

Sustainable Development Select Committee Agenda

Monday, 29 October 2018

7.00 pm,

Committee room 3

Civic Suite

Lewisham Town Hall

London SE6 4RU

For more information contact: Timothy Andrew (timothy.andrew@lewisham.gov.uk)

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

Part 1

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Sustainable Development Select Committee Members

Members of the committee, listed below, are summoned to attend the meeting to be held on Monday, 29 October 2018.

Ian Thomas, Chief Executive
Thursday, 18 October 2018

Councillor Liam Curran (Chair)	
Councillor Patrick Codd (Vice-Chair)	
Councillor Obajimi Adefiranye	
Councillor Suzannah Clarke	
Councillor Mark Ingleby	
Councillor Louise Krupski	
Councillor Alan Smith	
Councillor James-J Walsh	
Councillor Bill Brown (ex-Officio)	
Councillor Juliet Campbell (ex-Officio)	

MINUTES OF THE SUSTAINABLE DEVELOPMENT SELECT COMMITTEE

Wednesday, 12 September 2018 at 7.00 pm

PRESENT: Councillors Liam Curran (Chair), Patrick Codd (Vice-Chair), Obajimi Adefiranye, Suzannah Clarke, Mark Ingleby, Louise Krupski, Alan Smith and James-J Walsh

ALSO PRESENT: Councillor Juliet Campbell, Councillor Sophie McGeevor (Cabinet Member for Parks, Neighbourhoods and Transport (job share)), Timothy Andrew (Scrutiny Manager), Liz Dart (Head of Culture and Community Development), Kplom Lotsu (SGM Capital Programmes), Tony Piggott (Development Advisor), David Syme (Strategic Planning Manager), Sarah Walsh (Regeneration and Urban Design Planning Manager) and David West (Studio Egret West)

1. Minutes of the meeting held on 19 July 2018

- 1.1 **Resolved:** that the minutes of the meeting held on 18 July 2018 be agreed as an accurate record.

2. Declarations of interest

- 2.1 Councillor Ingleby declared a non-prejudicial interest in relation to item five as a board member of Lewisham Homes.
- 2.2 Councillor Walsh declared a non-prejudicial interest in relation to item four as a resident of Catford – and – a non-prejudicial interest in relation to item five as a member of the Royal Town Planning Institute.

3. Responses from Mayor and Cabinet

- 3.1 There were none.

4. Catford regeneration update: masterplanners

- 4.1 David West (Studio Egret West) gave a presentation (which is attached to the minutes) on the development of the masterplan for Catford. The following key points were noted:

- There was lots for the masterplanners to do (to prepare the masterplan) and lots for them to learn about Catford.
- The delivery of the plan was being managed in stages. The initial work would focus on listening and understanding.
- The masterplanners were using the 'Catford Cornucopia' shop on the Broadway to meet with local people.
- The masterplanners had adopted the title of 'C-Team', which built on the work of Team Catford, and included: Studio Egret West (architects, landscape architects and urban designers); Carl Turner architects (which specialised in temporary installations); Greengage (sustainable environmental consultants); and Civic Engineers (public realm specialists in street design).
- It was intended that the masterplan would change and evolve over time. But the intent was to regenerate Catford from the outset.

