

Sustainable Development Select Committee Agenda

Tuesday, 3 March 2015

7.00 pm,

Committee Room 1

Civic Suite

Lewisham Town Hall

London SE6 4RU

For more information contact: Roger Raymond (Tel: 020 8314 9976

Email: roger.raymond@lewisham.gov.uk)

This meeting is an open meeting and all items on the agenda may be audio recorded and/or filmed.

Part 1

Item	Pages
1. Minutes of the meeting held on 20 January 2015	1 - 12
2. Declarations of interest	13 - 16
3. High Streets Review - Evidence session	17 - 30
4. Home Energy Conservation Report	31 - 38
5. Waste Strategy	39 - 48
6. Modern Roads Review - Final report and recommendations	49 - 80
7. Select Committee work programme	81 - 98
8. Items to be referred to Mayor and Cabinet	

Sustainable Development Select Committee Members

Members of the committee, listed below, are summoned to attend the meeting to be held on Tuesday, 3 March 2015.

Barry Quirk, Chief Executive
Thursday, 19 February 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, 20 January 2015 at 7.00pm

Present: Councillors Councillors Liam Curran (Chair), James-J Walsh (Vice-Chair), Obajimi Adefiranye, Suzannah Clarke, Mark Ingleby, Stella Jeffrey, Helen Klier and Paul Upex

Apologies: Councillors Bill Brown and Amanda De Ryk

Also present: Councillor Alan Hall (Chair of Overview and Scrutiny), Jeremy Leach (London Campaign Co-ordinator, '20s Plenty For Us') Tom Platt (London Manager, Living Streets), Symon Knightswood (Chair, Living Streets, Lewisham Group), Stephen Hedley (London Air Quality Network), Jane Davis (Coordinator, Lewisham Cyclists), Rob Holmans (Director of Regeneration and Asset Management), Kplom Lotsu (Project Manager, Asset Strategy and Development), John Pye (Trading Standards & Markets Manager), Geeta Subramaniam-Mooney (Head of Crime Reduction and Supporting People), Kevin Turner (Economic Development Manager), Nigel Tyrell (Head of Environment), Katherine Nidd (Commercial and Investment Delivery Manager), Katherine Kazantzis (Principal Lawyer), Simon Moss (Policy and Development Manager, Transport) and Roger Raymond (Scrutiny Manager).

1. Minutes of the meeting held on 9 December 2014

1.1 RESOLVED: That:

The minutes of the meeting held on 11 November 2014 be signed as an accurate record of the meeting.

2. Declarations of Interest

2.1 There was a declaration of interest from Councillor Jeffrey regarding a relative affected by Agenda Item no. 4: Lewisham Future Programme.

3. Modern Roads Review

3.1 Jeremy Leach, London Campaign Co-ordinator, '20s Plenty For Us' gave a presentation to the Committee. The key points to note were:

- 56% of those killed or seriously injured in the borough are on TfL-managed streets and 44% were on Lewisham managed roads and 80% of killed and seriously injured casualties in the borough occurred on A or B classified roads.
- The British Social Attitudes Survey of 2011 showed that 73% of respondents favoured 20mph zones for residential roads.
- Road speeds: some examples of the benefits in areas that have introduced 20mph limits:
 - Portsmouth - reduction in the average speed of 1.3 mph. Average fall of 6.3mph at sites with speeds greater than 24 mph.

- Islington (2013) - average speeds fell on 18 of the 29 main roads researched and rose on 10 of them. Estimated that average speeds across the borough fell by 1mph.
- The London School of Hygiene and Tropical Medicine conducted a study into the impact of 300+ 20mph zones between 1986 -2006 and this showed a 42% decline in road casualties. A Lancashire County Council study in 2012 showed that three pilot 20mph zones resulted in a 46% reduction in casualties. A study in Edinburgh last year on its 20mph pilot showed that:
 - Those considering cycling to be unsafe fell from 26% to 18%
 - Children cycling to school rose from 4% to 12%
 - Older primary age children cycling to school rose from 3% to 22%.
- In respect of compliance of 20mph limits, ACPO policy changed in October 2013, which noted that, “enforcement will be considered in all clearly posted limits...rest assured, deliberate high harm offenders will always be targeted and they will be prosecuted.” City of London (CoL) Police began issuing fixed penalty notices since CoL adopted authority-wide 20mph limit in July 2014. In terms of community monitoring, Community Road Watch’ is currently conducting trials in Southwark, Islington and Lambeth. This is a programme that empowers local people to act against drivers who speed on their streets.
- TfL are now open to proposals from boroughs that are introducing 20mph limit. to include appropriate Transport for London Route Network (TLRN) roads

3.2 In response to questions from the Committee, the following was noted:

- To ensure the 20mph limit policy is implemented effectively, the Council should:
 - Work closely with the borough police
 - Have a proactive education programme and use local groups and facilities. For example, Liverpool City Council involved Liverpool and Everton Football Clubs in its communications strategy.
- Implementation of a 20mph zone will also be successful if you get the appropriate changes in driver behaviour on the roads and excellent signage as drivers enter and exit the borough.
- Traffic speed in Lewisham is approximately 27mph in free-flowing traffic.
- TfL are conducting trials on a number of routes to measure the impact of 20mph on Red Routes.
- TfL have also embraced the Community Road Watch programme, forming part of its ‘Safe London streets: Our six road safety commitments’ document.

3.3 Stephen Hedley, London Air Quality Network, gave a presentation to the meeting. The key points to note were:

- King’s College London hosts the London Air Quality Network which is supported by the majority of boroughs, including Lewisham. There are a number of monitoring sites in the borough to monitor its air quality.
- The Department of Health-supported Committee on the Medical Effects of Air Pollutants has estimated that poor air quality across the UK was responsible for the equivalent of 29,000 premature deaths due to people breathing in tiny particles released into the air (2008 data). The World Health Organisation’s International Agency for Research on Cancer stipulated in 2013 that outdoor air pollution was a leading environmental cause of cancer deaths.

- In urban areas, traffic is the main source of ‘modern’ air pollution – Particulate Matter (PM) & Nitrogen Dioxide (NO₂). These can affect the Respiratory Tract Lining Fluid, leading to breathing and lung problems, as well as other illnesses. Evidence has shown that there is a causal link between PM exposure and cardiovascular morbidity and mortality.
- The Mayor of London’s ‘Air Quality in Lewisham: A Guide For Public Health Professionals’ has shown that in Greater London it is estimated that in 2008 there were 4,267 deaths attributable to long-term exposure to small particles. This figure is based upon an amalgamation of the average loss of life of those affected, of 11.5 years. In Lewisham, over the same period, 153 deaths were attributable to PM2.5.
- Out of a total of 68 Public Health Outcome Framework measures of the health of the local population certain transport related measures could contribute to a third of them. It is believed that no other area of intervention could impact on so many key aspects of population health. Transport measures are therefore an excellent opportunity to deliver public health benefits across the life course through tackling one of the major wider determinants of health.
- In respect of NO₂, in Lewisham, the research shows high levels of NO₂ recorded on the main arterial roads.
- There is a worrying trend in the UK, that most cities will exceed EU pollution limits until 2030.
- Lewisham must comply with the Environment Act, and with the introduction of the Localism Act, EU fines have the potential of being passed from the UK government to local authorities.

3.4 In response to questions from the Committee, the following was noted:

- The issue of trees and air quality is complex. On the positive side trees can increase the surface deposition of pollutants; on the negative side some tree species can emit hydrocarbons (and also produce pollen potentially leading to hay fever). Overall trees on their own are not likely to resolve current air quality problems. Leafier parts of the Borough are likely to be less polluted as are probably further away from the main roads.
- Aircraft pollution is minimal for those on the ground whilst planes are in the air. However, there is a take-off/landing air pollution issue very close to the largest airports, which is compounded by road traffic using the airport.
- To factor in minimising air quality issues when designing developments is not straightforward, as it is typically site dependent and so may require specific investigation e.g. through air quality modelling. In general, reducing human exposure to air pollutants by placing developments away from dense traffic, plus reducing emissions e.g. restricting the local use of diesel vehicles and other measures would have an impact.
- TfL’s move to use more electric buses over the coming years will result in lower emissions and therefore improve air quality.
- The use of cycling masks will have small impact in combating air pollution and they need replacing every few weeks.

3.5 Tom Platt, London Manager, Living Streets, addressed the Committee. The key points to note were:

- Living Streets is a national charity that campaigns on behalf of pedestrians. Their objective is to create safe, attractive and enjoyable streets where people want to walk.
- Living Streets has a local Lewisham campaigning group, which recently elected a new Chair.
- Local authorities introducing 20mph limits on their roads will have the single biggest impact in reducing road casualties, and encouraging people to walk and cycle. 20 mph limits are also associated with higher levels of walking. Research into the impact of 20mph zones has found that levels of walking and cycling rise significantly when vehicle speeds are reduced.
- 80% of casualties on roads happen on the major roads, which makes it important that there are 'borough-wide' approaches to 20mph zones.
- With the lack of physical activity and mobility being a contributory factor on ill-health and premature mortality, getting people active through walking and cycling will improve the general health and wellbeing of society.
- It is recognised that the development of modern high streets means innovative approaches are needed to accommodate pedestrians and cyclists.
- Tackling poor air quality caused by motor vehicles will also have a significant impact in improving the health and wellbeing of individuals.
- There is also an 'inequalities' issue in respect of air quality, as those people who live on and around high streets tend to be the less affluent.

3.6 In response to questions from the Committee, the following was noted:

- To make Lewisham streets safer for pedestrians, walking and pedestrians need to be prioritised. Once that policy position is established, a more holistic approach to street design will be developed to encourage walking, cycling and use of public transport.
- Lewisham can also look to ensure that their streets have the minimum Pedestrian Comfort Levels. Living Streets can also conduct Community Street Audits, to help communities and councils work together to improve their streets.
- Living Streets work with schools on transport plans to encourage walking, such as the 'Park and Stride' scheme, and they have had some success in doing so.
- 19 of Lewisham schools' school transport plans have been awarded the TfL Gold Standard and 40% have at least Bronze Standard, which means they have to demonstrate how they implement the plan and make it successful. Lewisham also works with schools to make the plans work, with initiatives such as cycle training.
- Living Streets are lobbying the Mayor of London on implementing a London-wide Ultra Low Emissions Zone to help to improve air quality across the capital.
- The Mayor of London's 'Better Streets' report of November 2009 has a lot of practical measures to improve streets in London.
- Living Streets have been involved in the Roads Task Force (RTF) which was set up by the Mayor of London following the 2012 election to consider how to tackle the challenges facing London's streets and roads.

3.7 Jane Davis, Coordinator, Lewisham Cyclists addressed the Committee. The key points to note were:

- Lewisham Cyclists are the borough branch of a London-wide group that looks to promote cycling and better conditions for people to cycling, of which there is a Lewisham branch. It consists of a social arm, and a campaigning arm. There are 700 paid-up members in Lewisham.
- They believe that the Council are good at the 'soft' measures when it comes to cycling, such as cycle training, working closely with walkers/pedestrian/cycling groups, improvement in the streetscape for cyclists, such as the cycle racks.
- Lewisham Cyclists are concerned that the rate of increase in cycling journeys recorded in the Local Implementation Plan (LIP) in 2013 in Lewisham seems to have stalled, and, more worryingly, even dropped at some points. The increase in cycling in Lewisham has not met the original target set of 2.3%, which Lewisham Cyclists considered an incredibly modest target in the first place.
- To encourage more people to cycle, both objective safety and subjective safety must be addressed. Objective safety can be assessed by an analysis of cycling collisions. However, subjective safety is much more difficult to analyse, but can be alleviated by measures to reduce speed, and reduce volumes of motor traffic. Where it's not possible to do this, the Council should introduce protection for cyclists from motor traffic.
- Lewisham Cyclists welcome the Council's adoption of a borough wide 20mph limit. Creating safer roads is probably the single most important thing a council can do to encourage people to cycle and slower motor traffic everywhere will contribute enormously to this. They also welcome the Council's progress in ensuring compliance with the latest safety regulations for large lorries in the borough, both within the Council's own fleet, and for contractor's vehicles.
- Lewisham Cyclists also welcome the Council's plans for the new Quietway 1, part of which runs through the north of the borough, providing a safe and useful cycling route. They also appreciate the existing networks of cycle routes in the borough, some of which are excellent, such as the Waterlink Way.
- Some of the measures that Lewisham could introduce that would improve conditions for cyclists are:
 - An audit of the existing well used cycle networks in the borough, as some of the best ones are beginning to deteriorate at key points, or lack a decent crossing of a busy road at a key point
 - Trundley's Rd: the Council should be pressurising TfL to allow a toucan crossing there
 - Modify the Lewisham Gateway Low H and Deptford Bridge junctions to provide safe, fast direct routes for cycling to and from it in all directions, as it is a major junction in the heart of the borough providing extensive links for traffic
 - Identifying where measures such as modal filtering and cycle 2-way traffic on one way streets can be used to enable safer cycling. The borough has used these measures in the past successfully and recently, on the new Quietway 1.

3.8 In response to questions from the Committee, the following was noted:

- The comparative figures for London show that Lewisham has a lower percentage of cycle journeys (as a person's main mode of transport) than LB Southwark and LB Lambeth.
- The profile of members of Lewisham Cyclists shows that the majority of its members are 25-40 years old and based in the South of the borough. Lewisham Cyclists have a gender mix of 50%-50% of male and female, which is significantly different to the London profile of 70% male and 30% females for those that cycle.
- Studies are being carried out on Southend Lane at Bellingham before work is commissioned to improve the area. There is also work is being carried out on the Bell Green gyratory.
- Lewisham did not change its target in respect of cycle use; however it changed the trajectory of time in reaching that target.
- Lewisham has received £2m of TfL funding to improve some of its road network and infrastructure.
- The re-development of London Bridge has meant the storage facilities for cycles in the station has changed, so this needs to be communicated to Lewisham residents.
- Lewisham Cyclists have lobbied the Mayor of London's Office to bring the 'Barclays Cycle Hire' scheme to the borough, especially with the Convoys Wharf Development.

3.9 RESOLVED: That the Committee:

- a) Note the evidence presented.
- b) Consider the evidence as part of its Modern Roads Review Report.

4. Lewisham Future Programme

4.1 Rob Holmans (Director of Regeneration and Asset Management) introduced the report for proposal 'E1: Structural re-organisation of the Regeneration & Asset Management division' to the Committee. The key points to note were:

- Staff consultation on the proposals commenced on 18 December 2014 and was due to end 12th January but a short extension was agreed till 14th January. The feedback and management response will be incorporated into a report to Mayor and Cabinet for approval.
- The proposed structure for the Regeneration and Asset Management Division would consist of four core strands or groups. These new groupings will enable staff to focus on providing a service which will deliver the right outcomes for residents and users of the borough's built environment including the highways network & public realm.
- The four core strands or groups would be:
 - Asset Strategy & Technical Support: this group will lead on Asset strategy/planning and liaison across the authority to align the use of and where appropriate drive value from assets. It will also act as the technical expert for the division.
 - Commercial & Investment Delivery (incl. a Programme Office function (PMO)): this group will provide strategic and professional leadership on commercial management and investment strategies for the division.

Working with colleagues in corporate finance they will drive financial and operational performance transparency into the division.

- Capital Programme Delivery: this team will lead on the approach and delivery of capital projects for the division as a whole and, as appropriate, for other areas within the authority
- Operational Asset Management (day to day delivery): this group will have responsibility for day to day operations across the highway and property asset base.

4.2 In response to questions from the Committee, the following was noted:

- The Central Asset Register went to Mayor and Cabinet in July 2014, and is now available on SharePoint. A demonstration of the SharePoint portal will be arranged for a future Committee meeting.
- The Council is working with the voluntary and community sector, to ensure that they are charged 'social rental charges', but also want the process to be transparent.
- Officers would look at new ways to publicise how members of the public can report potential licence transgressions by utility companies in respect of road works.
- The Asset Management Plan is due to be publicised in March 2015.
- The Council's Asset Rationalisation Plan aims to generate revenue, where possible, from its portfolio of property and land assets. This includes working with Goldsmiths to rationalising properties on that site.
- There should be no significant loss in enforcement capacity with the new organisational changes.
- The Council is looking to rationalise business rates to ensure there is an accurate level of rates in the borough; it is also looking at tax breaks where possible.

4.3 Geeta Subramaniam-Mooney (Head of Crime Reduction and Supporting People) introduced the report for proposal 'H1: Restructuring of enforcement & regulatory services' to the Committee. The key points to note were:

- 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. It has never been a 24-hour service.
- The Council is exploring how Registered Social Landlords (RSLs) and Lewisham homes can continue to support the services in all aspects of Anti-Social Behaviour (ASB)/ noise and housing.
- In respect of business waste, officers in these service areas work closely with officers in other service areas where appropriate to jointly tackle issues and concerns related to trade waste/ non-compliance.
- Option 3 is the preferred structure of the service, which will cluster specialist Environmental Protection provision and multi skilled public realm enforcement.
- Staff consultation began on the 18 November 2014 with written responses being completed by the 9 January 2015.
- There were many issues raised in the staff consultation, including: concerns over delivering what is being expected within the new roles and structure, concerns about the wide breadth of knowledge required; and concerns about

the grading of posts and the process for application / eligibility for new posts under the management of change policy.

- There would be continued engagement with staff and the Union representatives over the coming weeks.

4.4 In response to questions from the Committee, the following was noted:

- In the proposed structure, enforcement in some areas of streets management, environmental services, planning and housing will remain outside its remit.
- There are plans to organise service delivery by the four geographical clusters, but retaining flexibility to deploy staff wherever required.
- High-risk and recurring noise nuisance complaints will be prioritised and investigated.
- There will be a detailed communications strategy to inform the public of the changes in the relevant services, including information provided borough-wide in Lewisham Life.
- Exploring options around outsourcing/buying in aspects of the provisions/ joint delivery with other Boroughs is in its early stages, looking at areas such as environmental protection and enforcement compliance.

