

Sustainable Development Select Committee Agenda

Tuesday, 20 January 2015

7.00 pm,

Committee Room 4

Civic Suite

Lewisham Town Hall

London SE6 4RU

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Part 1

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Sustainable Development Select Committee Members

Members of the committee, listed below, are summoned to attend the meeting to be held on Tuesday, 20 January 2015.

Barry Quirk, Chief Executive
Thursday, 8 January 2015

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

Tuesday, 9 December 2014 at 7.00 pm

PRESENT: Councillors Liam Curran (Chair), James-J Walsh (Vice-Chair), Obajimi Adefiranye, Amanda De Ryk, Mark Ingleby, Stella Jeffrey, Helen Klier and Paul Upex

APOLOGIES: Councillors Bill Brown and Suzannah Clarke

ALSO PRESENT: Liz Brooker (Road Safety & Sustainable Transport Manager), Andrew Hagger (Scrutiny Manager), Katherine Kazantzis (Principal Lawyer), John Miller (Head of Planning), Simon Moss (Policy and Development Manager, Transport) and Tamsin Williams (Senior Air Quality Officer)

1. Minutes of the meeting held on 30 October 2014

Resolved:

The Committee agreed that under point 3.23 the sentence "Training opportunities for staff should also be maximised" be added to the end of the paragraph.

The Committee agreed the minutes of the previous meeting, subject to the agreed amendment.

2. Declarations of interest

2.1 Cllr Liam Curran declared an interest as a member of the Baring Trust.

3. Mayoral response to the comments of the Sustainable Development Select Committee - Preserving Public Houses and assets of community value

3.1 This item was considered alongside the part 2 section of the information at Item 8.

4. Bakerloo line consultation

4.1 Simon Moss (Transport Policy & Development Manager) introduced the item, highlighting the following key points:

- Lewisham Council has been lobbying for the extension to the Bakerloo line for a long time.
- This consultation by TfL is a good opportunity to put together the strongest possible response and a lot of background work is being carried out by the consultants Parsons Brinckerhoff.
- TfL has agreed to extend the deadline for submission for Lewisham Council as it is interested in seeing a full and detailed response from the Council.
- The consultation will be discussed here, at Overview & Scrutiny Business Panel later in December and then agreed at Mayor & Cabinet in early January before being submitted.

- 4.2 Jon Noble from Parsons Brinckerhoff then introduced their presentation and highlighted the following key points:
- The Bakerloo line extension is required now. Capacity on trains running through Lewisham station is 85%, which is very busy.
 - The Bakerloo extensions will bring an increase in capacity, improved journey times to many central London locations and improved public transport accessibility levels (PTALs).
 - The development opportunities presented by the Bakerloo line will increase the number of new properties that can be built and forms a major part of the case for extending the line beyond Lewisham.
 - Lewisham Station is already a major interchange for South East London. The Bakerloo extension, with a possible Overground extension, would transform it into a strategic transport hub.
 - This would be an opportunity to reshape the station to make it more suitable for its improved role. This would include making it look better and feel easier to use.
 - The consultation response will look at the location of Old Kent Road second station, which could be very closely to the boundary of Lewisham.
 - There is also the potential for a change in the location of Lower Sydenham station or to rethink the land uses and development potential around the existing station.
 - There are a number of environmental considerations that need to be taken account of.

- 4.3 In response to questions from the Committee Simon Moss, John Miller (Head of Planning), and Jon Noble provided the following information:
- The increase in housing units that are viable in Catford if the Bakerloo extension is included comes from the increased marketability and attractiveness of the location rather than the PTAL, which is high anyway.
 - There a finite number of units that can be built without exploring more high rise options. The numbers presented assume a mix of 1 and 2 bed flats.
 - The Council does not own the land around Lewisham station that would be needed to remodel Lewisham as a strategic interchange. However the Council is in discussion with those people who do.
 - The portal location for the tunnel is likely to be around Wearside, so the line would be above ground by the time it reaches Ladywell.
 - Step free and disabled access is part of the list of things required as part of the submission to TfL.
 - The current location of Lower Sydenham station is in an unpleasant looking industrial site and it has poor passenger links and is underused. There could be a case for moving it further north, towards Bell Green, as it could be much more accessible. The alternative would be to masterplan the redevelopment of the area around its current location, much of which is in the borough of Bromley. Further work would be required before the Council as an organisation could back either option for Lower Sydenham station.
 - The Hayes line extension is the cheapest element as it makes use of an existing line and makes good economic sense. The extension to Bromley would be useful but is not vital to the whole extension.
 - The engagement with Bromley Council over the Bakerloo extension has not been straightforward, especially as politically there has been some opposition to it. However, it is likely that the TfL consultation responses will show some

degree of support amongst Bromley residents for the extension to Hayes and Bromley Town Centre.

- There will be the expectation of some local funding for the extension. The Council would need to carefully consider the potential for funding from S106 monies and CIL as Lewisham has other infrastructure commitments which it will need CIL to fund, especially if the Bakerloo line brings increased development.
- The results of the consultation will be released in the New Year. After this more detailed plans will need to be drawn up by TfL, including the modelling and business case. Political decisions will also have to be made on how to fund it as it is an unfunded scheme at the moment.
- There may be scope to look at the two Catford stations and improve linkages between them.

Resolved:

The Committee resolved to pass the following comments to the Overview & Scrutiny Business Panel on 16 December 2014:

- The Committee supports the extension of the Bakerloo Line past Lewisham to Hayes with the option to also extend to Bromley.
- Whilst the Committee recognises the importance of the Bakerloo extension to Lewisham and the resulting transformation of Lewisham Station into a major strategic transport interchange, the Committee wanted to specifically ensure the submission to TfL did not overly focus on, or give the impression, implied or otherwise, that we would be in anyway satisfied with the Bakerloo Line terminating there. The Committee felt that the real benefits to the wider borough of Lewisham can only be fully realised by ensuring the route continues south into the borough and the case for extension should be made on that basis.
- The Committee highlighted that the extension will pass through flood plain areas, especially around the Ladywell area, and that provisions should be considered to alleviate issues around building on flood plains.
- Consideration should be given to the rezoning of stations on the new Bakerloo route, bringing more stations from charging zone 3 to zone 2 and from charging zone 4 to zone 3.
- The current location of Lower Sydenham station is recognised as unsuitable for connectivity with pedestrians and other forms of public transport. Further serious investigation should be carried out with regard to relocating the station to one or both sides of the bridge at Southend Lane at the junction with the current Hayes Line/future Bakerloo extension. Furthermore, the current bridge width is acknowledged to be too narrow and too low for both vehicles and pedestrians. The inevitable significant track and bridge works would present the ideal opportunity to relocate the station, thus enabling greater integration with pedestrian, bus and car traffic. The land available could also enable development advantages to the borough.

- For accuracy of the record, the report should include in its timeline the significant role of the Sustainable Development Committee since 2010 in supporting and promoting the southern extension of the Bakerloo Line.

5. Modern Roads Review

5.1 Simon Moss (Transport Policy & Development Manager) introduced the item, highlighting the following key points:

- TfL have produced a Roads Modernisation Plan, which introduces a new approach to roads including a new typology of road. This comes in response to findings of the Roads Task Force.
- It is not possible to take one style of cycling infrastructure apply that across the borough as there are different situations within the borough that require specific approaches and solutions.
- TfL has two approaches to cycling infrastructure. The Cycle Superhighway is about improving cycling along major arteries, with proposals to bring two Cycle Superhighways to Lewisham. The other approach is Quietways, which uses quieter streets and/or parks to develop safer routes around the borough. There is a pilot Quietway being put into the north of the borough.

5.2 During questions Cllr Curran vacated the Chair, with Cllr Walsh taking over chairing responsibilities.

5.3 In response to questions from the Committee, Simon Moss, Liz Brooker and Tamsin Williams (Senior Air Quality Officer) provided the following information:

- Officers are carrying out a study on how to allocate carriage space for cycles on roads. However, the costs involved mean it will take a long time to put improvements such as these in place.
- Cycle training is important, quite often people don't know the best routes to take to get them where they want in a quick and safe way. So route planning is a focus for training for adults. Cyclist training involves teaching them how to use the road more safely. However education for drivers about cyclists is also important so they are more aware of cyclists. In Lewisham the drivers on the door2door service have all done training so they are more aware of cyclists and techniques they use to ensure they stay safe. The aim is to encourage mutual respect between road users.
- Lewisham hasn't signed up to the cycle to work scheme offering bicycles at a reduced price due to tax reductions, but does offer an interest free loan to purchase a bicycle. Lewisham also offers a £10 bike loan scheme which encourages new cyclists.
- The bulk of funding for promoting cycling comes from TfL, including most money for new infrastructure.
- Quietways is a branded route that is well signposted with easily identifiable signs and directions. The aim in Lewisham is to align Quietways to a variety of routes. This can be done by using separate pedestrian and cycle paths, routes through parks as well as cycle lanes. The improvements needed can be built into the Local Implementation Plan and fits into the corridor approach that is being taken to improving infrastructure.
- The speed that other vehicles travel at on roads can be a key deterrent for cyclists.

- The aim for Lewisham is to get as many routes as possible as part of Quietways due to the strong branding that they have and the support from TfL. However there are a lot of other branded and signposted cycle routes, including London Cycling Network, Waterlink Way, Heritage Trail and Green Chain.
- 89% of schools in Lewisham have accredited school travel plans, which the schools create themselves. Parents often need convincing that cycling to school is a safe way for their children to get to school.
- The Bikeability scheme offers training for children in the playground and then out on local roads, which allows them to get used to the environment around their school and become more confident on the road. There also 1-2-1 sessions for older children.
- One off cycling events could help raise the profile of cycling and encourage those who are not confident to start cycling. There does need to be a balance between encouraging people to start cycling with smaller and introductory events for those who don't cycle often but may want to and improving routes for those who cycle frequently.
- There are currently 12 cycle hangers in the borough. This is a pilot approach that has been very successful so far and there is funding available to deliver more.
- Work is being carried out with Public Health on the Joint Strategic Needs Assessment on transport and active travel.
- The cycle loan scheme shows that the majority of those taking advantage of this are moving off public transport to start cycling. Officers are looking for a ripple effect, where drivers move to public transport, who then move to cycling.
- The example of the A2 near Blackheath shows the confluence of a number of transport issues. It is very busy, with many buses and cars idling which increases air pollution. Exposure to air pollution can be as bad in cars as for cyclists in this situation. The busyness can also put off cyclists and the introduction of a 20 mph limit could also ease congestion by smoothing out the traffic flow. There is a need to join all this up, so that different routes can be encouraged.
- It is difficult to have an impact on air quality locally, especially on traffic aspects and it does require a London wide approach. There is currently consultation on an ultra-low emissions zone in the congestion charge zone. Lewisham has expressed support for this and has advocated expanding this ultra-low emissions zone, along with a number of other boroughs on the edges of the proposed zone. The ultra-low emissions zone will require a political decision due to the impacts of it.
- 85% of the borough is in a 20 mph zone already, under the borough wide 20 mph proposal only TfL roads will be exempt.
- Officers will need to work with traffic police around enforcement as there will not be extra capacity to enforce the 20 mph limit, it will be the same capacity as for enforcing current limits. The aim is for roads to be self-enforcing, the key to which is to make them feel like they are 20 mph roads and for drivers to adjust their speed. One issue is that some roads currently don't feel like 30 mph roads and have speeding issues.
- Officers are identifying roads where they think there might be problems with the new limit and targeting these areas where compliance is a problem for enforcement and improvement. There will be an audit of road signs to ensure there is clear and appropriate signage of the new limit.

- The current timetable will have the new limit in place by summer 2016, although there will be further work around enforcing and taking remedial action after this point.

5.4 The Committee then discussed a number of points:

- The need to look at roads and infrastructure in order to properly cater for cycling.
- The communication of routes and the availability of different and quieter routes to cyclists is important.
- School Travel Plans should be realistic about how children, especially younger children, will get to school. Younger children will often need to be taken into the school building itself by parents.
- Air quality and the perception of poor air quality due to heavy traffic, can have an impact on the willingness of people to walk or cycle to places.
- If young people start cycling at an early age they are more likely to cycle for life.
- The cost of buying a bike, especially the need to upgrade a bike quite regularly for children, can be an impediment to increasing cycling. A scheme that offers recycled bikes at a reasonable price could be a way of dealing with this issue.

6. **Select Committee work programme**

Resolved:

The Committee agreed the work programme.

7. **Items to be referred to Mayor and Cabinet**

7.1 There were none.

The meeting ended at 9.30 pm

Chair:

Date:

Agenda Item 2

Committee	Sustainable Development Select Committee	Item No.	2
Title	Declarations of Interest		
Wards			
Contributors	Chief Executive		
Class	Part 1	Date	20 January 2015

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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Sustainable Development Select Committee			
Title	Modern Roads Review – Evidence session	Item No.	3
Wards	All		
Contributors	Scrutiny Manager		
Class	Part 1	20 th January 2015	

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 reports attached 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.
- 3.2. The Committee considered and agreed a scoping report 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 second evidence session of the Review, following on from the Committee's meeting on the 9 December 2014.