- It was intended that the redesign of the south circular would provide a new street (with features and spaces for interaction) for Catford rather than just a larger road.
- The masterplanners intended to creatively co-author the masterplan with the local community.
- The plan would be authentically ambitious, taking account of the 2500 homes that were likely to be required in the town centre as a result of the new London Plan.
- The targets in the new London Plan would require every new mixed use development in London to host many more new homes and new infrastructure.
- There were currently 244 homes on the Milford Towers site. Initial estimates indicated that 800 new homes might be required on the site, which would probably necessitate some buildings to be built between 10 - 20 stories high to meet the London Plan targets.
- It would be challenging to ensure that Catford would be able to host the number of new homes required. Future development would also need to enable the creation and maintenance of quality public realm and a new civic centre.
- Public realm in Catford was not currently green, active and clean enough. The masterplan would aim to create sustainable, welcoming public spaces, as well as homes and employment opportunities.
- The masterplan would be delivery focused. There had been lots of discussion about development in Catford – it was time to ensure that things started happening.
- Catford's character was complex. People had things they loved and hated about the town centre.
- Laurence House was an exemplar building of its kind. It was originally designed to be a temporary office building. The masterplanners questioned whether its location should determine the realignment of the south circular.
- It was expected that Milford Towers would be removed as part of the future redevelopment. However, activity could take place immediately to change the feeling of car park underneath the Towers and its surroundings. One example of local innovation was the Peckham Levels.
- There were a number of strong examples of innovative short/medium term uses for development sites.
- There were also examples of buildings being redesigned, retrofitted and repurposed. The masterplanners were open minded about these options for buildings in Catford. The benefit of this approach was that it could be more cost effective, quicker and more sustainable.
- There might be an option to move the Council offices into a renovated car park in order to release the land occupied by Laurence House and achieve the optimal realignment for the south circular.
- The masterplanners had met with the original architect of Milford Towers, who had no strong feelings about retaining it.
- Catford was car dominated and there were lots of car parks. The movement of the south circular had to be considered as part of the overall development of the town centre – rather than just as a means of pushing the flow of traffic southwards.

- The south circular passed through a number of communities. There were some sections that felt more inviting to pedestrians and cyclists. It was important that future plans for the realignment of the road prioritised pedestrians and cyclists rather than just cars and lorries.
- Catford had excellent green spaces surrounding it. The masterplan would consider how to green the town centre.
- Options would be considered for integrating St Dunstan's – and its sporting facilities better with the town centre.
- There was lots of space in Catford. Which meant it should be able to accommodate a range of new homes, including genuinely affordable homes.
- Some of the discussion about the development of Catford was controversial. It was necessary to be open about the challenges and the language being used to talk about the redevelopment.
- Catford could be better connected. Consideration would be given in the masterplan to the linkages between the two stations and the realigned south circular.
- Plans were being considered for the creative redevelopment of the pedestrian lanes in Catford – in collaboration with local people.
- There were options to trial ideas on a temporary basis in order to change the way that people felt about the town centre.

4.2 David West, Kplom Lotsu (Service Group Manager, Capital Programmes), Sarah Walsh (Regeneration and Urban Design Programme Manager) and Tony Piggott (Development Advisor, Capital Programmes) responded to questions from the Committee, the following key points were noted:

- Travel by car had to be considered in terms of whole journey times rather than the speeds that could be achieved on separate sections of road. The intention in Catford would be to create a smooth overall journey through the town centre rather than to for there to be constant stopping and starting of traffic through patches of congestion.
- The speed and volume of traffic around all parts of the south circular was generally the same. However, the feeling of different sections of the road was markedly different. In those sections with shops, restaurants and open spaces felt more pedestrian and cycle friendly. The intention was to avoid Catford being dominated by a widened, busy, traffic heavy section of the south circular.
- The alignment of the south circular was a priority for the masterplanners – because decisions on its future were already being made.
- There were a number of challenges facing the redevelopment. It would be important to balance the requirement for new homes in the London Plan with the expectations of existing residents.
- It was important to sustain the pace and momentum of change. Lots of work had to take place before the delivery of the masterplan in March 2019.
- Catford was recognised for the quality of its connections to central London. However, part of its future offer could be to provide affordable local employment spaces and homes that supported the viability of the town centre.

- The masterplanners were using the information gathered though the Catford Common Place to inform the engagement with the local community.
- Perceptions of places in London changed over time. People were moving to Catford because of affordability. The key in the redevelopment would be to ensure there was a balance between existing and new residents.
- Incremental changes and small scale initiatives could improve the way that people felt about a place.
- There were positive examples of multi-use/multi-function spaces that Lewisham could learn from in order to ensure that its new offices made a positive contribution to the town centre.
- The exact alignment of the south circular was still being defined. The masterplan and the realignment programme for the road had been coordinated to develop together.
- The integration of the Broadway theatre into the cultural offer in the town centre would be key to unlocking its potential.

