

Sustainable Development Select Committee Agenda

Tuesday, 9 December 2014

7.00 pm,

Committee room 2

Civic Suite

Lewisham Town Hall

London SE6 4RU

For more information contact:

Andrew Hagger (Tel: 020 8314 9446 Email: andrew.hagger@lewisham.gov.uk)

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Part 1

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Part 2

8. Mayoral response to the comments of the Sustainable Development Select Committee - preserving public houses and assets of community value (Part 2)
- to follow

Sustainable Development Select Committee Members

Members of the committee, listed below, are summoned to attend the meeting to be held on Tuesday, 9 December 2014.

Barry Quirk, Chief Executive
Thursday, 27 November 2014

Councillor Liam Curran (Chair)	
Councillor James-J Walsh (Vice-Chair)	
Councillor Obajimi Adefiranye	
Councillor Bill Brown	
Councillor Suzannah Clarke	
Councillor Amanda De Ryk	
Councillor Mark Ingleby	
Councillor Stella Jeffrey	
Councillor Helen Klier	
Councillor Paul Upex	
Councillor Alan Hall (ex-Officio)	
Councillor Gareth Siddorn (ex-Officio)	

MINUTES OF THE SUSTAINABLE DEVELOPMENT SELECT COMMITTEE

Thursday, 30 October 2014 at 7.00 pm

PRESENT: Councillors Liam Curran (Chair), James-J Walsh (Vice-Chair), Bill Brown, Amanda De Ryk, Stella Jeffrey, Helen Klier and Paul Upex, Alan Hall and Gareth Siddorn

APOLOGIES: Councillors Obajimi Adefiranye, Suzannah Clarke and Mark Ingleby

ALSO PRESENT: Councillor Damien Egan (Cabinet Member Housing), Andrew Hagger (Scrutiny Manager), Rob Holmans (Director of Regeneration and Asset Management), Mark Humphreys (Group Finance Manager, Customer Services), Councillor Jim Mallory, Katherine Kazantzis (Principal Lawyer), Sam Kirk (Strategic Waste & Environment Manager), Councillor Rachel Onikosi (Cabinet Member Public Realm), Kevin Sheehan (Executive Director for Customer Services), Councillor Alan Smith (Deputy Mayor), Geeta Subramaniam-Mooney (Head of Crime Reduction and Supporting People), Selwyn Thompson (Group Finance Manager - Budget Strategy), Nigel Tyrell (Head of Environment) and Ralph Wilkinson (Head of Public Services)

1. Minutes of the meeting held on 9 September 2014

Resolved:

The minutes of the meeting held on 9 September were agreed.

2. Declarations of interest

2.1 Councillor Liam Curran declared an interest as a board member of SELCHP.

3. Lewisham Future Programme: 2015/16 Revenue Budget Savings

3.1 Selwyn Thompson (Head of Financial Services) introduced the item and highlighted the following key points:

- The Council faces an £85m budget gap over the three years to 2017/18 with an estimated £39m gap for 2015/16.
- The report presents £40.6m of new proposals. Of these proposals £29.4m are for 2015/16, with the balance of £11.2m contributing to future year targets.
- The Council has already achieved savings in excess of £100m over the last 4 years.

E1 (Structural re-organisation of the Regeneration & Asset Management Division)

3.2 Rob Holmans (Director of Regeneration and Asset Management) introduced the proposal and highlighted the following key points:

- Savings will come from a re-organisation that will draw together the existing structures so they become more cohesive. This will enable the sharing of processes and systems and help breakdown silos.
- The new structure will comprise of 4 key elements: Asset Strategy and Technical Support, Commercial and Investment (including the Programme Management Office), Capital Delivery (Projects and Programmes) and Operational Delivery.
- There is a proposed £600k saving

3.3 In response to questions from the Committee, Kevin Sheehan (Executive Director for Customer Services) and Rob Holmans provided the following information:

- Savings will come through achieving efficiencies and greater effectiveness in service delivery and by removing posts.
- The approach will allow a more strategic approach to the use of assets and regeneration as well as combining day to day repairs and maintenance across the property and highways estate into one team. The re-organisation will continue the core service, but in a more efficient manner.
- A go-to organisation is an organisation that has processes and systems that are properly established and regarded as best practice. This means that in the future similar functions can be brought into the same team or similar processes can be used by teams carrying out similar functions.
- An organogram of the new structure was not available for discussion at the meeting. The management team for the new structure is currently being recruited and it is anticipated that the new managers will have input into the detail of the new structure. It is not appropriate at this stage to say in too much detail how the new structure will work before it has been consulted on.
- The previous year's saving of £250k has been taken from the budget, although there has been some delay in fully delivering it due to the re-organisation proposed here. The saving proposed will be in addition to the already agreed £250k saving.
- A lot of effort is put in to make sure that savings from proposals are not counted twice, for example to ensure that savings related to the centralisation of business support services are not also counted in administrative costs savings elsewhere. One role of the Lewisham Future Programme Board is to ensure there isn't overlap.
- In previous years the HR implications (such as impacts related to equalities) of saving proposals have been reported to PAC, information will be made available when it is possible to do so.

3.4 The Committee then discussed the difficulty in commenting properly on the proposal without more detail on the new structure and how it will operate.

Resolved:

The Committee resolved to refer the following to the Public Accounts Select Committee:

- The Committee noted that it was difficult to comment on the proposal without more detail on the new structure of the reshaped division and information on the areas that would be most affected by staff reductions; and requested that this information be made available as soon as possible.

E2 (Optimisation of operational estate), E3 (Creating income from asset portfolio), E4 (Improving rent collection for commercial assets) and E5 (Energy efficiency measures)

- 3.5 Rob Holmans introduced the proposal and highlighted the following key points:
- There are 106 operational properties in the Council's portfolio and optimising the use of these could save a lot of money. A lot of work has already been done on the operational estate.
 - The savings are largely around using property in a better way. The asset register allows officers to understand where properties are, what they are and the opportunities for them.
 - Proposals include efficiencies and savings in facilities management contracts, creating hubs to share resources, stopping using buildings that are not required, and improving the ways that buildings are used.
 - The Council's estate is large and the Council owns a lot of land. The approach seeks to use the Council's capital assets to turn them into revenue streams (e.g. in the private rented sector) so the focus is not on selling properties to gain a one-off capital receipt, but by remaining the freeholder and granting long term leasehold interests on the land to drive revenue income.
 - If the Council gained just 0.254% of the value of its overall property estate (which, including housing is conservatively valued at £2bn) per year this would raise a significant annual revenue stream.
 - In addition, officers will be looking at tenancies across the Council's commercial portfolio and, by managing leases and rent reviews more tightly, driving additional commercial performance from these properties too.
- 3.6 In response to questions from the Committee, Kevin Sheehan and Rob Holmans provided the following information:
- There is a team who are pushing efficiencies in operational and commercial assets and there is enough capacity to achieve the saving. Improvements are being made, so, for example, the quantity of void properties in the commercial estate has reduced over the last year.
 - Officers are working with colleagues in Community Services to identify the voluntary groups that the Council supports and that use Council properties. This will enable officers to identify which groups will get support around their premises and which ones will be dealt with on a more commercial basis.
 - It is accepted that the targets for using the school estate for community groups will not be easy to achieve. However, there are 91 schools in the borough, most in walking distance of other community facilities. The recently built PFI schools all have 600-800 additional hours per year built into their contracts to enable school premises to be used outside school hours. The target is challenging and there can be some reluctance from schools, but officers are confident the target can be achieved.
 - Officers are carrying out work with colleagues in the Children & Young People Directorate to identify opportunities for closer working with schools, especially as the majority of interaction with schools around facilities management is carried by that directorate.
 - There is a business continuity plan for the Council should there be any problems with Laurence House and reductions in the operational estate will not impact on these. The Council works with partners on these plans, and work across London on big emergency planning preparation.

- Most operational facilities run by the Council are not office spaces, most are community facilities of one type or another. Officers would look at what facilities are in a ward or local area before considering closing facilities.
- There is a team of property staff within the division undertaking a thorough review of all property information including occupiers, leases and rental income. This information has and will continue to allow officers working with colleagues in other directorates to adopt a strategic approach to the proper use of the Council's assets.
- Officers are currently developing a new Asset Management System which will assist in the proper capture of data and management information in support of the overall management of the property estate. Better use of technology has to contribute to the reduction in bureaucracy and costs across the organisation.

3.7 The Committee then discussed the following issues:

- The use of cafes around Catford by officers for meetings and concerns around the potential leaking of confidential information by having meetings like these in public spaces. Officers indicated that there are breakout facilities and meeting rooms within the Catford complex and that senior management takes this issue very seriously.
- School buildings are a big resource that is under-utilised, but there have been previous attempts to make use of school premises that have not been successful and the target is challenging.
- The need for communication with local councillors, governing bodies and community groups to encourage the use of school buildings outside school hours.

Resolved:

The Committee resolved to refer the following to the Public Accounts Select Committee:

- The Committee recognised the potential benefits of increasing the use of school premises outside school hours, but noted that the targets set are ambitious and that it will be difficult to greatly increase the use of school premises for community use. Despite similar statements in the past, previous targets for greater community use of school premises have not yet been achieved.

H1 (Restructuring of enforcement and regulatory services)

3.8 Geeta Subramaniam-Mooney (Head of Crime Reduction and Supporting People) introduced the proposal and highlighted the following key points:

- The proposal built on already delineated services which had created 3 hubs; community protection hub, public realm hub and built environment hub.
- These are statutory enforcement services that have to be provided by the Council, however the amount of provision is not set. The Council can decide how to carry out its statutory obligations and at what level.
- The restructure will involve a move away from regular and routine inspection/delivery towards a risk based, intelligence based approach. This is a similar approach to the one that the police and some current council services use.
- The new service will deal with prolific problems and be: focussed and planned; reactive; and with an emphasis on resolving problems, rather than being

available all the time. For example, the noise service would not be available throughout the evening and night but would use enforcement actions to target premises that have had repeat complaints made about them.

- The intelligence and focus based approach will mean that one officer can carry out a range of inspections and checks in a geographical area when they are there responding to incidents that have been flagged up.
- The restructure proposals will go out to full consultation, so it is unclear what the equalities impact will be until that has concluded .
- This proposal is the first phase, there could be scope for shared services or for purchasing services differently in the future.

3.9 In response to questions from the Committee, Geeta Subramaniam-Mooney provided the following information:

- Enforcement activities such as building enforcement, housing enforcement, street trading and markets are not included in these proposals,
- Training will be carried out to make sure that switchboard and first contact points can deal with people reporting incidents effectively. The approach will be about offering support and help to people.
- Input and intelligence gathering from councillors will be incorporated, for example by using casework referrals.
- If there are serious incidents or complaints then the police may be involved in enforcement action. The changes will produce a more managed approach, so a response can risk assessed, planned out and the police can be informed and involved if necessary.
- A draft risk matrix has been developed that will identify what qualifies as a prolific offender or complaint and will require a response from the team. This depends on the level and frequency of the complaint.
- The staff re-organisation consultation will start if Mayor and Cabinet agree to do so, with a final decision in January. The new team will then be functional by May/June 2015. It is likely that the service will lose some valuable members as some will not want to work in this new approach and the balance between specialism and a multi-disciplinary approach can be difficult.
- The second phase of proposals will look at opportunities to sell services, expertise and knowledge as a way of generating income.

3.10 The Committee then discussed the following issues:

- That there is not a lot of detail in the proposal about staff reductions and what staff skills could be lost. The Committee discussed the need to retain key staff and capabilities.
- The concern that by taking this approach a stretched team won't have time to carry out low risk inspections and monitoring, losing the preventative element of the service. This could result in the service only being able to deal with 'firefighting' situations.