4. Witnesses for the Second Evidence Session

- 4.1. Witnesses for the second evidence session for the 'Modern Roads Review' have been invited from the following organisations:
 - 20s Plenty For Us

- Living Streets
- Lewisham Cyclists
- London Air Quality Network

5. Report from '20s Plenty For Us'

- 5.1. Please see attached at Appendix A, a report from '20's Plenty For Us'.
- 5.2. 20's Plenty For Us is a small community-based organisation with almost 250 branches across the UK which campaigns for slower speeds in cities, towns and villages and 20mph speed limits in particular, as well as a fairer balance between people and motor vehicles.
- 5.3. 20's Plenty For Us will be represented at the meeting by Jeremy Leach, London Campaign Co-ordinator.

6. Further implications

- 6.1. 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.

London Borough of Lewisham – Sustainable Development Select Committee

Introducing a borough-wide 20 mph speed limit – Submission by 20's Plenty For Us

Introduction

We would like to thank the London Borough of Lewisham for asking 20's Plenty For Us to submit comments about the opportunity that 20mph speed limits offer. 20's Plenty For Us is a small community-based organisation with almost 250 branches across the UK which campaigns for slower speeds in our cities, towns and villages and 20mph speed limits in particular and a fairer balance between people and motor vehicles. We would like to provide some information in relation to the following issues that have been raised about 20mph limits in the scoping paper:

- 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

Overall we would note that the principle task in Lewisham just as across the whole of the capital is to make our main roads safer. Lewisham along with many other boroughs has made great strides in reducing casualties on its more residential roads but 74% of all road casualties across London and 77% of casualties in Lewisham occur on roads that are classified as A or B roads.

1) Potential Benefits

There are 3 principal areas in which slower speeds and 20mph speed limits can be of value:

- **Casualty Reduction.** Reducing urban speeds to a maximum of 20mph is widely recognised as reducing casualties by almost a half. The definitive study in 2009 on the impact of 399 20mph zones across London over a 20 year period by the London School of Hygiene & Tropical Medicine¹ found that they delivered a 42% fall in levels of road casualties. Bringing in 20mph speed limits alone is able to deliver around a minimum 20% reduction in road casualties with declines in casualties of 22% in Portsmouth, 25% in Warrington, 56% in Newcastle and 46% in the County of Lancashire when 20mph speed limits (alone) were introduced.
- **Public Health.** 20mph limits are associated with higher levels of walking and cycling and active travel more generally. Research into the impact of 20mph zones² has found that levels of walking and cycling rose significantly when vehicle speeds are reduced. More recently, research which accompanied the introduction of 20mph speed limits in Bristol in 2009 identified a mean of a 23% increase in levels of walking and a 21% increase in cycling.
- **Improved Quality of Life.** 20mph speed limits deliver (directly and indirectly) lower levels of air pollution and lower levels of noise pollution and a street environment that is less intimidating for those who walk and cycle.

¹ <http://www.bmj.com/content/339/bmj.b4469>

² <http://www.panh.ch/hepaeurope/materials/HEPA%20Walking%20and%20Cycling%20Strategy%20.pdf>

The good news is that potential dis-benefits from slower speeds such as longer journey times or increased levels of air pollution have not been found to be significant.

Air Pollution. The most significant study into the relationship between 20mph and air quality appears to have been done for the City of London in its investigation about whether to adopt a 20mph speed limit. The City commissioned a study by Imperial College³ specifically to look at the “estimated impacts on vehicle emissions of a 20mph speed restriction in central London” and stated in their conclusions (on page 7) that “The study concluded that it would be incorrect to assume a 20mph speed restriction would be detrimental to ambient local air quality, as the effects on vehicle emissions are mixed”.

Impact of Journey Times. In an urban environment a 20mph limit has a negligible impact on journey times and does not significantly alter trip lengths or inconvenience drivers. It is the number of and duration of the stops on a journey that tend to dictate the length of a journey in an urban setting and constant 30mph is rare due to bends, junctions etc. There are two good short video examples of this at:

<https://www.youtube.com/watch?v=tSU6gMpSWww>

https://www.youtube.com/watch?v=pW_fyuybDYw

In addition, rather than being negative to the local economy, slower speeds encourage people to use their local shops and services more frequently (as walking and cycling become relatively more attractive as modes of travel). Those who walk to shops spend the largest amount overall as they visit local retailers the most frequently (and this far outweighs a slightly lower spend per visit).

2) Potential limitations

- A big change in the past 2 years has been the position of 20mph on the TfL managed TLRN. The rise in (cycling and pedestrian) casualties in 2011 coupled with the work of the Mayor’s Roads Task Force and its creation of typologies that lean a more towards “place” and less towards “movement” have led to a greater acceptance of the idea of 20mph on parts of the TLRN.
- TfL’s policy on 20mph has changed significantly in relation to both the support that they are prepared to give to boroughs who are wishing to implement 20mph limits and their preparedness to introduce 20mph limits on the TLRN.
- There are a number of recent policy papers which now specifically support 20mph. These include:
 - TfL/GLA Safer Streets for London Road Safety Action Plan⁴
 - Mayor of London Vision from Cycling⁵ from March 2013
 - Pedestrian Safety Action Plan for London⁶ from the GLA and TfL (adopted in July 2014)
 - TfL/GLA Cycle Safety Action Plan⁷ published in November 2014
 - The April 2014 report on pedestrian safety from the GLA Transport Committee entitled *Feet First – Improving Pedestrian Safety in London*⁸.

³ <http://www.cityoflondon.gov.uk/business/environmental-health/environmental-protection/air-quality/Documents/speed-restriction-air-quality-report-2013-for-web.pdf>

⁴ <https://www.tfl.gov.uk/cdn/static/cms/documents/safe-streets-for-london.pdf>

⁵ <http://www.london.gov.uk/sites/default/files/Cycling%20Vision%20GLA%20template%20FINAL.pdf>

⁶ <http://www.tfl.gov.uk/cdn/static/cms/documents/pedestrian-safety-action-plan.pdf>

⁷ <http://www.tfl.gov.uk/cdn/static/cms/documents/cycle-safety-action-plan.pdf>

- TfL are, therefore, much more open to looking at 20mph on the Red Routes especially when they know that boroughs are keen to introduce 20mph limits on their own network. They are encouraging boroughs to commence the dialogue with them at an early stage to ensure that 20mph limits on borough roads can be implemented at the same time as on the appropriate TLRN routes (exactly as occurred in the City of London with the trials of 20mph on 2 of the City's 3 TLRN routes which began in July 2014). Their criteria will be that the road should be appropriate for the introduction of a 20mph limit (eg excluding dual carriageway roads). The example below is from Camberwell town centre where a 20mph limit was introduced on the A202 in summer 2014.



3) Enforcement

This is probably the issue that is most discussed in relation to the implementation of 20mph limits. A number of factors which are described more fully below have led to enforcement now having far more priority than it has had in recent years.

A. Development of ACPO Policy. It is now the clear policy of the police to enforce 20mph limits following the change of guidance from Association of Chief Police Officers (ACPO) in October 2013 (<http://www.acpo.presscentre.com/Press-Releases/ACPO-marks-refreshing-of-speed-enforcement-guidance-26e.aspx>)

"The principal alteration to our guidance relates to areas under a 20 mile-per-hour limit. Enforcement will be considered in all clearly posted limits, but limits are only one element of speed management and local speed limits should not be set in isolation. Deliberate high harm offenders will always be targeted and they will be prosecuted."

B. Enforcement in London. Enforcement of 20mph limits is occurring in London. Since the City of London adopted their authority-wide 20mph limit in July 2014, the City of London Police have been issuing fixed penalty notices. The City of London Police is, however, a different force from the Metropolitan Police. In Islington where all borough roads became 20mph in January 2013, compliance with the 20mph limit was undertaken initially through "advice" by police but this position has changed since October 7th 2014, when the Metropolitan Police in Islington began to fine drivers for exceeding the 20mph limit.

http://www.islingtongazette.co.uk/news/drivers_breaking_islington_s_20mph_limit_to_be_fined_for_the_first_time_tomorrow_1_3796635

This combination of enforcement and advice to encourage compliance (see Community Roadwatch below) is now being undertaken regularly and systematically in Islington⁹.

⁸ <http://www.london.gov.uk/mayor-assembly/london-assembly/publications/feet-first-improving-pedestrian-safety-in-london>

⁹ http://www.islingtongazette.co.uk/news/crime-court/police_and_public_to_join_forces_and_enforce_islington_s_20mph_limit_in_uk_s_first_community_speed_watch_1_3863589

C. Road & Transport Policing Command. The Metropolitan Police has set up the 2,300 officer strong Road & Transport Policing Command and this became operational from 1st December 2014. At the Road Danger Reduction & Enforcement Conference of 1st November 2014, Sergeant Simon Castle confirmed Metropolitan Police support for enforcement of 20mph limits and the role that the newly established command would play in that.

D. Enforcement – Local Level. The ward panel has the capacity to set policing priorities and enforcement of speed limits can be a priority. The tweets of the local Sergeant in the Caledonian ward from around September 23rd illustrate the role of the ward team.
<https://twitter.com/MPSCallySgt>

E. Community Roadwatch. It is no longer the police alone who play a role. The newly established Community Roadwatch in London is empowering local communities to play their part in encouraging compliance with training and support from the police. TfL is now trialling an initial phase of Community Roadwatch in Southwark, Islington and Lambeth with a planned roll out across London boroughs by the end of 2015.
<https://www.tfl.gov.uk/corporate/safety-and-security/road-safety/community-roadwatch>

4) Informing Local People

- This is a key part of getting people to buy into the idea of 20mph limits and ensuring that they feel that the new limit is being introduced to benefit them as a resident rather than as a restriction on their freedom.
- 20's Plenty suggests that, as well as the costs of installing signage, around 10% of the budget is put aside for communication. A good summary of the kinds of soft measures that can support the introduction of 20mph limits and their impact is available in the Delivering Soft Measures to Support Signs-only 20mph Limits¹⁰ report from June 2012.
- Really good work was done in Liverpool to accompany the introduction of the 20mph limit there which included joint promotional work between young footballers from the Everton and Liverpool football clubs (!) thus emphasising the value of 20mph limits to younger drivers. Examples of this work can be seen at:
 - <http://www.baytvliverpool.com/vod/?vid=CBV5135c60108b59>
 - <http://www.the20effect.com/latest-updates/>

5) Costs of Implementation

- 20's Plenty has a rough rule of thumb of a cost of £3 per resident to introduce area-wide or borough-wide 20mph speed limits with the vast majority of the spend going on signage with other costs for promotion/communication, traffic orders and consultation.
- Implementation costs have been dramatically reduced with recent changes to regulations that no longer require 20mph limit signs to be lit. A major element of signage costs can be the need to sign the entrance to streets and roads with a 20mph limit. Thus if a main road is omitted from a scheme the signage costs (along with the associated clutter) will be far higher as every side road will require a sign to denote the change to from a 30 mph limit to a 20 limit. Wide-area/borough-wide schemes with few exceptions lead to lower costs and great consistency for residents and motorists alike.

¹⁰ <http://www2.uwe.ac.uk/faculties/BBS/BUS/Research/BSMC/20mph%20Research%20Findings.pdf>

6) London Boroughs

The latest public position of the London boroughs is that at least 8 London boroughs have adopted or are planning to adopt borough-wide 20mph limits on all the roads which they manage and a further 3 have adopted or pledge to adopt 20mph on all residential roads. These are outlined as follows:

A. Borough-wide 20mph Limits. A number of the London boroughs have moved towards borough-wide 20mph speed limits. These are:

- **Islington** implemented a 20mph speed limit on all the roads it manages in January 2013 through a mix of large signs, small repeater signs and 20mph roundels in the carriageway. As of 7th October 2014, the police started to enforce against those exceeding the 20mph limit.
- **Camden** implemented a policy of borough-wide 20mph speed limits on all on its borough roads in December 2013.
- **City of London.** An authority-wide 20mph speed limit came into force on 20th July 2014. All TfL controlled Red Routes are also included except for Upper and Lower Thames Street and the Tower gyratory which remain 30mph. Enforcement of the limit is being undertaken by City of London Police.
- **Southwark.** 20mph was adopted by full Council and approved by Cabinet for implementation. All roads (including main roads) will be 20mph by the end of 2014. Southwark have asked TfL to consider which of its Red Route roads in Southwark can become 20mph.
- **Lambeth.** Plans to move to 20mph on borough managed roads with implementation in 2015/16. Working with TfL on including appropriate Red Route roads.
- **Hackney.** On 29th January 2014, Hackney announced that it would be rolling out 20mph across the borough's main roads. The first tranche would be implemented between December 2014 and March 2015 with the remainder implemented by March 2016.
- **Lewisham.** The Mayor of Lewisham Sir Steve Bullock announced on 11th June 2014 that all of the roads in the borough will be subject to a 20mph limit.
- **Tower Hamlets.** October 2014 consultation on 20mph borough-wide speed limit. The results of this are likely to be known in early 2015. Working with TfL on including appropriate Red Route roads.