4.3 In the Committee discussions the following key points were also noted:

- Members wanted to ensure that there was thorough engagement with local people.
- All options should be considered for improving the layout and design of the south circular.
- The plan for Catford should build on the Council's experience of delivering the redevelopment of Lewisham town centre.
- Members were supportive of increasing the level of greenery and high quality public spaces in the town centre.

4.4 **Resolved:** that the update be noted.

5. Lewisham Local Plan update

5.1 David Syme (Strategic Planning Manager) introduced the report. The following key points were noted:

- The Local Plan was a lengthy technical document – but work was taking place to make it more accessible.
- The new plan was important because it would guide development in the borough for the next 15 years.
- The Local Plan had to be reviewed every five years. Significant changes to national (through the new National Planning Policy Framework (NPPF) July 2018) and regional (the draft London Plan) policy needed to be incorporated into Lewisham's new Local Plan. This meant that it was a good time to develop the new Local plan.
- The timetable for the development of the new plan had been agreed by Mayor and Cabinet in January. A draft version of the plan (for regulation 18 consultation) would be prepared for consultation in winter 2018/early 2019.
- The government was questioning some of the policies in the draft London Plan, which added some risk and potential complications to the timetable for the development and consultation on the new Lewisham Local Plan.
- Lewisham's Local Plan had to be in broad conformity with the London Plan and the NPPF. Lewisham would not want to develop policies in

response to the draft London Plan that might be significantly changed at a later date.

- One of the key challenges was the number of homes that were being proposed in the draft London Plan for Lewisham. It was anticipated that 2110 (2117) homes¹ would be required each year in the borough. However, the government's assessment based on locally assessed housing need estimated that 3100 (3181) homes would be required each year (this figure may be subject to review).
- The current housing target was 1350 (1380) homes per year and in recent years Lewisham had delivered approximately 1500 homes each year.
- The new National Planning Policy Framework introduced a housing delivery test, which would assess each local authority's performance in the delivery of new homes.
- If Lewisham did not meet its targets it would be required to develop an action plan. If delivery fell below a specified threshold then there would be a presumption in favour of development, which would reduce the ability of the Council to oversee new development proposals.
- Work was progressing with delivery of the new plan, despite the ongoing uncertainties.
- All new planning applications would need to be in line with the new plan.
- A number of studies underpinned the new plan, including: the strategic housing market assessment, a retail capacity study, employment land study, open space study, strategic flood risk assessment, and a new Lewisham character study (which would help to identify key issues within Lewisham's different neighbourhoods).
- Work had been taking place with community groups and neighbourhood forums to develop the character study.
- Officers were also reviewing site capacity and site allocations studies. Feedback would be sought from the Committee – and from all councillors regarding the content of these.
- Development management policies were also being reviewed and updated. Reviews were being carried out on the effectiveness of existing policies and proposals were being made for potential improvements in the new Local Plan.
- The Council was learning from examples of best practice at other councils – including Lambeth, Croydon and Tower Hamlets.
- The structure of local plans was relatively standard. Most included a section which provided an outline of the current situation, the following section included a vision for the future (drawn from the corporate strategy) - the third section included detailed policies (on issues such as housing, employment, the environment and town centres), which would guide future development management decisions. The final section of the plan included a programme for delivery.
- A number of new local plans had character studies, which defined local places. This enabled the targeting of policy toward local areas. It enabled a better understanding of the connections between different areas in the borough and enabled assessment of the infrastructure required to support development.

¹ Precise figures are included in brackets.