Resolved:

The Committee resolved to refer the following to the Public Accounts Select Committee:

- The Committee broadly supported the proposals set out in principle, but asked for more detail and requested that further information is provided on staffing

reductions and about what would be different in each of the current service areas in the new model of provision. The Committee were concerned that the proposals could end up being simply a reduction in staffing and wanted to ensure that an opportunity to genuinely restructure services to enable better and more coordinated enforcement across the council would not be missed.

N1 (Reduction in maintenance of some small parks, highways and reduced management costs)

- 3.11 Nigel Tyrell (Head of Environment) introduced the proposal and highlighted the following key points:
- The Glendale contract has recently been re-let, with a 3% reduction in cost.
 - The proposal will involve a reduction in the contract management team.
 - Officers will look at opportunities to increase community and voluntary sector engagement and support to explore the possibility of reducing the costs of maintaining some of the boroughs small parks, highways enclosures and closed churchyards.
 - The risks associated with this are that it depends on the willingness of community groups to be involved and the officer time required supporting them. Another risk is that further reductions in the parks management contract could make it unviable in its current format.
- 3.12 In response to questions from the Committee, Nigel Tyrell and Kevin Sheehan provided the following information:
- Lewisham benchmarks against other local authorities and its parks team is quite lean in comparison.
 - Officers are meeting with user groups to see where this approach is viable and if user groups can be developed. Officers will be exploring how to promote parks and encourage the community to come forward and support them. However this work does require substantial resource, which has already been removed. It will be difficult to achieve, but this approach has worked in other areas of the country and should be pursued here.
- 3.13 The Committee then discussed:
- That involving communities in running their parks has some potential and could be a good way to bring communities together.
 - That there is a cost to supporting volunteering, which includes properly supporting volunteers and ensuring they have proper insurance.
 - The potential for sponsorship of groups or parks to bring in extra funding.
 - The positive health impacts of parks and open space for people, especially as many residents in the borough don't have back gardens.

Resolved:

The Committee resolved to refer the following to the Public Accounts Select Committee:

- The Committee recognised the opportunities presented in greater involvement of park user groups. However the Committee felt that the risks associated needed to be properly addressed, including issues around insurance, getting involvement from local communities and properly supporting volunteers. One suggestion was that sponsorship opportunities could be explored.

N2 (Reduction in street cleansing frequencies and cleansing management costs)

- 3.14 Nigel Tyrell introduced the proposal and highlighted the following key points:
- The cleansing team has already pursued doing more for less and has improved its efficiency. The savings here will be labour costs, which means 14 posts being cut plus a manger post.
 - The proposal will have an impact on the cleanliness of streets, with increased detritus on the streets that will be noticeable.
 - Two thirds of spend for this area is on flytipping and main streets, with the rest on residential streets, which is where the saving will come from. The team will target the areas that need sweeping, rather than just reducing the frequency.
 - There is no proposal to reduce the flytipping team, as this plays an important preventative role.
- 3.15 In response to questions from the Committee, Nigel Tyrell and Kevin Sheehan informed the Committee that officers are conscious that front line cuts such as these will have a negative impact. The management team is trying to balance this out, but these are very difficult choices.

The Committee then discussed the following issues:

- If street cleansing is reduced and the environment becomes dirtier this can have a negative impact for local residents. The 'broken window syndrome' could occur, where local people feel less connection to their area. People may not feel as safe if surroundings are dirty and unkempt.
- There is a risk of reputational damage and loss of confidence in the Council if local people feel the Council is unable to maintain a clean environment.
- The potential for a 'Spring Clean Day' to get people to help tidy up their streets.

Resolved:

The Committee resolved to refer the following to the Public Accounts Select Committee:

- The Committee highlighted its concerns around this proposal and the potential negative impacts it will have on the borough, including a more negative perception of and loss confidence in the Council and its ability to look after the borough amongst residents, as well a decrease in feeling of community safety.

P1 (Restructure of the Planning Service)

- 3.16 John Miller (Head of Planning) introduced the proposal and highlighted the following key points:
- The proposal will remove the subsidy of legal services that coincided with large planning applications. The service will become more commercial and seek to recover the costs of legal agreements.
 - There will be a restructure of the service to build flexible, well trained Planning Casework teams that can respond to fluctuations in caseload.
 - There has been some difficulty in retaining staff, the restructure will enable the service to bring in junior staff and train them to become more senior officers.
 - There will a merging of functions so the same officers deal with process all the way through.

- 3.17 In response to questions from the Committee, John Miller provided the following information:
- There will be an improved IT system to support the service.
 - The retention of key staff is important, this is partly about paying the right salary but it is also about officers feeling like they are making a difference. There are good relations between members and officers and the new structure will offer the chance for mentoring, so that staff can pass their knowledge and skills to the next generation of planning officers.
 - With large planning applications there is a chance to charge fees, as long as there is a project plan and scope set out and the fees are about covering the time spent by officers on the planning application. There is definite scope to expand this, although the service would not be able to become fully self-funding.
 - Planning enforcement still sits with the Planning Service planning and the Head of Planning will seek to release additional resource released to improve enforcement.

M1 (Transfer of non-housing stock from the HRA to the General Fund)

- 3.18 Mark Humphreys (Group Finance Manager for Customer Services) introduced the proposal and highlighted the following key points:
- The Housing Revenue Account (HRA) is a separate account that deals with the costs and income from Lewisham's social housing function. Non-housing stock (e.g. garages and commercial properties) is currently accounted for in the HRA.
 - The proposal is to transfer the income and running costs to the General Fund, which will bring the current surplus generated into the General Fund.
 - This will help develop a consistent approach to the use of Council assets, introduce a new Asset Management Plan and governance arrangements as well as better align the commercial estate with corporate service delivery priorities giving the opportunity to manage it better.
 - This approach will generate increased income, through better use of properties and effective rent collection
- 3.19 In response to questions from the Committee, Mark Humphreys, Kevin Sheehan, Selwyn Thompson and Katherine Kazantzis (Principal Lawyer) provided the following information:
- Officers will need to make sure that there is no duplication of efforts and processes, this proposal should help reduce that.
 - This is a different approach to the accounting of the HRA and other alternative approaches are being explored elsewhere in the organisation.
 - The approach is legal and is proper. There has to be a proper reason for removing properties from the HRA and there is a need to demonstrate it is not used for housing. There are many commercial properties which can and should be removed, as well as garages that are not being used.

Resolved:

- 3.20 The Committee resolved to advise the Public Accounts Select Committee of the following:

The Committee was keen to know what ICT changes and/or new systems were being considered in the areas of asset management and planning, as this was not specified in the proposals.

E1: Structural re-organisation of the Regeneration & Asset Management Division

- 3.21 The Committee noted that it was difficult to comment on the proposal without more detail on the new structure of the reshaped division and information on the areas that would be most affected by staff reductions; and requested that this information be made available as soon as possible.

E2: Optimisation of operational estate

- 3.22 The Committee recognised the potential benefits of increasing the use of school premises outside school hours, but noted that the targets set are ambitious and that it will be difficult to greatly increase the use of school premises for community use. Despite similar statements in the past, previous targets for greater community use of school premises have not yet been achieved.

H1: Restructuring of enforcement and regulatory services

- 3.23 The Committee broadly supported the proposals set out in principle, but asked for more detail and requested that further information is provided on staffing reductions and about what would be different in each of the current service areas in the new model of provision. The Committee were concerned that the proposals could end up being simply a reduction in staffing and wanted to ensure that an opportunity to genuinely restructure services to enable better and more coordinated enforcement across the council would not be missed.

N1: Reduction in maintenance of some small parks, highways and reduced management costs

- 3.24 The Committee recognised the opportunities presented in greater involvement of park user groups. However the Committee felt that the risks associated needed to be properly addressed, including issues around insurance, getting involvement from local communities and properly supporting volunteers. One suggestion was that sponsorship opportunities could be explored.

N2: Reduction in street cleansing frequencies and cleansing management costs

- 3.25 The Committee highlighted its concerns around this proposal and the potential negative impacts it will have on the borough, including a more negative perception of and loss confidence in the Council and its ability to look after the borough amongst residents, as well a decrease in feeling of community safety.

4. Waste Strategy

- 4.1 Standing orders were suspended in order to enable the completion of Committee business.

- 4.2 Nigel Tyrell (Head of Environment) and Sam Kirk (Strategic Waste & Environment Manager) introduced the presentation and highlighted the following key points:
- Waste collection generally is driven by the need to reduce the amount of waste going for disposal and increase the amount of recycling. Other local authorities have implemented services to reduce waste going to landfill by offsetting money saved from diverting waste from landfill to other means of disposal.
 - Lewisham's case is slightly different as Lewisham invested early on in diverting waste and most waste is sent to the SELCHP facility which incinerates waste. Therefore there are no savings to be had from diverting waste from landfill to invest in new services.
 - The Council is in the final 10 years of its contract with SELCHP, after which costs will rise for using SELCHP, so there is a need to think about how waste will be collected and disposed of in the future.
 - The waste collection and disposal market is controlled by a small number of large operators, so it is a narrow marketplace that is easily changed by fluctuations in market forces.
 - Because of the high amount of incinerated waste and the way that recycling figures are calculated, Lewisham's waste collection performance looks a lot worse than it actually is.
 - New Waste Regulations introduced in 2012 have changed requirements around collection and disposal and mean that local authorities should collect glass, metal, paper and plastic separately unless it is not technically, environmentally and economically practicable (TEEP) to do so.
 - Options for a changed service have been explored, with some options ruled out due to cost or non-compliance with regulations.
 - Initial costings have been carried out using the current marketplace and building in assumptions, but more sensitivity testing and updating will be done before firmer proposals come forward.

- 4.3 In response to questions from the Committee, Nigel Tyrell, Sam Kirk and Kevin Sheehan (Executive Director for Customer Services) provided the following information:
- The proposed garden waste service would be an opt-in service, where people pay by direct debit and would opt out to stop receiving the service. Administration and sales support will need to be built into the service.
 - The garden waste bin will be on hire, using a similar approach to that used for trade waste. Different approaches are being considered to make sure that the service is effective and properly funded.
 - The new approach is based on street level properties. Flats, blocks and estates will need to be looked at separately.
 - The bin lids for large estate bins are being changed to make them more secure.
 - After 2024 the costs for using SELCHP will go up massively for Lewisham. When the current contract ends the good price we get now will end. It is likely that the plant itself will continue to function as a facility, and at the present time it is commercially viable.
 - A lot more work needs to be carried out on the strategy before a draft version is prepared and consultation will need to be carried out as this will be a major change to the service.

Resolved:

The Committee requested that a draft version of the strategy is brought to a future meeting of the Committee.

5. Annual Parking Report

- 5.1 Ralph Wilkinson (Head of Public Services) introduced the report and highlighted the following key points
- This is the second annual parking report that has been produced and provides information on the finances and performance of the service.
 - As part of the new parking contract a new paperless permitting system was introduced as well as cashless parking and improved efficiencies. The contract included a lot of changes, which meant there was a difficult start to managing it, but this has now settled down and performance has improved.
 - 63 000 Penalty Charge Notices were issued in 2013/14 as well as 8000 parking permits.
 - A prioritisation programme for CPZs has been developed and approved. A new team has been established to design the CPZs and undertake the consultation process in relation to parking demand. This service is shared with the London Borough of Southwark.
 - There is a Mayoral commitment to review pricing in support of local businesses, which will be carried out in the near future.
 - The service collected £7.5m in 2013/14, with £2.3m costs.
- 5.2 In response to questions from the Committee, Ralph Wilkinson provided the following information:
- The Council must follow the government guidelines on the level of enforcement. Lewisham uses vehicles to identify enforcement infringements then despatch someone to carry out the enforcement action.
 - 40% of contact for parking permits is via the phone, but officers are looking to move this increasing online in order to speed up the process and reduce the cost. Work around online transitions has been carried out elsewhere in the directorate so this experience and knowledge can be used.
 - There are no plans for changing Holbeach car park at the moment. The income is up to the level it was before the increase in charges, although charges will be looked at.
 - Communications with local residents and councillors is an important part of the process before doing a review on CPZ.