B. Position is Between 20mph on Residential Roads and Borough-wide 20 Limit

- **Waltham Forest** has a commitment to 20mph on all residential roads and in all residential areas and, as part of its Cycle Action Plan, appears to commit to a borough-wide 20mph limit.
- **Haringey.** Summer 2014 Cabinet adopts policy of 20mph on all residential roads and in town centres. Arterial roads remain 30mph. Traffic orders implementing the policy will be being issued in autumn 2014.

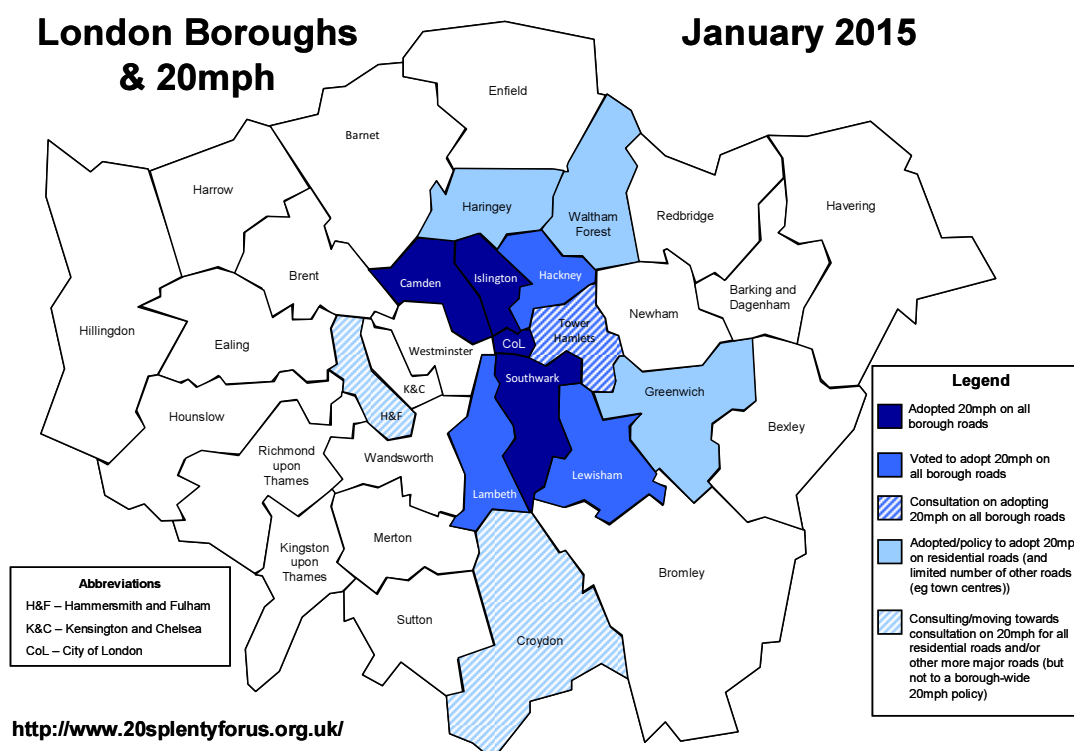
C. Residential Roads

- **Greenwich** has committed to 20mph (to be implemented over time via zones) on all its residential roads.

D. Amending Policy Towards 20mph Limits

- **Croydon.** September 2014 Council Scrutiny Committee investigates move towards 20mph on residential streets and some other roads (but excludes arterial A roads).
- **Hammersmith & Fulham.** Consultation begins in April 2015¹¹ on a programme to roll out 20mph limits to all residential roads between 2016 and 2018.

The current position of the London boroughs in terms of policy towards 20mph limits is summarised as:



We would once again thank you for encouraging and allowing this submission.

Jeremy Leach London Campaign Co-ordinator 20's Plenty For Us – 7th January 2015

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Email: jeremy.l@20splentyforus.org.uk;
www.20splentyforus.org.uk

¹¹ http://www.lbhf.gov.uk/Directory/News/Have_your_say_on_20mph_plan.asp

Agenda Item 4

Sustainable Development Select Committee			
Title	Lewisham Future Programme	Item No.	4
Wards	All		
Contributors	Scrutiny Manager		
Class	Part 1	20 th January 2015	

1. Purpose of paper

- 1.1. The Sustainable Development Select Committee has agreed to receive additional information from the budget savings proposals for 2015/16 arising from the Lewisham Future Programme.
- 1.2. This report and appendices, coupled with evidence provided at the meeting, will provide information for the Committee to discuss the savings proposals.

2. Recommendations

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

3. Background

- 3.1. At the Sustainable Development Select Committee meeting of 30 October, the Committee received the budget savings proposals for 2015/16 arising from the Lewisham Future Programme.
- 3.2. It was agreed that the Committee would receive additional information at its 20 January 2015 meeting for the following budget savings proposals:
 - E1: Structural re-organisation of the Regeneration & Asset Management division
 - H1: Restructuring of enforcement & regulatory services
 - N1: Reorganise environmental services, close and cease to maintain a number of small parks
 - N2: Street sweeping

4. Reports on the Budget Savings Proposals

- 4.1. Please see attached reports on:
 - 'H1: Restructuring of enforcement & regulatory services'

- 'N1: Reorganise environmental services, close and cease to maintain a number of small parks'

4.2. Information on 'E1: Structural re-organisation of the Regeneration & Asset Management division' and 'N2: Street sweeping' will follow prior to, or at the meeting.

5. Further implications

5.1. Any specific financial, legal, environmental or equalities implications will be addressed within the attached reports.

Sustainable Development Select Committee		
Report Title	Restructuring of Enforcement and Regulatory Services – saving proposal H1	
Key Decision	No	Item No. 4
Ward	All	
Contributors	Executive Director For Community Services	
Class	Part 1	20 January 2015

1. Background

- 1.1 This report provides an update to members of the Sustainable Development Select Committee regarding savings proposal H1- Restructuring of Enforcement and Regulatory Services.
- 1.2 At the 30 October 2014 meeting of The Sustainable Development Select Committee and the 3 November meeting of the Safer, Stronger Communities Select Committee various further details were requested in relation to saving proposal H1 including any matters arising from staff consultation. This report is an update following this this request and includes information in response to specific questions asked.
- 1.3 The Mayor & Cabinet meeting of 12 November 2014 asked that proposal H1 be resubmitted on 11 February 2015 for final decision updating on consultation and having been further considered by the relevant Select Committees.

2. Updates

What would be different against each separate service area in the proposed model?

3. Update

- 3.1 The following table attempts to capture some of these; however there will be some things that might not be apparent at this stage. The proposed new model is intended to equip the remaining officers with the ability to undertake a wider range of activity after appropriate training and to ensure that statutory responsibilities can continue to be addressed. We are adopting problem solving and intelligence actions but we still aim to tackle the main problems although invariably with less staff; it is proposed that a reduction in overall staff numbers will be mitigated by increased flexibility.

- 3.2 Problem solving has become a tested model of working in tackling anti-social behaviour. In partnership with the Police this approach has allowed us to work with less staff – but in a more targeted and responsive way. The intention is to develop this way of working across the different service areas that have been brought together and an intelligence based method of working is already being piloted in Trading Standards.

Service area	What will be different
Anti-Social Behaviour	<p>Reduced preventative offer – i.e. safety advice sessions/ delivery of ASB, knife crime, cyber bullying and hate crime in schools and youth clubs.</p> <p>Reduced crime prevention roadshows</p> <p>Maintain surgeries in locations where problem solving profiles/ geographical issues are being dealt with under the risk matrix – this will mean other areas may not get a regular surgery.</p> <p>Cease delivering youth shoplifting awareness course</p> <p>Reduce work in relation to things like property marking/ helping people log phones/ electronic items etc.</p>
Licensing	<p>No dedicated officer to deal with licensing matters but a wider pool of trained staff to do this. A wider range of issues can be addressed during a single visit.</p> <p>More available staff to attend and support the Licensing Committee. A licensing ‘lead’ officer will be nominated to ensure consistency & co-ordination is maintained.</p> <p>Routine premise visits will be replaced by more targeted visits – visits will be predicated on risk/ Intel/ issues of non compliance</p>

Public health and Noise Nuisance	<p>Noise nuisance complaints will be assessed & responses prioritised. Officers will be deployed to visit out of hours noise 'hotspots' when required on a programmed intelligence basis. Greater use of information & evidence from partner agencies to support action will be made where possible along with increased use of pre-emptive noise abatement measures</p> <p>Drainage & matters relating to filthy & verminous conditions at private premises will be addressed with support from Food & Safety team as necessary. A vigorous system of prioritising case work will be applied</p>
Trading Standards	<p>There will be reduced service delivery and services will be provided by reference to a newly developed service risk/intelligence matrix. This may mean that individual consumer complaints will not be investigated and that where appropriate, greater use of advisory measures will be made in cases relating to counterfeit goods and product safety. Whilst we will seek to maintain some level of support to residents vulnerable to doorstep rogue traders & mass marketing scams it is likely that preventative work will be scaled down.</p>
Food Safety and Hygiene	<p>Still meeting the requirements of the FSA as most practicable. Priority will continue to be given to meeting the Food Standards Agency prescribed requirements relating to the inspection of food premises. We will seek to ensure that infectious disease etc. notifications are responded to.</p>

Health and Safety	<p>Significant health & safety incidents will continue to be investigated. This team will also undertake duties relating to special treatments licensing as many requirements are health & safety related.</p> <p>In addition to undertaking duties relating filthy & verminous conditions at commercial premises, this team will also support Public Health & Nuisance team with such matters at residential premises</p>
Environmental Protection	<p>Whilst there will be fewer staff, lead officers for each of noise, contaminated land & air quality will be identified in order that statutory strategic requirements can continue to be addressed. This service will continue to provide specialist comment & advice on large scale planning developments but detailed input to medium and smaller scale developments will be reduced with greater reference being made to planning policy documents.</p>

4. ***What is the data in relation to noise call outs / officer availability/ peak periods/ cost of current noise service/ what consideration has been given to the impact and the service needs to be more resident focused.***

5. **Update**

5.1 For clarity, the new proposed model is not to lose any specific function, but to realign the functions and enable officers to be multi-faceted and work across a number of enforcement agendas. The noise service as it exists currently is only available until Midnight Mon- Thurs and until 3am Friday–Sundays therefore the service is not able to tackle issues that rise outside of these hours. If a call comes in outside of these hours, the switchboard would take details and pass the information on.

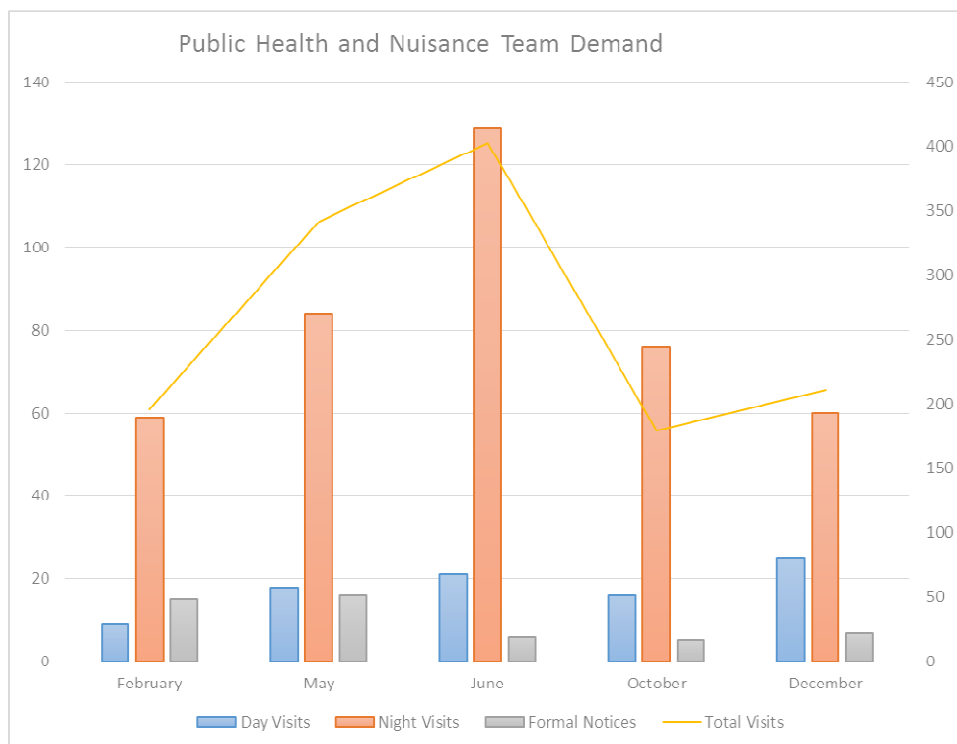
5.2 The service is also restricted by the number of officers it has and their ability to cover all shifts/ rotas. Police support may also be required on occasion but may not always be readily available. Officers are required to attend in pairs for safety and evidential reasons and in some instances require the police to accompany them dependent on the issue. Although instances of the service having to be suspended due to sickness and other issues are rare, service capacity means it is not always possible to provide the prompt response assumed & arguably not all matters require immediate attention.