4.5 Nigel Tyrell (Head of Environment) introduced the report for proposals 'N1: Reorganise environmental services, close and cease to maintain a number of small parks and N2: Street sweeping' to the Committee. The key points to note were:

- Officers met with members of the Lewisham Parks Forum (LPF) on the 17th January to discuss the establishment of working groups to investigate the opportunities for increasing community involvement to help reduce costs.
- Three working groups were established arising from the meeting to look at the following:
 - The current contract arrangements
 - external funding (both capital and revenue) to support volunteering activities as well as improvement projects
 - alternative management options for open spaces for example trusts and social enterprises
- There will be a reduction in management support costs, following on from budget savings made in 2012.
- In respect of street cleaning, it is difficult to mitigate the concerns the Committee have expressed previously about the reductions in service. The budget is now £6m in total, and therefore some scaling back of street cleaning in some aspects of street cleansing frequency.

4.6 In response to questions from the Committee, the following was noted:

- One of the working groups would be looking at the maintenance of the borough's parks to investigate ways to ensure they are properly maintained.
- The risks associated with alternative management options should be considered as part of the consultation.
- The Council achieved one its highest totals in respect of environmental waste enforcement using fixed penalty notices in December 2014. Also the

management teams for the Markets and Waste Management have been reorganised, which should aid continued improvement in enforcement.

- The Committee expressed a view that the consultation should be communicated more widely across the borough. Furthermore, there needs to be broader public engagement, beyond the proposed user groups.
- The results of the consultation would be presented to the Committee for further scrutiny.

4.7 RESOLVED: That the Committee would refer to Public Accounts Select Committee the Budget Savings proposals N1 and N2:

- a) The consultation on N1 should be considered by all Local Assemblies, to increase public engagement.
- b) The results of the consultation on N1, plus any proposals derived from the consultation, must be presented to the Select Committee for consideration and scrutiny.
- c) There should be no closure of any of the borough's parks.

5. High Streets Review - Scoping Paper

5.1 Roger Raymond (Scrutiny Manager) introduced the report. The key points to note were:

- The Committee would need to define what it understands as 'High Street', and focus on the key areas it wishes to look at; and 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.
- The Committee should also discuss the Key Lines of Inquiry in the Scoping Paper, to ensure it covers all the areas Members want scrutinised, as part of the Review.

5.2 In response to questions from the Committee, the following was noted:

- The Committee had previously conducted a Small Parades Review, which looked at what measures could be put in place to regenerate local parades.
- There are benefits in looking at, to some degree, all categories of high street, and the major high street developments in the borough.
- There should be a focus on scrutinising what is appropriate for High Streets in the future, with the changing modes of consumer's shopping habits (e.g. the growth in internet shopping); and what measures are in place in Lewisham to prepare for these changes.
- There might be some scope to talk to Trade Associations, if it is deemed helpful to the Review.

5.3 Kevin Turner, Economic Development Manager advised to the Committee on some areas that it might want to focus on as part of its Review:

- What constitutes 'a sustainable high street', regardless of size, would be useful.
- The Committee could look at whether the high streets across the borough are 'fit for purpose'.
- Another area that would be useful to look at is whether there is a flexible approach in respect of what Lewisham High Streets should look like.
- The Committee could look at whether High Streets now have different roles; and whether they are becoming much more residential in their make-up than previously.
- The Committee could scrutinise the following, for additional evidence:
 - Mary Portas Review Pilot - Sydenham, Forest Hill and Kirkdale.
 - Ladywell High Street
 - Grove Park

5.4 RESOLVED: That the Committee:

- a) Look at a combination of small, medium and large high streets for its Review.
- b) Focus on the following areas, in light of the Key Lines of Inquiry and the discussion at the meeting:
 - Empty shops and vacancy rates
 - The mix of residential and commercial properties
 - The variety/mix of shops on Lewisham's high streets
 - The future of retail – and future planning in light of these changes
 - The night-time economy
 - The role of Planning
 - The potential for improved streetscape to provide the right setting for businesses to flourish

6. Select Committee Work Programme

6.1 Roger Raymond (Scrutiny Manager) introduced the report. The key points to note were:

- The items scheduled for the January meeting were as follows:
 - High Streets Review – Evidence session (Kevin Turner)
 - Modern Roads Review – Report (Roger Raymond)
 - Draft Waste Strategy (Sam Kirk)
 - Home Energy Conservation Report (Sarah Fletcher)

6.2 In response to questions the Committee were advised:

- Suggestions for the Committee's work programme for 2015-16 should be sent via the Scrutiny Manager or Chair, and would be presented in a work programme report for the first meeting of 2015-16.

7. Items to be referred to Mayor and Cabinet

7.1 There were none. However a referral was made to Public Accounts Select Committee for its meeting on 5 February 2015 on the Lewisham Future Programme, in respect of N1 and N2.

RESOLVED: That the Committee would refer to Public Accounts Select Committee Budget Savings N1 and N2:

- d) The consultation on N1 should be considered by all Local Assemblies, to increase public engagement.
- e) The results of the consultation on N1, plus any proposals derived from the consultation, must be presented to the Select Committee for consideration and scrutiny.
- f) There should be no closure of any of the borough's parks.

The meeting ended at 10.35pm

Chair:

Date:

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Agenda Item 2

Committee	Sustainable Development Select Committee	Item No.	2
Title	Declarations of Interest		
Wards			
Contributors	Chief Executive		
Class	Part 1	Date	03 March 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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Agenda Item 3

Sustainable Development Select Committee			
Title	High Streets Review - paper for the first evidence session	Item No	3
Contributors	Planning Service and Transport Policy and Development Manager		
Class	Part 1	Date	3 March 2015

1. Purpose

- 1.1. At the Sustainable Development Select Committee on Tuesday 20 January, the Select Committee resolved the following after discussion of the High Streets Review – Scoping Paper:
 - a) To look at a combination of small, medium and large high streets for its Review
 - b) Focus on the following areas, in light of the Key Lines of Inquiry and the discussion at the meeting:
 - Empty shops and vacancy rates
 - The mix of residential and commercial properties
 - The variety/mix of shops on Lewisham’s high streets
 - The future of retail – and future planning in light of these changes
 - The night-time economy
 - The role of Planning
 - The potential for improved streetscape to provide the right setting for businesses to flourish
- 1.2. This report addresses the issues outlined above. The report discusses the issues thematically, and provides examples of the issues in relation to three centres within the Borough. The report outlines the strategy taken for each centre, and the future work that could be undertaken.
- 1.3. The centres have been selected to represent a mix of high streets within the retail hierarchy, from major town centres to local neighbourhood centres.
- 1.4. The example centres are:
 - Lewisham major town centre
 - Forest Hill district centre
 - Grove Park neighbourhood centre

2. Recommendation

- 2.1. The Select Committee is asked to note the content of the report and direct questions to officers at the meeting on the 3 March 2015.

3. Policy context

- 3.1. The Council’s planning policies are contained in the Council’s local plan. The local plan is currently made up of a suite of documents, which include the Core Strategy (2011), the Development Management Local Plan (2014) and the Lewisham Town Centre Local Plan (2014).
- 3.2. The adopted Core Strategy outlines the retail hierarchy for the Borough. Retail centres are classified as either major town centres, district centres, neighbourhood local centres, out of centre retail parks, or local shopping parades. The term ‘high streets’ could be applied to any of the above classifications with the exception of out of centre retail parks.
- 3.3. The Core Strategy allocates primary and secondary shopping frontages within major town centres and district centres, with the exception of New Cross.
- 3.4. The local plan policies aim to sustain the viability and vitality of town centres. Retail, commercial, and community uses within the Borough’s high streets are protected through the adopted policies. The strongest level of protection is given to retail uses within the Borough’s primary shopping frontages.
- 3.5. The retail hierarchy, taken from Core Strategy table 7.1, is outlined below.

Major town centres	District centres	Neighbourhood local centres	Out of centre	Parades
Lewisham	Blackheath	Brockley Cross	Bell Green	There are over 80 parades
Catford	Deptford	Crofton Park	Ravensbourne Retail Park, Bromley Road	
	Downham	Downham Way		
	Forest Hill	Grove Park		
	Lee Green	Lewisham Way		
	New Cross and New Cross Gate			
	Sydenham			

4. The role of planning

- 4.1. The influence of planning
- 4.2. Planning policies can shape the success of town centres. Existing planning policies protect retail, commercial and community uses in town centres, promote residential uses where appropriate, and promote the night time economy where appropriate.
- 4.3. Planning policies can influence all of the above issues as planning permission is generally required to change the use of a building from one use to another.

- 4.4. Existing planning policies for the Borough's high streets are structured around the retail hierarchy as described in section 3 of this report.
- 4.5. In the coming years the Borough's planning policies will be revised through the development of a new Local Plan. The Planning Service will utilise the evidence set out in this report to create policies which build strengths of the Borough's different high streets.
- 4.6. The limitations of planning
- 4.7. There are limitations to the influence that planning can have due to the way in which planning regulations have been written.
- 4.8. The Planning Service is unable to control the occupants of premises where there is no change of use.
- 4.9. Therefore a change from one type of retailer within the A1 use class to another type of retailer within the A1 use class cannot be controlled. For example the Planning Service could not control the change of a unit from a supermarket to a discount retailer. Nor could the Council control the change of a unit from a bank to a betting shop.
- 4.10. The Planning Service is unable to make a planning decision based on prejudices against a particular end user. For example an application for a convenience shop operated by a major supermarket chain could not be refused on the basis that an independent operator would be preferred by the local community.
- 4.11. The Planning Service is also limited by the existence of permitted development (PD) rights.
- 4.12. The current government has increased the scope of PD to include a range of town centre uses.
- 4.13. PD rights now exist to change A1 retail units to professional service, café, restaurant and business use for a period of up to two years without planning permission.
- 4.14. PD rights also exist to convert A1 retail units into residential units unless the Council can demonstrate that there would be a negative impact on the town centre in question.

5. Current high street trends and observations

- 5.1. The Planning Service conducts annual surveys of the Borough's district and major town centres. The data from these surveys are analysed; trends can be identified and observations can be made.
- 5.2. This section outlines the main trends and observations for the Borough's town and district centres taken as a whole. These trends and observations are

investigated in greater detail in relation to the four case study high streets in section 7 of this report.

5.3. Vacancy rates

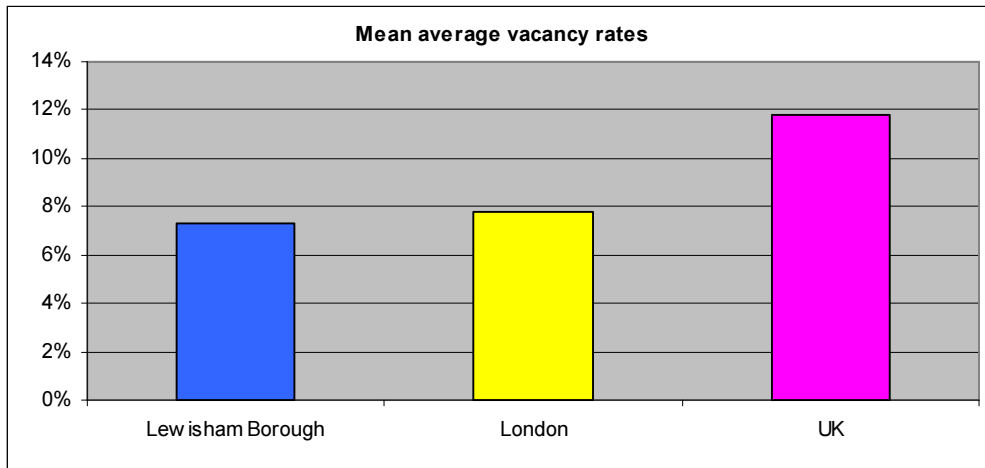


Figure 1 Mean average vacancy rates locally, regionally and nationally

- 5.4. Vacancy rates are the most immediate indication of the success of a town centre.
- 5.5. The majority of centres within the Borough are faring well compared with the national and regional statistics.
- 5.6. The national mean vacancy rate is currently estimated to be 11.8%, with the London vacancy rate estimated at 7.8% . The mean vacancy rate for the Borough's two major town centres and the seven district centres compares favourably, being 7.3% in 2014 (figure 1).

5.7. Vacancy rate trends

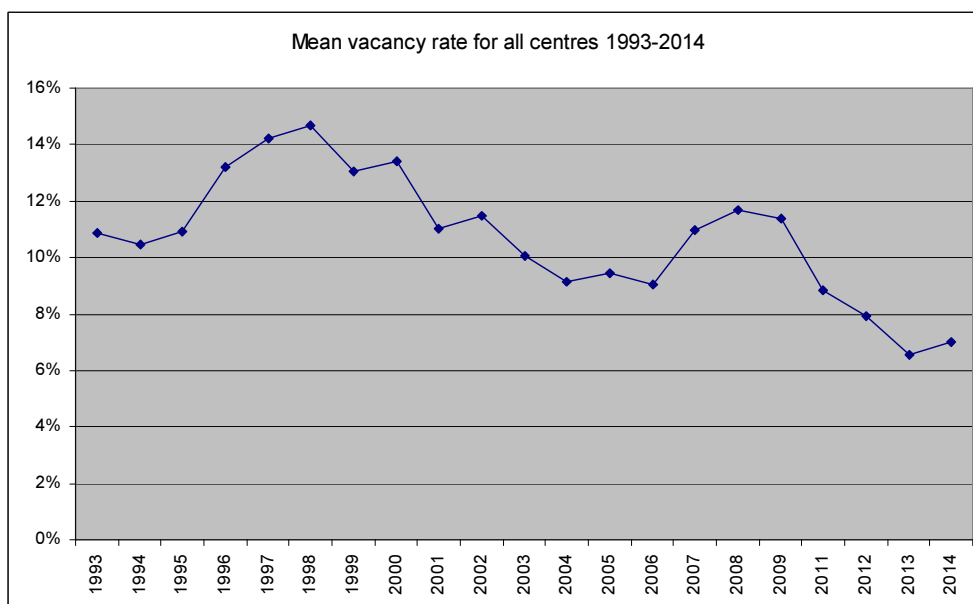


Figure 2 Mean vacancy rates for all centres 1993-2014

- 5.8. The vacancy rates of high streets can be judged against rates of previous years, to identify if centres are in ascent or decline.
- 5.9. The average figures for the Borough as a whole are encouraging, showing a significant reduction in the proportion of vacant units found in the district and major town centres since the beginning of the survey in 1993.
- 5.10. Vacancy rates have improved markedly since the financial crisis of 2008, in 2013 reaching the lowest level since our survey began 20 years ago. There has been a slight increase in vacancy rates between 2013 and 2014 (figure 3).
- 5.11. Proportion of units in A1 use in primary shopping frontages

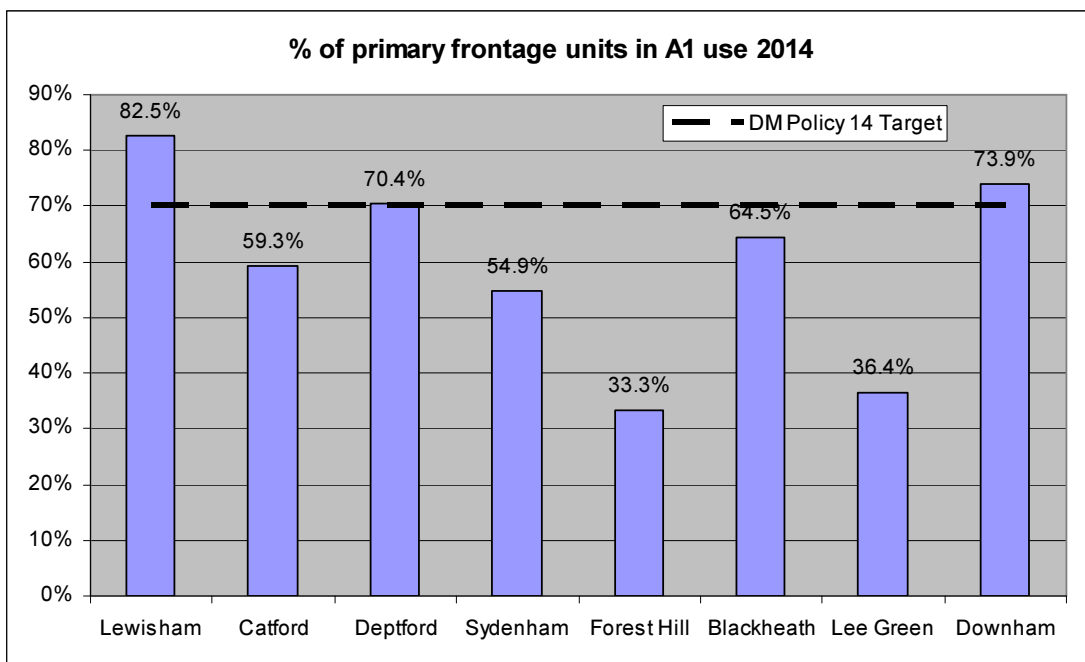


Figure 3 Percentage of primary frontage units in A1 use 2014

- 5.12. Each town and district centre, with the exception of New Cross / New Cross Gate, is allocated a primary shopping frontage. The primary shopping frontage is considered to be the retail core of the centre, and is therefore A1 (retail) uses are given especially strong protection within this frontage.
- 5.13. The Local Plan sets a target of 70% of units within the primary shopping frontage in each centre to be in A1 use.
- 5.14. Many of the centres either meet or come close to the target, however the figures for some centres are significantly below the target. These figures demonstrate that retail may not be the dominant focus of some centres, and that these centres may have other strengths and niches. These themes are explored in section 7 of this report.
- 5.15. Mix of uses

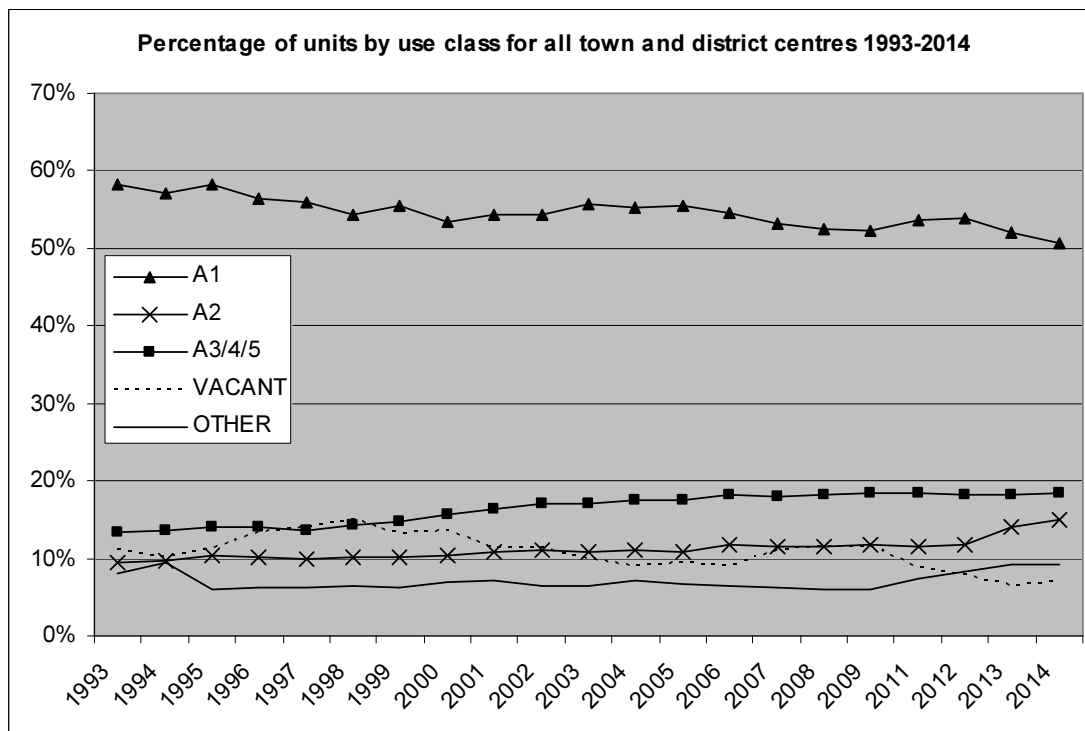


Figure 4 Percentage of units by use class 1993-2014

- 5.16. The proportion of units in A1 use in all town and district centres (in primary, secondary and other frontages) has gradually decreased from 58% in 1993 to 51% in 2014 (figure 6).
- 5.17. During the same period A2 uses (such as banks, betting shops, estate agents and high street solicitors) have increased in proportion from 9% to 15%, and A3/A4/A5 uses (restaurants, cafés, pubs and takeaways) from 13% to 18%.
- 5.18. The figures indicate gradual shifts, which taken alongside the reduction in vacancy rates, demonstrate that the Borough's town and district centres are generally adapting successfully to the changing retail landscape.