Resolved:

The Committee noted the report.

6. Modern Roads Review - Scoping report

- 6.1 The Committee discussed the scoping paper, including the option of having a second evidence session to allow members of the community and interest groups to be involved in the review.

Resolved:

The Committee agreed the key lines of inquiry and timetable, opting to have 2 evidence sessions.

7. Select Committee work programme

Resolved:

The Committee agreed the work programme.

8. Items to be referred to Mayor and Cabinet

There were none.

The meeting ended at 10.35 pm

Chair:

Date:

Agenda Item 2

Sustainable Development Select Committee			
Title	Declaration of interests		
Contributor	Chief Executive	Item No.	2
Class	Part 1 (open)	Date	9 December 2014

Declaration of interests

Members are asked to declare any personal interest they have in any item on the agenda.

(1) Personal interests

There are three types of personal interest referred to in the Council's Member Code of Conduct:-

- (1) Disclosable pecuniary interests
- (2) Other registerable interests
- (3) Non-registerable interests

(2) Disclosable pecuniary interests are defined by regulation as:-

- (a) Employment, trade, profession or vocation of a relevant person* for profit or gain
- (b) Sponsorship –payment or provision of any other financial benefit (other than by the Council) within the 12 months prior to giving notice for inclusion in the register in respect of expenses incurred by you in carrying out duties as a member or towards your election expenses (including payment or financial benefit from a Trade Union).
- (c) Undischarged contracts between a relevant person* (or a firm in which they are a partner or a body corporate in which they are a director, or in the securities of which they have a beneficial interest) and the Council for goods, services or works.
- (d) Beneficial interests in land in the borough.
- (e) Licence to occupy land in the borough for one month or more.
- (f) Corporate tenancies – any tenancy, where to the member's knowledge, the Council is landlord and the tenant is a firm in which the relevant person* is a partner, a body corporate in which they are a director, or in the securities of which they have a beneficial interest.
- (g) Beneficial interest in securities of a body where:-
 - (a) that body to the member's knowledge has a place of business or land in the borough; and

- (b) either
 - (i) the total nominal value of the securities exceeds £25,000 or 1/100 of the total issued share capital of that body; or
 - (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the relevant person* has a beneficial interest exceeds 1/100 of the total issued share capital of that class.

*A relevant person is the member, their spouse or civil partner, or a person with whom they live as spouse or civil partner.

(3) Other registerable interests

The Lewisham Member Code of Conduct requires members also to register the following interests:-

- (a) Membership or position of control or management in a body to which you were appointed or nominated by the Council
- (b) Any body exercising functions of a public nature or directed to charitable purposes, or whose principal purposes include the influence of public opinion or policy, including any political party
- (c) Any person from whom you have received a gift or hospitality with an estimated value of at least £25

(4) Non registerable interests

Occasions may arise when a matter under consideration would or would be likely to affect the wellbeing of a member, their family, friend or close associate more than it would affect the wellbeing of those in the local area generally, but which is not required to be registered in the Register of Members' Interests (for example a matter concerning the closure of a school at which a Member's child attends).

(5) Declaration and Impact of interest on members' participation

- (a) Where a member has any registerable interest in a matter and they are present at a meeting at which that matter is to be discussed, they must declare the nature of the interest at the earliest opportunity and in any event before the matter is considered. The declaration will be recorded in the minutes of the meeting. If the matter is a disclosable pecuniary interest the member must take no part in consideration of the matter and withdraw from the room before it is considered. They must not seek improperly to influence the decision in any way. **Failure to declare such an interest which has not already been entered in the Register of Members' Interests, or participation where such an interest exists, is liable to prosecution and on conviction carries a fine of up to £5000**
- (b) Where a member has a registerable interest which falls short of a disclosable pecuniary interest they must still declare the nature of the

interest to the meeting at the earliest opportunity and in any event before the matter is considered, but they may stay in the room, participate in consideration of the matter and vote on it unless paragraph (c) below applies.

- (c) Where a member has a registerable interest which falls short of a disclosable pecuniary interest, the member must consider whether a reasonable member of the public in possession of the facts would think that their interest is so significant that it would be likely to impair the member's judgement of the public interest. If so, the member must withdraw and take no part in consideration of the matter nor seek to influence the outcome improperly.
- (d) If a non-registerable interest arises which affects the wellbeing of a member, their, family, friend or close associate more than it would affect those in the local area generally, then the provisions relating to the declarations of interest and withdrawal apply as if it were a registerable interest.
- (e) Decisions relating to declarations of interests are for the member's personal judgement, though in cases of doubt they may wish to seek the advice of the Monitoring Officer.

(6) Sensitive information

There are special provisions relating to sensitive interests. These are interests the disclosure of which would be likely to expose the member to risk of violence or intimidation where the Monitoring Officer has agreed that such interest need not be registered. Members with such an interest are referred to the Code and advised to seek advice from the Monitoring Officer in advance.

(7) Exempt categories

There are exemptions to these provisions allowing members to participate in decisions notwithstanding interests that would otherwise prevent them doing so. These include:-

- (a) Housing – holding a tenancy or lease with the Council unless the matter relates to your particular tenancy or lease; (subject to arrears exception)
- (b) School meals, school transport and travelling expenses; if you are a parent or guardian of a child in full time education, or a school governor unless the matter relates particularly to the school your child attends or of which you are a governor;
- (c) Statutory sick pay; if you are in receipt
- (d) Allowances, payment or indemnity for members
- (e) Ceremonial honours for members
- (f) Setting Council Tax or precept (subject to arrears exception)

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Agenda Item 5

Sustainable Development Select Committee			
Title	Modern Roads Review– Evidence session	Item No.	5
Wards	All		
Contributors	Scrutiny Manager		
Class	Part 1	9 th December 2014	

1. Purpose of paper

- 1.1. The Sustainable Development Select Committee has agreed to undertake a review looking at the topic of Modern Roads as part of its work programme for 2014/15. This report and appendices, coupled with evidence provided at the meeting, will provide information for the Committee to discuss as part of its review.

2. Recommendations

- 2.1. The Select Committee is asked to:
 - note the content of the report and consider the information presented at Committee.

3. Background

- 3.1. At the meeting of the Sustainable Development Select Committee Select Committee on 9 September 2014, the Committee decided as part of its work programme to undertake an in-depth review entitled Modern Roads. The Committee agreed that the focus would be around improving the road infrastructure in the borough for local residents and would look at three related strands:
 - Introducing a borough-wide 20 mph speed limit
 - Improving the borough for cyclists
 - Improving air quality.

The Committee considered and agreed a scoping report (attached at Appendix 1) at its meeting on 30 October 2014 that sets out the keys line of inquiry for the review as well as the timetable. This meeting will be the first evidence session, with a second evidence session at the 20 January meeting of the Committee.

4. Introducing the 20 mile per hour speed limit

- 4.1. Information about the introduction of a borough wide 20mph zone is included at Appendix 2, which is a report to the Mayor & Cabinet meeting on 14 January 2015 outlining the proposed approach to introducing the limit

including the proposed programme of work covering the planning and delivery period 2014 to 2017.

5. Improving the borough for cyclists

5.1. Information about work being carried out to improve the borough for cyclists is included at Appendix 3, which sets out a wide range of current and future cycling initiatives being delivered in Lewisham, including:

- *Improvements to Infrastructure* (e.g. two Cycle Super Highway routes are planned, both routes remain in the design stage and are proposed to run down the A200 and A2 respectively).
- *Road Safety* (e.g. the Quietway Programme aims to provide quiet back street cycle routes that less confident or new cyclists can use comfortably - one of the first Quietways to be delivered in London will run along the new cycle and pedestrian path currently in development along the back of Millwall's football stadium, Surrey Canal Rd, Folkestone Gardens Park, Childers St, Edwards St, Deptford High Street, Crossfield St, Creekside and Half Penny Hatch Bridge).
- *Supporting Measures* (e.g. the Borough Cycle Hire Scheme – working in partnership with the cycling charity London Cycling Campaign (LCC), the Council is able to offer short term bike hire to local residents).

6. Improving air quality

6.1. Information about improving air quality is included at Appendix 4, which covers information about:

- The relevant UK objectives and EU limit values
- The impact of traffic on air pollution and how this might be mitigated
- The specific action being taken in Lewisham to improve air quality including a construction project, Air Quality Management Areas and reducing the emissions from Lewisham's fleet of vehicles.

7. Further implications

7.1. At this stage there are no specific financial, legal, environmental or equalities implications to consider. However, each will be addressed as part of the review.

Sustainable Development Select Committee			
Title	Modern Roads Review: Scoping Paper	Item No	6
Contributors	Scrutiny Manager		
Class	Part 1	Date	30 October 2014

1. Purpose of paper

- 1.1. At its meeting on 9 September 2014, the Committee decided as part of its work programme to undertake an in-depth review into Modern Roads.
- 1.2. This paper sets out the rationale for the review, provides some background information on the current situation within Lewisham and sets out proposed terms of reference for the review.
- 1.3. The in-depth review process is outlined at Appendix A.

2. Recommendations

- 2.1. The Select Committee is asked to:
 - note the content of the report
 - consider and agree the proposed terms of reference for the review, outlined in section 9 and the timetable, outlined in section 10.

3. Background

- 3.1. At its meeting on 9 September 2014, the Committee decided as part of its work programme to undertake an in-depth review into Modern Roads. The Committee agreed that the focus would be around improving the road infrastructure in the borough for local residents and would look at three related strands:
 - Introducing a borough-wide 20 mph speed limit
 - Improving the borough for cyclists
 - Improving air quality

4. Policy context

- 4.1. The Mayor's Transport Strategy (MTS) is a statutory document, developed alongside the London Plan and Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. It sets out the Mayor of London's transport vision and describes how Transport for London (TfL) and its partners, including the London boroughs, will deliver that vision.
- 4.2. The Local Implementation Plan (LIP) is Lewisham's transport plan, detailing its policies and programme for delivering the MTS within Lewisham. The LIP enables the borough to plan strategically for transport, helping achieve broader goals for

safer and healthier communities, a better urban and natural environment, a dynamic, prosperous local economy, and greater opportunities for all. The Lewisham LIP takes the goals, challenges, policies and outcomes from the MTS and tailors them to the Lewisham context, shaped by the vision outlined in the borough's Sustainable Community Strategy and the spatial planning policies in the Local Development Framework. The LIP enables the borough to plan strategically for transport, helping achieve broader goals for safer and healthier communities, a better urban and natural environment, a dynamic, prosperous local economy, and greater opportunities for all.

4.3. This review falls under a number of aims included in Lewisham's Sustainable Community Strategy, including:

- Clean, green and liveable – where people live in high quality housing and can care for and enjoy their environment. Specifically the review will deal with the area concerned with maximising Lewisham's contribution to a sustainable future by tackling waste and making effective use of resources, especially encouraging the use of sustainable forms of transport and minimising the need for people to rely upon car travel by making it easier and safer to walk or cycle around the borough.
- Dynamic and prosperous – where people are part of vibrant communities and town centres, well connected to London and beyond. Specifically the review will deal with area concerned with improving access to sustainable modes of transport within the borough and our connections to London and beyond.

5. Introducing the 20 mile per hour speed limit

5.1. The introduction of a borough wide 20mph zone was recently carried out by Islington Council and has been considered by a number of other boroughs across London, including Camden, Haringey and Southwark. Lewisham Labour Party's 2014 election manifesto included a pledge to 'build on the success of the 20mph zones which targeted local problems by adopting a 20mph speed limit across the borough'. Key challenges to the Council in implementing this could include the impact on journey times across the borough, the enforcement of the speed limit and the costs associated with changing the speed limit. In addition many of the main roads that run through the borough are the responsibility of TfL and not the responsibility of the Council.