5.3 The current cost of the bespoke service that deals with noise nuisance including overtime is up to £510K per annum.

Env Enforcement 2014 - 2015	April	May	June	July	August	September
Data Required	Number	Number	Number	Number	Number	Number
Total No. of noise nuisance complaints received	201	342	403	453	469	366
No of complaints receiving a visit	101	253	246	296	362	285
No. of <u>noise</u> notices issued	8	4			11	
No. of <u>noise</u> prosecutions	1	0			0	

5.4 Data accurate to September 2014: Public Health and Nuisance Team

When plotted, the demand appears as follows:



5.5 It is to be noted that there are questions about the reliability of this data due to data entry issues.

5.6 The real issue is not the number of demands for service at night – or “out of hours” – but rather whether the staff deployed could perform an effective out-of-hours action as a result of the call and whether its nature justifies an immediate response visit.

5.7 Anti-Social Behaviour

5.7.1 Hub Solutions, the IT performance tracking system that supports the Neighbourhood Community Safety Service has been having problems so a full dataset was not available in time for this report.

5.7.2 There had been 20 major long-term “Problem Solving Profile” (PSP) pieces of work. The Service gets between 150-250 calls + emails a week from residents seeking advice and action in relation to ASB or Crime problem. Some of these become cases, while others are people who ring us to progress other issues as the service has been advertised widely. The number of ASB cases in 13/14 was 369.

5.7.3 It is noteworthy, that where there is alarm, harassment or distress being caused by Noise the Police can and will respond.

6. *How can other agencies /RSL s be involved?*

7. Update

7.1 We are certainly exploring how RSLs and Lewisham homes can support the work in all aspects of ASB/ noise and housing. It is important to highlight that we have worked with these bodies over the years and have developed services jointly in relation to CCTV, housing enforcement in relation to adding in requirements to tenancies' that assist in tackling crime, ASB, dogs etc. we will build on already strong working relationships to further develop services in this area.

8. What is the current level of fines and usage?

9. Update

9.1 The level of fines used in the services impacted by these reductions is minimal – there are a range of enforcement tactics that we can employ and we use those that are most proportionate and appropriate for the issues at hand. We use a significant amount of mediation and neighbour dispute resolution techniques, as well as lower level compliance encouragement tools such as Acceptable Behaviour Contracts.

9.2 Where formal enforcement and legal action is taken these result in some successful outcomes in relation to seizures of large amounts of illegal tobacco for example – however often the courts do not give the Council any compensation just costs. We will be working to develop better processes for us to be able to recover POCA – Proceeds Against Crime Act money – which upon a successful operation and seizure the Council can receive a proportion of the value of the items seized. It should be noted that a significant number of matters are resolved informally e.g. Trading Standards seizures of small quantities of illicit tobacco & alcohol are normally dealt with by voluntary surrender and written warning & subsequent monitoring of the premises at which they were discovered with a view to stronger action if a repeat breach occurs.

9.3 The Committee asked specifically in relation to fines and enforcement for business waste specifically. The committee were advised that this service area was not currently within the scope of the proposals being discussed. Officers in these service areas work closely with officers in the service areas within this proposal where appropriate to jointly tackle issues and concerns related to trade waste/ non-compliance.

10. Further Information

10.1 In addition to the referral responses above, officers would like to present a range of additional information.

10.2 This further information outlines the proposed revised principles and structure covering the following current areas of work:

- Crime reduction service
- Environmental protection
- Food safety
- Health and Safety
- Public Health & Nuisance
- Licensing
- Trading standards

It does NOT include:

- Building control and planning
- Housing enforcement e.g. Rogue Landlords
- Clean streets & markets enforcement

11. Rationale for the proposed changes

- 11.1 The Council is committed to “making Lewisham the best place to live, work and learn”, and to providing a cohesive, efficient and effective front line service that enables residents to feel safe with low levels of crime and anti-social behaviour. The Council does however have to reduce its expenditure by approximately £95 million over the next three years. Service areas listed above have been asked to identify £800K reduction in spend.
- 11.2 In identifying these proposals, consideration has been given to the Council’s well established principle of achieving greater accountability and efficiency through flatter managerial structures and intelligent resource allocation of staff.
- 11.3 The options considered have also taken regard of what is currently delivered and what impact changes would have on residents, and clarifying what the current offer is and what it is not.

12. Service Issues

- 12.1 There are a number of statutory requirements which the Council must meet within these areas; however the Level / Frequency/ Amount that needs to be delivered for most areas are dependent on local need and policy. The primary exception is that of food hygiene & standards. The following examples are intended to broadly illustrate the position. It should be noted that the table below is indicative only and it is accepted that other examples of statutory activity exist.

Statutory Area of Activity	Duty of Local Authority
Weights & Measures	Appoint chief inspector and enforce legislation. No level of activity specified
Fair Trading & Product Safety	Enforce legislation and consider certain types of fair trading complaint
Noise	Investigate complaints and serve abatement notice if considered a statutory nuisance
Food Hygiene & Standards	To inspect premises at prescribed frequencies based on risk
Air quality	Periodically review and assess the air quality within their area
Crime and Offender management	Statutory responsibilities to reduce reoffending. S17 to prevent crime and disorder.
Anti-Social Behaviour	New duty to develop a Community Trigger protocol for ASB, advertise and implement. ASB & Policing Act 2014
Domestic Violence	Duty to implement a Domestic Homicide Review (DHR) following any domestic homicide. Includes duty to appoint independent DHR Chair and report back to Home Office

- 12.2 There are some areas which require a specific qualified officer to deliver/ enforce including Food Safety and Weights and Measures. There are a number of synergies within identified service areas, as well as many ways to join up/ cluster services – however, in order to meet the absolute minimum requirements and attain the savings required, significant changes in roles and service activity is proposed.

13. The Proposal

- 13.1 What is currently undertaken?

The following is an illustration of the kinds of work the services undertake:

<p>Inspections of all premises serving/selling food (e.g. restaurants, retailers) for hygiene and food standards requirements</p> <ul style="list-style-type: none"> - frequency is specified by FSA - Food notices / closures
<p>Anti-social behaviour</p> <ul style="list-style-type: none"> - manage and implement reduction strategies - Investigate and lead partnership activity - Take action <p>A range of legal powers : community triggers, crack house closures, injunctions etc.</p>
<p>Administration and enforcement</p> <ul style="list-style-type: none"> - all applications and compliance checks - I.e. alcohol / late night / <p>Committee requirements</p>
<p>Health and safety</p> <ul style="list-style-type: none"> - obligation to enforce - High risk premises / proactive response - Sports grounds <p>Investigation of workplace accidents</p>
<p>Age restricted goods –</p> <p>Sale of alcohol, fireworks, tobacco, butane lighter fuel to persons under 18</p> <p>Control of illicit tobacco & alcohol, tobacco display</p>
<p>Statutory nuisances. PESTS (identify but not remove), drains, alarms, amplified noise.</p>
<p>Air quality (dust, pollutants)</p> <ul style="list-style-type: none"> - review and assess - 4 air quality monitoring stations
<p>Unauthorised encampments - travellers</p> <ul style="list-style-type: none"> - undertake the initial welfare assessment - Work with police - Agree legal action if Council land <p>Advise others if not council land</p>
<p>Trading standards</p> <p>Dealing with rogue traders such as letting agents & doorstep sellers, consumer, product safety, counterfeit goods.</p>

13.2 Many of these services have reduced over the years in relation to staffing and capacity. Therefore some services may be perceived to be delivering a level of service which they do not.

13.3 Noise nuisance is an example of this:

The noise service as it exists currently is only available until Midnight Mon-Thurs and until 3am Friday – Sundays therefore the service is not able to tackle issues that arise outside of these hours. If a call comes in outside of these hours, the switchboard would take details and pass the information on.

13.4 The service is also restricted by the number of officers it has and their ability to cover all shifts/ rotas. Police support may also be required on occasion but may not always be readily available. Officers are required to attend in pairs for safety and evidential reasons and in some instances require the police to accompany them dependent on the issue. Although instances of the service having to be suspended due to sickness and other issues are rare, service capacity means it is not always possible to provide the prompt response assumed & arguably not all matters require immediate attention.

13.5 Officers often go to a call and if they do not hear anything make no contact. Where they do hear noise they will seek to enter the premises of the Complainant to gather evidence, If officers do consider that a statutory noise nuisance has occurred, contact will also then be made with the alleged perpetrator if it is considered safe and practical to do so. A letter is sent the following day to the perpetrator of the noise whether heard or not.

14. It is proposed that the Principles to be adopted include:

- Paying regard to the actual statutory requirements of delivering the function & being realistic about the amount of activity actually required
- Risk and intelligence based approach
- Establish a minimum acceptable level of routine operations
- Use intelligence and risk assessment to determine necessary 'surge' capacity and capabilities in the main, whilst giving due consideration being given to a reasonable base level of service.
- Limited prevention / proactive service
- A flexible multi skilled team able to provide current and future requirements of an enforcement service
- Focus on harm / harmful premises/ harmful goods and premises across all areas specialist and non specialist: a focus on hazards
- A single point of contact for businesses / public – not have multiple visitors / officers dealing with single issue matters. This is consistent with the government's "better regulation" agenda as it should lead to better co-ordination of action.
- Ensure that officers use a wide range of powers and enforcement tactics to tackle and get resolution to an issue.

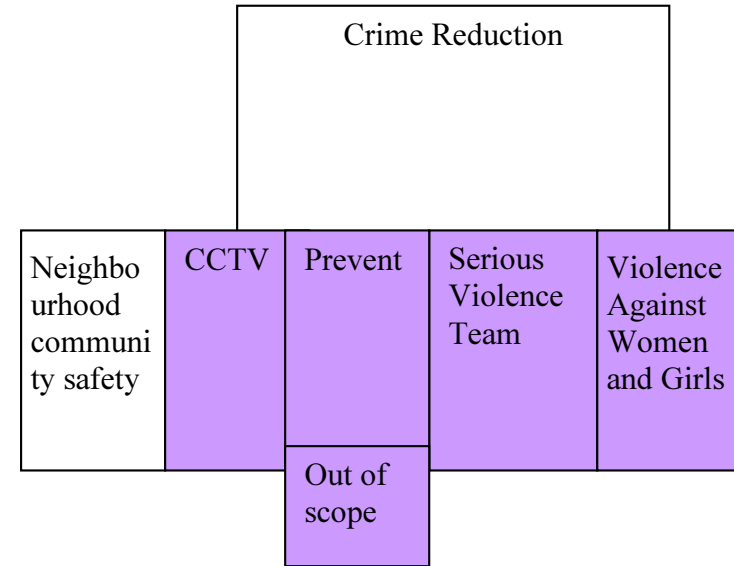
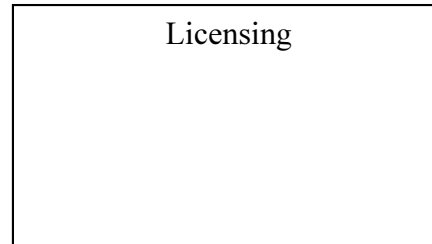
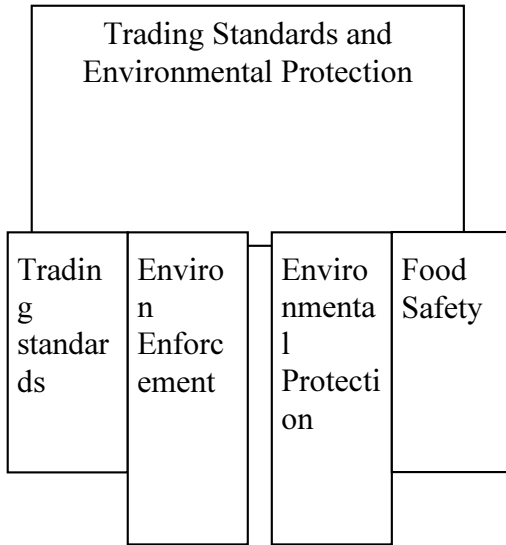
15. What will be different:

- Officers will need to be skilled in a wider range of areas – more multi-faceted staff dealing with more issues – breadth of specialism that does not require specialist qualifications. Roles that require a specialist qualification will be maintained at a reasonable minimum level but with regard to local need.
- Focus and target resources– i.e. changes in night time noise response matching the service to real need more closely than currently – discussions with partner agencies about out of hours response where alarm, distress or harassment is being caused.
- Change in enforcement policy to focus on an intelligence led and risk based model – with consideration given to randomised checking at medium/ low risk for test purposes where considered justifiable, in identified problem areas or as a part of a wider Partnership operation
- A reactive service that is less focused on pro-active routine inspections, unless intelligence suggests otherwise
- A reduction in the number of staff delivering these functions

16. Possible models - FUNCTIONS not PEOPLE or POSTS :

Option 1

Maintain the current set up – requiring reductions in each area.



Option 2

Cluster business regulatory services together and multi skilled enforcement services, for example as follows.