6. The future of retail

- 6.1. Since 2011 there has been much discourse nationally regarding the future of retailing and the UK's high streets. Much of this discourse has concentrated on the 'failure' of high streets, their loss of purpose in a world of online retailing, and their high vacancy rates.
- 6.2. However, the evidence outlined earlier in this report indicates that Lewisham's district and major town centres have not suffered from failing high streets or high vacancy rates, and therefore the national discussions relating to these issues are not directly applicable to the Borough.
- 6.3. Yet, the Borough will be still be affected changing retail market and online shopping to some extent, and the Council must be vigilant to ensure that

Lewisham's high streets are adaptable to changing shopping and lifestyle habits.

- 6.4. The retail surveys reveal an increase in non-retail commercial and community uses in town centres in recent years. This highlights the wider role beyond retail that town centres fulfil. The increase in A3/4/5 units (restaurants, cafés, pubs and takeaways) demonstrates that some town centres are increasingly functioning as clusters for leisure and social activities. Blackheath and New Cross have high proportions of units in A3/4/5 use, and can be said to have a strong night time economy as a result.
- 6.5. The increase in online retailing has potential to undermine high streets by bypassing the need for visiting physical shops. This can happen for both convenience and comparison goods, although the impact may be different for both. Convenience retailers provide day to day goods including food, drinks and newspapers. Comparison retailers provide other goods such as clothing, furniture, toys etc.
- 6.6. Convenience online shopping is likely to be of the 'weekly shop' type, rather than for regular purchases of essentials and daily food supplies. This is likely to impact on larger supermarket units, and it is less likely to impact on corner shops, small supermarkets, and the smaller convenience format stores (such as Sainsbury Local and Tesco Express) which have risen in popularity over recent years. It is therefore expected that the Borough's smaller centres will retain their role as convenience shopping destinations.
- 6.7. The popularity of online shopping for comparison goods will depend on the type of goods in question. Many large comparison goods retailers will want to retain stores to showcase their products and also to act as pick up points for online orders. It is therefore expected that the Borough's largest centre, Lewisham town centre, will remain home to national multiples.
- 6.8. The London Plan considers that the impact of online shopping may therefore have the largest impact on medium sized centres. It will therefore become increasingly important for centres to identify strengths and niches, and to develop these strengths further. This may include concentrating on leisure, community and cultural strengths. This is discussed to a greater extent in section 7 of this report.
- 6.9. On a purely practical level, the popularity of online shopping may also lead to the introduction of stand-alone 'click and collect' pick up points in town centres and transport hubs, to supplement the home delivery of goods.
- 6.10. The Planning Service will be considering all of these issues when reviewing the Local Plan, to ensure that future planning policies will safeguard vibrant and viable centres.

7. The roles of different high streets

- 7.1. The Local Plan retail hierarchy groups centres into the categories of major town centres, district centres, neighbourhood local centres, out of centre retail parks, and local shopping parades.
- 7.2. Major town centres, at one end of the scale, are expected to deliver a range of comparison goods retailers alongside convenience retailing, services, community and leisure uses.
- 7.3. Local neighbourhood centres, at the other end of the scale, are expected to mainly cater for the local community's day to day needs.
- 7.4. However, every centre within the same retail hierarchy grouping does not play the same role. Each centre has strengths and weaknesses. Section 6 of this report, on the future of retail, explained why playing on the strengths of and developing the individual roles of each centre will become increasingly important in future years.
- 7.5. This section looks at the different roles of the four high streets that are being used as a cross section of town centres for the purpose of this report.
- 7.6. Lewisham major town centre
- 7.7. Lewisham centre is categorised as a major town centre. The centre is the most important shopping and leisure destination in the Borough as well as a major transport hub.
- 7.8. The annual retail survey data indicates that the town centre has performed strongly over recent years.

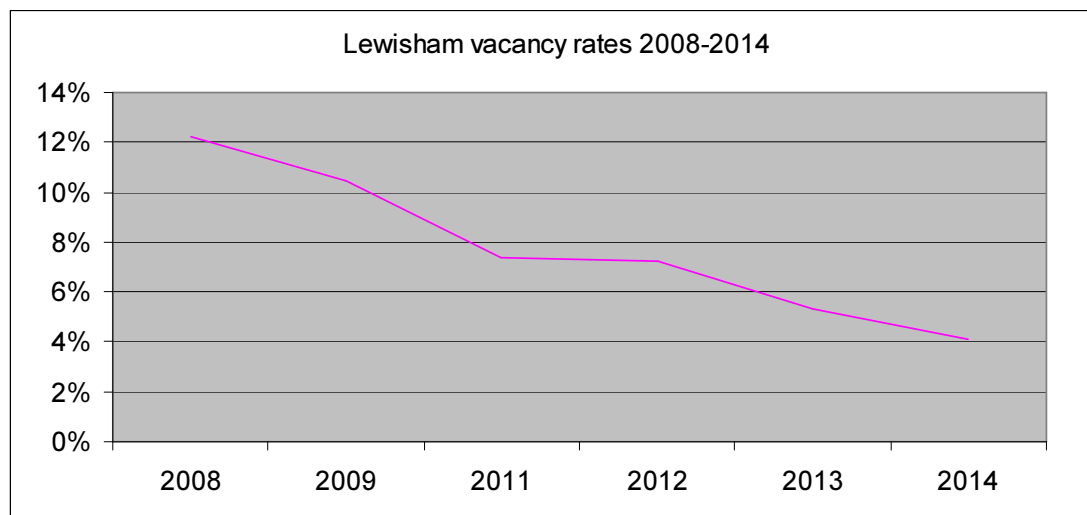


Figure 5 Lewisham town centre vacancy rates 2008-2014

- 7.9. Figure 5 shows that the vacancy rate in the town centre has dropped significantly from 12% to 4.1% over the period 2008-2014. The current vacancy rate is significantly lower than the regional (7.7%) and national (11.8%) average.

- 7.10. 82.5% of the primary shopping frontage is in A1 use. 57% of the centre's A1 units are classed as comparison retail outlets. These figures indicate that the centre is fulfilling its role as a retail destination. The centre is home to national multiples including Marks and Spencer, Argos, WH Smiths and H&M. The centre also possesses a low proportion of discount and charity shops.
- 7.11. The future of Lewisham town centre is set out in the Lewisham Town Centre Local Plan (2014). The vision for the centre states that Lewisham will be transformed into a shopping and leisure destination of exceptional quality, supported by an increase in the resident population through the development of high quality housing.
- 7.12. The objectives identified for the centre include:
- Significant expansion of retail floorspace,
 - Improved leisure and evening economy provision,
 - Provision of 3,300 new homes,
 - Improvement and expansion of streetscape, pedestrian linkages, open space and recreational facilities.
- 7.13. The vision and objectives for Lewisham build on the strengths of the centre as an important retail destination, and expand this to ensure that the centre becomes an important leisure, community, employment and residential hub.
- 7.14. The vision and objectives are being delivered on the ground through large scale developments along Loampit Vale, Thurston Road and through the Lewisham Gateway scheme. These developments will provide large amounts of floorspace in retail, leisure, employment and residential uses.
- 7.15. Major leisure and residential uses have already been completed as part of the Loampit Vale scheme.
- 7.16. The Lewisham Gateway scheme is now underway, and will deliver a significant part of the vision for the centre. The pedestrian connections between the primary shopping frontage will be radically improved, as will the urban environment. The development will expand the secondary shopping frontage towards the station, and will also provide leisure and evening economy uses.
- 7.17. Further improvements are planned to the streetscape along Lewisham High Street. A funding bid was made to TfL through the Local Improvement Scheme regime in 2014. The bid was unsuccessful (due mainly to the recent success in attracting funding for Deptford High St) but the Council believes the bid is strong, and will re-submit in 2015. The scheme will improve the physical environment of the centre, including the provision of additional footpath and seating capacity. The scheme will also improve the operation of the street market and reduce the negative impact of servicing operations by creating an enclosed waste area with underground compactor.
- 7.18. The vision, objectives and policies within the Lewisham Town Centre Local Plan, alongside the projects that are taking place on the ground, all build upon

the existing strengths of the town centre as a major retail destination. The plans and improvements will make the centre more accessible to visitors, will improve the evening economy, will encourage more people to visit and stay for longer due to an improved environment and retail and leisure offer, and will increase the resident population of the centre creating more life, activity and potential customers for retailers.

- 7.19. All of these benefits described above will enable the centre to compete with rival centres and with online retailers. The diversification of the centre major improvements to the streetscape and local environment will ensure that people are attracted to the centre, enjoy spending time there, which gives the centre a platform on which to compete with the growth of online retailing.
- 7.20. Lewisham major town centre is an example of how the Local Plan process can shape high streets. The planning process identified the role of the centre, and developed policies in order to strengthen the role. Lewisham town centre is the first centre in the Borough to have the benefit of town centre policies specific to the individual centre. It is anticipated that the next Local Plan will have specific policies for more of the Borough's high streets.
- 7.21. Forest Hill
- 7.22. Forest Hill is classified as a medium sized district centre in the Council's retail hierarchy.
- 7.23. The annual town centre surveys show that the proportion of vacant units has decreased significantly since the peak in 1997 (figure 6).
- 7.24. The survey also shows a gradual decrease in the proportion of A1 retail units over time, and a recent increase in the proportion of A3/A4/A5 leisure uses (restaurants, cafés, pubs and takeaways) and of 'other' uses (including community, business and cultural) (figure 6).

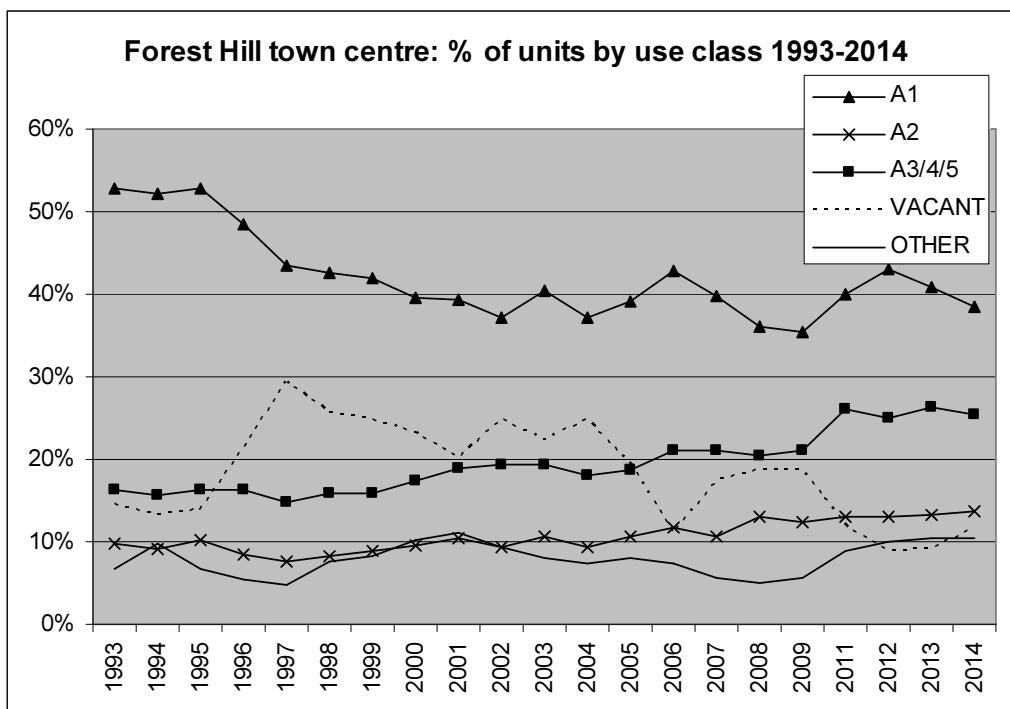


Figure 6 Forest Hill town centre percentage of units by use class 1993-2014

- 7.25. The primary retail function of the centre is to serve the needs of the local community. The centre is unable to compete with larger centres and with online retailers in regards to comparison goods. This is a trend that is seen in district centres nationally. Therefore, unlike Lewisham town centre, the scope for improvement of the centre through retail expansion is limited.
- 7.26. However, the centre has other strengths. Eating and drinking businesses have expanded in number over recent years, as well as 'other' community, culture and business uses. The Forest Hill Pools have been refurbished, including a gym and community room, and there is a strong artistic community within the units along Havelock Walk.
- 7.27. The evidence points to the role of Forest Hill as being an important leisure, community and cultural centre for local people, on a par with its retail function. This is reflected in the fact that only 33% of the primary shopping frontage is currently in A1 use.
- 7.28. The review of the Local Plan will examine whether local level policies specific to Forest Hill are required to play on the existing strengths of the centre. This will include consideration as to whether the 70% A1 primary shopping frontage target should be retained. The aim of any new policies will be to ensure that Forest Hill is a vibrant and viable district centre that serves the local community.
- 7.29. The objectives and policies of the new Local Plan will be supported by the planned street improvement works which will be the subject of a Local Improvement Plan funding bid.

- 7.30. The bid will develop the concepts first proposed in the Forest Hill Urban Design Framework and Development Strategy SPG (2003). These concepts have been developed with strong involvement from the local community, reflecting the importance of the centre as a hub for the activities of local people. The bid is expected to focus on creating and animating the forecourt spaces along Dartmouth Road.
- 7.31. Grove Park
- 7.32. Grove Park is classed as a neighbourhood local centre in the Council's retail hierarchy.
- 7.33. Neighbourhood local centres are expected to cater for the day to day needs of their local neighbourhood, and will not have as large a catchment area or range of services as district and major town centres. The centres are of great importance to the community, especially for those who are unable to easily travel to larger centres.
- 7.34. Surveys of neighbourhood local centres are undertaken less frequently than surveys of district and major town centres. The most recent survey was undertaken in 2012. A new survey will be undertaken during the preparation of the new Local Plan.
- 7.35. The 2012 survey found a wide mix of uses within the centre, with the main uses being A1 retail, A2 services (including estate agents, bookmakers, and financial services), A3 restaurants and cafes, and A5 takeaways.
- 7.36. 15% of units (8 units) were vacant in 2012, which represented a slight increase from 6 units in 2005. However, only 2 of the same units were vacant in both 2012 and 2005, indicating that long term vacancies are not a significant concern.
- 7.37. The high street receives the support of the Grove Park Community Group. The group have worked in conjunction with the Council to save the Baring Hall Hotel, the only public house in the centre. The Council placed an article 4 direction on the premises to ensure it could not be changed to another use. The property has now been brought back into use as a pub.
- 7.38. The small catchment areas of neighbourhood local centres means that local communities are ideally placed to work with the Council to shape the future of these centres. Communities have been given the power to do this through the introduction of Neighbourhood Planning. Community groups can draw up planning policies for high streets, which will then be used by the Council to determine planning applications once the policies have been inspected by an independent examiner and have been voted for in a referendum.
- 7.39. Grove Park is the subject of an emerging neighbourhood plan. The community group preparing the plan has the option of including policies relating to the high street. The Council will work with the community group to support its work by providing advice and assistance.

- 7.40. Should the community group decide not to include high street policies, then the Planning Service will work with local people to identify policies that are required to ensure the future success of the centre.
- 7.41. The community group has also worked with the Council to design a streetscape improvement scheme for the high street. The Council was successful in securing £1.5m LIP funding for this scheme in 2013, and works are expected to commence 2015/16. The pedestrian environment will be enhanced to encourage trips to the centre, and car parking will be retained to provide vehicular access to local businesses.
- 7.42. The approach taken with Grove Park, and with other neighbourhood centres including Crofton Park, differs from the approach taken to district and major town centres due to the very local nature of these centres. The concept of 'Localism' is well suited to these centres. The Council will continue to work with local community groups in supporting neighbourhood plans for these areas, and in developing high street policies in the new Local Plan where neighbourhood plans are not proposed.

8. Background Documents:

Lewisham Core Strategy 2011 (local plan) :

<http://www.lewisham.gov.uk/myservices/planning/policy/Documents/CoreStrategyAdoptedVersion.pdf>

Development Management Local Plan 2014:

<http://www.lewisham.gov.uk/myservices/planning/policy/LDF/development-policies/Documents/DMLPAdoption.pdf>

Lewisham Town Centre Local Plan 2014:

<http://www.lewisham.gov.uk/myservices/planning/policy/LDF/lewisham/Documents/Lewisham%20Town%20Centre%20Local%20Plan.pdf>

If you have any questions about this report, please contact Brian Regan, Planning Policy Manager (ext. 48774).