5.2. A report outlining the background to introducing a borough-wide 20 mph limit, the approach required to introduce the limit as well as the funding and consultation required will be going to Mayor & Cabinet in November or December 2014.

6. Improving the borough for cyclists

6.1. Lewisham's LIP includes measures to promote cycling, including cycle superhighways and extending the cycle hire scheme. The LIP integrates these objectives with wider travel opportunities to make physical activity an everyday choice. The Committee received an update on the LIP at its 9 September 2014 meeting.

6.2. Lewisham Labour Party's 2014 election manifesto included a pledge to develop a programme of cycling safety measures, to increase the number of cycle racks

across the borough and to work with schools and local businesses to develop green commuter strategies. Measures set out in the manifesto include a potential bid for a Cycle Super-Hub at a key railway station, increasing the number of cycle racks, continuing to promote the local cycle-hire scheme, cycling training to allow new cyclists to gain more confidence on the roads and lobbying for cycling infrastructure improvements.

6.3. The Sustainable Development Select Committee received a report on Road Safety and Cycling at its February 2014 meeting. The report highlighted a number of cycling initiatives being carried out in the borough:

- Cycle Super Highways 4 & 5 (CS4/CS5), part of the wider TfL Cycle Super Highway programme. Both routes are in early stages of design and are proposed to run down the A200 and A2 respectively.
- The Quietway programme, drawing on funding from the Mayor of London's financial commitment of £980m to improve all aspects of cycling in London, the Quietway Programme aims to provide quiet back street cycle routes that less confident or new cyclists will be able to use comfortably.
- Borough cycling programme. TfL has provided the opportunity for boroughs to bid for funding to deliver a range of cycling initiatives. Lewisham has bid to the programme to fund extra cycling initiatives on top of what is delivered through the boroughs LIP allocation.
- Adult and child cycle training. Through the Boroughs LIP allocation Lewisham offers cycle training to adults and children from fully nationally accredited cycling instructors.
- Borough cycle hire scheme- The Lewisham Road Safety Team have been working in partnership with the cycling charity London Cycling Campaign (LCC) to run a project to offer short term bike hire to local residents. The main driver behind the project is the fact that many Lewisham residents would like to try cycling either to get to work or for leisure but are put off by the initial financial outlay of buying the equipment.

7. Improving air quality

7.1. The Sustainable Development Select Committee received a report on 1 May 2013 entitled Development of an Air Quality Action Plan. The report highlighted that EU Directives have been issued which set Limit Values for a number of pollutants that occur in ambient air and which can impact on health. Under the Environment Act 1995, Local Authorities have legal duties for Local Air Quality Management (LAQM). This means that each local authority has to review the air quality in its area and assess it against objectives set by the UK government for each pollutant. These objectives can be stricter, but no less strict, than the EU Limit Values. An area where the objectives are not being met must be declared as an Air Quality Management Area (AQMA). There will then be an Air Quality Action Plan developed for that area.

7.2. Lewisham Labour Party's 2014 election manifesto included a pledge to launch a Low Emission strategy for vehicles in Lewisham by improving the Council's fleet through greater use of electric vehicles and encouraging drivers to reduce their emissions. Within the LIP includes the aim to promote better health by addressing poor air quality, particularly at AQMAs, such as through Low Emission Zone enhancements as well as modal shift.

8. Meeting the criteria for a review

8.1. A review into Modern Roads meets the criteria for carrying out a scrutiny review, because it is:

- It is strategic and significant
- The Council is due to review the relevant area (specifically the introduction of the 20 mph limit)

9. Key lines of Inquiry

9.1. Under each strand the Committee could consider the following questions and lines of enquiry:

20 mph speed limit

- The potential benefits in introducing the 20 mph limit in the borough
- The potential limitations in introducing the 20 mph limit (such as TfL controlled roads)
- How the new speed limit will be enforced
- How local people will be informed about the 20 mph limit
- The costs in introducing a new 20 mph limit
- The experiences of other London Boroughs in implementing the 20 mph limit

Improving the borough for cyclists

- What cycling infrastructure is present in the borough and who it is provided by (i.e. TfL or Council provided and maintained)
- What initiatives are in place to promote cycling in the borough
- How have initiatives improved cycling safety and cycling numbers in the borough
- How can the Council further improve cycling safety and cycling numbers to make cycling an everyday occurrence
- How can the Council further secure funding for improved cycling infrastructure

Improving air quality

- The impact of traffic upon road pollution
- How improved roads could reduce air pollution
- Ways to reduce traffic to potentially decrease air pollution and ways to mitigate air pollution
- How the new AQMA action plan is progressing and whether this is impacting on air quality
- How Lewisham is reducing the emissions of its own fleet of vehicles

10. Timetable

10.1. The Committee is asked to consider the outline timetable for the review as set out below.

Evidence-taking session (9 December 2014):

Report from officers providing information on introducing a borough-wide 20 mph speed limit, improving the borough for cyclists and improving air quality.

Witnesses will include officers, as well as a representative from Transport for London.

There is the potential for a second evidence session on 20 January 2015 involving input from local interest and advocacy groups, should the Committee wish to seek their input.

Recommendations and final report (20 January 2015)

The Committee will consider a final report presenting all the evidence taken and agree recommendations for submission to Mayor & Cabinet.

11. Further implications

- 11.1. At this stage there are no specific financial, legal, environmental or equalities implications to consider. However, each will be addressed as part of the review.

Background Papers

London Borough of Lewisham: Local Implementation Plan 2011-2031

<http://www.lewisham.gov.uk/mayorandcouncil/aboutthecouncil/strategies/Documents/Local%20Implementation%20Plan%202011-31.pdf>

Road safety and cycling – Report to Sustainable Development Select Committee, 4 February 2014

<http://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=136&MId=2934&Ver=4>

Development of an Air Quality Action Plan – Report to Sustainable Development Select Committee, 1 May 2013

<http://councilmeetings.lewisham.gov.uk/documents/s22310/06%20Air%20quality%20010513.pdf>

Lewisham Together: Labour's Manifesto for the 2014 Mayoral and Local Elections on 22 May 2014

http://d3n8a8pro7vhmx.cloudfront.net/stevebullock/pages/15/attachments/original/1396979527/Lewisham_Labour_Manifesto_2014_FINAL.pdf?1396979527

For further information please contact Andrew Hagger, Scrutiny Manager, on 020 8314 9446.

How to carry out an in-depth review



MAYOR & CABINET		
Report Title	Introducing a borough wide 20mph speed limit	
Key Decision	Yes	Item No.
Ward	All	
Contributors	Executive Director for Resources and Regeneration	
Class	Part 1	Date: 14 January 2015

1. Summary

- 1.1 20 mph zones have been introduced in residential areas throughout Lewisham over the last 12 years as part of the borough's traffic safety schemes. As a result 65% of the borough's roads are now 20 mph roads.
- 1.2 The primary function of a 20mph zone is to reduce speed throughout and hence the number and severity of road traffic casualties. In 2008 a report commissioned by Transport for London regarding 20mph zones in London included amongst its conclusions that: "On average, between 1991 and 2006, there has been a 1.7% decline in all casualties each year on London's roads" and "Historically, 20 mph zones in London have reduced overall casualties within (20mph) zones by 42% above this background decline."
- 1.3 To create a consistent and fair road network for all borough road users the Labour manifesto for the 2014 mayoral and local elections - 'Lewisham Together, towards a better future' plans to build on the success of the 20mph zones by introducing a borough 20 mph speed limit.

2. Purpose of the Report

- 2.1 This report seeks approval for the proposed approach for the implementation of a 20mph speed limit on all borough roads, and proposes a programme of work covering the planning and delivery period between 2014 and 2017.

3. Recommendations

- 3.1 It is recommended that the Mayor :
 - i) agrees the proposed approach for the implementation of a 20mph limit on all borough roads, including the proposed programme for planning and delivery of the new limit and mitigation

ii) authorise officers to initiate the statutory procedures to extend the coverage of 20mph limits to all roads for which Lewisham is the Traffic and Highway Authority

iii) agrees to the preparation of a communication and publicity campaign to be carried out in parallel with the statutory procedures and scheme implementation.

iv) agrees that the impact of the implementation of a borough wide 20 mph limit be monitored and reported to Mayor & Cabinet.

v) agrees to the use of £1.13m from reserves to fund (i) to (iv) above.

4. Policy Context

4.1 'The Greater London Authority Act requires each London Borough to prepare a Local Implementation Plan (a LIP) to implement the London Mayor's Transport Strategy (MTS) within their area. The strategy was published on the 10th May 2010, alongside statutory guidance to London boroughs on LIPs.

4.2 Lewisham's LIP was approved by the Lewisham Mayor and the London Mayor. The LIP was developed within the framework provided by the MTS and consists of an evidence base, objectives, targets and initial three year programme. The goals, objectives, and outcomes for the LIP reflect local policies and priorities and are aligned with the Council's Corporate Priorities and the Sustainable Community Strategy.

4.3 The introduction of local area 20mph speed limit zones has been included in all previous LIP submissions. To create a consistent and fair road network for all borough road users the Labour manifesto for the 2014 mayoral and local elections - 'Lewisham Together, towards a better future' plans to build on the success of the 20mph zones by introducing a borough 20 mph speed limit.

5. Background

Evidence

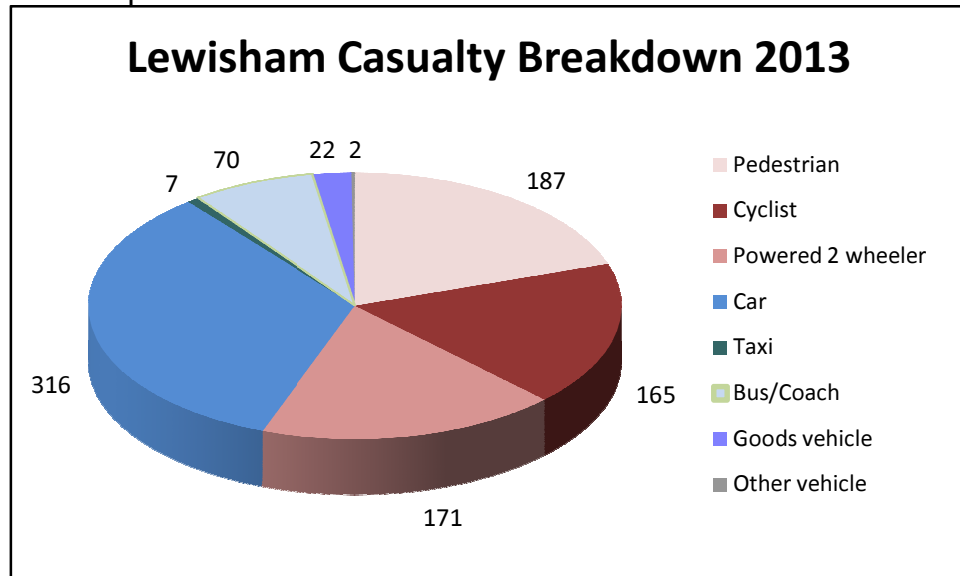
5.1 Research shows that on urban roads with low traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam and Baruya, 2000) There is also clear evidence confirming the greater chance of survival of pedestrians at lower speeds.

5.2 The Royal Society for the Prevention of Accidents (RoSPA) identified a 2.5% chance of a pedestrian being fatally injured when struck at 20mph, compared to a 20% chance at 30mph (Reducing Road Traffic Casualties)

5.3 A national study carried out by TRL in 1996 showed that 20mph speed limits were beneficial in reducing accidents and slowing down traffic. Speeds in the 200 zones that were monitored slowed by an average of 9% with a 27%

decrease in personal injury accidents, and a 70% reduction in accidents resulting a fatality or serious injury.

- 5.4 Lewisham data shows the breakdown of vulnerable road users injured in the borough in 2013. Cyclists, pedestrians and motorcyclists all benefit from slower speeds.