Food safety
Health and Safety
Licensing

Neighbourhood Community
Safety
Licensing
Trading standards
Public health and Nuisance

Environmental Protection

Option 3

Cluster specialist Environmental Protection provision and multi skilled public realm enforcement

Food safety
Health and Safety
Environmental Protection
Public Health Nuisance
including Drains/ Pests
Licensing

Neighbourhood Community
Safety
Licensing
Trading Standards
Noise Nuisance
Public Health Nuisance
including Drains/ Pests

There are options to organise service delivery by geographical clusters' – i.e. North, Central , South, but retaining flexibility to deploy staff wherever required.

17. Options considered:

- 17.1 Option 1 would merely mean silo reductions and trying to maintain distinct services areas with significantly reduced staff – in already small teams. The reality of being able to deliver services with the smaller numbers in some areas would be impossible.
- 17.2 Option 2 would merge services into a business hub, multi skilled enforcement hub and an environmental protection hub. This will result in a reduction in staff but would not address senior management posts.
- 17.3 Option 3 would develop a dedicated service around Environmental Health / protection provisions in the main and a Flexible multi skilled public realm enforcement service with the ability to deploy a range of enforcement activity in relation to public nuisance and other unlawful or dangerous public and business behaviour.
- 17.4 Activity levels will follow a risk based/ intelligence led model with “routine” checking curtailed to problem areas or joint operations. There will need to be some checks and balances of medium and low risk areas on a ‘sampling’ basis to ensure compliance – but focus will be the high risk/ greatest harm areas/ premises.
- 17.5 A change in the night time service primarily for noise and licensing will mean a reduced regular ‘routine’ service – but flexibility to deliver an ‘out of hours’ service is required where risk and intelligence identifies a need.
- 17.6 A criteria and agreement around what cases will progress to legal enforcement will be developed for clarity in identifying tools/ powers and options and costs. A dedicated budget will need to be identified for this along with a case prioritisation system.
- 17.7 Maintaining posts that require specialist qualifications in food safety are prioritised. Other qualification posts will be maintained at reasonable minimum levels with regard to local need, seeking to purchase in the service if required.
- 17.8 All posts in the multi skilled public realm enforcement service will receive delegated powers across the whole remit of the service area where legally possible and it is hoped to retain a core of specialist knowledge to underpin this new approach. Lead officers will be identified for Trading Standards, Licensing, Community Safety & Public Health & Nuisance respectively.
- 17.9 Work will be undertaken to ensure that any first response to residents/ businesses is reassuring, supportive and enabling further action to be taken if required.

18. Outcomes being sought to achieve include:

- Improving outcomes and finding resolution for residents and the community.
- improved use of officer time and ability to deliver across a range of enforcement and regulatory services
- improved public health outcomes in relation to food & other product safety and in the quality of the environment
- focus on high risk / persistent problems/ issues/ areas
- maintaining service input to the redevelopment process to influence air quality and address contaminated land and strategic noise issues.

19. Phase 2 – to further explore options around outsourcing / buying in aspects of the provisions/ joint delivery with other Boroughs

20. Issues Raised from staff consultation

Staff consultation began on the 18 November 2014 with written responses being completed by the 9th January 2015.

The following are an illustration of the issues being raised:

- It is not possible to deliver what is being expected within the new roles and structure - concerns about the wide breadth of knowledge required.
- There has not been sufficient consideration about the requirements and staffing capacity and skills and knowledge within Food Safety, Environmental Protection and Trading Standards teams.
- Concerns about the grading of posts and the process for application / eligibility for new posts under the management of change policy.
- Concerns about the impact, the ability and capacity to deliver statutory services. Full detailed responses will be made to all issues raised. Whilst the above concerns have been noted It is assessed that these issues are not insurmountable nor sufficient to reconsider the delivery model and its fundamental principle of increased service flexibility and adaptability. There has been agreement to amend some of the job descriptions in line with the comments raised by staff during the consultation process

21. Feedback from key partners and stakeholders.

21.1 The proposals have been discussed with a number of key senior stakeholders and partners particularly in respect of the Crime, Enforcement and Regulation aspects with the Community Safety Partnership (Safer Lewisham Partnership), a statutory board as prescribed in legislation.

21.2 The general feedback from partners was that the reductions in service were acceptable based on the financial position. Police specifically noted concerns about the reductions as a strong partnership and delivery model has been developed over the past years which has led to significant reductions in crime and anti social behaviour.

- 21.3 They could see the merits in the proposed model, they supported the changes to out of hours noise nuisance with the note that the police service themselves would be reduced significantly over the coming 3 years.
- 21.4 They were keen to develop further joint ways of working and welcomed the proactive geographical action model, as this would enable police to allocate resources to support activity.
- 21.5 Discussions have also been had with senior officers within the Council where services affected by this reorganisation interface or interact, such as with public health and planning.
- 21.6 All officers recognise the reductions and changes in the staffing and model will impact on their areas and outcomes, but are keen for further discussions to try and find a joint solution to enabling delivery as best as is possible in the current climate.
- 21.7 These senior officers are supportive of the model recognising that greater joined up working and ongoing regular monitoring of the new delivery model will be required to ensure services are meeting statutory requirements.
- 21.8 There is no requirement to consult with the public nor more widely with government bodies, but it was deemed prudent to discuss the proposals with those mentioned above to ascertain any local issues or impact.

22. Legal implications

- 22.1 The statutory nature of many of the activities delivered by the services outlined in this report is recognised. At the heart of the proposed new delivery model is the need to ensure that the Council's statutory obligations are addressed but that we are realistic about what is really needed, about what we can deliver and that enforcement action is targeted and proportionate to the circumstances. In most cases the level of statutory activity required is not explicitly set out which implies that it is for the Council to exercise their discretion on levels of local provision.

23. Financial implications

- 23.1 The proposals in this report are aimed at delivery of the £800k saving for the 15-16 financial year that was agreed as part of the Lewisham Future Programme-2015-16 Revenue Budget Savings Report which went to Mayor and Cabinet in September 2014. The saving of was agreed in principle subject to the relevant staff and public consultation. The savings options proposed have been developed to achieve the financial saving required whilst recognising that the proposed financial saving will mean a reduction and change to the current service delivery model. The potential redundancy costs that will arise from the service delivery changes have been agreed in principle by ER/VR panel.

24. Crime and disorder implications

- 24.1 A significant element of the proposals have a direct impact in crime and disorder. With reduction in service capacity there are likely to be elements of current provision which will not continue such as proactive crime prevention work.
- 24.2 The proposed model of enabling staff to be multi faceted in terms of enforcement gives the potential for officers to directly resolve issues using a wider range of provisions and powers that is currently the case.

25. Human Rights Act implications

- 25.1 There are no specific implications arising from this update.

26. Equal opportunities

- 26.1 The attached equalities analysis assessment (EAA) outlines the information on staffing as the current structures exist. A further EAA will be undertaken post reorganisation.

27. Environmental implications

- 27.1 There are implications in respect of environmental protection services and some aspects of public health and nuisance provision. Changes in the way these services will be delivered may have an impact on the environment. Close work with relevant local and national bodies in respect of these impacts will be required to ensure Lewisham's compliance and likely impact on residents into the future.

For further information please contact Geeta Subramaniam-Mooney, Head of Crime Reduction and Supporting People on Geeta.Subramaniam@lewisham.gov.uk

Appendix

Enforcement and Regulatory services Restructure First stage equalities analysis assessment

- 1 This document sets out the first stage for the equalities analysis assessment of the proposed restructure of Enforcement and Regulatory Services. The proposal is subject to consultation with staff and trades unions and so it will only be possible to complete the EAA once that process has completed, and when the proposed recruitment process to the new roles is complete. Until that point it will not be possible to measure the impact of the new structure on particular protected characteristics.

- 2 However, this initial assessment suggests that the equalities impact may be low.

- 3 Subject to the views of affected staff and the trades unions, the proposed restructure will see 64.3 FTE deleted and 39 FTE new posts will be created in the proposed structure. Of the 64.3 FTE's in the current structure, 8 FTE posts are vacant, one of which is filled temporarily. The number of FTE therefore which are proposed to be deleted are 25.3 FTE's (of which eight are vacant). and to create six new roles which will be subject to a selection exercise, ring-fenced to affected staff in the first instance. The Council's HR policies will apply to that selection process, ensuring that this is fair and transparent.

- 4 Of the 57 posts that are affected by the proposed restructure (excluding the vacant posts), the breakdown by grade is as follows:
 - 5 posts (9%) are for staff graded from PO6 and above
 - 49 posts (86%) are for staff graded from P01 – P05
 - 3 posts (5%) are for staff graded SO1 and below.

- 5 The current composition of the workforce in posts that are proposed to be affected by the restructure is as follows.

- 6 By age:
 - 2% are aged 21-25
 - 9% are aged 26-30
 - 16% are aged 31 – 35
 - 18% are aged 36-40

- 12% are aged 41-45
- 12% are aged 46-50
- 19% are aged 51 – 55
- 12% are aged 55 +

7 By gender:

- 47% are women
- 53% are men

8 By ethnicity (where staff have chosen to provide this information)

- 26% are BME
- 69% are White.

9 By disability (where staff have chosen to declare their status)

- 9% are disabled
- 89% are not disabled.

10 By sexual orientation:

- 68% either chose not to declare this information or the information is unknown
- 4% are Gay/lesbian
- 28% are straight/heterosexual

11 As previously, the Council's HR policies will ensure fair and equitable recruitment to the new posts for staff who choose to apply. As such, there are no reasons for assuming that these classifications will vary significantly as a result of the reorganisation. The initial EAA suggests that there will be low/nil impact as a result of the restructure across gender, ethnicity, age and disability.

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Sustainable Development Select Committee		
Report Title	Budget Savings Proposal N1: Reorganise environmental services, close and cease to maintain a number of small parks	
Key Decision	No	Item No. 4
Ward	All	
Contributors	Executive Director For Customer Services	
Class	Part 1	20 January 2015

Budget Savings Proposal N1: Reorganise environmental services, close and cease to maintain a number of small parks

Reducing parks maintenance -

Following an initial consultation meeting with the chairs of our Park User Groups on the 24TH October 2014, officers are meeting the members of the Lewisham Parks Forum (LPF) on the 17th January to discuss the establishment of working groups to investigate the following opportunities to increasing community involvement to help reduce costs.

- Identifying external funding (both capital and revenue) to support volunteering activities as well as improvement projects
- Reducing direct costs by making changes to existing maintenance regimes
- Holding legacy events organised by the User Groups to help support local parks. This could include seeking sponsors
- The LPF to explore alternative management options for open spaces for example trusts and social enterprises

Once this meeting has taken place we will be in a better position to determine the deliverability of the savings for 2015/16

Reducing management and management support costs/posts -

It has already been agreed that the working hours of 2 management posts will be reduced to help deliver the savings target rather than deleting posts entirely.

Consultation on the deletion of 1 management support post has already been completed and, subject to the approval of M&C in February, the post will be deleted on 27th March 2015.

Sustainable Development Select Committee			
Title	High Streets Review: Scoping Paper	Item No	5
Contributors	Scrutiny Manager		
Class	Part 1	Date	20 January 2015

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 High Streets.
- 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 discussion and agreement by the Committee.
- 1.3 The in-depth review process is outlined at Appendix A.

2. Recommendations

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 7 and the timetable, outlined in section 8.
- consider whether it wants to look at the larger high street/town centre developments such as Catford and Lewisham, medium sized high streets such as Blackheath or Forest Hill, or smaller high streets such as at Honor Oak or Brockley – or a combination of the three.

3. Policy context

National Context

- 3.1 Defining exactly what is meant by 'town centres and high streets' can be difficult. However, the British Retail Consortium's report called '21st Century High Streets: A New Vision For Our Town Centres' defined Town Centres as having the following:

- A retailing centre that serves the needs of the local community;
- Leisure, entertainment and cultural facilities
- Public and private sector services
- An employment and business sector
- Accessibility by a choice of transport
- The perception of the local community as their town centre

In respect of High Streets, it defined them as the following:

- Destination/regional/national city centre
- Local town centre
- Neighbourhood
- Market towns
- Historic/cultural destinations

3.2 The present Government has stated that high streets and town centres are facing serious challenges from out-of-town shopping centres and the growth of online and mobile retailing. High streets need to be social places with a vibrant evening economy and to offer something that neither shopping centres nor the internet can match. In May 2011, The Government appointed Mary Portas to lead an independent review into the future of the high street. 'The Portas Review: An independent review into the future of our high streets' was published in December 2011.

3.3 The Portas Review identified the need to put the heart back into the centre of high streets, re-imagined as destinations for socialising, culture, health, well-being, creativity and learning as well as places that will develop and sustain new and existing markets and businesses. High Streets should become places where people go to engage with other people in our communities, where shopping is just one part of a rich mix of activities. A key precursor to the Portas Review was the New Economics Foundation's major campaign entitled 'Clone Town Britain', which tracked the increasing dominance of chain stores in the town centre retail mix and ranked high streets according to the uniqueness of their retail offer. The Portas Review suggested a wide range of measures to help the high street, including funding 24 Portas Pilots and 330 town teams with support from dedicated local experts, to help the Portas Pilots and town teams adapt their high streets to changing consumer behaviour.

