b>	Cabinet Member for Environment and City Management Cabinet Member for Public Protection and Licensing
<b>Wards Involved:</b>	All
<b>Policy Context:</b>	All
<b>Report Author and Contact Details:</b>	<b>Artemis Kassi x 3451</b> <a href="mailto:akassi@westminster.gov.uk">akassi@westminster.gov.uk</a>

### 1. Executive Summary

1. This report presents the current version of the work programme for 2018 -2019 and also provides an update on the action tracker.

### 2. Key Matters for the Committee's Consideration

- 2.1 The Committee is asked to:

- Review and approve the draft list of suggested items (appendix 1);
- Prioritise, where required; and
- Note the action tracker (appendix 2).

### 3. Changes to the work programme following the last meeting

- 3.1 This work programme takes from the work programme items suggested at the Committee's last meeting on 21 November 2018. It is presented here for the Committee to review and prioritise as appropriate.

- 3.2 The Committee is asked to consider the proposed work programme for the April meeting, and approve or prioritise accordingly.

**If you have any queries about this Report or wish to inspect any of the  
Background Papers, please contact Artemis Kassi**

**[akassi@westminster.gov.uk](mailto:akassi@westminster.gov.uk)**

**APPENDICES:**

**Appendix 1-** Suggested Work Programme

**Appendix 2-** Action Tracker



**City Management and Public Protection Policy and Scrutiny Committee 2018/2019 Work Programme**

<b>ROUND ONE 6 JUNE 2018</b>		
<b>Agenda Item</b>	<b>Reasons &amp; objective for item</b>	<b>Represented by</b>
Cabinet Member Q&A	To update the committee on key areas of work within its remit and the Cabinet Member's priorities	Councillor Ian Adams Cabinet Member for Public Protection and Licensing
Cabinet Member Q&A	To update the committee on key areas of work within its remit and the Cabinet Member's priorities	Councillor Tim Mitchell Cabinet Member for Environment and City Planning

<b>ROUND TWO 20 September 2018</b>		
<b>Agenda Item</b>	<b>Reasons &amp; objective for item</b>	<b>Represented by</b>
Cabinet Member Q&A	To receive an update and provide "critical friend" challenge	Councillor Ian Adams Cabinet Member for Public Protection and Licensing
Street Licensing Policy	To feed into the development of a street licensing policy, with focus on street entertainment	Sara Sutton

<b>ROUND THREE 21 NOVEMBER 2018</b>		
<b>Agenda Item</b>	<b>Reasons &amp; objective for item</b>	<b>Represented by</b>
Cabinet Member Q&A	To receive an update and provide "critical friend" challenge	Councillor Tim Mitchell Cabinet Member for Environment and City Planning
Cabinet Member Q&A	To update the committee on key areas of work within its remit and the Cabinet Member's priorities	Councillor Ian Adams Cabinet Member for Public Protection and Licensing
Basic Command Units	To review changes to policing in Westminster in view of the transition from borough-level policing to Basic Command Unit structure	BCU Commander Ch Supt Rob Jones, MPS

**ROUND FOUR  
6 FEBRUARY 2019**

<b>Agenda Item</b>	<b>Reasons &amp; objective for item</b>	<b>Represented by</b>
Cabinet Member Q&A	To receive an update and provide "critical friend" challenge	Councillor Ian Adams Cabinet Member for Public Protection and Licensing
Air Quality	Review of initiatives in Westminster aimed at reducing poor air quality, including reports providing the annual update on the Greener City Action Plan (GCAP), and an update on the Air Quality Manifesto and proposed Clean Air Action Plan 2019-2023	Sara Sutton Josephine Gay Adam Webber

**ROUND FIVE  
3 APRIL 2019**

<b>Agenda Item</b>	<b>Reasons &amp; objective for item</b>	<b>Represented by</b>
Cabinet Member Q&A	To receive an update and provide "critical friend" challenge	Councillor Tim Mitchell Cabinet Member for Environment and City Management
Community Safety Partnership	Review the Community Safety Partnership report	Sara Sutton
Hate Crime	Review of hate crime in the City and initiatives aimed at tackling it. To feed into the development of a Hate Crime Strategy in the City	Sara Sutton Kirsty Munro