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LEWISHAM HOME ENERGY CONSERVATION ACT REPORT

March 2015

This report sets out a summary of Lewisham Council's priorities, targets and plans for action to improve the energy efficiency of housing in the borough. The report is intended to fulfil the requirement for reporting under the Home Energy Conservation Act (1995) as amended by the Department of Energy and Climate Change in 2012.

(i) Local energy efficiency ambitions and priorities

Lewisham Council is publicly committed to tackling climate change and fuel poverty, and has delivered a range of successful projects supporting vulnerable households, improving efficiency and promoting a sustainable environment. Our work on climate change and fuel poverty support the achievement of Lewisham’s Sustainable Community Strategy policy objective ‘Clean, green and liveable: where people live in affordable, high quality and adaptable housing, have access to green spaces and take responsibility for their impact on the environment’.

Housing is the borough’s largest source of carbon emissions and is therefore a significant priority for our work, with our partners, to achieve the borough’s targets for carbon emissions.

ACTION

Local Authority targets

In December 2013 Lewisham set a new carbon reduction target of a 44% reduction in borough-wide CO₂ emissions by 2020 from a 2005 baseline.

Lewisham Council signed up to Climate Local in published our Climate Local Action Plan in December 2013 - <http://www.lewisham.gov.uk/getinvolved/environment/energyefficiency/taking-the-lead/Documents/ClimateLocalActionPlan.pdf>

In November 2012 Lewisham Council signed up to the Local Authority Fuel Poverty Commitment

Lewisham Council won the NEA, DECC and British Gas Community Action Award 2014-16

In July 2014 Lewisham Council agreed a new corporate energy policy setting a target of a 20% reduction in CO₂ across corporate buildings by the end of 2020 and a 20% reduction in CO₂ per pupil for schools in the borough <http://councilmeetings.lewisham.gov.uk/documents/s30269/Energy%20Policy.pdf>

Based on the DECC CO₂ emissions dataset (2005-2012)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/136018/Full_dataset.xls

Total carbon emissions in Lewisham in 2012 were 972 tonnes. This is a reduction of 16% over the 8 years this data has been collected.

Per capita carbon emissions in Lewisham are lower than both the London and UK figures and have seen a greater reduction between 2005 when the figures were first published and 2012 – the year when the most recent figures are available for:

Year	2005	2006	2007	2008	2009	2010	2011	2012
	tCO₂ per person							
Lewisham	4.6	4.5	4.3	4	3.6	3.8	3.4	3.5
London	6.2	6.3	6.1	5.9	5.3	5.5	4.9	5.2
UK	8.7	8.7	8.5	8.1	7.3	7.5	6.8	7.1

Source: DECC UK and regional CO₂ emissions <https://www.gov.uk/government/statistics/local-authority-emissions-estimates>

	<p>Based on DECC data on fuel poverty levels using the latest definition of households that have got low incomes and high costs of energy 8% of households in Lewisham are in fuel poverty - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/318998/2012_Sub-regional_LIHC_Final.xlsx</p> <p>Greenhouse gas emissions from Lewisham Council in 2013/14 were 43,692 tonnes. http://www.lewisham.gov.uk/getinvolved/environment/energyefficiency/taking-the-lead/Pages/default.aspx</p>
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(ii) The measures that take advantage of financial assistance and other benefits offered from central Government initiatives, such as the Green Deal, ECO and RHI or any other initiatives, to help result in significant energy efficiency improvements of residential accommodation

In December 2013 Lewisham Council established an OJEU compliant Energy Efficiency Installations Framework with a delivery partner. The Framework is set up to cover a wide range of energy efficiency measures in domestic and non-domestic properties and covers the London Boroughs of Lewisham, Bexley, Bromley, Greenwich and Southwark – enabling Councils and any Registered Providers with housing stock in those boroughs to access the Framework. The Framework was intended to facilitate access to the Energy Company Obligation (ECO) but can also be used for delivery of schemes funded or delivered through other mechanisms.

Through the Framework Lewisham has insulated 600 hard to treat cavity wall properties at no cost to Lewisham Homes, Lewisham Council or residents, using funding drawn in from ECO.

Lewisham Council is working with Bexley and Bromley Councils through the Department of Energy & Climate Change (DECC) Green Deal Communities Fund to deliver the Green Deal Communities Fund project which is taking an area based approach to increasing the energy efficiency of existing housing alongside a focus on improving energy efficiency standards in the privately rented sector.

ACTION		TIMING
Energy Company Obligation	We have procured a delivery partner to help us access ECO funding following government changes to ECO there has been limited opportunity to develop projects using ECO funding because it is very limited both in availability and funding levels. Through our delivery partner we will continue to review opportunities to access ECO funding through a variety of funding routes – brokerage, direct arrangements with energy companies, working with organisations who’ve accessed ECO funding.	Ongoing
Green Deal	Deliver the DECC funded Green Deal Communities Fund project across Lewisham, Bexley and Bromley: <ul style="list-style-type: none"> ▪ Increase understanding and take-up of solid wall insulation, helping to grow the market for this measure ▪ Engage with local communities in each of the three boroughs to provide information to residents on the scheme and encourage them to take up the offer ▪ Liaise with the privately rented sector across each local authority area to encourage take-up of the measures ▪ Contact properties that have got an F or G energy efficiency rating to provide information on the grant funding available to enable them to improve the home 	September 2015

	<ul style="list-style-type: none"> ▪ Efficiently use resources to deliver a targeted scheme which maximises take-up and serves to generate a longer-term legacy to the project ▪ Develop the supply chain for retrofit work, support local businesses so that they can benefit and create job opportunities for local people 	
Increase the energy efficiency supply chain	Enable Lewisham based small to medium sized enterprises (SME's) to get advice, training and practical support through a mixture of methods: <ul style="list-style-type: none"> ▪ Training on installation processes for energy efficiency measures such as external solid wall ▪ Workshops providing practical advice on how businesses can market themselves and steps they can take to access the supply chain ▪ Support to join Construction Line as a gateway requirement for joining the supply chain for the delivery of energy efficiency measures through Lewisham's Energy Efficiency Installations Framework ▪ PAS2030 or Green Deal Installer training ▪ City & Guilds training providing local residents with the first stepping stone on a career as Home Energy Assessors and increasing the local capacity in relation to addressing fuel poverty and acting in a more energy efficient way 	September 2015
	Work with Goldsmiths College and stakeholders from across the energy efficiency sector to redesign supply chains to improve opportunities for SME's.	September 2015
	Work with Enfield, Waltham Forest and Haringey Councils to deliver the European Regional Development Funded Retrofit London project offering businesses based in the 4 areas up to 12 hours of bespoke support to help them access and grow the energy efficiency supply chain. Businesses are provided with diagnostic support to identify their opportunities and barriers to development. An action plan is then developed and implemented.	December 2015
	Deliver opportunities for training and employment working with Lewisham College and other partners.	Ongoing
Feed in tariffs and Renewable Heat Incentive	Provide information to residents on the feed-in tariff and renewable heat incentive.	Ongoing
	Support voluntary and community sector organisations looking to install renewables.	Ongoing
Zero carbon homes	Lewisham Council introduced guidance on a cost of carbon which is being adopted as part of the Planning Obligations Supplementary Planning Document. The cost of carbon is £104/tonne over 30 years and this price will continue to be applied in cases where developers are unable to meet their carbon reduction targets onsite. In practice to date the majority of developers are able to meet the carbon reduction targets onsite – the target is currently a 35% reduction in on-site carbon emissions against 2013 Building Regulations. In the limited number of developments where the developer has demonstrated this wouldn't be technically or financially compliant they have accepted the cost of carbon which has been proposed.	Ongoing until further regulation is introduced by DCLG
	Work with relevant stakeholders to feed into development of the zero carbon homes proposals, including in relation to development and delivery of the Allowable Solutions mechanism.	2016

(iii) The measures which an authority has developed to implement energy efficiency improvements

cost-effectively in residential accommodation by using area based/street by street roll out involving local communities and partnerships

Lewisham Council is well placed to operate energy efficiency schemes in a cost-effective way:

- We have purchased and analysed EPC data which covers over 60,000 properties across the borough providing a strong evidence base for the energy efficiency opportunities available.
- The Energy Efficiency Installations Framework which has been established and runs until December 2017 provides a flexible mechanism for delivering energy efficiency programmes and enables the Council to quickly and pro-actively respond to funding opportunities.
- A strong track-record of area-based delivery of projects, including the award winning Low Carbon Zone and other projects which have brought together a number of sources of funding has provided the Council with a range of delivery mechanisms and a clear insight into how to develop and deliver successful projects that minimise cost and maximise take-up.
- Partnerships with organisations throughout the supply chain has provided opportunities for local people and businesses to access the energy efficiency supply chain, enabling local people to benefit from the investment more broadly whilst also serving to make it easier to deliver in Lewisham.
- Links in to networks and organisations across the borough help to spread the word about schemes and encourage take-up whilst also increasing the capacity of organisations to support their community.
- Engagement with the health sector through Warm Homes, Healthy People schemes has been successful in supporting 937 residents in the last 3 years and has helped reduce pressure on other parts of the public sector as a result.

	ACTION	TIMING
Partnerships and collaborative delivery	Pursue opportunities to deliver successful cross-borough working as a model for ongoing activity. Building on delivery of the Green Deal Communities Fund project with Bexley and Bromley Councils, we will look to develop further projects with organisations in the public, private, voluntary and community sectors.	2015-17
	a. Identify resources for new area-based projects b. Maintain proactive communications with local partners; c. Identify target areas; d. Determine synergies with other refurbishment work and other Local Authority objectives	2015-17
	Identify opportunities with social housing providers to deliver area-wide energy efficiency programmes or link into planned maintenance schemes.	2015-17
	Build clear links between the borough's Health and Wellbeing Strategy and fuel poverty activity.	2015-17
Strategic role on housing	Integrate energy efficiency and environmental considerations into the specification for completing 500 new Council homes by 2018.	2018
	Integrate energy efficiency and environmental considerations into the specification for delivering 110 new units providing specialised housing for older people, which will be delivered by 2016.	2016
	Integrate energy costs and efficiency into the long term asset management strategy for the Council's housing stock that is being developed by Lewisham Homes and that is due for completion in 2015/16.	2016
	Develop options for piloting highly energy efficient and sustainable models of development as part of the Council's development activity, and consider opportunities for the Council to demonstrate to the market the benefits of exceeding minimum standards for energy efficiency, such as, for instance, developing to Code 6 standards.	2017

Raising standards in the private rental sector	Engage with the privately rented sector to provide information on the proposed regulation of properties which will prevent landlords reasonably refusing improvements from 2016 and preclude properties with an EPC rating below 'E' to be rented out from 2018.	Ongoing
	Provide grants and loans to private landlords and owner occupiers on low incomes to bring properties up to the Decent Homes standard, including the replacement of defective boilers/heating systems/controls to current standards and the installation of cavity wall/loft insulation.	Ongoing
	Install draught-proofing measures to vulnerable residents in all tenures through the Handypersons service.	Ongoing
	Respond to referrals from private sector tenants regarding their housing conditions by offering advice and addressing any category 1 hazards identified under part 1 of the Housing Act 2004 (HHSRS) including those relating to the hazard of 'Excess cold'. This includes taking enforcement action and/or the offering of a grant or loan under the Council's Housing Assistance policy to improve standards.	Ongoing

<i>(iv) A timeframe for delivery and national and local partners</i>	
The Council already works with a wide range of partners, locally, regionally and nationally delivering climate change and fuel poverty projects in the borough and as set out above will be seeking to develop these further to ensure we help all residents and particularly the most vulnerable and those in the hardest to treat homes to benefit from improved energy efficiency and thermal comfort, lower carbon emissions and reduced energy bills.	
ACTION	TIMING
<p>Our priorities over the next two years are:</p> <ul style="list-style-type: none"> ▪ Maximise access to external sources of funding, including ECO where available, to provide residents with the best possible levels of funding and support for energy efficiency measures ▪ Secure investment into the borough's hardest to treat homes ▪ Increase knowledge and take-up of solid wall insulation ▪ Develop and deliver a response to fuel poverty that bring together health providers, the community sector, housing providers and investment and support from the private sector to identify and assist those most vulnerable to the cold ▪ Develop and support the local supply chain so that it can benefit from the Green Deal and work with Lewisham College and other partners to extend the range of employment and training opportunities for local people 	By 2017

Lewisham 2015 HECA report signed off by:

.....
Janet Senior, Executive Director for Regeneration and Resources

Date:

Internal review date: 31 March 2016

Date of next progress report: 31 March 2017

For further information please contact:

Sarah Fletcher
Sustainability and Climate Change Policy Lead
Lewisham Council
020 8314 7234
sarah.fletcher@lewisham.gov.uk

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SUSTAINABLE DEVELOPMENT SELECT COMMITTEE		
Report Title	Waste & Recycling Service Options in Lewisham - Update	
Key Decision		Item No. 5
Ward	ALL	
Contributors	Strategic Waste & Environment Manager	
Class	Part 1	Date: 3 rd March 2015

1. Summary

- 1.1 This report updates the Committee following the meeting in October 2014, on Lewisham's future waste and recycling services.

2. Recommendations

- 2.1 To note and comment on the contents of the report, which:
- Provides the Committee with the latest information on the potential waste & recycling service options;
 - Provides information on the work being undertaken to ensure compliance with the Waste Regulations;
 - Recommends that a report compiling the service options and a recommendation to consult with our residents is presented to Mayor & Cabinet in June 2015.

3. Service Options

- 3.1 At the last meeting four options were proposed following an Efficiencies Review of the waste and recycling services. These are summarised below:
- Option 1 (Baseline plus garden waste): Refuse collected weekly, recycling collected co-mingled weekly and garden waste fortnightly;
 - Option 2: Refuse collected fortnightly, recycling collected twin stream (i.e. paper separately from the rest of the recycling) fortnightly and garden & food waste collected weekly;
 - Option 3: Refuse collected weekly, recycling collected twin-stream fortnightly and garden waste fortnightly;
 - Option 4: Refuse collected fortnightly, recycling collected twin stream fortnightly, garden waste collected fortnightly and food waste collected weekly.
- 3.2 Since the last meeting Officers have been undertaking further analysis of the options and how they can be configured ensuring ease of use for residents,

operational deliverability, environmental impact and financial impact, which includes market conditions. Ultimately by looking at all of these options should ensure compliance with the Waste Regulations.

3.3 This further analysis has resulted in the inclusion of an additional option to be considered. This fifth option is the same as Option 4 except that instead of recycling collected twin stream (i.e. paper taken out), recycling remains as a co-mingled service:

- Option 5: Refuse collected fortnightly, recycling collected co-mingled fortnightly, garden waste collected fortnightly and food waste collected weekly.

3.4 The next sections detail the current work on the various factors.

4 Waste Regulations

4.1 Regulation 13 of the Waste (England and Wales) Regulations 2011 (as amended), transposes into English law Article 11 of the EU Revised Waste Framework Directive (2008/98/EC). Regulation 13 states that from 1 January 2015, waste collection authorities must collect waste paper, metal, plastic and glass separately. This duty is to ensure that recycle is of a high quality and that the quantity of recycle collected is improved. The duty is subject to two tests:

4.1.1 The Necessity Test: This is to ensure that waste undergoes recovery operations to facilitate or improve recovery, which tests if the material is of a sufficiently high quality? If yes, then it is not necessary to collect the materials separately from each other.

4.1.2 The Practicability or TEEP Test: Is it Technically, Environmentally or Economically Practicable (TEEP) to collect the materials separately from each other? If one of these is not the case, then it is not necessary to collect the materials separately from each other.

4.2 There is no statutory guidance on the requirements of Regulation 13, but a 'Route Map' was produced in England by local government stakeholders which sets out a process by which local authorities may assess their position in terms of compliance with the regulation.

4.3 Officers are currently conducting these tests using the 'Route Map' process, at the same time as developing and analysing the future waste and recycling service options. Below is a summary of the current work that is feeding into the options to be presented.

5 Technical Practicability

5.1 Following the sensitivity analysis of the Efficiencies Review the options are now being considered as to their operational deliverability. Some issues will also affect our residents' ease of use with the potential changes.

5.2 Some of the proposed options have the requirement for additional containers. As an inner London authority, the population density of Lewisham is quite dense, especially in the north of the borough. Property frontages are not big,

and in many instances with houses being divided into houses of multiple occupation, the requirement to house additional containers in these front gardens may be limited. Storing such containers on the street is not practical and would pose a hazard if stored on the pavement.

- 5.3 In addition limited space could also have an impact on the frequency of collection for certain properties.
- 5.4 As such, analysis is being undertaken as to what services could be delivered to the property type, and it may be that different services are offered to different property types.
- 5.5 Officers are also in the process of gathering evidence from other London authorities who have implemented similar services to Lewisham's proposed options, or have considered and rejected them. For example, at the current time, there are no inner London authorities that operate a fortnightly twin stream recycling service. Further, those inner London authorities that have in the past operated a twin stream service, now operate a co-mingled service and have seen tonnages increase, thereby facilitating improved recycling tonnages – a requirement of the Waste Regulations. Officers are in the process of talking to these other local authorities to identify any lessons learnt.
- 5.6 Other factors that are being considered are the impact of traffic congestion, which could compound service delivery as well as distance from Lewisham of potential waste and recycling facilities given the authority doesn't have its own waste transfer station. With all options consideration has to be given to the potential down time of the vehicles.
- 5.7 If we take an option that includes twin stream recycling, there are a number of additional operational issues to consider. The vehicles will have a split back, and if this isn't apportioned correctly, then one side may fill up quicker than the other. With these types of collection, the vehicle has to 'weigh-in' twice, either at the same facility or drive to a different facility to drop off the other material. This adds to down time, especially when you take into consideration that the nearest paper mills to Lewisham are approximately 27 miles away in Kent. This is just illustrative of a point, and there are alternatives to this, including bulking and then hauling to facilities rather than directly delivering, which are all being considered.
- 5.8 As we're collecting this data, it is being fed into our route optimisation software along with the yields of the proposed services to determine the operational deliverability of each of the proposed services.