5.2 David Syme responded to questions from the Committee. The following key points were noted:

- There was evidence from engagement across the country that residents were not actively engaged in the development of their local plans. It was a challenge to ensure that people realised how important local plans were for their area and that the decisions in the plan would shape their area over many years.
- Local plans were not written in accessible language – this was due in part to the fact that there was a requirement to ensure that plans were legally robust and enforceable, in accordance with planning law.
- Consideration was being given to the possibility of using an accessible version of the character study to engage with communities about their aspirations for their areas.
- Resources in the Planning Department were limited, however, work was ongoing to consider how to work with local communities to develop the proposals for the new Local Plan. Officers in Planning had also been discussing future plans for engagement with the Council's communications team.
- Lewisham's retail study had recently been updated – but the retail environment was changing rapidly – officers were considering how best to include policies in the plan that could be adapted to change.
- Consideration was being given to how the Lewisham town centre local plan would be integrated with the new borough wide plan.
- Planning policy followed a lengthy legal process of development, consultation and approval. As soon as the current plan was finished, work would start on the next version of the plan.
- There was some delay between changes in real world circumstances and in the development and implementation of new policy.
- Lewisham was currently working with utility, transport and healthcare providers to review existing requirements for infrastructure and to develop projections for future growth. This work provided the substance for Lewisham's infrastructure delivery plan – which would also include consideration of the funding required to deliver that infrastructure.
- Options could be included in the Local Plan for the varying levels of potentially development that would be achievable with and without new infrastructure (such as the Bakerloo line extension).
- Officers were considering how best to encourage developers to provide a range of facilities in mixed use developments alongside housing and retail.
- The new Mayor was receiving regular updates on the development of the new Local Plan.
- Planning officers were working with officers in Community and Cultural Development to determine the requirement for community space in the borough and build in the requirements of the community space strategy.
- The open space study was being updated as part of the evidence base for the new plan. Work was also taking place with officers in the Environment Division to develop an open space strategy.
- The new strategy would prioritise the open spaces in the borough that required funding and maintenance.
- Management and maintenance agreements for open spaces could be included as an obligation for new developments in the new Local Plan.

- The details of each management and maintenance agreement had to be determined on a case by case basis.

5.3 In the Committee discussions, the following key points were also noted:

- When homes had been approved - but not delivered by the developer - under-delivery of housing targets would still be the responsibility of the Council. Moreover, the government had not proposed to grant councils new powers to compel developers to deliver homes that had been approved but not built.
- Ward councillors would be in a good position to provide local knowledge about sites for development.
- There was concern about the availability of infrastructure (including water and energy supplies) for new homes.
- Officers should ensure that the new plan was developed in coordination with the priorities of the new Council administration.
- The Council should engage with the Royal Town Planning Institute to support local assemblies and other community groups about the planning process.
- Consideration should be given in the new plan to broadening the scope of maintenance and management agreements (to include, for example street sweeping and maintenance).
- The new plan should support the Council's ambitions for improving public health, reducing obesity and supporting good mental health.
- New developments should include capacity for renewable energy generation.
- There were third sector organisations that could support communities to improve and maintain green spaces. The design of new developments should encourage maintenance by the community.

5.4 The Committee **resolved** to advise Mayor and Cabinet of the following:

- The Committee recommends that Mayor and Cabinet ensures that all options be explored for the consultation on the new Local Plan. The Committee acknowledges that the plan has to be technically sound and legally robust. However, it asks that options be considered for the production of a simplified version of the plan for consultation with as broad a group of residents and stakeholders as possible. The Committee recognises that the Planning Department may need support from other Council teams to achieve this aim.
- The Committee recommends that options be considered for the engagement of all councillors in the production of the new plan, the Committee believes that specific focus should be placed on the role of ward councillors in engaging local groups and in identifying local opportunities and challenges.
- The Committee recommends that the new plan be used to promote the inclusion of renewable energy production in new developments.
- The Committee believes that further consideration should be given to how best areas of public realm (that are delivered as part of new developments) can be maintained in the long term.
- The Committee recommends that options should be considered for the retention and expansion of community spaces. It believes that this might

best be achieved through the protection and development of the spaces categorised in the D1 planning class. The Committee would welcome the development of a new community space strategy.