Approach to date

- 5.5 Over recent years, the Council has taken a step-by-step approach to the introduction of 20mph limits. This has generally been a data-led approach which prioritised and targeted areas with high speeds and/or collision rates, before the design and implementation of schemes in consultation with local residents.

- 5.6 This has been a successful approach which has resulted in a significant reduction in the number and severity of personal injury accidents. Currently two thirds of borough roads in Lewisham are now 20mph, this equates to approximately 262.7 kilometres of the road network.

Time for a new approach

- 5.7 The extensive introduction of 20mph limits across much of the borough has helped to address many of the most obvious casualty hot spots, and over recent years, although the implementation of new 20mph limits has to some degree tailed off, this is mainly due to the collision hot spots being treated with engineering measures. However this still leaves an obvious inequality for our vulnerable road users in the areas that have remained in the 35% of borough roads that remain at 30mph.

- 5.8 Slower speeds benefit the whole community. Those currently suffering the greatest inequalities tend to live nearer to busy roads and therefore

benefit more from 20mph limits. 20 mph reduces health inequalities by extending the life expectancy of disadvantaged people.

- 5.7 At the same time, relaxation of the DfT guidance relating to 20mph zones (DfT Circular 01/2013) now allows the use of signage and road markings in place of vertical and horizontal deflections even where 'before' speeds are relatively high. This potentially allows main roads to be included in 20mph zones. The advantage of such an approach is that coverage of all borough roads could be achieved at a relatively low cost. Such a borough wide approach may also help to change behaviour and attitudes among road users.
- 5.8 However the DfT guidance goes on to state that research into signed only 20mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed only 20mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. If the mean speed is already at or below 24mph on a road, introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit. If limits are set unrealistically low for the particular road function and condition, it may be ineffective and drivers may not comply with the speed limit.
- 5.9 A number of borough roads, particularly main roads, are likely to have average speeds above the 24 mph average, however the issues of poor compliance on roads particularly where the mean speed of traffic is high can be addressed via driver education, speed and collision monitoring and targeted physical interventions including engineering measures and static/average speed cameras.

The proposed approach and programme of work

- 5.10 Data collection will take place to benchmark and establish current speeds. As the speed limits signs are implemented on going monitoring of speeds and compliance will take place. Where we identify locations that require action to slow down traffic speeds the publicity will be enhanced in the location. If this does not improve situations then physical measures may be considered through the LIP programme.
- 5.11 A step by step approach will be used throughout the programme delivery ;-
1. Agree overall approach, governance and funding (M&C in Dec 2014)
 2. Data collection of speeds/ analysis of data (six months from Jan 15 - June 15).
 3. Consultation with key stakeholders such as the emergency services, TfL, and neighbouring authorities - Police are likely to object to the borough wide implementation initially as some roads may not be suitable without traffic calming to ensure self-enforcing compliance. We will work closely with the Met Police to work out issues and resolve them so we can deliver a joined up approach and a successful implementation process throughout the scheme. (Jan 15 - Sept 15).

4. Review policy relating to the design of 20mph areas and the programme of work for the introduction of the limit. (Sep 15 – Mar 16)
5. Complete the required programme of work for Traffic orders and implementation (April 16 - July 16). This assumes minimal work on the ground at this stage.
6. Design options (interventions) to encourage/enforce compliance (May 17 - Oct 17)
7. Arrange formal consultation on compliance measures with emergency services and buses (Sept 17 - Dec 2017).
8. Carry out a widespread 'hearts and minds' publicity and public information campaign as part of LB Lewisham's new Road Safety Plan Jan 2015 to March 2018

5.13 The programme will follow a schedule of work, building on the 20mph zones already in existence.

Work programme timetable	Start	Finish
Pid Agreement	Oct 14	Oct 14
Consult with M&C and agree strategy	Nov 14	Dec 14
Planning/Inception Stage (Start Up & Initiation)		
Data collection & analysis -	Jan 15	June 15
Key stakeholder consultation	June 15	Sept 15
Review Design Guidelines, Sign audits & Design	Sept 15	Mar 16
Consultation and campaign messages	Jan 15	Mar 18
Delivery Stage		
Traffic orders application	Mar 16	
Implementation	Mar 16	July 16
Monitoring	Sep 16	Mar 18
Design options for roads with low compliance	Oct 16	Oct 17
Implementation of remedial measures	Jan 17	Mar 18

5.14 The DfT also states that it is important that traffic authorities and police forces work together in determining, or considering any changes to speed limits. Also to achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed. Work with the Metropolitan Police Service will be on going throughout the introduction of the speed limit.

5.15 The current official position of the MPS is that they support the introduction of 20mph zones and limits by Local Authorities but insists that they should be self-enforcing through physical traffic calming measures. Where traffic is found to be exceeding 20mph then further physical engineering should be considered as a first option. If this does not work then it may be the case that where vulnerable road users are within the zone, the MPS may consider that enforcement can take place.

6. Consultation and Publicity

- 6.1 A programme of publicity and advertising materials will be available to support the implementation of the speed limit. Information will be available on social media, Lewisham website and to schools and businesses to ensure that there is a great awareness of the speed limit for residents, local businesses. Information on the introduction of the speed limit and on media such as bus backs and petrol stations on the main routes will also be available for those travelling through the borough.
- 6.2 A full communication plan will be available after consultation with the Communications Team.
- 6.3 The initial consultation will be carried out with the local police. A survey of current speeds will be collected and a programme of delivery will be formulated.
- 6.4 A timetable of implementation will be publicised and great effort will be made to ensure drivers are aware of the programme of delivery.
- 6.5 The fact that the speed limit in 65% of the borough is already 20mph the main focus of the campaign materials will be to build on fairness for all road users in all areas of the borough will be the main point.
- 6.6 Campaign materials will focus on information making drivers aware that they are entering a borough that is committed to reducing casualties and making the roads safe for all road users.
- 6.7 Regular feedback to the Modern Road Scrutiny Review will be provided through the delivery of the programme.

7. Financial Implications

- 7.1 A best estimate of the budget required has been prepared for the necessary work to achieve an effective and enforceable borough wide 20mph speed limit and this is set out below. The total cost is £1.23m and this will be funded from the Council's reserves. The project will be contained within this sum however as the scheme progresses more accurate costings will become known and should there be any significant deviation requiring an increase in this sum then a further report will be presented to Mayor & Cabinet to update the position

10. Project Finances					
10a. Project Expenditure					
Estimated Project Costs					
Costs	Current Year/Future Years				Total
	2014/15	2015/16	2016/17	Future years	
Data Collection	£40,000				£40,000
Preliminary consultation and publicity		£5,000			£5,000
Review policy, design approach and programme		£15,000			£15,000
Detailed design for implementation		£50,000			£50,000
Implementation inc. traffic orders, sign and line removal and replacement			£100,000		£100,000
Data collection and review			£40,000		£40,000
Design options for interventions to improve compliance			£60,000	£60,000	£120,000
Consultation			£5,000	£5,000	£10,000
Implement options for interventions to improve compliance			£400,000	£400,000	£800,000
Data Collection			£20,000	£20,000	£40,000
Ongoing publicity			£5,000	£5,000	£10,000
TOTAL	£40,000	£70,000	£630,000	£490,000	£1,230,000

8. Legal implications

8.1 In relation to safety, section 39 of the Road Traffic Act 1988 requires the Council to:

- a) prepare and carry out a programme of measures designed to promote road safety and
- b) carry out studies into accidents arising out of the use of vehicles on roads or parts of roads within their area, and;
 - i. in the light of those studies take such measures as appear to them to be appropriate to prevent such accidents, those measure to include the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for the maintenance of which they are responsible and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads, and;
 - ii. in constructing new roads, must take such measures as appear to them to be appropriate to reduce the possibilities of such accidents when the roads come into use.

The introduction of a borough wide 20mph speed limit will support the work detailed in the LIP.

8.2 In addition the Council has a broad duty to maintain those highways for which it is responsible. The Council can also take pro-active steps in improving highways, by virtue of various powers given to it under the Highways Act 1980.

8.3 The Road Traffic Regulation Act 1984 gives the Council the ability to provide pedestrian crossings, and introduce other measures that complement physical alterations to the roads themselves, such as speed limits or one-way restrictions. Both Acts give the Council implicit powers to incur expenditure to achieving those ends. The 1984 Act imposes a duty on the Council, in exercising its powers under the Act, to do so in a way which, so far as practicable, secures the expeditious, convenient and safe movement of traffic, including pedestrians and the provision of suitable and adequate parking facilities on and off the highway. In complying with that requirement, the Council must have to have regard to:

- a) the desirability of maintaining reasonable access to premises;
- b) the effect on the amenities of the locality, and in particular the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads involved run;

- c) the national air quality strategy;
- d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and
- e) any other matter which appears to be relevant.

The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 was made pursuant to the 1984 Act and together with the Act prescribes the procedures to be undertaken when making an order of the nature proposed by this report. Such procedures include the obligation to consult prior to the making of such an order, and the requirement to consider any objections received as a result of such consultation. The decision whether or not to continue with the order making process after having taken into account any representations received will be made in accordance with the Mayoral scheme of Delegation as set out in the Council's Constitution.

- 8.4 In coming to a decision whether or not to implement the 20 miles per hour limit on Borough roads the Mayor will have to weigh up the benefits of the scheme against the cost of funding it, taking into consideration only relevant considerations and ignoring those which are not relevant
- 8.5 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 8.6 In summary, the Council must, in the exercise of its functions, have due regard to the need to:
 - eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
 - advance equality of opportunity between people who share a protected characteristic and those who do not.
 - foster good relations between people who share a protected characteristic and those who do not.
- 8.7 The duty continues to be a "have regard duty", and the weight to be attached to it is a matter for the Mayor, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.
- 8.8 The Equality and Human Rights Commission has recently issued technical Guidance on the Public Sector Equality Duty and statutory guidance entitled "Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice". The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the should do to meet the duty. This includes steps that are

legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at: <http://www.equalityhumanrights.com/legal-and-policy/equality-act/equality-act-codes-of-practice-and-technical-guidance/>

8.9 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:

1. The essential guide to the public sector equality duty
2. Meeting the equality duty in policy and decision-making
3. Engagement and the equality duty
4. Equality objectives and the equality duty
5. Equality information and the equality duty

8.10 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at: <http://www.equalityhumanrights.com/advice-and-guidance/public-sector-equality-duty/guidance-on-the-equality-duty/>

9. Crime and Disorder Implications

9.1 There are no significant implications for the prevention of crime & disorder. However, the road safety and traffic management programmes in this report contribute to a safer environment which encourages motorists to drive with respect and in compliance of the highway code.

10. Equalities Implications

10.1 The Council's Comprehensive Equality Scheme for 2012-16 will provide an overarching framework and focus for the Council's work on equalities and help ensure compliance with the Equality Act 2010.

10.2 An Equalities Analysis Assessment has been developed alongside the LIP to ensure that any potential adverse impacts were fully considered and, where necessary, appropriate changes made. The overall findings of the assessment were that the proposals within the LIP do not discriminate or have significant adverse impacts on any of the protected characteristics.

10.3 Instead, the focus on improving access to services and better, safer streets will have broadly positive impacts on the local community. More specifically,

the proposed schemes will reduce hazards for blind and partially sighted people, older people and those with impaired mobility.

11. Environmental Implications

- 11.1 The preparation of the Local Implementation Plan (LIP) has been accompanied by a parallel process of Strategic Environmental Appraisal (SEA). A part of that process involved the development of objectives against which the proposals in the LIP might be assessed.
- 11.2 With regards to cumulative effects the assessment suggest that with all the policies, schemes and measures implemented through the period of the LIP, there are likely to be significant positive effects on SEA objectives relating to health, air quality, promoting more sustainable modes of transport, promoting safer communities, improving road safety, and improving accessibility in the Borough.
- 11.3 The proposed schemes will reduce hazards and make the road environment more attractive for pedestrians and cyclists. It is considered that the imposition of restrictions on vehicle movement referred to in the report, will not adversely impact on either the national or the Council's own air quality strategies.