6 Environmental Practicability

- 6.1 There are two aspects at looking at the Environmental issues around the proposed options. The first is around the carbon impact and the second around ensuring that a high quality recycle is produced.
- 6.2 For each of the options a carbon metric tool is being used to ascertain the carbon impacts of the options against the current service. The carbon metric includes an assessment of the emissions generated by producing and recycling materials as well as the emissions from the disposal process itself.

- 6.3 With regards to the quality of the recyclate, the revised Environmental Permitting Regulations require Materials Recovery Facility (MRF) operators to provide information on their output quality and initial data is expected to be published after June 2015.
- 6.4 Lewisham currently has an interim arrangement with Viridor Waste Management to sort and process its mixed dry recyclables, whilst the future of the waste and recycling services is being conducted. Viridor has stated that whilst each commodity that leaves the site will never be 100% pure as per the description of the commodity, the quality however, meets the input specification of the customer that is reprocessing these “raw material” commodities. As such this may satisfy the Necessity Test in that audited evidence may be available showing that the reprocessors are purchasing the sorted material from the MRF to a standard that satisfies their input specification.
- 6.5 In light of this, Option 5 with a comingled recycling service has been included within the proposed options. This does not preclude any of the other options with twin stream recycling being taken forward.

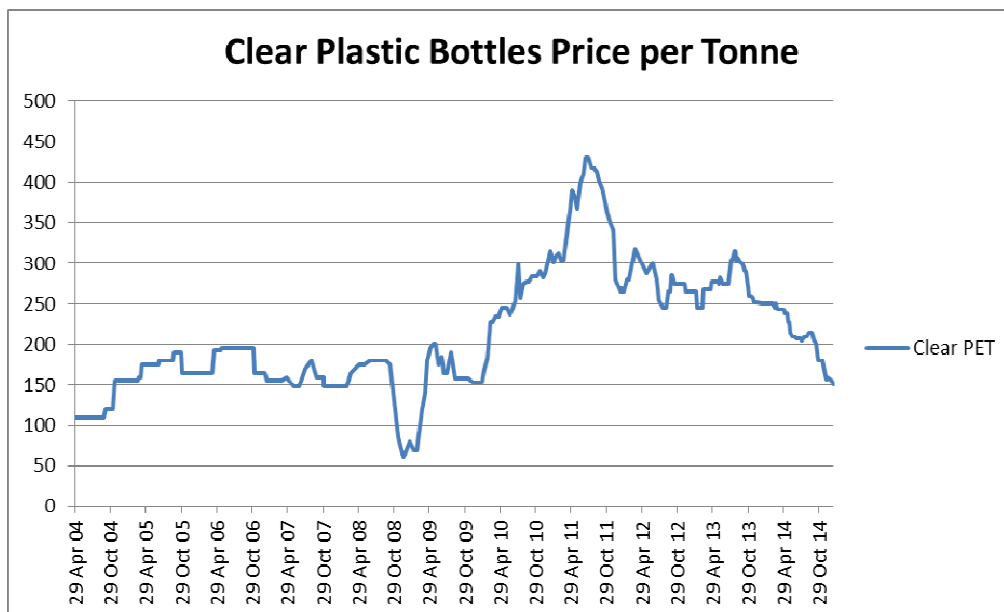
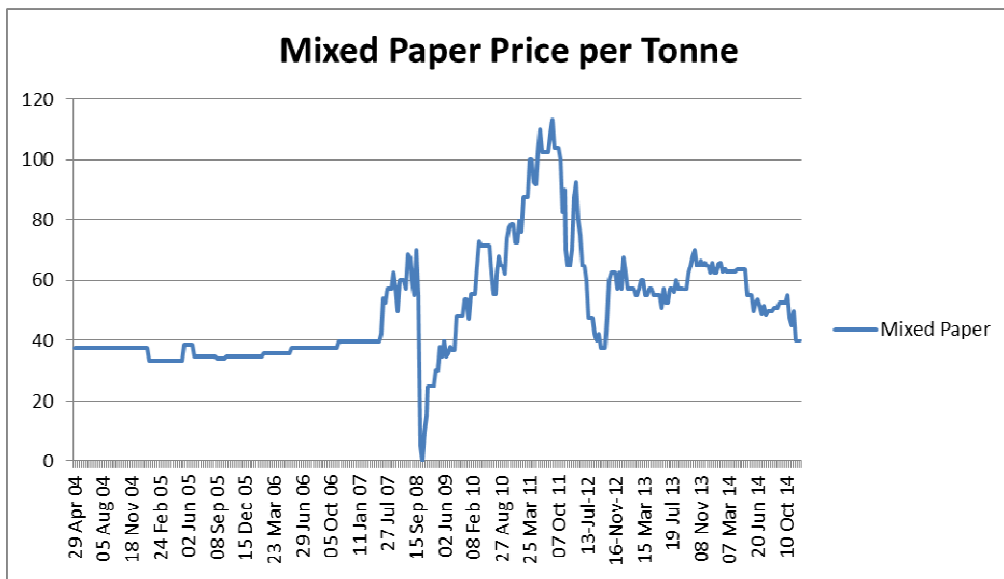
7 Economic Practicability

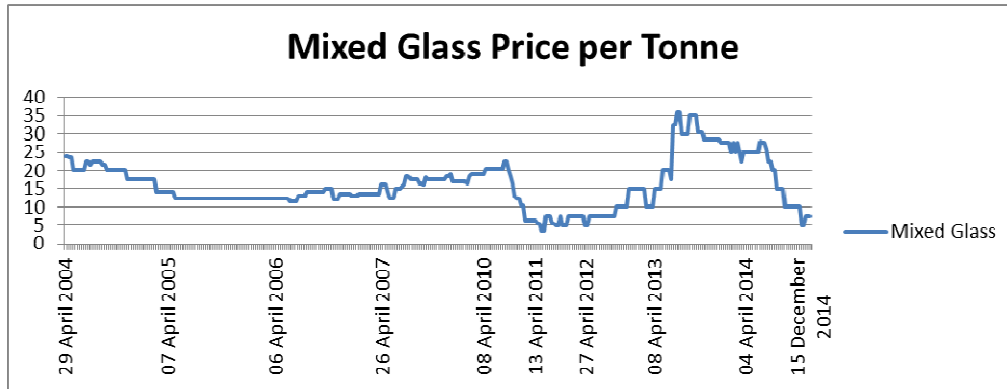
- 7.1 The economic practicability of the proposed services in terms of compliance with the Waste Regulations has been looked at in terms of cost of delivering the service and cost / income of disposal. The costs of implementing the proposed options were looked at as part of the Efficiency Review and the initial costs were used as a measure to determine which options should be considered further.
- 7.2 Using the Efficiency Review costs as a base, officers carried out a more detailed financial review of each option, comparing the baseline used in the review with the actual cost of current service provision, ensuring that local factors had been taken into account.
- 7.3 The tables in Appendix 1 show the potential cost of each option, measured against a baseline cost of the current service. It can be seen that potential cost reductions range from £0.03m to £1.3m.
- 7.4 Much of the forecast savings identified in the proposed options come from income generated from an annual subscription based garden waste service.
- 7.5 Modelling was initially based on 52,462 non-flatted households in Lewisham with 25% (13,115 households) subscribing to a charged garden waste collection in the proposed options. At a proposed £60 a year, this would generate an income of approx. £787k.
- 7.6 A benchmarking exercise against three other London Boroughs shows that on average approximately 20% of non-flatted households subscribe to a charged garden waste service. The sensitivity testing therefore tested the modelling of the proposed options against an uptake of 20% and 10%, bringing in an income of approx. £630k and £315k respectively. Please note that these are income figures only and do not account for any collection and disposal costs.
- 7.7 The other area that affects the financial modelling is market forces. Gate fees

for dry recycling can be more volatile than for organic waste and reprocessing plants and MRF's will submit tender prices against the current market conditions. Materials (paper, glass, metals and plastics) are commodities and are traded on the global market with weekly price fluctuations.

7.8 Over the past ten years the markets have fluctuated considerably and Lewisham was in the fortunate position of awarding a contract when the market was good and the contractor was offering a rebate (income) on the recycled materials. However, a few months into the contract the market for materials collapsed soon followed by China's Green Fence, which closed certain commodities markets to MRF and reprocessing plants. This had a knock on impact and Lewisham suffered a loss of income on the contract.

7.9 The graphs below show the commodity prices for a range of materials over the past ten years.





- 7.10 To add to the potential gate fee (or income) MRF's and reprocessors will analyse the composition of the delivered material and price accordingly as to whether these materials are collected together or separately, taking into account their operating costs, the cost of processing levels of contamination, and the potential income they would get over the life of the contract.
- 7.11 Other factors will also come into play including the price of oil affecting both transport costs of shipping materials around the world and upon the commodity price of the material (e.g. plastic) against using virgin material. Even despite contracts, some local authorities are seeing paper mills turn away paper that is not of a high enough quality or has got wet after being stored in boxes for a week due to wet weather.
- 7.12 .To this effect, the modelling has assumed a cautious range of potential disposal costs and income for dry recycling.

8 Conclusions and Next Steps

- 8.1 Officers are continuing to work up the proposed options against the 'Route Map' process looking at each of the options in terms of the Necessity and TEEP tests. The issues raised in this report aren't exhaustive, but give a flavour of the types of issues that need to be investigated when looking at the proposed options.
- 8.2 Some of these issues, once further analysis has been undertaken, will assist in identifying the true extent of operational deliverability of the proposed services.
- 8.3 However, other issues are more fluid such as the number of subscribers to a garden waste service and the fluctuations in the commodities market. This makes modelling the financial impact of the proposed options, to a large extent, only accurate at a given point in time.
- 8.4 Whilst undertaking this more detailed assessment Officers have deemed it prudent to keep options open and have included an Option 5. This option collects refuse fortnightly, recycling co-mingled fortnightly, garden waste fortnightly and food waste weekly.
- 8.5 It is proposed that a report is taken to the June Mayor & Cabinet meeting. This report will detail the proposed options, with a recommendation to consult

with the public on the proposed options.

9 Further Information

- 9.1 For further information please contact Sam Kirk, Strategic Waste & Environment Manager at sam.kirk@lewisham.gov.uk or 020 8314 2076.

Appendix 1

Summary - Low range disposal costs

Garden Waste @ 25%

Current Option No.	Collection costs £k	Bin costs £k	Disposal costs £k	Total cost £k	Subs. £k	Net cost £k	Movement from Baseline (Net) £k	Movement from Baseline (Gross) £k
Baseline	4,181	0	2,963	7,144	0	7,144	0	0
Option 1	4,367	0	2,719	7,086	787	6,299	-845	-58
Option 2	3,761	110	2,943	6,814	787	6,028	-1,116	-329
Option 3	3,953	59	2,685	6,697	787	5,910	-1,234	-447
Option 4	3,874	107	2,941	6,922	787	6,135	-1,009	-222
Option 5	3,575	107	2,906	6,588	787	5,801	-1,343	-556

Garden Waste @ 20%

Current Option No.	Collection costs £k	Bin costs £k	Disposal costs £k	Total cost £k	Subs. £k	Net cost £k	Movement from Baseline (Net) £k	Movement from Baseline (Gross) £k
Baseline	4,181	0	2,963	7,144	0	7,144	0	0
Option 1	4,367	0	2,730	7,097	630	6,467	-677	-47
Option 2	3,761	110	2,948	6,819	630	6,189	-955	-325
Option 3	3,953	59	2,695	6,707	630	6,078	-1,066	-437
Option 4	3,874	107	2,951	6,932	630	6,302	-842	-212
Option 5	3,575	107	2,916	6,598	630	5,968	-1,176	-546

Garden Waste @ 10%

Current Option No.	Collection costs £k	Bin costs £k	Disposal costs £k	Total cost £k	Subs. £k	Net cost £k	Movement from Baseline (Net) £k	Movement from Baseline (Gross) £k
Baseline	4,181	0	2,963	7,144	0	7,144	0	0
Option 1	4,367	0	2,750	7,117	315	6,802	-342	-27
Option 2	3,761	110	2,956	6,827	315	6,512	-632	-317
Option 3	3,953	59	2,716	6,728	315	6,413	-731	-416
Option 4	3,720	107	2,972	6,799	315	6,484	-660	-345
Option 5	3,421	107	2,936	6,464	315	6,150	-994	-680

Summary - High range disposal costs

Garden Waste @ 25%

Current Option No.	Collection costs £k	Bin costs £k	Disposal costs £k	Total cost £k	Subs. £k	Net cost £k
Baseline	4,181	0	3,326	7,507	0	7,507
Option 1	4,367	0	3,107	7,474	787	6,688
Option 2	3,761	110	3,427	7,298	787	6,511
Option 3	3,953	59	3,067	7,079	787	6,292
Option 4	3,874	107	3,322	7,303	787	6,516
Option 5	3,575	107	3,245	6,927	787	6,140

Movement from Baseline (Net) £k	Movement from Baseline (Gross) £k
0	0
-819	-32
-996	-209
-1,214	-427
-990	-203
-1,367	-580

Garden Waste @ 20%

Current Option No.	Collection costs £k	Bin costs £k	Disposal costs £k	Total cost £k	Subs. £k	Net cost £k
Baseline	4,181	0	3,326	7,507	0	7,507
Option 1	4,367	0	3,103	7,470	630	6,840
Option 2	3,761	110	3,422	7,293	630	6,663
Option 3	3,953	59	3,062	7,074	630	6,445
Option 4	3,874	107	3,317	7,298	630	6,669
Option 5	3,575	107	3,240	6,922	630	6,292

Movement from Baseline (Net) £k	Movement from Baseline (Gross) £k
0	0
-667	-37
-843	-214
-1,062	-432
-838	-208
-1,215	-585

Garden Waste @ 10%

Current Option No.	Collection costs £k	Bin costs £k	Disposal costs £k	Total cost £k	Subs. £k	Net cost £k
Baseline	4,181	0	3,326	7,507	0	7,507
Option 1	4,367	0	3,093	7,460	315	7,145
Option 2	3,761	110	3,412	7,283	315	6,968
Option 3	3,953	59	3,052	7,064	315	6,750
Option 4	3,720	107	3,307	7,134	315	6,820
Option 5	3,421	107	3,230	6,758	315	6,443

Movement from Baseline (Net) £k	Movement from Baseline (Gross) £k
0	0
-362	-47
-538	-224
-757	-442
-687	-372
-1,064	-749

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Overview and Scrutiny

Modern Roads Review

Sustainable Development Select Committee

March 2015

Membership of the Sustainable Development Select Committee in 2014-15:

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

Contents

Chair's introduction	02
1. Executive summary	03
2. Recommendations	04
3. Purpose and structure of review	05
Findings	
4. Introducing a borough wide 20 mph speed limit	07
5. Improving the borough for cyclists	15
6. Improving air quality	21
7. Monitoring and ongoing scrutiny	26
Sources	27
Appendix A – Submission from Transport For London (TfL)	

Chair's Introduction

***To be added*.**

Councillor Liam Curran
Chair of the Sustainable Development Select Committee



1. Executive summary

The objective to achieve better balanced streets in London is a difficult one. As recognised in the Mayor of London/TfL Document 'Better Streets', a better balanced street is one that pays respect to the competing needs of all users. So, if there are a significant numbers of users other than motor vehicles, such as pedestrians or cyclists, the street, as a public resource, is balanced through its design and management to optimise the way it meets the needs of all these different users as well as motorists.

With this in mind, the Sustainable Development Select Committee decided to embark on an in-depth review entitled 'Modern Roads' that would not only look at the implementation of the implementation of the borough's 20 mph zone, but other issues such as improving the borough for cyclists, what this means for pedestrians, and improving air quality in the borough. The Sustainable Development Select Committee has identified three key strands which were felt to be of key importance in relation to Modern Roads in borough: the introduction of a borough wide 20mph speed limit; improving the borough for cyclists, and improving air quality in the borough for the benefit of residents.

The Select Committee heard from officers in the Transport Team, Air Quality, plus a range of external witnesses from organisations such as 20s Plenty For Us, Living Streets, the London Air Quality Network and Lewisham Cyclists. This vast range of expertise has enabled the Select Committee to come up with a range of recommendations that would enable the boroughs streets to become safer, more balanced and lessen the effect of air pollution on those that live, work and study in Lewisham.

To be finished in light of the recommendations, once agreed

2. Recommendations

The Committee would like to make the following recommendations:

Recommendation 1:

xxx

Recommendation 2:

xxx

Recommendation 3:

xxx

Recommendation 4:

xxx

Recommendation 5:

xxx

3. Purpose and structure of review

At the meeting of the Sustainable Development Select Committee held in September 2014, Members resolved to carry out an in-depth review into Modern Roads. The scope of the review and its key lines of enquiry were agreed by the Committee in October 2014. It was decided that the review would explore the following themes and seek answers to the following questions:

1. 20 mph Speed Limit:

Members of the review agreed to examine the Council's role in ensuring road safety for cyclists, pedestrians, and vehicle users in the borough.

Key questions:

I: What are the potential advantages and disadvantages of introducing the 20 mph limit in the borough?

II: How will the new speed limit be enforced?

III: How will local people be informed about the 20 mph limit?

IV: What will the costs of introducing a new 20 mph limit be?

V: What are the experiences of other London Boroughs in implementing a 20 mph limit?

2. Improving the borough for cyclists:

Members sought to determine how the Council could improve the roads to encourage more people to take up cycling.

Key questions:

I: What cycling infrastructure is present in the borough and who is it provided by (e.g. TFL or Council provided and maintained?)

II: What initiatives are in place to promote cycling in the borough?

III: How have initiatives improved cycling safety and cycling numbers in the borough?

IV: How can the Council further improve cycling safety and cycling numbers to make cycling an everyday occurrence?

V: How can the Council further secure funding for improved cycling infrastructure?

3. Improving air quality:

Members wanted to explore the avenues for improving air quality, and therefore the quality of life of residents in the borough.

Key questions:

I: What is the impact of traffic on road pollution?

II: How would improved roads reduce air pollution?

III: What are the different ways that traffic can be reduced, which could potentially decrease the amount of air pollution?

IV: How is the new Air Quality Management Areas (AQMA) action plan progressing and is it having an impact on air quality?

V: How will Lewisham Council reduce the emissions of its own fleet of vehicles?