6. Select Committee work programme

6.1 The Committee discussed the work programme.

6.2 **Resolved:** that further updates on the Local Plan and the Catford town centre regeneration be considered at the meeting on 29 October as well as reports on the local implementation plan & transport strategy as well as the savings programme. It was agreed that the update on pubs would move to the Committee's meeting on 12 December.

7. Items to be referred to Mayor and Cabinet

The meeting ended at 9.45 pm

Chair:

Date:

Sustainable Development Select Committee		
Title	Declaration of interests	
Contributor	Chief Executive	Item 2
Class	Part 1 (open)	29 October 2018

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;

(b) and either

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

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

3. Other registerable interests

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

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

4. Non registerable interests

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

5. Declaration and Impact of interest on members' participation

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

consideration of the matter and vote on it unless paragraph (c) below applies.

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

6. Sensitive information

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

7. Exempt categories

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

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

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Sustainable Development Select Committee		
Title	Responses to referrals	
Contributor	Scrutiny Manager	Item 3
Class	Part 1 (open)	29 October 2018

1. Purpose

To advise the Committee of responses to its referrals.

2. Recommendations

2.1 The Committee is recommended to receive the responses to its referrals, as set out below.

3. Responses to referrals

3.1 At its meetings on 20 September 2018 Mayor and Cabinet considered responses to the Committee’s referrals on:

- The implementation of the work and skills strategy
- Home energy conservation
- The Council’s Rail Vision

3.2 These responses are appended to the report.

4. Financial implications

There are no financial implications arising from this report.

5. Legal implications

The Constitution provides for Select Committees to refer reports to the Mayor and Cabinet, who are obliged to consider the report and the proposed response from the relevant Executive Director; and report back to the Committee within two months (not including recess).

Background documents

Minutes of the meetings of Mayor and Cabinet on 20 September 2018:
<https://tinyurl.com/mandc20sep18>

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MAYOR AND CABINET			
Title	Response to the Sustainable Development Select Committee – Implementation of the Work and Skills Strategy		
Key Decision	No	Item No.	
Ward	All Wards		
Contributor	Executive Director for Resources & Regeneration		
Class	Part 1	Date	20 September 2018

1. Purpose

- 1.1. At its meeting on 22nd March 2018 the Sustainable Development Select Committee considered a report on the Implementation of the Work and Skills Strategy 2016-18.
- 1.2. Mayor and Cabinet was advised of the comments and views of the Sustainable Development Select Committee on 6th June 2018.
- 1.3. This paper sets out the response.

2. Recommendations

The Mayor and Cabinet is asked to:

- 2.1 Approve the officer response to the referral by the Sustainable Development Select Committee on the Implementation of the Work and Skills Strategy 2016-18.
- 2.2 Agree that this report should be forwarded to the Select Committee.

3. Referral from the Sustainable Development Select Committee:

- 3.1 At its meeting on 22nd March 2018 the Sustainable Development Select Committee considered a report on the Implementation of the Work and Skills Strategy 2016-18.
- 3.2 The Committee recommends that more resources be made available to enhance the scope and scale of the Council's work and skills activities online., The Committee believes that a marketing budget should also be made available to support this work.

Response:

Following the discussion at Sustainable Development Scrutiny Committee earlier this year, the Economy and Partnership service has reviewed and updated how we engage with residents to promote the work of the service. The use of online communications is now at the centre of our communications.

We have now developed specialist websites and refreshed a number of existing webpages for the key work programmes delivered by the service. These include:-

- www.lewishamlondon.co.uk – for the Inward Investment Programme
- www.lewishamconstructionhub.co.uk – for the Lewisham Construction Hub
- www.lewisham.gov.uk/mayorandcouncil/counciljobs/apprentices - for Apprenticeships
- www.deklondon.com – for the ERDF deK Growth programme
- <http://moderngov.southwark.gov.uk/mgCommitteeDetails.aspx?ID=410> – Better Placed
- <https://www.lewisham.gov.uk/myserVICES/business/london-living-wage/Pages/London-Living-Wage.aspx> - for Living Wage accreditation
- <https://www.lewisham.gov.uk/mayorandcouncil/counciljobs/employmentadvice/lewisham-service-providers-forum/Pages/Lewisham-Service-Providers-Forum.aspx> - for the Lewisham Services Provider Forum (currently being updated)
- Creative Enterprise Zone – website being developed and will be launched in the autumn

We have a dedicated Twitter account for the Lewisham Construction Hub to publicise construction apprenticeships as well as opportunities for local labour and our local businesses on our construction sites. In addition we regularly use the Council's Twitter account to publicise new apprenticeship vacancies within the Council and with our partner organisations.