3.4 The Government also announced a package of measures after the December 2013 Autumn Statement to support UK high streets, consisting of:

- A new consultation to tackle aggressive parking policies, which harm high streets
- A review of double yellow lines, legislating to allow "grace periods"
- Stopping CCTV being used for enforcement
- Cap increases in parking penalty charges for the rest of this Parliament, with immediate effect

3.5 The Autumn Statement in December 2013 also presented a package of business rates support to help the high street, support for business-led digital town centres and the Government, in partnership with business, would fund £4.7 million of research on e-commerce and digital high streets innovations. There were also proposals to change planning regulations, so that changes to permitted development rights will offer town centres the flexibility they need to adapt existing buildings. The Government stated that they would consult on permitting change of use from retail to restaurants and retail to cinemas, gyms, skating rinks and swimming pools. They will also consult on allowing

installation of mezzanine floors in retail premises where this would support the town centre.

3.6 The Government has also created a 'Future High Streets Forum' that advises Government on the challenges facing high streets and helps to develop practical policies to enable town centres to adapt and change. The Forum's main functions are:

- Helping to accelerate the programme of local mentoring established in response to the Portas Review
- Advising the Government how better use could be made of existing buildings, to bring people back to live in town centres, increasing footfall and supporting shops
- Supporting the expansion of initiatives such as 'Love Your Local Markets' and pop-up shops across the country
- Researching a practical toolkit to help town teams 'futureproof' their high streets
- Exploring solutions to barriers like local parking policy

3.7 The Government also created an initiative to help high streets via a British BIDs-run £500,000 loan fund scheme, to help communities who wish to create a 'business improvement district' overcome prohibitive initial start-up costs. There is also the 'Love Your Local Market' initiative, and a competition was launched in June 2014 to find the nation's best high streets, run by the Future High Streets Forum and the Association of Town and City Management.

Local Context

3.8. The Lewisham's Sustainable Communities Strategy 2008-2020' in the section, 'Improve the quality and vitality of Lewisham's town centres and localities' sets out the following in respect of High Streets and Town Centres:

- Lewisham Gateway has ambitious plans for the future of Lewisham town centre, including replacing the roundabout with a new road layout, opening a new park and attracting a major department store to the area
- Catford town centre will undergo substantial regeneration. This will include transforming the former greyhound stadium into a new housing development and small shops. Catford and Catford Bridge stations will be linked by a new plaza and a new pedestrian bridge over the railway will provide better connections with the town centre
- The Giffin Street development will see the extension of Giffin Square as well as new library and learning facilities and a new home for Tidemill Primary School

The Council will also:

- Support the growth and development of our town centres by working with commercial partners and developers
- Encourage a mix of businesses that reflect the diversity of the borough and its citizens and ensure that our town and local centres are fully accessible for all our communities

- Maximise the use of our town centres as places to engage the local community
- Strengthen Lewisham's economy by continuing to support and encourage the cultural and creative sectors

3.9 The Lewisham Regeneration Strategy also sets out the high level approach to encouraging and supporting local businesses, including high streets. The Implementation Plan 2011-2014 Monitoring Report received by the Sustainable Development Select Committee on 12 March 2014, highlighted a number of achievements in improvements to high streets, such as:

- Highway and footway improvements in Ladywell Village including road narrowing and creating parking for shoppers
- Works to Sydenham high street during 2012 and early 2013 to create a more pleasant environment for pedestrians and shoppers, without adversely affecting the flow of traffic

4. Sustainable Development Select Committee Scrutiny

4.1 The Sustainable Development Select Committee has conducted a number of Reviews, and scrutinised a number of reports in this area over the past few years:

- A Street Trading Review that was published in March 2010, which included recommendations such as looking at controlled parking zones in Deptford near the market, creating a programme of maintenance to improve the streetscape in Deptford, improving the signage and street furniture of the markets, making the markets safer and investigate the feasibility of introducing recycling in the markets
- A report examining local shops and parades in May 2011, which outlined the Council's approach to supporting local shops and parades as well as the powers that local Councils do and don't have in shaping shops
- A review of Business Development in 2013, with the final report sent to the Mayor in July 2013 and a response in October 2013. In the review the Committee recommended that the Council and its partners should continue to be responsive to requests from the community to support with developing neighbourhoods and local high streets as well as other recommendations around working with developers and partners to create incubation space for new businesses and to identify, explore and develop, new 'business clusters' in the borough. In the response it is noted that the Council has adopted the Lewisham Core Strategy which sets out policy at a strategic level for Lewisham and Catford Town Centres, District Centres and other local centre and small shopping parades in the borough

- The Lewisham Business Growth Strategy 2013-2023 was received in December 2013 and was approved by Mayor & Cabinet in January 2014. The Business Growth Strategy has three aims:
 - To boost Lewisham's contribution to the London economy by enhancing the ability of new and existing businesses to thrive and grow
 - To accelerate the expansion of the Lewisham economy by capitalising on major physical regeneration in the borough to create the right environment for business growth
 - To diversify and expand the Lewisham economy by inspiring, nurturing and promoting the creativity and entrepreneurship of Lewisham residents

4.2 The strategy identifies that Lewisham is revitalising and transforming a number of its key town centres. The Council is attracting developer interest and investment which will upgrade the borough's major town centres (Lewisham, Catford and Deptford), strengthen and diversify the retail offer, develop the leisure economy, the night time economy and other non-retail uses. The strategy also identifies that the influx of new more affluent populations into the borough is creating new consumer demands to which town centre businesses can respond. The success of the Strategy will be measured in terms of Lewisham's ability to attract a more diverse range of businesses, increase inward investment, increase the survivability of local businesses and maximise job creation potential.

5. Mary Portas Review Pilot – SEE3

5.1 With respect to the Mary Portas Review, a group of volunteers worked together across Sydenham, Forest Hill and Kirkdale, bid for and won one of 27 Portas Pilot grants in the second round of bidding on 25 July 2012,. The pilot, known as SEE3, had a vision of a high-street where established independent traders are an integral part of the community, new traders bring innovation and further quality, boundaries between retail, culture and community blur, energy of active citizens is harnessed, new ideas are championed and space that is secured for start-up enterprises to develop is readily accessible. SEE3 had five key objectives, which were:

- To test a coherent approach to High Street development in an area of urban sprawl where one neighbourhood merges into another.
- To increase the sustainability of the High Street through layering uses.
- To build on the existing blending of retail and community use to enhance the High Street as a Hub Street and cultural destination.
- To create a fit, agile High Street that can successfully adapt to changing needs.

- To harness and build on our strong active citizenship to enhance the High Street

5.2 The SEE3 pilot was comprised of three key projects:

- Jack and Jill, where two high street shops (one in Sydenham, the other in Forest Hill) were renovated for creative community engagement via exhibitions, showcasing local products, business workshops, pop up events and use as a Town Team base
- The Shop Revolution, which introduced landlords and leaseholders to the concept of ‘meanwhile’ use – short term leases which keep the unit in use between tenants
- Market Makers, which built on the success of the Girton Road car boot sale and the Forest Hill Food Fair to pilot offerings in Sydenham, Forest Hill and Kirkdale with the aim of finding long term tenants for vacant units. By giving traders the opportunity to test market demand for their offering, they are able to refine their business plan before committing to a long term lease

5.3 In addition to these main projects, the pilot also sought to improve signage, encourage people to shop locally and provide support to get more businesses online.

6. Meeting the criteria for a review

6.1 A review into High Streets meets the criteria for carrying out a scrutiny review, because:

- it is a strategic and significant issue
- it affects a number of people living in Lewisham
- scrutiny can add value in this area
- there has been significant work in terms of the regeneration of Catford and Lewisham Town Centres; the Select Committee recently saw the Lewisham Regeneration Strategy Implementation Plan; and there has been a Mary Portas Review Pilot (SEE3) in the borough

7. Terms of reference/Key lines of Inquiry

7.1 The Select Committee, as discussed in the Mini-Scope of 9 September 2014, would need to define what it understands as ‘High Street’, and focus on the key areas it wishes to look at.

7.2 The Select Committee would need to consider whether it wants to look at the larger high street/town centre developments such as Catford and Lewisham, medium sized high streets such as Blackheath or Forest Hill, or smaller high streets such as at Honor Oak or Brockley – or a combination of the three.

7.3 Key Lines of Inquiry:

- What are the local development management policies in respect of high streets and how are these being implemented?
- Is the role of the Council in supporting local high streets clearly defined, and is it being communicated effectively to local businesses?
- What are the Council and key partners doing to support and improve the high streets in the borough – and how are businesses, traders and local residents involved in the development of high streets?
- How is the public realm being shaped to promote high streets and better access to high streets for the public?
- What role does planning play in the development of high streets in the borough and could more be done in light of the government's proposals on the 'change of use' of buildings?
- What is being done to promote the diversity of provision on the high streets?
- Are markets and local high streets being supported to operate in a way that is mutually beneficial?
- Are the Council and other partners effectively taking on board lesson from the SEE3 Portas Pilot in Sydenham, Forest Hill and Kirkdale?

8. Timetable

The Committee is asked to consider the outline timetable for the review as set out below. The subject of high streets is broad, so once the Committee is sure of the areas it would like to focus on, it may want to invite other expert witnesses.

First evidence-taking session (3 March 2015):

- Officers from Resources and Regeneration Directorate to help the Committee scrutinise the broad aspects of policy in respect of high streets in the borough.
- Officers from the Planning Team to help the Committee understand the planning issues in respect of the development of high streets.

Second evidence-taking session (First meeting of 2015-16)

- Hear evidence from a representative from the SEE3 Portas Pilot.
- Hear evidence from local business/traders involved in the Portas Pilot.
- Additional traders/local business from other high streets in the borough.

Recommendations and final report (Second meeting of 2015-16)

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

9. Further implications

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

The Portas Review: An independent review into the future of our high streets

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6292/2081646.pdf

Shaping our future; Lewisham's Sustainable Community Strategy 2008-2020

<http://www.lewisham.gov.uk/mayorandcouncil/aboutthecouncil/strategies/Documents/Sustainable%20Community%20Strategy%202008-2020.pdf>

Lewisham Regeneration Strategy 2008-2020

<http://www.lewisham.gov.uk/inmyarea/regeneration/Documents/PeopleProsperityPlaceFINAL.pdf>

Supporting High Streets and Town Centres Background Note, 6 December 2013

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/263915/Supporting_High_Streets_and_Town_Centres_Background_Note_FINAL.pdf

Future High Streets Forum

<https://www.gov.uk/government/groups/future-high-streets-forum>

British Retail Consortium; 21st Century High Streets: A new vision for our town centres - July 2009

<http://www.brc.org.uk/Downloads/21st%20Century%20High%20Streets.pdf>

Love Your Local Market

<http://www.nabma.com/your-local-market/>

Great British high streets worth celebrating - June 2014

<https://www.gov.uk/government/news/great-british-high-streets-worth-celebrating>

Street trading review - Sustainable Development Select Committee, March 2010

<http://www.lewisham.gov.uk/mayorandcouncil/overview-scrutiny/Documents/StreetTradingReview.pdf>

Implementation of the regeneration strategy – Report to Sustainable Development Select Committee, 12 March 2014

<http://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=136&MID=2935>

Matters raised by Sustainable Development Select Committee: Business Development Review – Report to Mayor & Cabinet, 10 July 2013