Evidence sessions were held on 9 December 2014 and 20 January 2015.
Witnesses were:

- Simon Moss - Transport Policy & Development Manager
- Liz Brooker - Road Safety & Sustainable Transport Manager
- Tamsin Williams - Senior Air Quality Officer
- Jeremy Leach - London Campaign Co-ordinator, '20s Plenty For Us'
- Tom Platt - London Manager, Living Streets
- Symon Knightswood - Chair, Living Streets, Lewisham Group
- Stephen Hedley - London Air Quality Network
- Jane Davis - Coordinator, Lewisham Cyclists

In addition, the Committee considered the following written reports:

- Modern Roads Review: Scoping Paper - Officer Report
- Introducing a borough Wide 20mph Speed Limit – Mayor and Cabinet Paper
- Modern Roads - Improving the borough for cyclists – Officer Report
- Improving Air Quality – Officer Report
- Introducing a borough-Wide 20 mph speed limit – Submission by 20's Plenty For Us
- Modern Roads Review - Submission by Living Streets

The Committee concluded its review and agreed its recommendations in March 2015.

4. Introducing a borough wide 20 mph speed limit

Background

Policy Context: the case for a borough wide speed limit in Lewisham

- 4.1 The Greater London Authority Act requires each London Borough to prepare a Local Implementation Plan (a LIP) to implement the London Mayor's Transport Strategy (MTS) within their area. The strategy was published on the 10th May 2010, alongside statutory guidance to London boroughs on LIPs.
- 4.2 Lewisham's LIP was approved by the Lewisham Mayor and the London Mayor. The LIP was developed within the framework provided by the MTS and consists of an evidence base, objectives, targets and initial three year programme. The goals, objectives, and outcomes for the LIP reflect local policies and priorities and are aligned with the Council's Corporate Priorities and the Sustainable Community Strategy.
- 4.3 The introduction of local area 20mph speed limit zones has been included in all previous LIP submissions and the Labour manifesto for the 2014 mayoral and local elections - 'Lewisham Together, towards a better future' includes plans to build on the success of the 20mph zones by introducing a borough-wide 20 mph speed limit. As a result, proposals are now being brought forward to implement this.
- 4.4 20 mph speed limit zones have been introduced in residential areas throughout Lewisham over the last 12 years as part of the borough's traffic safety schemes. As a result 65% of the borough's roads are now 20 mph roads.
- 4.5 The primary function of a 20mph zone is to reduce speed throughout and hence the number and severity of road traffic casualties. In 2008 a report commissioned by Transport for London regarding 20mph zones in London included amongst its conclusions that: "On average, between 1991 and 2006, there has been a 1.7% decline in all casualties each year on London's roads" and "Historically, 20 mph zones in London have reduced overall casualties within (20mph) zones by 42% above this background decline." (Officer report to Mayor and Cabinet, January 2015)
- 4.6 Research shows that on urban roads with low traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam and Baruya, 2000) There is also clear evidence confirming the greater chance of survival of pedestrians at lower speeds.
- 4.7 The Royal Society for the Prevention of Accidents (RoSPA) identified a 2.5% chance of a pedestrian being fatally injured when struck at 20mph, compared to a 20% chance at 30mph (Reducing Road Traffic

Casualties). A national study carried out by TRL in 1996 showed that 20mph speed limits were beneficial in reducing accidents and slowing down traffic. Speeds in the 200 zones that were monitored slowed by an average of 9% with a 27% decrease in personal injury accidents, and a 70% reduction in accidents resulting a fatality or serious injury.

- 4.8 Given that 65% of the borough's roads already have 20mph speed limits, borough wide implementation is essentially a 'filling in the gaps exercise' to ensure that all road speeds are standardised. Under the borough wide 20 mph proposal, only TfL roads will be exempt: TfL manage the TfL Road Network (the TLRN or London's 'red routes').
- 4.9 Slower speeds benefit the whole community. Those currently suffering the greatest inequalities tend to live nearer to busy roads and therefore benefit the most from 20mph limits. 20 mph limits also reduce health inequalities. Another benefit is that cyclists and pedestrians feel safer when out and about on the streets, with a lower speed limit further encouraging individuals to cycle in the borough, both for leisure and commuting purposes.
- 4.10 It is felt that the potential disadvantages of a borough wide 20mph speed limit are limited. There could be the potential for an increase in traffic due to the reduced speed limit, although this cannot be accurately measured before implementation. As with all speed limits, it is impossible to measure vehicle speed at all times to guarantee that a 20mph speed limit is being adhered to.

Other London Boroughs

- 4.11 Four London boroughs currently have a borough wide 20mph speed limit: Islington, Southwark, Camden and the City, while another two alongside Lewisham have committed to 20mph limits on all residential roads: Hackney and Lambeth. Tower Hamlets are consulting on a 20mph speed limit on all borough roads whereas Greenwich, Haringey and Waltham Forest have adopted/have a policy to adopt 20mph on residential roads (and a limited number of other roads).
- 4.12. Islington was the first authority to introduce a borough wide speed limit of 20mph in 2013 on all roads apart from TfL maintained routes. There has been criticism levied at the borough when it emerged that not a single penalty had been issued against drivers caught travelling between 20mph and 30mph in the first year of its implementation. 900 drivers were instead given advisory notices and warnings. In October 2014 the Police stepped up their enforcements plans to make Islington the first borough where motorists flouting the 20mph would be prosecuted, as well as receiving on-the-spot fines.

Programme for Implementation in Lewisham

4.13 A timetable has been set out, to implement a borough-wide 20mph zone. Officers have advised that a step by step approach will be used throughout the programme delivery:

- Agree overall approach, governance and funding (M&C in Dec 2014).
- Data collection of speeds/ analysis of data (six months from Jan 15- June 15).
- Consultation with key stakeholders such as the emergency services, TfL, and neighbouring authorities - Police are likely to object to the borough wide implementation initially as some roads may not be suitable without traffic calming to ensure self-enforcing compliance. We will work closely with the Met Police to work out issues and resolve them so we can deliver a joined up approach and a successful implementation process throughout the scheme (Jan 15 - Sept 15).
- Review policy relating to the design of 20mph areas and the programme of work for the introduction of the limit. (Sep 15 – Mar 16).
- Complete the required programme of work for Traffic orders an implementation (April 16 - July 16). This assumes minimal work on the ground at this stage.
- Design options (interventions) to encourage/enforce compliance (May-Oct 17).
- Arrange formal consultation on compliance measures with emergency services and buses (Sept 17 - Dec 2017).
- Carry out a widespread ‘hearts and minds’ publicity and public information campaign as part of LB Lewisham's new Road Safety Plan Jan 2015 to March 2018.

4.14 The work programme timetable is set out as follows, building on the 20mph zones already in existence:

Fig. 1

Work programme timetable	Start	Finish
Pid Agreement	Oct 14	Oct 14
Consult with M&C and agree strategy	Nov 14	Dec 14
Planning/Inception Stage (Start Up & Initiation)		
Data collection & analysis -	Jan 15	June15
Key stakeholder consultation	June 15	Sept 15
Review Design Guidelines, Sign audits & Design	Sept 15	Mar 16

Consultation and campaign messages	Jan 15	Mar 18
Delivery Stage		
Traffic orders application	Mar 16	
Implementation	Mar 16	July 16
Monitoring	Sep 16	Mar 18
Design options for roads with low compliance	Oct 16	Oct 17
Implementation of remedial measures	Jan 17	Mar 18

- 4.15 The DfT also states that it is important that traffic authorities and police forces work together in determining, or considering any changes to speed limits. Also to achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed. Work with the Metropolitan Police Service will be on going throughout the introduction of the speed limit.
- 4.16 The current official position of the MPS is that they support the introduction of 20mph zones and limits by Local Authorities but insists that they should be self-enforcing through physical traffic calming measures. Where traffic is found to be exceeding 20mph then further physical engineering should be considered as a first option. If this does not work then it may be the case that where vulnerable road users are within the zone, the MPS may consider that enforcement can take place. (Officer Paper, Mayor and Cabinet, January)

Evidence to the Select Committee

- 4.17 The Council's Transport Policy & Development Manager gave evidence to the Committee, and noted that 85% of the borough is in a 20 mph zone already, and that under the borough wide 20 mph proposal, only TfL roads will be exempt. Council officers will also need to work with traffic police around enforcement as there will be no additional capacity to enforce the new 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. Many roads currently don't feel like 20 mph roads and therefore have speeding issues. Additionally, officers are identifying roads where they think there might be problems with the new limit and targeting those areas where compliance is a problem for enforcement and improvement. There will also be an audit of road signs to ensure there is clear and appropriate signage of the new limit.
- 4.18 The Committee also heard from Jeremy Leach from the group 20s Plenty For Us. 20s 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.
- 4.19 They believe that 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.
- **Public Health:** 20mph limits are associated with higher levels of walking and cycling and active travel more generally. Research into the impact of 20mph zones¹ has found that levels of walking and cycling rose significantly when vehicle speeds are reduced.
- **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.

4.20 The 20s Plenty For Us submission mentioned other benefits:

- **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 College² 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.

4.21 The evidence he gave to the Committee stated that 56% of those killed or seriously injured in the borough were on TfL-managed streets and 44% were on Lewisham managed roads. In terms of the type of road involved, 80% of those killed or seriously injured were on A or B classified roads (2013 (TfL Data)). With the support for 20mph zones in polling (the British Social Attitudes Survey of 2011 showed that 73% of respondents favoured 20mph zones for residential roads) and the speed reductions in places that have implemented 20 mph zones (for example in Portsmouth - reduction in the average speed of 1.3 mph. Average fall of 6.3mph at sites with speeds greater than 24 mph) he made the case for borough-wide 20mph zones. The Committee also heard that in respect of compliance with 20mph limits, Association of Chief Police Officers (ACPO) policy has changed. In October 2013, they stated that, “enforcement will be considered in all clearly posted

¹ <http://www.panh.ch/hepaeurope/materials/HEPA%20Walking%20and%20Cycling%20Strategy%20.pdf>

² <http://www.cityoflondon.gov.uk/business/environmental-health/environmental-protection/air-quality/Documents/speed-restriction-air-quality-report-2013-for-web.pdf>

limits...rest assured, deliberate high harm offenders will always be targeted and they will be prosecuted.” City of London (CoL) Police began issuing fixed penalty notices when they adopted an authority-wide 20mph limit in July 2014. Also, TfL are now open to proposals from boroughs that are introducing 20mph limits to include appropriate Transport for London Route Network (TLRN) roads.

4.22 There have also been a number of studies on the impact of 20mph zones. The London School of Hygiene and Tropical Medicine conducted a study into the impact of 300+ 20mph zones between 1986-2006 and this showed a 42% decline in road casualties. A Lancashire County Council study in 2012 showed that three pilot 20mph zones resulted in a 46% reduction in casualties. A study in Edinburgh last year on its 20mph pilot showed that:

- Those considering cycling to be unsafe fell from 26% to 18%
- Children cycling to school rose from 4% to 12%
- Older primary age children cycling to school rose from 3% to 22%

4.23 In respect of making 20mph zones effective, Jeremy Leach said that the Council should:

- Work closely with the borough police.
- Have a proactive education programme and use local groups and facilities. For example, Liverpool City Council involved Liverpool and Everton Football Clubs in its communications strategy.

The Committee also heard that the implementation of a 20mph zone would be successful if you got the appropriate changes in driver behaviour on the roads and excellent signage as drivers enter and exit the borough. There are also other initiatives that will help, such as the ‘Community Road Watch’. This is a programme that empowers local people to act against drivers who speed on their streets, which TfL have also embraced, forming part of its ‘Safe London streets: Our six road safety commitments’ document.

4.24 As well as embracing the Community Road Watch, the 20s Plenty For Us’s submission to the Committee mentioned a number of recent policy papers which now specifically support 20mph. These include:

- TfL/GLA Safer Streets for London Road Safety Action Plan
- Mayor of London Vision from Cycling from March 2013
- Pedestrian Safety Action Plan for London from the GLA and TfL (adopted in July 2014)
- TfL/GLA Cycle Safety Action Plan published in November 2014
- The April 2014 report on pedestrian safety from the GLA Transport Committee entitled Feet First – Improving Pedestrian Safety in London.

Fig. 2



- 4.25 The Committee also heard from Tom Platt, from the charity Living Streets. They gave a submission to the Committee that noted the organisation strongly supports an area-wide 20 mph limit in Lewisham including all residential streets and main roads where people live, work and shop. They stated that the streets are where we live, play, work, and socialise – they should be safe, attractive and enjoyable places for everyone. They believe that 20 mph is the single biggest measure that will reduce road danger and improve the walking environment on Lewisham’s streets.
- 4.26 Living Streets believe that 20 mph zones will increase the chance of survival of pedestrians struck by traffic. A pedestrian struck at 20 mph has a 97% chance of survival whilst this falls to 80% at 30 mph and 50% at 35 mph. They believe that by reducing traffic speed and density our streets and public places are more pleasant to be. It instantly becomes easier to cross the road, less noisy and a more sociable environment to linger. It is also easier for pedestrians and cyclists to enjoy the same direct and safe routes for their journeys as motorists. By adopting this ‘level playing field’ approach to speed limits, local authorities can encourage pedestrians to take to their streets.
- 4.27 20 mph zones also lead to an increase in are also associated with higher levels of walking, as research by the European Network for the Promotion of Health-Enhancing Physical Activity has found that has found that levels of walking and cycling rose significantly when vehicle speeds are reduced. They also noted that are also clear financial benefits to 20 mph. In 2010, the estimated cost to the economy of collisions in Britain was around £15 billion. Conversely, area-wide 20 mph limits are low cost and high benefit. For example, Portsmouth converted 1,200 streets in the city to 20 mph for a cost of just over half a million pounds. The Mayor of London introducing 20 mph speed limits on parts of the TLRN and the recent Mayor of London’s Roads

Task Force report recommended 20 mph limits on all 'local streets', 'high streets', 'high roads' and 'city streets'. The recently published TfL Pedestrian Safety Action Plan commits to supporting more boroughs to introduce 20 mph limits.

- 4.28 The Committee heard from Tom Platt that Local authorities introducing 20mph limits on their roads will have the single biggest impact in reducing road casualties, and encouraging people to walk and cycle. A 'borough-wide' approach to 20mph zones is important because 80% of casualties on roads happen on the major roads. This will also contribute to the getting people active through walking and cycling, which will improve the general health and wellbeing of society, as the lack of physical activity and mobility being a contributory factor on ill-health and premature mortality. He also noted that the development of modern high streets means innovative approaches are needed to accommodate pedestrians and cyclists.
- 4.29 The Committee also heard that walking and pedestrians need to be prioritised, to make Lewisham streets safer for pedestrians. Once that policy position is established, a more holistic approach to street design will be developed to encourage walking, cycling and use of public transport. Lewisham can also look to ensure that their streets have the minimum Pedestrian Comfort Levels. The Mayor of London's 'Better Streets' report of November 2009 has a lot of practical measures to improve streets in London which could be utilised. They also heard that Living Streets also conduct Community Street Audits, to help communities and councils work together to improve their streets, and work with schools on transport plans to encourage walking, such as the 'Park and Stride' scheme, and they have had some success in doing so. Living Streets have been involved in the Roads Task Force (RTF) which was set up by the Mayor of London following the 2012 election to consider how to tackle the challenges facing London's streets and roads.
- 4.30 The Committee also heard from Jane Davis, representing Lewisham Cyclists. Lewisham Cyclists are the borough branch of a London-wide group that looks to promote cycling and better conditions for people to cycling, of which there is a Lewisham branch. It consists of a social arm, and a campaigning arm. There are 700 paid-up members in Lewisham. They also welcomed the Council's adoption of a borough wide 20mph limit, as creating safer roads is probably the single most important thing a council can do to encourage people to cycle and slower motor traffic everywhere will contribute enormously to this. They also welcomed the Council's progress in ensuring compliance with the latest safety regulations for large lorries in the borough, both within the Council's own fleet, and for contractor's vehicles.

5. Improving the borough for cyclists

The Policy Context

5.1 In terms of National Policy, the Government document “A briefing of the Government’s ambition for cycling” (2012) sets out how the Government wants to reduce the number of cycling fatalities through encouraging local authorities to design road improvements with cyclists as well as motorists in mind and to use traffic management tools and techniques to manage the needs of all road users. In the briefing they set out 4 objectives seen as essential in achieving this:

- Making greater provision for cycling on the strategic road network by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions.
- Ensuring cyclists have access to adequate training to enable them to safely and confidently cycle on the road and encouraging a culture of sharing the road amongst all users.
- Designing roads with cyclists in mind, and effectively managing the interactions between cyclists and other traffic.

5.2 The national objectives are mirrored in the Mayor for London’s “Vision for cycling in London”, published in 2013 where over the next 10 years the Mayor of London has committed £913m to help deliver the following objectives:

- A Tube network for the bike. A network of direct, high-capacity, joined-up cycle routes. Linking central London with local routes. There will be more Dutch-style, fully-segregated lanes and junctions; more mandatory cycle lanes, semi-segregated from general traffic; and a network of direct back-street Quietways, with segregation and junction improvements over the hard parts.
- Safer streets for the bike. London’s streets and spaces to become places where cyclists feel they belong and are safe. Spending on the junction review will be significantly increased, and it will be completely recast to prioritise major and substantial improvements to the worst junctions. It also sets out a range of radical measures that will improve the safety of cyclists around large vehicles.
- More people travelling by bike. The policy will help all Londoners, whether or not they have any intention of getting on a bicycle. The new bike routes are a step towards the Mayor’s vision of a ‘village in the city’, creating green corridors, even linear parks, with more tree-planting, more space for pedestrians

and less traffic. Cycling will promote community safety, bringing new life and vitality to underused streets.

- 5.3 As already mentioned, the borough sets out its transport policies programme and aspirations in its Local Implementation Plan (LIP), a statutory document which supports the delivery of the Mayor's Transport Strategy (MTS) within Lewisham. The initiatives highlighted in the summary support the wider goals and objectives of the LIP and in particular the following opportunities identified within it:
- Promotion of a healthy and active population and Lewisham being an enjoyable place to live, such as through measures including travel planning.
 - Promotion of cycling, including through the cycle superhighways and extending the cycle hire scheme, and walking and integrate these objectives with wider travel opportunities to make physical activity an everyday choice.
 - Promotion of increased health through tackling economic and social deprivation.
 - Promotion of better health by addressing poor air quality, particularly at AQMAs, such as through Low Emission Zone enhancements as well as modal shift.