**UNALLOCATED ITEMS**

<b>Agenda Item</b>	<b>Reasons &amp; objective for item</b>	<b>Represented by</b>
Domestic abuse	Review of refuge provision in light of Government proposals to change funding	Sara Sutton/Wayne Chance-McKay
Sexual Exploitation	Review of sexual exploitation in Westminster	Kevin Goad Committee meeting. Item suitable for an initial briefing
Gambling Policy	Review proposals and comment	Kerry Simpkin Item suitable for a briefing

Lane Rental	Review the results of the DfT's consultation on lane rental schemes and consider the impact on Westminster	
Utilities Update	An investigation into the practices of utility companies	
Flood Strategy	Review the council's flood strategy and planning	

<b>TASK GROUPS AND STUDIES</b>		
<b>Subject</b>	<b>Reasons &amp; objective</b>	<b>Type</b>
Basic Command Units	Review changes to policing in Westminster in view of the transition from borough-level policing to Basic Command Unit structure	Task Group – commenced. Meeting held in June 2018. Item reviewed by committee in November 2018.
Inclusion in the ENTE	Report on inclusion within, access to and diversity in Westminster's dance entertainment venues (nightclubs) which operate within the evening and night-time economy, identifying areas of best practice and making recommendations aimed at further improving standards	Task Group – scoping and research commenced
Violent Crime/Youth Violence	Review youth violence in Westminster and the initiatives to combat it. Focus on the IGU work	Task Group (possibly joint with FPS P&S Committee)
Illegal Dumping of Waste	Review of illegal dumping (fly tipping) in Westminster	
Waste and Recycling	Investigate ways of increasing recycling in Westminster	Task Group – scoping and research commenced
Criminalisation of Mental Health	Understand the experiences which people with mental health issues have of the criminal justice system	Task Group (possibly joint with FPS P&S Committee)
Noise Pollution	Research the problems associated with noise pollution and ways of tackling it. Proactive policy development	Task Group. Timing to complement the update of the Noise Strategy next year
Post Office Closures	Review the possible impact of potential post office closures and investigate the viability of council support	Committee meeting/Task Group with public involvement

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**ACTION TRACKER**  
**City Management and Public Protection**

<b>ROUND 3</b> <b>21 November 2018</b>		
<b>Agenda Item</b>	<b>Action</b>	<b>Status/Follow Up</b>
Item 4 Cabinet Member Updates: Councillor Tim Mitchell	Electronic Vehicle Strategy – cables and charging provided by the EV companies – written answer	In progress
Item 5 Cabinet Member Updates: Councillor Ian Adams	Provide an update on issuing of fixed penalty notices (fly tipping/waste)	In progress
Item 6 MPS Partner Briefing - Basic Command Units	MPS to respond to questions raised at the meeting by members and expert witnesses, including: an update on Westminster-specific data reflecting the numbers now and in February detailed minutes	In progress
Item 7 Work Programme Report	Further meeting with MPS to discuss the BCU model and/or data (where applicable) prior or subsequent to the model going live in February 2019	In progress

<b>ROUND 2</b> <b>20 September 2018</b>		
<b>Agenda Item</b>	<b>Action</b>	<b>Status/Follow Up</b>
Item 8	Cllr Less provided an update on the site visit to the WMF. Comms to talk to members about the visit	In progress

<b>ROUND 1</b> <b>6 June 2018</b>		
<b>Agenda Item</b>	<b>Action</b>	<b>Status/Follow Up</b>
Item 5 Committee Work Programme	Creation of a task group to focus on scrutinizing the introduction of the Metropolitan Police's Basic Command Units	Task group established and meeting completed. Added to Work Programme as agenda item for November meeting
	Establishment of a task group to investigate the illegal dumping of	In progress. Added to the Work Programme. Scoping

	waste in Westminster	commenced
	Review to be added to the Work Programme to focus on sexual exploitation	Added to the Work Programme