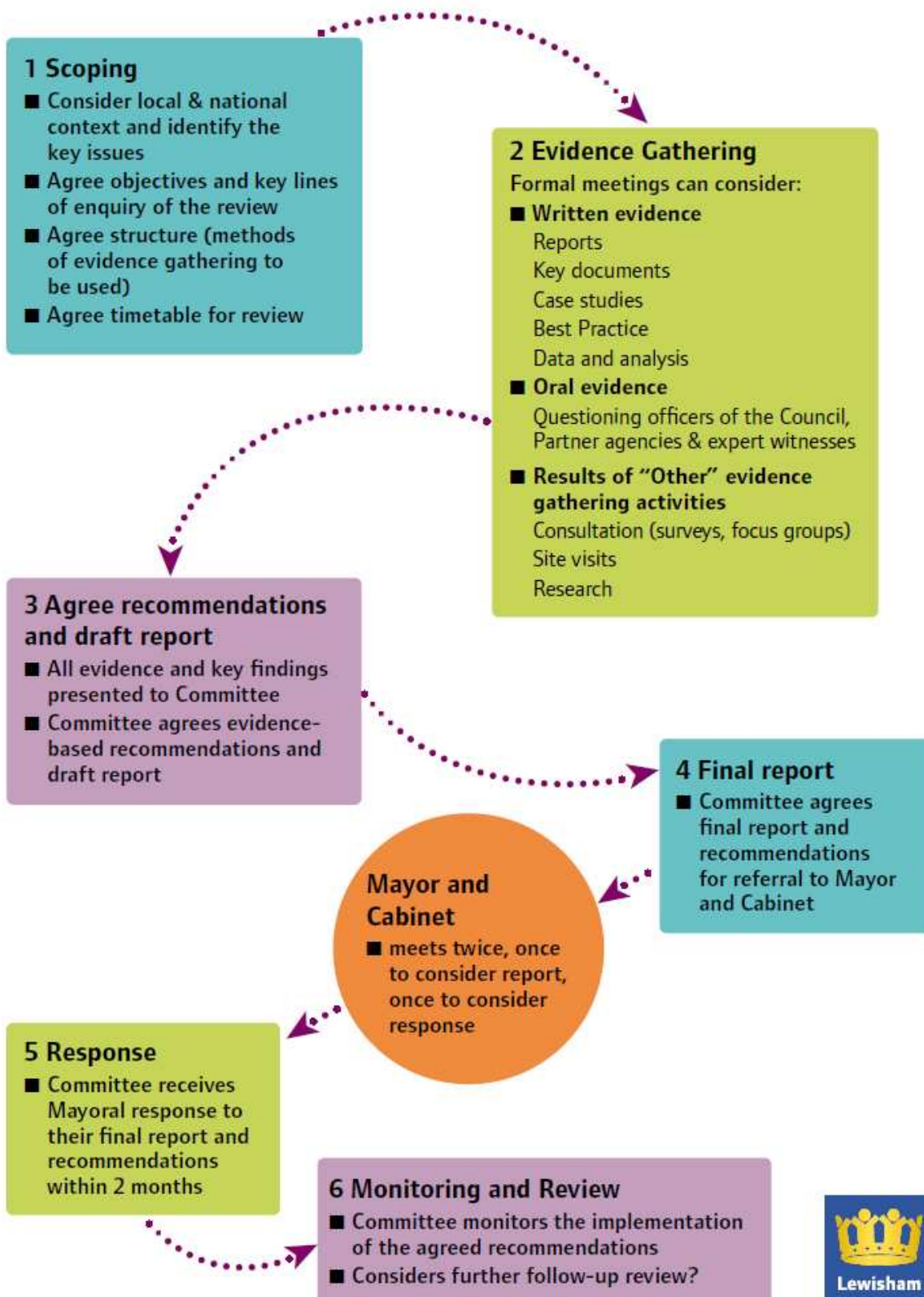
<http://councilmeetings.lewisham.gov.uk/documents/s23599/Appendix%20A%20-%20SDSC%20Business%20development%20review.pdf>

Local shops and parades – Report to Sustainable Development Select Committee, 10 May 2011

<http://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=136&MId=1973&Ver=4>

For further information please contact Roger Raymond, Scrutiny Manager on 020-8314-9766.

How to carry out an in-depth review



Agenda Item 6

Sustainable Development Select Committee			
Title	Select Committee work programme		
Contributor	Scrutiny Manager	Item	6
Class	Part 1 (Open)	20 January 2015	

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 03 March 2015:

Agenda item	Review type	Link to Corporate Priority	Priority
High Streets Review – Evidence session	In-depth review	Strengthening the local economy	High
Modern Roads Review – Report	In-depth review	Clean, green and liveable	High
Draft Waste Strategy	Policy development	Clean, green and liveable	High
Home Energy Conservation Report	Standard item	Clean, green and liveable	Medium

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

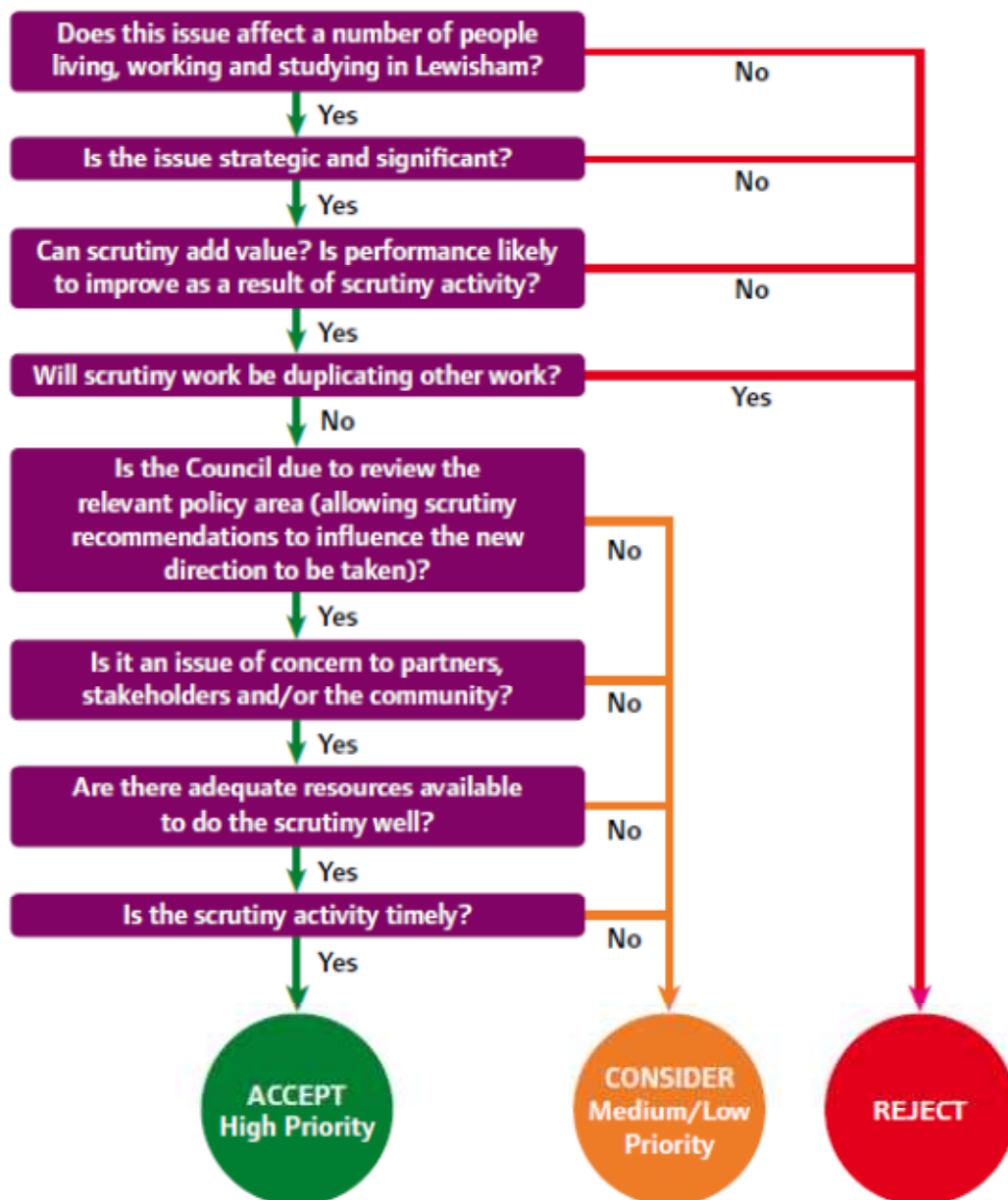
9.1 The date of the next meeting is Tuesday 03 March 2015.

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	Standard item	High	CP 10	20-Jan						
Planning obligations SPD	Standard item	Medium	CP3, CP 5	10-Jul						
High Streets	In-depth review	High	CP 5	2015/16		Mini scope			Scope	Evidence
Modern Roads	In-depth review	High	CP 3	03-Mar		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				Response		
Lewisham Implementation Plan	Standard item	Medium	CP 3, CP 5	09-Sep						
Catford Regeneration	Standard item	Medium	CP 5	09-Sep						
Waste Strategy	Policy development	High	CP 3	03-Mar						
Annual Parking Report	Performance monitoring	Medium	CP 3, CP 5	30-Oct						
Bakerloo Line consultation	Standard item	High	CP 3	09-Dec						
Home Energy Conservation Report	Standard item	Medium	CP 3	03-Mar						
Flood Risk Management strategy: consultation results	Standard item	Medium	CP 3	April/May 2015/16						
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

**MAYOR & CABINET AND SCRUTINY
PROGRAMME OF BUSINESS**

Programme of Business for January 2015 – April 2015

Meeting date	Committee	Item	Directorate	Lead Officer
January				
Wednesday, 14 Jan 2015	Mayor and Cabinet	2015/16 Council Tax Base and 2015/16 NNDR Base Report		Janet Senior
Wednesday, 14 Jan 2015	Mayor and Cabinet	Annual Complaints Report		Kevin Sheehan
Wednesday, 14 Jan 2015	Mayor and Cabinet	Approval for public consultation of the Lewisham River Corridors Improvement Plan Supplementary Planning Document		Janet Senior
Wednesday, 14 Jan 2015	Mayor and Cabinet	Bakerloo Line Extension Consultation		Janet Senior
Wednesday, 14 Jan 2015	Mayor and Cabinet	Community Infrastructure Levy - Adoption Version		Janet Senior
Wednesday, 14 Jan 2015	Mayor and Cabinet	Delegated Authority to enforce lettings agent redress scheme legislation & set penalty level		Aileen Buckton
Wednesday, 14 Jan 2015	Mayor and Cabinet	Draft Flood Management Strategy		Janet Senior
Wednesday, 14 Jan 2015	Mayor and Cabinet	Heathside and Lethbridge - Phase 4 Land Appropriation		Kevin Sheehan
Wednesday, 14 Jan 2015	Mayor and Cabinet	Housing Grounds Maintenance		Kevin Sheehan
Wednesday, 14 Jan 2015	Mayor and Cabinet	Instruments of Government Multiple Schools		Frankie Sulke
Wednesday, 14 Jan 2015	Mayor and Cabinet	Introduction of a borough wide 20mph zone		Janet Senior
Wednesday, 14 Jan 2015	Mayor and Cabinet	Leathersellers Federation Instrument of Government		Frankie Sulke
Wednesday, 14 Jan 2015	Mayor and Cabinet	Lewisham Homes Property Acquisition		Kevin Sheehan
Wednesday, 14 Jan 2015	Mayor and Cabinet	Local Authority Governor Appointments and Nominations		Frankie Sulke
Wednesday, 14 Jan 2015	Mayor and Cabinet	London Councils Grants Scheme		Aileen Buckton

Meeting date	Committee	Item	Directorate	Lead Officer
Wednesday, 14 Jan 2015	Mayor and Cabinet	Management Report		Janet Senior
Wednesday, 14 Jan 2015	Mayor and Cabinet	New Homes, Better Places, Phase 3		Kevin Sheehan
Wednesday, 14 Jan 2015	Mayor and Cabinet	Planning Obligations SPD - Adoption Version		Janet Senior
Wednesday, 14 Jan 2015	Mayor and Cabinet	Regeneration Scheme Leaseholder Buybacks		Kevin Sheehan
Wednesday, 14 Jan 2015	Mayor and Cabinet (Contracts)	Delegation of authority to use LOHAC up to £2m in 2014/15		Janet Senior
Wednesday, 14 Jan 2015	Mayor and Cabinet (Contracts)	Delivery of the Dementia Advice and Information Service Contract		Aileen Buckton
Wednesday, 14 Jan 2015	Mayor and Cabinet (Contracts)	Request to vary the value of the contract awarded for works at Haseltine Primary School		Frankie Sulke
Wednesday, 14 Jan 2015	Healthier Communities Select Committee	Access to primary care		
Wednesday, 14 Jan 2015	Healthier Communities Select Committee	Lewisham Future Programme: results of consultations		
Wednesday, 14 Jan 2015	Healthier Communities Select Committee	Lewisham hospital update: CQC improvement plan	Resources and Regeneration Directorate	
Wednesday, 14 Jan 2015	Healthier Communities Select Committee	LSL sexual health strategy: action plan	Community Services Directorate	Ruth Hutt
Wednesday, 14 Jan 2015	Healthier Communities Select Committee	SLaM older adults consultation		
Tuesday, 20 Jan 2015	Sustainable Development Select Committee	Modern Roads Review - Evidence session	Resources and Regeneration Directorate	Simon Moss
Tuesday, 20 Jan 2015	Sustainable Development Select Committee	Lewisham Future Programme		
Tuesday, 20 Jan 2015	Sustainable Development Select Committee	High Streets Review - Scoping paper	Resources and Regeneration Directorate	Roger Raymond

Meeting date	Committee	Item	Directorate	Lead Officer
Tuesday, 20 Jan 2015	Sustainable Development Select Committee	Select Committee Work Programme		
Wednesday, 21 Jan 2015	Council	2015/16 Council Tax Base & 2015/16 NNDR Base Report		Janet Senior
Wednesday, 21 Jan 2015	Council	Community Infrastructure Levy Charging Schedule		Janet Senior
Wednesday, 21 Jan 2015	Council	Council Tax Reduction Scheme Review		Kevin Sheehan
Tuesday, 27 Jan 2015	Overview and Scrutiny Business Panel	Adult Social Care - Independent Mental Capacity Advocacy Service		Aileen Buckton
Tuesday, 27 Jan 2015	Overview and Scrutiny Business Panel	Removals storage delivery service		Kevin Sheehan
Tuesday, 27 Jan 2015	Overview and Scrutiny Business Panel	Savings Proposals Delegated to Executive Directors for Community Services, Customer Services and Resources and Regeneration		Janet Senior, Aileen Buckton, Kevin Sheehan
Tuesday, 27 Jan 2015	Overview and Scrutiny Education Business Panel	Contract Award Report Launcelot Primary School expansion		Frankie Sulke
Tuesday, 27 Jan 2015	Overview and Scrutiny Education Business Panel	Award of contract for works at Kender Primary School		Frankie Sulke
Tuesday, 27 Jan 2015	Overview and Scrutiny Education Business Panel	Award of contract for works at Holbeach Primary School		Frankie Sulke
Tuesday, 27 Jan 2015	Overview and Scrutiny Education Business Panel	Savings Proposals Delegated to Executive Directors for Children & Young People		Frankie Sulke
Tuesday, 27 Jan 2015	Overview and Scrutiny Business Panel	Executive Director decisions		
Tuesday, 27 Jan 2015	Overview and Scrutiny Business Panel	Extension of Contract - Statutory Public Funerals		Aileen Buckton
Wednesday, 28 Jan	Housing Select	Communal heating systems: evidence review	Customer Services	Timothy Andrew