The Lewisham Construction Hub publicity and marketing strategy includes a regular PR campaign through posters advertising using the JCDecaux stands in strategic locations throughout the borough

In addition to website and twitter, the service uses a range of other communication channels to publicise our work including e-zines/e-newsletters, Lewisham Life magazine and other sector magazines eg Masthead.

We incorporate the costs of communications including promoting our activities online within the funding applications for the programmes that are delivered by the service.

4. Financial implications

- 4.1. There are no additional financial implications arising from this report. Going forward, the Council will be including the costs of marketing and related activities in funding applications, thus enabling the Council to deliver more PR and marketing activities.

5. Legal implications

- 5.1 There are no further legal implications arising from the context of this report,

6. Crime and disorder implications

- 6.1 There are no specific crime and disorder implications arising from this report.

7. Equalities implications

- 7.1 There are no specific equalities implications arising from this report.

8. Environmental implications

- 8.1 There are no specific environmental implications arising from this report.

9. Background documents and originator

- <http://councilmeetings.lewisham.gov.uk/mgAi.aspx?ID=18808> – Minutes of the 22nd March 2018 Sustainable Development Select Committee meeting – agenda item 6
- Fen Beckman – Head of Economy and Partnerships (020 8314 8632)

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MAYOR AND CABINET			
Report Title	Response to a recommendation made by the Sustainable Development Select Committee in relation to a report on the Home Energy Conservation Act		
Key Decision	No		
Ward			
Contributors	Executive Director for Resources and Regeneration		
Class	Part 1	Date:	20 September 2018

1. Purpose

- 1.1 To provide a response to a recommendation made by the Sustainable Development Select Committee in relation to a report on the Home Energy Conservation Act.

2. Recommendations

- 2.1 It is recommended that Mayor and Cabinet notes the approach set out in section 5 below and agrees this as the response to the recommendation made by the Sustainable Development Select Committee.

3. Policy Context

- 3.1 The Home Energy Conservation Act (amended 2012) sets a statutory obligation on local authorities to publish plans to improve energy efficiency in housing in their area. Authorities are required to produce reports every two years. Lewisham Council published HECA reports in 2013 and 2015 and 2017.
- 3.2 In 2016, the UK Government ratified the Paris Agreement, part of the United Nations Framework Convention on Climate Change. The Agreement commits countries to take action to prevent the global average temperature increasing 2°C above pre-industrial levels. In 2017 the Government published its Clean Growth Strategy setting out its approach to delivering on its greenhouse gas emission targets.
- 3.3 The Government's Fuel Poverty Strategy published in 2015 sets targets for minimum energy standards for fuel poor households with milestones identified for 2020, 2025 and 2030.
- 3.4 In 2015 the National Institute for Health and Care (NICE) published guidance on the health risks associated with cold homes with recommendations aimed at primary health and home care practitioners encouraging them to work with their local authority to identify and support people living in cold homes.
- 3.5 In 2018, the Mayor of London published its Fuel Poverty Action Plan. The Action Plan is part of the Mayor's wider Environment Strategy which includes £10m for energy efficiency over the next 4 years.
- 3.6 Lewisham's Sustainable Community Strategy includes the strategic priority '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. This report is also relevant to the following Council's Corporate Priorities: 'Clean, green and liveable – improving environmental management, the cleanliness and care for roads and pavements and promoting a sustainable environment'; 'Decent homes for all – investment in social and affordable housing to achieve the decent homes standard, tackle homelessness and supply key worker housing'; and 'Caring for adults and older people - working with health services to support older people and adults in need of care'.