Cycling Initiatives

- 5.4. The overall aim of each initiative is to address one or more of the following objectives: Improve cyclist safety, Improve conditions and facilities for cyclists, encourage people to cycle and support people who want to cycle. These aims have been derived from wider cycling and transport policy detailed in the policy background section of this report. Initiatives are managed by Transport Policy and Development in partnership with internal Council departments and with several external bodies including but not exclusively; Transport for London, Sustrans, London Cycling Campaign, NHS and Housing Associations.
- 5.5. Notable current and near future cycling initiatives include, in brief:
- Cycle Super Highways 4 & 5 (CS4/CS5) - Part of the wider TfL Cycle Super Highway programme, both routes remain in the design stage and are proposed to run down the A200 and A2 respectively.
 - The Quietway programme - Drawing on funding from the Mayor of London's financial commitment to improve all aspects of cycling in London, the Quietway Programme aims to provide quiet back street cycle routes that less confident or new cyclists will be able to use comfortably. Lewisham has a section of one

of the first Quietways to be delivered in London, the route is proposed to run along the new cycle and pedestrian path currently in development along the back of Millwall's football stadium, Surrey Canal Rd, Folkestone Gardens Park, Childers St, Edwards St, Deptford High Street, Crossfield St, Creekside, Half Penny Hatch Bridge)

- Borough Cycling Programme - TfL have provided the opportunity for boroughs to bid for funding to deliver a range of cycling initiatives. Lewisham has bid to the programme to fund extra cycling initiatives on top of what is delivered through the boroughs LIP allocation. Lewisham is currently waiting for a decision from TfL on the success of the bid but has bid contains requests for; extra funding for cycle training, funding to provide secure cycle parking, improvements to fleet safety in particular to reduce the possible conflict between the council's fleet of refuse lorries and HGV and cyclists through the fitting of the latest safety camera systems to fleet vehicles and compulsory vulnerable road user courses for all of the council's fleet drivers.
- Adult and Child Cycle Training - Through the borough's LIP allocation Lewisham offers cycle training to adults and children from fully nationally accredited cycling instructors. Adult cycle training take the form of either 1 to 1 cycle training where participants in the training can focus on individual requirements to help them become more accomplished cyclists or group training where a group of 5 to 9 participants learn in a group setting over a number of weekly sessions, these course are aimed at cyclists who what a more comprehensive training covering everything from how to set up their bikes to going on a sustained ride along a variety of road types. Chid cycle training takes the form of Bikeability courses. Bikeability is the new form of cycling proficiency. It aims to offer participants the opportunity to learn the skills required to start riding in modern day road conditions.
- Borough Cycle Hire Scheme - The Lewisham Road Safety Team have been working in partnership with the cycling charity London Cycling Campaign (LCC) to run a project to offer short term bike hire to local residents. The main driver behind the project is the fact that many Lewisham residents would like to try cycling either to get to work or for leisure but are put off by the initial financial outlay of buying the equipment.
(Officer paper, Modern Roads - Improving the borough for cyclists, Sustainable Development Select Committee, December 2014).

Evidence to the Select Committee

- 5.6 The Committee heard evidence from the Council's Transport Policy and Development Manager and the Road Safety & Sustainable Transport Manager. The officers reported that the Council was carrying out a study on how to allocate carriage space for cycles on roads. However, the costs involved meant it would take a long time to put improvements such as these in place. They also noted that cycle training is important, as 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. It was also noted that education for drivers about cyclists was important so they became 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. This is important because the speed that other vehicles travel at on roads can be a key deterrent for cyclists.
- 5.7 It was reported that Lewisham had not signed up to the 'Cycle to Work' scheme which offers bicycles at a reduced price due to tax reductions.. However the Council did offer an interest free loan to purchase a bicycle. Lewisham also offers a £10 bike loan scheme which encourages new cyclists.
- 5.8 The Committee also heard that the bulk of funding for promoting cycling comes from TfL, including most money for new infrastructure. Moving onto the Quietways, the Committee were informed that that 'Quietways' would be branded routes that are 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, route through parks as well as cycle lanes. The improvements needed can be built into the Local Implementation Plan and they fit into the corridor approach that is being taken to improving infrastructure. 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.
- 5.9 In respect of school transport plans, the Committee also heard that 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. Also, 19 Lewisham schools' school transport plans have been awarded the TfL Gold Standard and 40% have at least Bronze Standard, which means they have to demonstrate how they implement the plan and make it successful. Lewisham also works with schools to make the plans work, with initiatives such as cycle training.

5.10 The Committee, after hearing evidence from officer witnesses, noted the following:

- 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.
- 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.

5.11 The Committee heard extensive evidence from Jane Davis, representing Lewisham Cyclists. Evidence noted that Lewisham Cyclists believe that the Council are good at the 'soft' measures when it comes to cycling, such as cycle training, working closely with walkers/pedestrian/cycling groups, improvement in the streetscape for cyclists, such as the cycle racks. The group, however, were concerned that the rate of increase in cycling journeys recorded in the Local Implementation Plan (LIP) in 2013 in Lewisham seems to have stalled, and, more worryingly, even dropped at some points. The increase in cycling in Lewisham has not met the original target set of 2.3%, which Lewisham Cyclists considered an incredibly modest target in the first place.

5.12 Lewisham Cyclists also welcomed the Council's plans for the new Quietway 1, part of which runs through the north of the borough, providing a safe and useful cycling route. They also appreciate the existing networks of cycle routes in the borough, some of which are excellent, such as the Waterlink Way. Jane Davis also listed a series of measures that Lewisham could introduce that would improve conditions for cyclists are:

- An audit of the existing well used cycle networks in the borough, as some of the best ones are beginning to deteriorate at key points, or lack a decent crossing of a busy road at a key point
- Trundley's Rd: the Council should be pressurising TfL to allow a toucan crossing there
- Modify the Lewisham Gateway Low H and Deptford Bridge junctions to provide safe, fast direct routes for cycling to and from it in all directions, as it is a major junction in the heart of the borough providing extensive links for traffic

- Identifying where measures such as modal filtering and cycle 2-way traffic on one way streets can be used to enable safer cycling. The borough has used these measures in the past successfully and recently, on the new Quietway 1.
- 5.13 The Committee also heard that Lewisham Cyclists have lobbied the Mayor of London's Office to bring the 'Barclays Cycle Hire' scheme to the borough, especially with the Convoys Wharf Development.
- 5.14 Council Officers noted to the Committee that studies are being carried out on Southend Lane at Bellingham before work is commissioned to improve the area. There is also work is being carried out on the Bell Green gyratory. Also, Lewisham did not change its target in respect of cycle use; however it changed the trajectory of time in reaching that target. Lewisham has also received £2m of TfL funding to improve some of its road network and infrastructure.
- 5.15 The Committee also noted that the re-development of London Bridge has meant the storage facilities for cycles in the station have changed, so this needs to be communicated to Lewisham residents.

6. Improving Air Quality

The Policy Context

- 6.1 The UK National Air Quality Objectives and European Union Limit Values are generally very similar for the pollutants of concern in Lewisham: Nitrogen Dioxide (NO_x) and Particulate Matter. However, there were differences in the dates these were to be achieved by.
- 6.2. For Particles (PM₁₀) the National Air Quality Objective and European limit value are both 40 µg/m³ for annual mean and 50 µg/m³ as 24 hour mean. The UK objective was to be achieved by 31st December 2004 and the European limit by 1st January 2005. For Nitrogen Dioxide the national objective and European limit were both set at 40µg/m³ with annual mean and 1hour mean as 200 µg/m³. For the UK this was to be achieved by 31st December 2005 and the European limit was to be achieved by 1st January 2010.

Mayor of London's Objectives and Targets

- 6.3 The Mayor of London's Air Quality Strategy details how improved roads could reduce air pollution. Measures detailed in the strategy include traffic smoothing and maintaining roads in good repair to reduce the contribution of particulate matter from road surface wear. Traffic smoothing can be achieved by better traffic management and street works co-ordination through the London Permit Scheme and also the Lane rental scheme.
- 6.4 The Mayor's strategy also details how road users should be provided with information to enable them to avoid problem areas and thus further reduce the impacts of congestion. An example of this is current radio announcements to encourage drivers to check for traffic problems before embarking on their journey.
- 6.5 There are a multitude of ways in which traffic can be reduced to decrease emissions and improve air quality. These include:
 - Encourage travel by cleaner forms of transport such as public transport and walking and cycling.
 - Reduce emissions from buses
 - Encourage and promote car clubs
 - Maintain roads
 - 20 mph zones
 - LEZ/ULEZ (low emission zone / ultra low emission zone)
 - Electric Vehicles
 - Congestion charging
 - Freight movement improvements

- Electric buses

(Mayor's Air Quality Strategy 2010)

Action Being taken in Lewisham

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

6.7 Air Quality Management Areas (AQMAs)

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

6.8 Progress in relation to AQMA action plan.

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

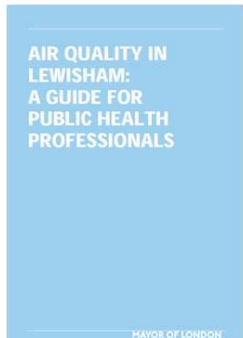
6.9 In terms of efforts to reduce the emissions from Lewisham's fleet of vehicles, Lewisham has an environmentally friendly vehicle and fuel plan, the council seeks to reduce annual mileage of the fleet. Fuel reduced by 8% 2002-2008.

Evidence to the Committee

6.10 The Committee heard from the Council’s Transport Policy and Development Manager and the Senior Air Quality Officer. It was noted that it is difficult to have an impact on air quality locally, especially on traffic aspects as this does require a London wide approach. The officers added that there is currently consultation on an Ultra Low Emissions Zone in the Central London 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 impact it will have. The Committee noted after hearing from these witnesses, that 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.

6.11 The Committee also heard from Stephen Hedley, of the London Air Quality Network (LAQN). King’s College London hosts the London Air Quality Network which is supported by the majority of boroughs, including Lewisham. He informed the Committee that:

6.12 The Department of Health-supported Committee on the Medical Effects of Air Pollutants has estimated that poor air quality across the UK was responsible for the equivalent of 29,000 premature deaths due to people breathing in tiny particles released into the air (2008 data). The World Health Organisation’s International Agency for Research on Cancer stipulated in 2013 that outdoor air pollution was a leading environmental cause of cancer deaths. In a London and Lewisham context, The Mayor of London’s ‘Air Quality in Lewisham: A Guide For Public Health Professionals’ has shown that in Greater London it is estimated that in 2008 there were 4,267 deaths attributable to long-term exposure to small particles. This figure is based upon an amalgamation of the average loss of life of those affected, of 11.5 years. In Lewisham, over the same period, 153 deaths were attributable to PM2.5.



**AIR QUALITY IN LEWISHAM:
A GUIDE FOR
PUBLIC HEALTH
PROFESSIONALS**

MAJOR OF LONDON

(GLA November 2012)

Lewisham Perspective -

In 2008, 153 deaths were attributable to PM2.5. Table 4, below, provides a breakdown of the number of deaths attributable in each of the wards in the borough based on population size.

Ward	Total population	Attributable deaths
Bellingham	14,360	8
Blackheath	14,045	5
Brockley	15,709	9
Catford South	14,790	8
Crofton Park	14,753	8
Downham	15,016	9
Evlyn	16,772	10
Forest Hill	14,962	9
Grove Park	14,827	8
Ladywell	13,210	8
Lee Green	12,777	7
Lewisham	15,576	9
New	16,617	9
Perry	15,386	9
Rushley	14,281	8
Sydenham	16,215	9
Telegraph	15,331	9
Whitefoot	14,028	8
Total	289,820	153

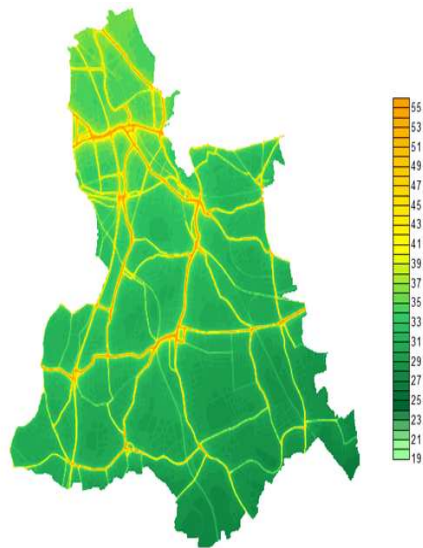
Institute of Medicine (IOM), 2010

6.13 The Committee also heard that out of a total of 68 Public Health Outcome Framework measures of the health of the local population

certain transport related measures could contribute to a third of them. It is believed that no other area of intervention could impact on so many key aspects of population health. Transport measures are therefore an excellent opportunity to deliver public health benefits across the life course through tackling one of the major wider determinants of health. In respect of NO₂, In Lewisham, the research shows high levels of NO₂ recorded on the main arterial roads. Locally, Lewisham must comply with the Environment Act, and with the introduction of the Localism Act, EU fines have the potential of being passed from the UK government to local authorities.

- 6.14 The Committee heard that the issue of trees and air quality is complex. On the positive side trees can increase the surface deposition of pollutants; on the negative side some tree species can emit hydrocarbons (and also produce pollen potentially leading to hay fever). Overall trees on their own are not likely to resolve current air quality problems. Leafier parts of the Borough are likely to be less polluted as are probably further away from the main roads. They also heard that aircraft pollution is minimal for those on the ground whilst planes are in the air. However, there is a take-off/landing air pollution issue very close to the largest airports, which is compounded by road traffic using the airport.
- 6.15 Stephen Hedley also told the Committee that to factor in minimising air quality issues when designing developments is not straightforward, as it is typically site dependent and so may require specific investigation e.g. through air quality modelling. In general, reducing human exposure to air pollutants by placing developments away from dense traffic, plus reducing emissions, for example, restricting the local use of diesel vehicles and other measures would have an impact. On the issue of electric buses, he said that TfL's move to use more electric buses over the coming years will result in lower emissions and therefore improve air quality. He also noted that the use of cycling masks will have small impact in combating air pollution and they need replacing every few weeks.

Fig. 3



Predicted annual mean NO₂ for 2015

7. Monitoring and ongoing scrutiny

A number of issues were discussed during the course of the review which could not be considered in depth. The Committee might want to consider these issues further at a later date. These include:

- The Ultra Low Emissions Zone
- Planning and Air Quality/Environmental issues

The Committee may decide to consider these issues as part of its 2015/16 work programme (time permitting). The Committee would also like an update on the implementation of any agreed recommendations before the end of the 2015/16 municipal year.

Recommendation #:

An update on the committee's recommendations should be brought before the Committee before the end of the 2015/16 municipal year.

Sources

1. Better Streets; Mayor of London Office/TfL, November 2009.
2. Better Streets Delivered 2013 – a little book of case studies; Urban Street Design, September 2013.
3. Safe Streets for London; Mayor of London Office/TfL, June 2013.
4. The vision and direction for London's streets and roads Roads Task Force; July 2013.
5. Safe London streets: Our six road safety commitments; Mayor of London/TfL, February 2014.
6. Modern Roads Review: Scoping Paper; Sustainable Development Select Committee, October 2014.
7. Introducing a borough wide 20mph speed limit; Mayor and Cabinet, January 2015.
8. The effects of drivers' speed on the frequency of road accidents; M C Taylor, D A Lynam and A Baruya, 2000.
9. Modern Roads - Improving the borough for cyclists; Sustainable Development Select Committee, December 2014.
10. Improving Air Quality; Sustainable Development Select Committee, December 2014.
11. Introducing a borough-wide 20 mph speed limit – Submission by 20's Plenty For Us; Sustainable Development Select Committee, January 2015.
12. Modern Roads Review- Submission by Living Streets, Sustainable Development Select Committee, January 2015.
13. 2013/14 School travel and accreditation plan for Holy Cross Catholic Primary School; Sustainable Development Select Committee, January 2015.

Roads Task Force

The [Roads Task Force](#) recommended that TfL and the London boroughs adopt a Street Type approach to help us work together more effectively. TfL responded by agreeing to map streets according to type by March 2015, and through this exercise, to build a functional picture of London's road network, both now and in the future. TfL has made good progress to develop the mapping technique and an agreed process for working with boroughs to agree Street Types.

Following our pilot with six London boroughs early last year, work is well underway to agree Street Types maps across London, which is due to be completed by Summer 2015. TfL held a workshop with Lewisham officers in December and a follow up workshop is to follow shortly, focused on future place and movement functions of the network to complete the exercise.

Air Quality

TfL is supportive of Lewisham's continued efforts to improve air quality, mitigate climate change and promote sustainable transport as demonstrated by their Local Implementation Plan and active review on monitoring of their Air Quality Management Areas.

We are grateful for Lewisham's Ultra Low Emission Zone (ULEZ) consultation response and general support for the proposals, although we acknowledge the borough's desire to expand and tighten the zone.

As set out in the consultation material, ULEZ will have benefits for wider London, not just the proposed ULEZ area. TfL analysis suggests that there would be 69 per cent reduction in the population of Lewisham living in areas exceeding the NO2 limit values as a result of ULEZ in 2020.

TfL Transport Emissions Roadmap (September 2014), provides a range of measures for boroughs, and others, to adopt to further reduce emissions from ground based transport. An idea put forward in the roadmap for tackling pollution hot spots is Low Emission Neighbourhoods, which are intended to be a package of targeted measures that together have a measureable impact on the air pollution in a local area.

TfL will be holding a workshop in May 2015 with boroughs to discuss the ideas and proposals in the Transport Emissions Roadmap, including Low Emission Neighbourhoods, and how we can best work together to take them forward. London boroughs will be contacted in due course.

Cycle Superhighways

Barclays Cycle Superhighways are cycle routes running from outer London into central London Cycle Superhighways are cycle routes running from outer London

into central London They provide safer, faster and more direct journeys into the city. Four have launched, with a number of new routes to be opened by 2016.

CS3 and CS7 launched in summer 2010; CS8 and the first phase of CS2 launched in summer 2011. An extension of CS2 from Bow to Stratford launched in November 2013. There will be a number of new routes opened by 2016.

CS4 Woolwich to London Bridge

TfL is still in concept design on CS4 and looking at testing the design proposals in a model over the following weeks. Once we have some indication of the impact we will recommence discussions with the borough and the Convoys Wharf development again.