12. Background documents and originator

Background documents:

- Lewisham Together – Towards a better future – Labours manifesto - 22 May

For further details about the content of this report contact Liz Brooker, Road Safety and Sustainable Transport Manager, 020 8314 2254, liz.brooker@lewisham.gov.uk

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Modern Roads - Improving the borough for cyclists

Sustainable Development Select Committee

9 December 2014

1. Summary

- 1.1. This report describes the policy context for cycling in Lewisham, including a summary of the Mayor of London's Vision for Cycling.
- 1.2. The report also sets out a wide range of current and future cycling initiatives being delivered in Lewisham, including Improvements to Infrastructure, Road Safety and Supporting Measures.

2. Purpose of the note

- 2.1. The purpose of this report is to update Committee Members on proposed initiatives and to demonstrate how the Council's policy commitments to Cycling are being delivered for the benefit of the borough's cyclists now and in the future.

3. Background

- 3.1. Cycling in London is seeing year on year growth, with more people choosing to either take up cycling for the first time or coming back to it after time off the bike.
- 3.2. It is estimated that cycle journey stages grew by 79 per cent between 2001 and 2011 having remained broadly unchanged between 1993 and 2001. There were an estimated 570k cycle journey stages per day in 2011, 5.2 per cent more than in 2010. It is forecast that by 2026 this number will have increased to 1.5 million cycle Journeys. (Roads Task Force - Technical Note 4 2012)
- 3.3. This upward trend of cycling as mod is mirrored in Lewisham if not at a slower growth rate of just over 1% in the same time period (2001-2011) to 2.5% of mode share (Higher than the London wide average of 2%).
- 3.4. Arguably more significant is the identified potential for increased cyclable trips within Lewisham. It has been calculated that there are just under 150,000 daily journeys originating in Lewisham that could be

made by bike, (Analysis of Cycling Potential 2010). According to the Analysis, Lewisham was only fulfilling 4% (6.700) of its potential cyclable journeys in 2010. With these figures being 4 years old now it can be assumed this percentage share has with all probability increased by the time of this briefing, (2014) continuing the London wide trend of year upon year growth. However there is surely still huge potential to increase cycling in Lewisham.

- 3.5. Led by national, regional and borough policy, the Transport and Policy team are committed to providing for existing and new cyclists through the schemes and initiatives highlighted in the summary. Below are some of the key policies and documents that have shaped Lewisham's approach.
- 3.6. **National Policy** - "A briefing of the Governments ambition for cycling" (2012). Sets out how Government want to reduce the number of cycling fatalities through encouraging local authorities to design road improvements with cyclists as well as motorists in mind and to use traffic management tools and techniques to manage the needs of all road users; in the briefing they set out 4 objectives seen as essential in achieving this:
 - 3.7. Making greater provision for cycling on the strategic road network by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions;
 - 3.8. Ensuring cyclists have access to adequate training to enable them to safely and confidently cycle on the road and encouraging a culture of sharing the road amongst all users.
 - 3.9. Designing roads with cyclists in mind, and effectively managing the interactions between cyclists and other traffic.
- 3.10. **Regional Policy-** These objectives are mirrored in the Mayor for London's "Vision for cycling in London" (2013) document where over the next 10 years the Mayor of London has committed £913m to help deliver the following objectives:
 - 3.11. A Tube network for the bike. A network of direct, high-capacity, joined-up cycle routes. Linking central London with local routes. There will be more Dutch-style, fully-segregated lanes and junctions; more mandatory cycle lanes, semi-segregated from general traffic; and a network of direct back-street Quietways, with segregation and junction improvements over the hard parts.
 - 3.12. Safer streets for the bike. London's streets and spaces to become places where cyclists feel they belong and are safe. Spending on the junction review will be significantly increased, and it will be completely recast to prioritise major and substantial improvements to the worst

junctions. It also sets out a range of radical measures that will improve the safety of cyclists around large vehicles.

3.13. More people travelling by bike. The policy will help all Londoners, whether or not they have any intention of getting on a bicycle. The new bike routes are a step towards the Mayor's vision of a 'village in the city', creating green corridors, even linear parks, with more tree-planting, more space for pedestrians and less traffic. Cycling will promote community safety, bringing new life and vitality to underused streets.

3.14. **Lewisham Policy** - The Borough sets out its transport policies, programme and aspirations in its Local Implementation Plan (LIP), a statutory document which supports the delivery of the Mayor's Transport Strategy (MTS) within Lewisham. The LIP enables the borough to plan strategically for transport, helping achieve broader goals for safer and healthier communities, a better urban and natural environment, a dynamic, prosperous local economy, and greater opportunities for all.

3.15. The initiatives highlighted in the summery support the wider goals and objectives of the LIP and in particular the following opportunities identified within it.

- Promotion of a healthy and active population and Lewisham being an enjoyable place to live, such as through measures including travel planning.
- Promote cycling, including through the cycle superhighways and extending the cycle hire scheme, and walking and integrate these objectives with wider travel opportunities to make physical activity an everyday choice.
- Promote increased health through tackling economic and social deprivation
- Promote better health by addressing poor air quality, particularly at AQMAs, such as through Low Emission Zone enhancements as well as modal shift.

4. Cycling Initiatives

4.1. The overall aim of each initiative is to address one or more of the following objectives: Improve cyclist safety, Improve conditions and facilities for cyclists, encourage people to cycle and support people who want to cycle. These aims have been derived from wider cycling and transport policy detailed in the policy background section of this report.

- 4.2. Initiatives are managed by Transport Policy and Development in partnership with internal Council departments and with several external bodies including but not exclusively; Transport for London, Sustrans, London Cycling Campaign, NHS and Housing Associations.
- 4.3. Notable current and near future cycling initiatives include:
- 4.4. **Cycle Super Highways 4 & 5 (CS4/CS5)** - Part of the wider TfL Cycle Super Highway programme, both routes remain in the design stage and are proposed to run down the A200 and A2 respectively.
- 4.5. CS4 is to run the length of Evelyn St (A200) and on into Greenwich, there are several designs on the table at present from mandatory cycle track running East and West. Lewisham Cyclists favour a segregated track on the North of Evelyn Street. Indications suggest construction on the Lewisham section in 2016/17.
- 4.6. CS5 is a route that runs along the A2 and originally it was proposed to continue down the A20 to Lewisham Town Centre, however, a section of the route was seen to be unworkable (The Amersham Gyratory and sections of Loampit Vale) and route was shortened to New Cross Gate.
- 4.7. TfL are now re-exploring the possibility of providing an alternative route to Lewisham Town Centre avoiding the gyratory. There is no indication currently when construction of this link will happen although it will be the final stage of the complete CS5 construction which is scheduled to be completed in 2016.
- 4.8. **The Quietway programme-** Drawing on funding from the Mayor of London's financial commitment to improve all aspects of cycling in London, the Quietway Programme aims to provide quiet back street cycle routes that less confident or new cyclists will be able to use comfortably.
- 4.9. Lewisham has a section of one of the first Quietways to be delivered in London, the route is proposed to run along the new cycle and pedestrian path currently in development along the back of Millwall's football stadium, Surrey Canal Rd, Folkestone Gardens Park, Childers St, Edwards St, Deptford High Street, Crossfield St, Creekside, Half Penny Hatch Bridge)
- 4.10. The Quietway programme is therefore an opportunity to deliver substantial elements of the North Lewisham Links Strategy and measures for this specific route will be in line with the design principles set out in the strategy. Measures to create the route will include engineering to junctions, paths and highway, restrictions to motorised traffic may also be employed to change the traffic characteristics of a particular road or street. Works are planned to commence this financial year.

- 4.11. **Borough Cycling Programme-** TfL have provided the opportunity for boroughs to bid for funding to deliver a range of cycling initiatives. Lewisham has bid to the programme to fund extra cycling initiatives on top of what is delivered through the boroughs LIP allocation.
- 4.12. Lewisham is currently waiting for a decision from TfL on the success of the bid but has bid contains requests for; extra funding for cycle training, funding to provide secure cycle parking, improvements to fleet safety in particular to reduce the possible conflict between the council's fleet of refuse lorries and HGV and cyclists through the fitting of the latest safety camera systems to fleet vehicles and compulsory vulnerable road user courses for all of the council's fleet drivers.
- 4.13. **Adult and Child Cycle Training-** Through the Boroughs LIP allocation Lewisham offers cycle training to adults and children from fully nationally accredited cycling instructors.
- 4.14. Adult cycle training take the form of either 1 to 1 cycle training where participants in the training can focus on individual requirements to help them become more accomplished cyclists or group training where a group of 5 to 9 participants learn in a group setting over a number of weekly sessions, these course are aimed at cyclists who what a more comprehensive training covering everything from how to set up their bikes to going on a sustained ride along a variety of road types.
- 4.15. Child cycle training takes the form of Bikeability courses. Bikeability is the new form of cycling proficiency. It aims to offer participants the opportunity to learn the skills required to start riding in modern day road conditions.
- 4.16. There are 3 levels of training and numbered accordingly. Children in years 5 and 6 are offered levels 1 and 2, level 1 being off road focusing on basic controls skill and understanding how their bikes work. Level 2 is based on road in a quiet residential road setting, fully supervised by instructors the course run over 4 two hour sessions gives the participants the opportunity to practice the manoeuvres and communication required to ride on road.
- 4.17. All equipment including bikes is provided, giving children who maybe don't currently have access to a bike the chance to participate in the training. Road Safety are on course to deliver 80 Bikeability courses in the current Academic Year 13/14 equating to a potential 1440 children trained.
- 4.18. **Borough Cycle Hire Scheme-** The Lewisham Road Safety Team have been working in partnership with the cycling charity London Cycling Campaign (LCC) to run a project to offer short term bike hire to local residents. The main driver behind the project is the fact that many Lewisham residents would like to try cycling either to get to work or for

leisure but are put off by the initial financial outlay of buying the equipment.

- 4.19. The Borough Cycle Hire Scheme aims to address this by offering the hire of a bike and associated equipment for 1 month to any adult who lives works or learns in Lewisham. In the 1 month period the participants are offered help and advice that includes cycle training, a cycling diary and tips. At the end of the hire period the participant can buy the bike that they have been using or give it back. The scheme has been running for 10 months and to date the scheme has had over 500 residents register on it.

Context

UK Objectives and EU limit values

1. The UK National Air Quality Objectives and European Union Limit Values are generally very similar for the pollutants of concern in Lewisham: Nitrogen Dioxide (NO_x) and Particulate Matter. However, there were differences in the dates these were to be achieved by.
2. For Particles (PM₁₀) the National Air Quality Objective and European limit value are both 40 µg/m³ for annual mean and 50 µg/m³ as 24 hour mean. The UK objective was to be achieved by 31st December 2004 and the European limit by 1st January 2005. For Nitrogen Dioxide the national objective and European limit were both set at 40µg/m³ with annual mean and 1hour mean as 200 µg/m³. For the UK this was to be achieved by 31st December 2005 and the European limit was to be achieved by 1st January 2010.
3. There are other objectives such as the World Health Organisation (WHO) guidelines, which may differ. The PM₁₀ objective for example is stricter with annual mean of 20 µg/m³. Whereas for Nitrogen Dioxide the EU objective is the same as the WHO guideline. The current limit values for PM₁₀ are less demanding than other countries such as the United States and Japan. This was highlighted in evidence given by Marco Gasparinetti, Principal Lawyer Directorate-General for the Environment, European Commission at the Environmental Audit Committee- Oral evidence: Action on air quality, on 17 July 2014.