Meeting date	Committee	Item	Directorate	Lead Officer
2015	Committee		Directorate	
Wednesday, 28 Jan 2015	Housing Select Committee	Lewisham housing strategy (2015-20)	Customer Services Directorate	Jeff Endean
February				
Tuesday, 3 Feb 2015	Safer Stronger Communities Select Committee	Borough Police and Fire Commanders	Community Services Directorate	
Tuesday, 3 Feb 2015	Safer Stronger Communities Select Committee	Lewisham Future Programme	Community Services Directorate	Liz Dart
Tuesday, 3 Feb 2015	Safer Stronger Communities Select Committee	Local assemblies report	Community Services Directorate	Winston Castello
Tuesday, 3 Feb 2015	Safer Stronger Communities Select Committee	Probation service update	Community Services Directorate	Geeta Subramaniam-Mooney
Tuesday, 3 Feb 2015	Safer Stronger Communities Select Committee	Violence against women and girls review		
Wednesday, 4 Feb 2015	Children and Young People Select Committee	Sedgehill School - Update on decisions taken and future plans	Children and Young People Directorate	Frankie Sulke
Wednesday, 4 Feb 2015	Children and Young People Select Committee	Secondary schools improvement	Children and Young People Directorate	Sue Tipler
Wednesday, 4 Feb 2015	Children and Young People Select Committee	Lewisham Future Programme	Children and Young People Directorate	
Wednesday, 4 Feb 2015	Children and Young People Select Committee	Schools capacity places planning	Children and Young People Directorate	Chris Threlfall
Wednesday, 4 Feb 2015	Children and Young People Select Committee	Young People's Mental Health Review - Report and Recommendations	Resources and Regeneration Directorate	Andrew Hagger

Meeting date	Committee	Item	Directorate	Lead Officer
Wednesday, 4 Feb 2015	Children and Young People Select Committee	Select Committee Work Programme		
Thursday, 5 Feb 2015	Public Accounts Select Committee	2015/16 Budget Report (including Lewisham Future Programme)		Janet Senior
Thursday, 5 Feb 2015	Public Accounts Select Committee	Cost of bed & breakfast provision	Customer Services Directorate	
Thursday, 5 Feb 2015	Public Accounts Select Committee	No Recourse to Public Funds Review - Final report		Andrew Hagger
Thursday, 5 Feb 2015	Public Accounts Select Committee	Select Committee Work Programme		
Tuesday, 10 Feb 2015	Children and Young People Select Committee	Secondary Schools Improvement [provisional]	Children and Young People Directorate	Sue Tipler
Tuesday, 10 Feb 2015	Children and Young People Select Committee	Schools capacity places planning [provisional]	Children and Young People Directorate	Chris Threlfall
Wednesday, 11 Feb 2015	Mayor and Cabinet	Acquisition of Property		Kevin Sheehan
Wednesday, 11 Feb 2015	Mayor and Cabinet	2015/16 Budget Report		Janet Senior
Wednesday, 11 Feb 2015	Mayor and Cabinet	Church Grove Custom Build		Kevin Sheehan
Wednesday, 11 Feb 2015	Mayor and Cabinet	Customer Service Centre Out of Hours Switchboard Procurement		Kevin Sheehan
Wednesday, 11 Feb 2015	Mayor and Cabinet	Day Care Services		Aileen Buckton
Wednesday, 11 Feb 2015	Mayor and Cabinet	Deptford Southern Sites Regeneration Project x2		Kevin Sheehan
Wednesday, 11 Feb 2015	Mayor and Cabinet	LGA Peer Review		Janet Senior
Wednesday, 11 Feb 2015	Mayor and Cabinet	Phoenix Community Housing Board		Kevin Sheehan

Meeting date	Committee	Item	Directorate	Lead Officer
Wednesday, 11 Feb 2015	Mayor and Cabinet	Re-configuring community-based healthy eating initiatives.		Aileen Buckton
Wednesday, 11 Feb 2015	Mayor and Cabinet	Review of Blackheath Events Policy 2011		Kevin Sheehan
Wednesday, 11 Feb 2015	Mayor and Cabinet	Voluntary Sector Accommodation		Aileen Buckton
Wednesday, 11 Feb 2015	Mayor and Cabinet (Contracts)	Award of Highways Public Realm Contract Coulgate Street		Janet Senior
Wednesday, 11 Feb 2015	Mayor and Cabinet (Contracts)	Procurement of the School Catering Contract Service		Frankie Sulke
Wednesday, 11 Feb 2015	Mayor and Cabinet (Contracts)	Prevention and Inclusion Team Contract		Aileen Buckton
Tuesday, 17 Feb 2015	Overview and Scrutiny Business Panel	Executive Director decisions		
Wednesday, 18 Feb 2015	Mayor and Cabinet	2015/16 Budget Update Report		Janet Senior
Wednesday, 18 Feb 2015	Mayor and Cabinet	Response to the CYP Select Committee - Raising the Participation Age		Frankie Sulke
Wednesday, 18 Feb 2015	Mayor and Cabinet	Response to the Healthier Communities Select Committee - Autism Spectrum Housing		Aileen Buckton
Wednesday, 18 Feb 2015	Mayor and Cabinet	Response to the Healthier Communities Select Committee - Public Health		Aileen Buckton
Tuesday, 24 Feb 2015	Healthier Communities Select Committee	Adult safeguarding	Community Services Directorate	Aileen Buckton
Tuesday, 24 Feb 2015	Healthier Communities Select Committee	Community education Lewisham annual report	Community Services Directorate	Helen Hammond
Tuesday, 24 Feb 2015	Healthier Communities Select Committee	Developing the local market for adult social care services	Community Services Directorate	
Tuesday, 24 Feb 2015	Healthier Communities Select Committee	Implementation of the Care Act	Community Services Directorate	Joan Hutton
Tuesday, 24 Feb 2015	Healthier Communities Select Committee	King's elective service proposals: update		

Meeting date	Committee	Item	Directorate	Lead Officer
Tuesday, 24 Feb 2015	Healthier Communities Select Committee	Leisure contract KPIs	Community Services Directorate	David Walton
Tuesday, 24 Feb 2015	Healthier Communities Select Committee	Public Health dashboard	Community Services Directorate	Dr Danny Ruta
Tuesday, 24 Feb 2015	Healthier Communities Select Committee	SLaM older adults consultation		
Wednesday, 25 Feb 2015	Council	Lewisham River Corridors Improvement Plan SPD		Janet Senior
Wednesday, 25 Feb 2015	Council	Planning Obligations SPD - Adoption Version		Janet Senior
Wednesday, 25 Feb 2015	Council	2015/16 Budget Report		Janet Senior
March				
Tuesday, 3 Mar 2015	Sustainable Development Select Committee	High Streets Review - Evidence session	Resources and Regeneration Directorate	
Tuesday, 3 Mar 2015	Sustainable Development Select Committee	Waste Strategy	Customer Services Directorate	Nigel Tyrell
Tuesday, 3 Mar 2015	Sustainable Development Select Committee	Modern Roads Review - Final report and recommendations	Resources and Regeneration Directorate	Roger Raymond
Tuesday, 3 Mar 2015	Sustainable Development Select Committee	Select Committee Work Programme		
Wednesday, 4 Mar 2015	Mayor and Cabinet	Asset Management Strategy (Highways)		Janet Senior
Wednesday, 4 Mar 2015	Mayor and Cabinet	Catford Town Centre - CRPL Business Plan 2015/16		Janet Senior
Wednesday, 4 Mar 2015	Mayor and Cabinet	Housing Strategy 2015 - 2020		Kevin Sheehan
Wednesday, 4 Mar 2015	Mayor and Cabinet	Management Report		Janet Senior

Meeting date	Committee	Item	Directorate	Lead Officer
Wednesday, 4 Mar 2015	Mayor and Cabinet	Pay Policy Statement		Janet Senior
Wednesday, 4 Mar 2015	Mayor and Cabinet	Surrey Canal Triangle - Compulsory Purchase Order Resolution		Janet Senior
Wednesday, 4 Mar 2015	Mayor and Cabinet (Contracts)	Award of Design and Build Contract Phase 1 Grove Park Public Realm Project		Janet Senior
Wednesday, 4 Mar 2015	Mayor and Cabinet (Contracts)	Award of Street Advertising and Bus Shelter Contract		Janet Senior
Wednesday, 4 Mar 2015	Mayor and Cabinet (Contracts)	Procurement of the School Kitchen Maintenance Contract		Frankie Sulke
Wednesday, 4 Mar 2015	Mayor and Cabinet (Contracts)	Prevention and Inclusion Framework Contract Award		Aileen Buckton
Wednesday, 4 Mar 2015	Safer Stronger Communities Select Committee	Implementation of the volunteering strategy	Community Services Directorate	Liz Dart
Wednesday, 4 Mar 2015	Safer Stronger Communities Select Committee	Comprehensive equalities scheme - monitoring and update	Resources and Regeneration Directorate	Paul Aladenika
Wednesday, 4 Mar 2015	Safer Stronger Communities Select Committee	Library and information service	Community Services Directorate	Antonio Rizzo
Wednesday, 4 Mar 2015	Safer Stronger Communities Select Committee	Provision for Lewisham's LGBT community		
Wednesday, 4 Mar 2015	Safer Stronger Communities Select Committee	Safer Lewisham strategy monitoring and update	Community Services Directorate	Geeta Subramaniam-Mooney
Wednesday, 4 Mar 2015	Mayor and Cabinet	Strategic Asset Management Plan 2015-2020		Janet Senior
Tuesday, 10 Mar 2015	Public Accounts Select Committee	Financial Forecasts 2012/15	Resources and Regeneration Directorate	Selwyn Thompson
Tuesday, 10 Mar 2015	Public Accounts Select Committee	Management report	Resources and Regeneration Directorate	

Meeting date	Committee	Item	Directorate	Lead Officer
Tuesday, 10 Mar 2015	Public Accounts Select Committee	Contract Monitoring - Street lighting and parking	Customer Services Directorate	Ralph Wilkinson
Tuesday, 10 Mar 2015	Public Accounts Select Committee	Audit Panel update	Resources and Regeneration Directorate	David Austin
Tuesday, 10 Mar 2015	Public Accounts Select Committee	Select Committee Work Programme		
Wednesday, 11 Mar 2015	Housing Select Committee	Annual lettings plan	Customer Services Directorate	Mark Dow
Wednesday, 11 Mar 2015	Housing Select Committee	Communal heating systems review: report	Resources and Regeneration Directorate	Roger Raymond
Wednesday, 11 Mar 2015	Housing Select Committee	Invitation to registered providers	Customer Services Directorate	Madeleine Jeffery
Wednesday, 18 Mar 2015	Children and Young People Select Committee	Schools Best Practice Review	Children and Young People Directorate	
Wednesday, 18 Mar 2015	Children and Young People Select Committee	Corporate Parenting and Looked After Children Update	Children and Young People Directorate	Ian Smith
Wednesday, 18 Mar 2015	Children and Young People Select Committee	Safeguarding update	Children and Young People Directorate	Ian Smith
Wednesday, 18 Mar 2015	Children and Young People Select Committee	Children & Young People's Plan	Children and Young People Directorate	
Wednesday, 18 Mar 2015	Children and Young People Select Committee	Select Committee Work Programme		
Tuesday, 17 Mar 2015	Overview and Scrutiny Business Panel	Executive Director decisions		
Wednesday, 25 Mar 2015	Mayor and Cabinet	Annual lettings plan		Kevin Sheehan
Wednesday, 25 Mar 2015	Mayor and Cabinet	School Admissions 2015-16		Frankie Sulke

Meeting date	Committee	Item	Directorate	Lead Officer
Wednesday, 25 Mar 2015	Mayor and Cabinet	Waste Strategy Consultation		Kevin Sheehan
Wednesday, 25 Mar 2015	Mayor and Cabinet	School Admissions 2015-16		Frankie Sulke
Wednesday, 8 Apr 2015	Overview and Scrutiny Business Panel	Executive Director decisions		
Wednesday, 8 Apr 2015	Overview and Scrutiny Business Panel	Executive Director decisions		
Thursday, 26 Mar 2015	Council	Catford Town Centre - CRPL Business Plan 2015/16		Janet Senior

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