CS5 Extension Lewisham to Victoria

TfL is currently working with the London Borough of Lewisham to explore the section of Cycle Superhighway Route 5 through to Lewisham station and Greenwich town centre which includes the possibility of using quieter backstreet roads. Once feasibility work is complete, we will ensure we provide you with further detail and possible timeframes for implementation.

Quietways

Around 580k trips are currently made by bicycle in London each day. The Mayor's target of 1.5m cycling journeys per day by 2026 cannot be met through getting existing cyclists to cycle more - we need to encourage non-cyclists to cycle. The Mayor's Cycling Vision details a wide range of investment in different measures to achieve this, through an approved budget of £913m through to 2022. While segregated cycle lanes are popular with some existing cyclists we know from our research that many non-cyclists would prefer to cycle on quieter roads away from busy traffic. This is particularly the case with female cyclists and cycling-considerers, and as such the Cycling Vision projects are designed to cater to as many different potential cyclists as possible.

The Quietways programme is a £120m programme which will deliver a network of radial and orbital cycle routes throughout London until 2022. They will be well-signed, linking key destinations that follow direct back-street routes, through parks, along waterways or tree-lined streets. They will also be designed to overcome the most important barriers to cycling, targeting less confident cyclists who want a safer cycling experience, whilst also providing for existing cyclists who want to travel at a gentler pace. Their measures will include making one-way streets two-way for cycling, closing roads to through traffic, traffic calming and speed reduction, and will include protection over crossing points and where the routes have to join busier roads for short stretches. Each Quietway will be delivered as a whole to provide a continuous route for cyclists, and every London borough will benefit from the programme.

The programme involves a pilot phase of seven routes, followed by up to three delivery phases. Seven pilot Quietway routes were selected in late 2013 to progress to Route Delivery Plan stage to assess feasibility of these routes. These routes met the Quietways criteria, including quick-win buildability by 2016. They also demonstrated a mix of orbital and radial routes across (originally) 17 London boroughs, as well as different Quietways characteristics and supportive demand analysis for the routes. The Waterloo to Greenwich pilot route is one of the first two pilot routes to be delivered; this route enters Lewisham from the South Bermondsey area. The seven pilot routes are now in delivery and the first two pilot routes are envisaged to be delivered by spring 2015. TfL appointed Sustrans as the Delivery Agent to continue the work done in the pilot phase and work with TfL and the London boroughs to deliver future routes throughout 2016 and 2017.

TfL has also undertaken prioritisation activity for future routes beyond the pilot phase. The route assessment work will enable TfL to justify future prioritised and selected routes, and the financial approvals needed to develop these routes. During 2014, TfL undertook route proposal assessments (from c.80 priority route proposals pan-London) with borough officers. Lewisham and the Cycling Commissioner highlighted a number of priority routes in the borough. Our last borough and managing authority Quietways meeting was held on 17 October 2014. Nick Harvey attended this event from Lewisham. An update of the work being undertaken in the pilot phase and the process for routes to be prioritised and selected beyond the pilot phase was also presented to boroughs at this meeting.

TfL and the Cycling Commissioner wrote to all relevant London boroughs in October/November 2014, including Lewisham, outlining suggested routes to prioritise. Prioritisation was based on the Quietways criteria outlined at previous Quietways programme meetings with borough officers, discussions with the Cycling Commissioner, route assessments, and other supplementary information. Lewisham officers provided feedback on the priorities identified and potential timescales for delivery in January 2015; the borough is in support of all the routes suggested, which include:

- Greenwich foot tunnel (Greenwich) to Croydon via Ladywell and Catford (Lewisham)
- Pilot Waterloo-Greenwich route north of Burgess Park (Southwark) to Honor Oak Park (Lewisham) via Peckham
- Penge East (Bromley) to Honor Oak Park (Lewisham)
- Thames Path from Southwar/Lewisham boundary to Lewisham/Greenwich boundary
- Orpington (Bromley) to Canary Wharf (Tower Hamlets) via Greenwich (Greenwich)

- Clapham Common (Lambeth) to Woolwich foot tunnel (Greenwich) via Tulse Hill (Lambeth), Nunhead (Southwark), Lewisham town centre (Lewisham) and Eltham (Greenwich)
- Honor Oak Park to Ladywell Fields

The borough has indicated that the majority of these routes could be delivered post-2016 and has highlighted private land negotiations required for some of these routes. An internal reorganisation within Lewisham, resulting in key members of staff leaving, poses a significant risk to delivery. TfL will be arranging a meeting with the borough to discuss how TfL and the Delivery Agent can assist the borough with delivery. TfL is also happy to work with the borough to look at whether additional improvements to cycling not covered within the Quietways programme could instead be funded through other sources, such as the LIP Corridors and Neighbourhoods funding.

Following analysis of borough feedback and further prioritisation, TfL will confirm with boroughs/managing authorities which routes are to be taken forward under the next phase of the programme later this month.

Sustainable Development Select Committee		
Title	Select Committee work programme	
Contributor	Scrutiny Manager	Item 7
Class	Part 1 (open)	03 March 2015

1. Purpose

- 1.1 To provide Members of the Select Committee with an overview of the work programme for 2014-15 and to advise the Committee about the process for agreeing the 2015-16 work programme.

2. Summary

- 2.1 At the beginning of the municipal year each select committee is required to draw up a work programme for submission to the Overview and Scrutiny Business Panel. The Panel considers the suggested work programmes and coordinates activities between select committees in order to maximise the use of scrutiny resources and avoid duplication.
- 2.2 The meeting on 03 March 2015 is the last scheduled meeting of the Sustainable Development Select Committee in the 2014-15 municipal year. This report provides a list of the issues considered in 2014-15 (the completed work programme) and asks the Committee to put forward suggestions for the 2015-16 work programme.

3. Recommendations

- 3.1 The Select Committee is asked to:
 - note the completed work programme attached at **Appendix B**;
 - review the issues covered in 2014-15 municipal year;
 - take note of the notice of key decisions attached at **Appendix C**;
 - consider any matters arising that it may wish to suggest for future scrutiny.

4. Sustainable Development Select Committee 2014-2015

- 4.1 The Sustainable Development Select Committee had six meetings in the 2014-15 year:
 - 17 July 2014
 - 9 Sep 2014
 - 30 Oct 2014
 - 9 Dec 2014
 - 20 Jan 2015
 - 3 Mar 2015

4.2 Along with all other select committees, the Sustainable Development Select Committee has devoted considerable attention to the proposals put forward as part of the development and delivery of the Lewisham Future Programme. It is anticipated that all overview and scrutiny committees will be tasked with reviewing further Lewisham Future Programme proposals in the 2015-16 municipal year.

4.3 The Committee's completed work programme is attached at **Appendix B**.

5. Planning for 2015-16

5.1 Eight meetings will be scheduled for 2015-16 municipal year. A work programme report will be put forward at the first Sustainable Development Select Committee meeting of the 2015-16 year for members to review, revise and agree. The report will take account of the Committee's previous work and may incorporate:

- issues arising as a result of previous scrutiny;
- issues that the Committee is required to consider by virtue of its terms of reference;
- items requiring follow up from Committee reviews and recommendations;
- issues suggested by members of the public;
- petitions;
- standard reviews of policy implementation or performance, which is based on a regular schedule;
- suggestions from officers;
- decisions due to be made by Mayor and Cabinet.

Issues arising from the 2014/15 work programme

5.2 The Committee has already indicated that there are matters it feels should be considered for further scrutiny, these are:

- Flood Risk Management strategy: consultation results
- Lewisham Central Opportunity site
- Heritage and Tourism
- Borough-wide 20mph zone implementation
- Bakerloo Line extension proposals: update
- Neighbourhood Planning
- Catford Regeneration Programme

Sustainable Development Select Committee terms of reference

5.3 The Committee's terms of reference are included at **Appendix A**.

5.4 The Council's constitution sets out the Committee's powers. The Sustainable Development Select Committee's role is to examine issues relating to the protection of the environment including 'green' issues such as the conservation of natural resources, energy efficiency and conservation and/or the reduction of pollution.

5.5 The Committee has the responsibility for scrutinising sustainable development, economic development, business support, employment and training, highways,

parking, traffic and transport, and urban regeneration. The Committee also looks at public health and the environment including waste disposal, environmental health, street and market trading, as well as public protection, refuse collection and disposal, street cleaning, consumer protection, cemeteries and crematoria.

- 5.6 The Committee also scrutinises the formulation of the Council's planning policies, (including the preparation of the Council's Local Development Framework and other local plans for the use and development of land). In addition the Committee scrutinises the work of flood risk management and coastal erosion risk management affecting the area.

6. Financial implications

There are no financial implications arising from the implementation of the recommendations in this report. There will be financial implications arising from items on the agenda; these will need to be considered, as necessary.

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.

Background documents

Lewisham Council's Constitution

Centre for Public Scrutiny: the Good Scrutiny Guide

Appendix A

Sustainable Development Select Committee terms of reference

(a) To exercise all the functions and roles of the overview and scrutiny committee in relation to the following matters:

- to examine issues relating to the protection of the environment including 'green' issues such as the conservation of natural resources, energy efficiency and conservation and/or the reduction of all types of pollution and make recommendations to the Mayor and Cabinet as appropriate;
- to comment and consult on and make recommendations to the Mayor and Cabinet in relation to the following:
 - i. sustainable development, economic development, business support, employment and training;
 - ii. the formulation of the Council's planning policies, (including the preparation of the Council's Local Development Framework and other local plans for the use and development of land, but excluding planning control and building control functions;
 - iii. highways, parking, traffic and transport, urban regeneration and housing;
 - iv. public health and the environment including waste disposal, environmental health, street and market trading (but not the granting of licences and related matters);
 - v. public protection, refuse collection and disposal, street cleaning, consumer protection, cemeteries and crematoria;
 - vi generally to examine the performance of the Mayor and Cabinet in relation to these matters.

(b) to make proposals to the Executive to promote equality of opportunity within the borough, including issues of discrimination based on race, ethnic origin, gender, disability, sexuality, age and/or class;

(c) to recommend to the Executive, the Council or an appropriate committee proposals for policy development in relation to equalities issues;

(d) to analyse policy options as necessary to inform the proposals to be made to the Executive or other appropriate committee;

(e) to advise the Executive or other committee on all matters relating to equality of opportunity both in terms of policy, service provision, employment and/or access to public services;

(f) to enhance and develop existing and innovative consultative and/or advisory work for equality of opportunity and to consider issues of inequality and discrimination across the borough;

(g) to consider and recommend to the Executive, ways in which participation by disadvantaged and under-represented sections of the community might be more effectively involved in the democratic processes of local government;

(h) to pilot methods of consultation and involvement and to report back to the Executive or appropriate committee on their effectiveness with recommendation if appropriate;

(i) to establish links with and liaise with external organisations in the borough which are concerned with the promotion of equality of opportunity.

(j) the review and scrutiny of the exercise by risk management authorities of flood risk management and coastal erosion risk management affecting the area.

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	
4	Safety, security and a visible presence	CP 4
5	Strengthening the local economy	CP 5
6	Decent homes for all	CP 6
7	Protection of children	CP 7
8	Caring for adults and older people	CP 8
9	Active, healthy citizens	CP 9
10	Inspiring efficiency, effectiveness and equity	CP 10

FORWARD PLAN OF KEY DECISIONS

Forward Plan February 2015 - May 2015

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

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

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

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

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
November 2014	2015-16 Council Tax Base and 2015/16 NNDR Base	Wednesday, 21/01/15 Council	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
November 2014	Council Tax Reduction Scheme Review	Wednesday, 21/01/15 Council	Kevin Sheehan, Executive Director for Customer Services and Councillor Kevin Bonavia, Cabinet Member Resources		
December 2014	Extension of Statutory Public Funerals Contract	Tuesday, 27/01/15 Overview and Scrutiny Business Panel	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member Health-Well-Being-Older People		
December 2014	Procurement of the Removals, Storage and Delivery Service	Tuesday, 27/01/15 Overview and Scrutiny Business Panel	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
December 2014	Savings Proposals Delegated to Executive Directors for Community Services, Customer Services and Resources and Regeneration	Tuesday, 27/01/15 Overview and Scrutiny Business Panel	Janet Senior, Executive Director for Resources & Regeneration, Aileen Buckton, Executive Director for Community Services, Frankie Sulke, Executive Director for Children and Young People and Councillor Kevin Bonavia, Cabinet		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			Member Resources		
December 2014	Award of contract for works at Holbeach Primary School	Tuesday, 27/01/15 Overview and Scrutiny Education Business Panel	Janet Senior, Executive Director for Resources & Regeneration and Councillor Paul Maslin, Cabinet Member for Children and Young People		
December 2014	Award of contract for works at Kender Primary School	Tuesday, 27/01/15 Overview and Scrutiny Education Business Panel	Janet Senior, Executive Director for Resources & Regeneration and Councillor Paul Maslin, Cabinet Member for Children and Young People		
December 2014	Contract Award Launcelot Primary school	Tuesday, 27/01/15 Overview and Scrutiny Education Business Panel	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
December 2014	Savings Proposals Delegated to Executive Director CYP	Tuesday, 27/01/15 Overview and Scrutiny Education Business Panel	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
December 2014	Acquisition of Property	Wednesday, 11/02/15	Kevin Sheehan, Executive Director for		

FORWARD PLAN – KEY DECISIONS					
Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
		Mayor and Cabinet	Customer Services and Councillor Damien Egan, Cabinet Member Housing		
November 2014	Budget 2015-16	Wednesday, 11/02/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
September 2014	Church Grove Custom Build	Wednesday, 11/02/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
August 2014	Customer Service centre out of hours switchboard Procurement	Wednesday, 11/02/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
December 2014	Day Care Services	Wednesday, 11/02/15 Mayor and Cabinet	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member Health-Well-Being-Older People		
September 2014	Deptford Southern Sites Regeneration Project	Wednesday, 11/02/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
January 2015	Local Government Association Peer Challenge	Wednesday, 11/02/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Joe Dromey, Cabinet Member Policy & Performance		
December 2014	Phoenix Community Housing Board	Wednesday, 11/02/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
December 2014	Re-configuring Community Based Healthy Eating Initiatives	Wednesday, 11/02/15 Mayor and Cabinet	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member Health-Well-Being-Older People		
March 2014	Review of Blackheath Events Policy 2011	Wednesday, 11/02/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Rachel Onikosi, Cabinet Member Public Realm		
December 2014	Voluntary Sector Accomodation	Wednesday, 11/02/15 Mayor and Cabinet	Aileen Buckton, Executive Director for Community Services and Councillor Joan Millbank, Cabinet Member Third Sector & Community		
November 2014	Award of Highways Public Realm Contract Coulgate	Wednesday, 11/02/15	Janet Senior, Executive Director for Resources &		

FORWARD PLAN – KEY DECISIONS					
Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
	Street	Mayor and Cabinet (Contracts)	Regeneration and Councillor Alan Smith, Deputy Mayor		
November 2014	Prevention and Inclusion Team Contract	Wednesday, 11/02/15 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Joan Millbank, Cabinet Member Third Sector & Community		
November 2014	Procurement of the School Catering Contract service	Wednesday, 11/02/15 Mayor and Cabinet (Contracts)	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
December 2014	Savings Proposals Delegated to Executive Directors for Community Services, Customer Services and Resources and Regeneration	Tuesday, 17/02/15 Overview and Scrutiny Business Panel	Janet Senior, Executive Director for Resources & Regeneration, Aileen Buckton, Executive Director for Community Services, Kevin Sheehan, Executive Director for Customer Services and Councillor Kevin Bonavia, Cabinet Member Resources		
December 2014	Savings Proposals Delegated to Executive Director CYP	Tuesday, 17/02/15 Overview and Scrutiny Education Business Panel	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		

FORWARD PLAN – KEY DECISIONS					
Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
January 2015	Healthwatch Contract Tender Award	Tuesday 17/02/15 Overview and Scrutiny Business Panel	Aileen Buckton Executive Director for Community Services		
November 2014	Budget Update 2015-16	Wednesday, 18/02/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
January 2015	Community Infrastructure Levy Adoption version	Wednesday, 25/02/15 Council	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
January 2015	Planning Obligations SPD	Wednesday, 25/02/15 Council	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
November 2014	2015/16 Budget Report	Wednesday, 25/02/15 Council	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
January 2015	Lewisham River Corridors Improvement Plan SPD	Wednesday, 25/02/15 Council	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith,		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			Deputy Mayor		
December 2014	Asset Management Strategy (Highways)	Wednesday, 04/03/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
December 2014	Catford Town Centre CRPL Business Plan 2015/16	Wednesday, 04/03/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
June 2014	Housing Strategy 2015 - 2020	Wednesday, 04/03/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
November 2014	Pay Policy Statement	Wednesday, 04/03/15 Mayor and Cabinet	Andreas Ghosh, Head of Personnel & Development and Councillor Kevin Bonavia, Cabinet Member Resources		
September 2014	Strategic Asset Management Plan 2015-2020	Wednesday, 04/03/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
June 2014	Surrey Canal Triangle - Compulsory Purchase Order Resolution	Wednesday, 04/03/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			Councillor Alan Smith, Deputy Mayor		
November 2014	Award of Design and Build Contract Phase 1 Grove Park Public Realm Project	Wednesday, 04/03/15 Mayor and Cabinet (Contracts)	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
September 2014	Award of Street Advertising and Bus Shelter Contract	Wednesday, 04/03/15 Mayor and Cabinet (Contracts)	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
September 2014	Prevention and Inclusion Contract Extension and Commissioning Recommendation	Wednesday, 04/03/15 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member Health-Well-Being-Older People		
September 2014	Prevention and Inclusion Framework Contract Award	Wednesday, 04/03/15 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member Health-Well-Being-Older People		
November 2014	Procurement of the School Kitchen Maintenance Contract	Wednesday, 04/03/15 Mayor and Cabinet (Contracts)	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		

FORWARD PLAN – KEY DECISIONS					
Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
December 2014	Annual Lettings Plan	Wednesday, 25/03/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
November 2014	School Admissions 2015-16	Wednesday, 25/03/15 Mayor and Cabinet	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
January 2015	Waste Strategy Consultation	Wednesday, 25/03/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Rachel Onikosi, Cabinet Member Public Realm		
December 2014	Catford Town Centre CRPL Business Plan 2015/16	Thursday, 26/03/15 Council	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
December 2014	Pay Policy	Thursday 26/03/15	Kevin Sheehan, Executive Director for Customer Services and Councillor Bonavia, Cabinet Member Resources		