Impact of Traffic on air pollution

4. The Mayor's Air Quality Strategy of 2010 discusses the impact of traffic on air pollution. In London in the immediate vicinity of roads, within 20m, road traffic emission sources dominate the pollution profile. The strategy details that road transport is responsible for 46% of London's NO_x emissions. This can be compared with 22% of NO_x emissions derived from domestic gas. Road transport is also the dominant source of PM₁₀ emissions in Central London, contributing roughly 79% in 2008.

How improved roads could reduce air pollution

5. The Mayor of London's Air Quality Strategy (<https://www.london.gov.uk/priorities/environment/publications/mayors-air-quality-strategy>) details how improved roads could reduce air pollution. Measures detailed in the strategy include traffic smoothing and maintaining roads in good repair to reduce the contribution of particulate matter from road surface wear. Traffic smoothing can be achieved by better traffic management and street works co-ordination through the London Permit Scheme and also the Lane rental scheme.

6. The Mayor's strategy also details how road users should be provided with information to enable them to avoid problem areas and thus further reduce the impacts of congestion. An example of this is current radio announcements to encourage drivers to check for traffic problems before embarking on their journey.

Ways to reduce traffic to potentially decrease air pollution

7. There are a multitude of ways in which traffic can be reduced to decrease emissions and improve air quality. These include:
 - Encourage travel by cleaner forms of transport such as public transport and walking and cycling.
 - Reduce emissions from buses
 - Encourage and promote car clubs
 - Maintain roads
 - 20 mph zones
 - LEZ/ULEZ (low emission zone / ultra low emission zone)
 - Electric Vehicles
 - Congestion charging
 - Freight movement improvements
 - Electric buses

(Mayor's Air Quality Strategy 2010)

Ways to mitigate air pollution

8. Air pollution may be mitigated by increasing the amount of green infrastructure to directly remove pollutants from the air. This could include trees and green walls for example and research continues into the effectiveness of this. In guidance produced for the Royal Borough of Kensington and Chelsea in 2012 "14 Cost Effective Actions to Cut Central London Air Pollution," installation on the grounds of air quality alone was shown to not be cost effective compared to other measures reviewed. The benefit cost ratio was improved where trees were used over green walls.
9. It is important to note that trees need to be planted so that they do not form a canopy that traps pollutants causing local concentrations to increase and suitable species are selected.
10. Air pollution is also mitigated by Raising awareness such as at the Lewisham People's Day and Air Quality Website (www.lovecleanair.org) that was developed by south London councils including Lewisham which gives advice on how the public can help to reduce air pollution levels and reduce their exposure to poor air quality and reduce health impacts. Similarly the Council's Senior Air Quality Officer met with Lewisham's Breathe Easy Group in the summer and discussed how they can reduce exposure and health effects of poor air quality.
11. Mitigation is also implemented through the planning process to ensure that new receptors are not placed in areas which exceed air quality objectives. Where this can not be avoided mechanical ventilation is required to ensure new occupiers are not exposed to poor air quality. This would also apply to developments such as outdoor eating areas for restaurants.

Lewisham

Action Being taken in Lewisham

12. Environmental Protection successfully submitted an individual bid and two joint local authority bids to the Mayor's Air Quality Fund. These include a construction project to reduce emissions from construction, a school engagement project through use of theatre which will promote sustainable travel to school and raise awareness of the effects of poor air quality. In addition in the Brockley Corridor area, measures including green infrastructure, school engagement and community art will bring additional air quality benefits to planned transport improvements at this location.

Air Quality Management Areas

13. There are six air quality management areas (AQMAs) in Lewisham, these are declared for nitrogen dioxide and particulate matter for the first five AQMAs and just nitrogen dioxide for the sixth AQMA. Particulate Matter is not exceeded in the borough but declaration for PM₁₀ has been retained as a conservative measure. The Air Quality Action Plan is due to be revised further following the declaration of the sixth air quality management area, similar measures are likely to remain to ensure comprehensive action is taken with regard to air quality.

Progress in relation to AQMA action plan.

14. A report is sent to Defra annually to report progress on the air quality action plan. Some reductions have been seen at the automatic monitoring stations. It is difficult to attribute this to local measures specifically, as there are London wide measures such as the Low Emission Zone and wider measures such as the European emission limits on vehicles which become increasingly more stringent. Environmental Protection provides detailed input to planning, this can have significant impacts, such as ensuring emissions from energy centres at new developments are controlled. New guidance on air quality neutral development was published by the GLA in April 2014 and this has been applied in Lewisham. This is an additional air quality assessment that can be applied at the planning stage to ensure emissions are minimal from new development.

Efforts to reduce the emissions from Lewisham's fleet of vehicles

15. Lewisham has an environmentally friendly vehicle and fuel plan, the council seeks to reduce annual mileage of the fleet. Fuel reduced by 8% 2002-2008.

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Agenda Item 6

Sustainable Development Select Committee			
Title	Select Committee work programme		
Contributor	Scrutiny Manager	Item	6
Class	Part 1 (Open)	9 December 2014	

1. Purpose

To advise Members of the proposed work programme for the municipal year 2014/15, and to decide on the agenda items for the next meeting.

2. Summary

- 2.1 At the beginning of the new administration, each select committee drew up a draft work programme for submission to the Business Panel for consideration.
- 2.2 The Business Panel considered the proposed work programmes of each of the select committees on 29 July 2014 and agreed a co-ordinated overview and scrutiny work programme. However, the work programme can be reviewed at each Select Committee meeting so that Members are able to include urgent, high priority items and remove items that are no longer a priority.

3. Recommendations

3.1 The Committee is asked to:

- note the work plan attached at **Appendix B** and discuss any issues arising from the programme;
- specify the information and analysis required in the report for each item on the agenda for the next meeting, based on desired outcomes, so that officers are clear on what they need to provide;
- review all forthcoming key decisions, attached at **Appendix C**, and consider any items for further scrutiny.

4. The work programme

4.1 The work programme for 2014/15 was agreed at the Committee's meeting on 17 July 2014.

4.2 The Committee is asked to consider if any urgent issues have arisen that require scrutiny and if any existing items are no longer a priority and can be removed from the work programme. Before adding additional items, each item should be considered against agreed criteria. The flow chart attached at **Appendix A** may help Members decide if proposed additional items should be added to the work programme. The Committee's work programme needs to be achievable in terms of the amount of meeting time available. If the committee agrees to add additional item(s) because they are urgent and high priority, Members will need to consider

which medium/low priority item(s) should be removed in order to create sufficient capacity for the new item(s).

5. The next meeting

5.1 The following reports are scheduled for the meeting on 20 January 2014:

Agenda item	Review type	Link to Corporate Priority	Priority
Modern Roads Review – Evidence session	In-depth review	Clean, green and liveable	High
Draft Waste Strategy	Policy development	Clean, green and liveable	High

5.2 The Committee is asked to specify the information and analysis it would like to see in the reports for these item, based on the outcomes the committee would like to achieve, so that officers are clear on what they need to provide for the next meeting.

6. Financial Implications

There are no financial implications arising from this report.

7. Legal Implications

In accordance with the Council's Constitution, all scrutiny select committees must devise and submit a work programme to the Business Panel at the start of each municipal year.

8. Equalities Implications

8.1 The Equality Act 2010 brought together all previous equality legislation in England, Scotland and Wales. The Act included a new public sector equality duty, replacing the separate duties relating to race, disability and gender equality. The duty came into force on 6 April 2011. It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

8.2 The Council must, in the exercise of its functions, have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
- advance equality of opportunity between people who share a protected characteristic and those who do not.
- foster good relations between people who share a protected characteristic and those who do not.

8.3 There may be equalities implications arising from items on the work programme and all activities undertaken by the Select Committee will need to give due consideration to this.

9. Date of next meeting

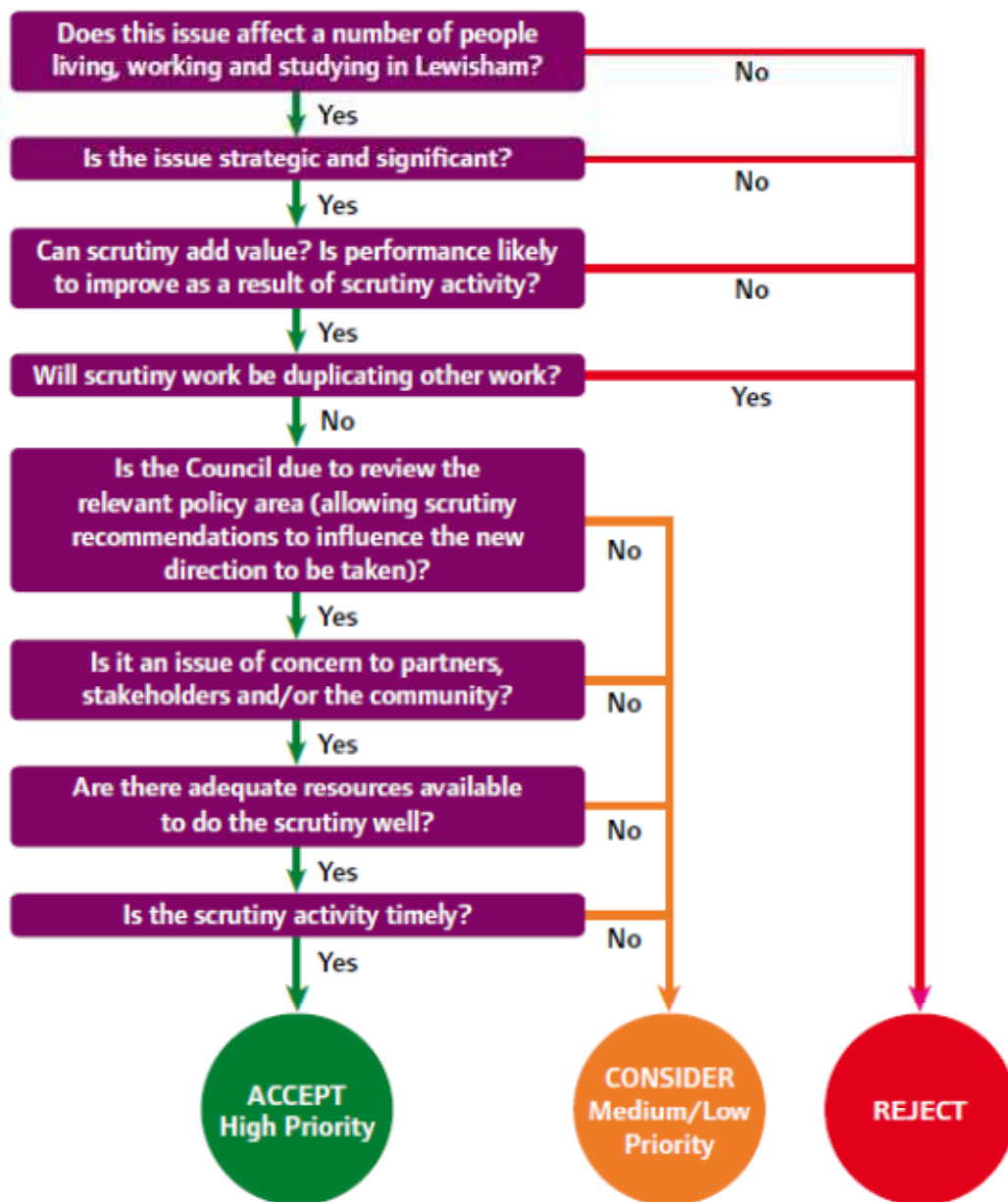
9.1 The date of the next meeting is Tuesday 20 January 2014.

Background Documents

Lewisham Council's Constitution

Centre for Public Scrutiny: the Good Scrutiny Guide

Scrutiny work programme – prioritisation process



Sustainable Development Select Committee work programme 2014/15

Programme of work

Work Item	Type of review	Priority	Strategic Priority	Delivery deadline	10-Jul	09-Sep	30-Oct	09-Dec	20-Jan	03-Mar
Lewisham Future Programme	TBC	TBC	CP 10	30-Oct						
Planning obligations SPD	Standard item	TBC	CP3, CP 5	10-Jul						
High Streets	TBC	High	CP 5	2015/16		Mini scope			Scope	Evidence
Modern Roads	TBC	High	CP 3	20-Jan		Mini scope	Scope	Evidence	Evidence	Report
Progress of neighbourhood forums and Neighbourhood planning	Standard item	Medium	CP 1, CP 3, CP 5	09-Sep						
Progress on Pubs and register of assets of community value	Standard item	Medium	CP 1, CP 3, CP 5	09-Sep						
Lewisham Implementation Plan	Standard item	Medium	CP 3, CP 5	09-Sep						
Catford Regeneration	Standard item	Medium	CP 5	09-Sep						
Waste Strategy	TBC	High	CP 3	30-Oct						
Annual Parking Report	Performance monitoring	Medium	CP 3, CP 5	30-Oct						
Bakerloo Line consultation	Standard item	Medium	CP 3	09-Dec						
Flood Risk Management strategy: consultation results	Standard item	Medium	CP 3	TBC						
Lewisham Central Opportunity site	Standard item	Medium	CP 5	TBC						
Heritage and Tourism	TBC	Low	CP 5	TBC						

	Item completed
	Item ongoing
	Item outstanding
	Proposed timeframe
	Carried over from last year
	Item added

Meeting Dates:					
1) Thu	10-Jul		5) Tue	20-Jan	
2) Tue	09-Sep		6) Tue	03-Mar	
3) Thu	29-Oct				
4) Tue	09-Dec				

Shaping Our Future: Lewisham's Sustainable Community Strategy 2008-2020		
	Priority	
1	Ambitious and achieving	SCS 1
2	Safer	SCS 2
3	Empowered and responsible	SCS 3
4	Clean, green and liveable	SCS 4
5	Healthy, active and enjoyable	SCS 5
6	Dynamic and prosperous	SCS 6

Corporate Priorities		
	Priority	
1	Community Leadership	CP 1
2	Young people's achievement and involvement	CP 2
3	Clean, green and liveable	CP 3
4	Safety, security and a visible presence	CP 4
5	Strengthening the local economy	CP 5
6	Decent homes for all	CP 6
7	Protection of children	CP 7
8	Caring for adults and older people	CP 8
9	Active, healthy citizens	CP 9
10	Inspiring efficiency, effectiveness and equity	CP 10

FORWARD PLAN OF KEY DECISIONS

Forward Plan November 2014 - February 2015

This Forward Plan sets out the key decisions the Council expects to take during the next four months.

Anyone wishing to make representations on a decision should submit them in writing as soon as possible to the relevant contact officer (shown as number (7) in the key overleaf). Any representations made less than 3 days before the meeting should be sent to Kevin Flaherty, the Local Democracy Officer, at the Council Offices or kevin.flaherty@lewisham.gov.uk. However the deadline will be 4pm on the working day prior to the meeting.

A "key decision"* means an executive decision which is likely to:

- (a) result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council's budget for the service or function to which the decision relates;
- (b) be significant in terms of its effects on communities living or working in an area comprising two or more wards.

FORWARD PLAN – KEY DECISIONS					
Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
September 2014	Drumbeat 6th Form School: Phase 3 New Build	Tuesday, 04/11/14 Overview and Scrutiny Education Business Panel	Janet Senior, Executive Director for Resources & Regeneration and Councillor Paul Maslin, Cabinet Member for Children and Young People		
September 2014	Procurement of a Corporate Scanning Service Provider	Tuesday, 04/11/14 Overview and Scrutiny Business Panel	Kevin Sheehan, Executive Director for Customer Services and Councillor Kevin Bonavia, Cabinet Member Resources		
May 2014	Kenton Court and Somerville Extra Care Schemes: Update	Wednesday, 12/11/14 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
October 2014	Mid Year Treasury Strategy	Wednesday, 12/11/14 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
October 2014	2015-16 Revenue Budget Savings	Wednesday, 12/11/14 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
October 2014	Proposal to enlarge Sir Francis	Wednesday,	Frankie Sulke, Executive		

FORWARD PLAN – KEY DECISIONS					
Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
	Drake Primary School	12/11/14 Mayor and Cabinet	Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
May 2014	Education Contract Awards ICT Specialist Service Provider Framework	Wednesday, 12/11/14 Mayor and Cabinet (Contracts)	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
September 2014	Corporate Energy Contracts	Wednesday, 12/11/14 Mayor and Cabinet (Contracts)	Janet Senior, Executive Director for Resources & Regeneration and Councillor Rachel Onikosi, Cabinet Member Public Realm		
October 2014	Extension on all learning disability supported accommodation contracts	Wednesday, 12/11/14 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member Health-Well-Being-Older People		
September 2014	Supporting the Voluntary Sector - outcome main grants consultation and approval to open main grants programme for applications	Wednesday, 12/11/14 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Joan Millbank, Cabinet Member Third Sector & Community		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
October 2014	Contract Award Coopers Lane Primary School 2FE to 3FE	Tuesday, 25/11/14 Overview and Scrutiny Education Business Panel	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
June 2014	Annual Parking Review	Wednesday, 03/12/14 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Rachel Onikosi, Cabinet Member Public Realm		
October 2014	Approval public consultation Lewisham River Corridors Improvement Plan SPD	Wednesday, 03/12/14 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
September 2014	Campshill Road Extra Care Scheme	Wednesday, 03/12/14 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
October 2014	Council Tax Reduction Scheme Review	Wednesday, 03/12/14 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Kevin Bonavia, Cabinet Member Resources		
September 2014	Draft Flood Management Strategy	Wednesday, 03/12/14	Janet Senior, Executive Director for Resources &		

FORWARD PLAN – KEY DECISIONS					
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		Mayor and Cabinet	Regeneration and Councillor Alan Smith, Deputy Mayor		
October 2014	Housing Acquisition Programme Update	Wednesday, 03/12/14 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
November 2014	Housing Grounds Maintenance	Wednesday, 03/12/14 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
September 2014	Introduction of a Borough 20mph zone	Wednesday, 03/12/14 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
October 2014	Ladywell Playtower	Wednesday, 03/12/14 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
October 2014	Prendergast Primary School Permission to spend on enabling works	Wednesday, 03/12/14 Mayor and Cabinet (Contracts)	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		

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October 2014	Award of Highways Public Realm Contract Coulgate Street	Wednesday, 03/12/14 Mayor and Cabinet (Contracts)	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
September 2014	Award of Street advertising and Bus Shelter Contract	Wednesday, 03/12/14 Mayor and Cabinet (Contracts)	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
November 2014	Delivery of Dementia Advice and Information Service Contract	Wednesday, 03/12/14 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member Health-Well-Being-Older People		
October 2014	Extension of contract with Turner & Townsend (Primary Places Programme)	Wednesday, 03/12/14 Mayor and Cabinet (Contracts)	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
August 2014	Extension of Drug and Alcohol contract	Wednesday, 03/12/14 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Janet Daby, Cabinet Member Community Safety		
November 2014	Extension of all learning Disability Supported	Wednesday, 03/12/14	Aileen Buckton, Executive Director for		

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	Accomodation Contracts	Mayor and Cabinet (Contracts)	Community Services and Councillor Chris Best, Cabinet Member Health-Well-Being-Older People		
August 2014	Award of 3 drug and alcohol contracts:young People, Aftercare, Shared Care	Wednesday, 03/12/14 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Janet Daby, Cabinet Member Community Safety		
August 2014	Award of Single Violence against Women and Girls Service Contract	Wednesday, 03/12/14 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Janet Daby, Cabinet Member Community Safety		
September 2014	Learning Contract Provider	Wednesday, 03/12/14 Mayor and Cabinet (Contracts)	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
October 2014	Procurement of the School Kitchen Maintenance Contract	Wednesday, 03/12/14 Mayor and Cabinet (Contracts)	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
November 2014	Proposal to enlarge St George's CE Primary School	Wednesday, 03/12/14	Frankie Sulke, Executive Director for Children and		

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		Mayor and Cabinet (Contracts)	Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
October 2014	School Minor Capital Works Programme 2013-14	Wednesday, 03/12/14 Mayor and Cabinet (Contracts)	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
October 2014	Annual Complaints Report	Wednesday, 14/01/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Joe Dromey, Cabinet Member Policy & Performance		
November 2014	Bakerloo Line Extension Consultation	Wednesday, 14/01/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
March 2014	Community Infrastructure Levy Adoption version	Wednesday, 14/01/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
September 2014	Church Grove Custom Build	Wednesday, 14/01/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and		

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			Councillor Damien Egan, Cabinet Member Housing		
August 2014	Customer Service centre out of hours switchboard Procurement	Wednesday, 14/01/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
September 2014	Deptford Southern Sites Regeneration Project	Wednesday, 14/01/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
October 2014	2015-16 Council Tax Base	Wednesday, 14/01/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
October 2014	2015/16 NNDR Base Report	Wednesday, 14/01/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
October 2014	2015-16 Revenue Budget Savings	Wednesday, 14/01/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		

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October 2014	Highways Asset Management Plan - Corporate Aims, Policy, Investment, Performance and Engagement	Wednesday, 14/01/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
September 2014	Housing Regeneration	Wednesday, 14/01/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
November 2014	Pay Policy Statement	Wednesday, 14/01/15 Mayor and Cabinet	Andreas Ghosh, Head of Personnel & Development and Councillor Kevin Bonavia, Cabinet Member Resources		
March 2014	Planning Obligations SPD Adoption Version	Wednesday, 14/01/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
March 2014	Review of Blackheath Events Policy 2011	Wednesday, 14/01/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Rachel Onikosi, Cabinet Member Public Realm		
September 2014	Strategic Asset Management Plan 2015-2020	Wednesday, 14/01/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith,		

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			Deputy Mayor		
June 2014	Surrey Canal Triangle - Compulsory Purchase Order Resolution	Wednesday, 14/01/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
October 2014	Award of Design and Build Contract Phase 1 Grove Park Public Realm Project	Wednesday, 14/01/15 Mayor and Cabinet (Contracts)	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
October 2014	Procurement of the School Catering Contract service	Wednesday, 14/01/15 Mayor and Cabinet (Contracts)	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
November 2014	Prevention and Inclusion Team Contract	Wednesday, 14/01/15 Mayor and Cabinet (Contracts)	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
October 2014	2015-16 Council Tax Base	Wednesday, 21/01/15 Council	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		

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October 2014	Council Tax Reduction Scheme Review	Wednesday, 21/01/15 Council	Kevin Sheehan, Executive Director for Customer Services and Councillor Kevin Bonavia, Cabinet Member Resources		
October 2014	2015/16 NNDR Base Report	Wednesday, 21/01/15 Council	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
October 2014	Milford Towers Update	Wednesday, 11/02/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
October 2014	New Homes Better Places Funding Update	Wednesday, 11/02/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
October 2014	Budget 2015-16	Wednesday, 11/02/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
October 2014	Rent Setting	Wednesday, 11/02/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and		

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			Councillor Damien Egan, Cabinet Member Housing		
October 2014	Budget Update 2015-16	Wednesday, 18/02/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
November 2014	2015/16 Budget Report	Wednesday, 25/02/15 Council	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
September 2014	Prevention and Inclusion Contract Extension and Commissioning Recommendation	Wednesday, 04/03/15 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member Health-Well-Being-Older People		
June 2014	Housing Strategy 2015 - 2020	Wednesday, 04/03/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
September 2014	Prevention and Inclusion Framework Contract Award	Wednesday, 04/03/15 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member Health-Well-Being-Older People		

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October 2014	School Admissions 2015-16	Wednesday, 25/03/15 Mayor and Cabinet	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		