- 3.7 'Lewisham for the Many' the Mayor's 2018 manifesto includes commitments to 'maximise opportunities for energy efficiency in all new developments' and 'explore working with publicly owned not for profit energy suppliers that do not penalise poorer residents using pre-pay meters'.

4. Recommendation by the Sustainable Development Select Committee

- 4.1 On Thursday 22 March 2018 the Sustainable Development Select Committee considered an officer report on home energy conservation, setting out the Council's plans on domestic energy and fuel poverty.

- 4.2 Following consideration of this report the Committee resolved to advise Mayor and Cabinet of the following:

- The Committee recognises the potential to offset health and social care costs through a focus on fuel poverty. The Committee recommends that the Council corporately seeks funding (either from health budgets, or elsewhere) for a designated fuel poverty officer.

5. Proposed approach to resourcing Lewisham Council's fuel poverty work

- 5.1 Recent national statistics indicate that 1 in 10 households in Lewisham would be classified as living in fuel poverty according to the Government's definition. The impact of living in a cold home, particularly for older residents, the very young or anyone with a long-term health problem, are well documented. The cost of this in terms of health and mortality is a significant factor in relation to financial pressures on health services and adult social care.

- 5.2 Lewisham's Warm Homes Healthy People has been running since 2011/12 and has assisted over 2,000 homes in that time. The project delivers practical support to households at risk of fuel poverty through home visits offering:

- practical advice on how to stay warm in the home;
- access to the £140 warm homes discount;
- assistance with debt on energy bills;
- advice on switching tariff;
- draught-proofing and other energy saving measures;
- a free winter warming pack (blanket, gloves, mug, thermometer card);
- referrals on to other sources of help.

- 5.3 Since 2015 there has been no dedicated officer or funding for this work, but it has been maintained through successful bids for one-off funding from a variety of sources. The Sustainable Development Select Committee is right to identify the lack of a dedicated officer as an ongoing risk to this valuable work. However local public health budgets are also very stretched and there is limited scope at present to fund fuel poverty work through this route.

- 5.4 Despite the uncertainty of local funding in recent years, Lewisham's work continues to receive very positive feedback and, while other boroughs have also struggled to resource this area of work, Lewisham is considered one of the most proactive boroughs in London on fuel poverty. There is recognition at regional and national level of the value of fuel poverty interventions in terms of preventative health and this offers some opportunity to seek further funding. Officers are seeking to extend the geographical scope of existing fuel poverty work as a way to attract funding. Officers are working with counterparts in south London boroughs to develop a model at a greater scale that it is hoped will attract funding to provide capacity for this work. An ongoing innovative partnership between the borough and South East London Community Energy to generate fees from lead generation work for energy supplier-funded heating and insulation has proven to be highly successful, and it is hoped will be part of the approach going forward.
- 5.5 It is proposed that officers report back to the Sustainable Development Select Committee on this as part of the Committee's 18/19 work programme.

6. Financial implications

- 6.1 There are no specific financial implications resulting from this report. Any changes to staffing resulting from the work outlined above that may have financial implications will be subject to the Council's existing decision-making processes.

7. Legal implications

- 7.1 The Council's Constitution sets out the procedures relating to reports referred to the Mayor from a scrutiny committee. The Constitution sets a timescale of two months (not including recess) for a formal reply from receipt of such reports.

8. Crime and disorder implications

- 8.1 There are no specific crime and disorder implications resulting from this report.

9. Equalities implications

- 9.1 There are no specific equalities implications resulting from this report.

10. Environmental implications

- 10.1 There are no specific environmental implications resulting from this report.

11. Conclusion

- 11.1 It is recommended that Mayor and Cabinet notes the approach set out in section 5 above and agrees this as the response to the recommendation made by the Sustainable Development Select Committee.

If there are any queries on this report please contact **Martin O'Brien, Climate Resilience Manager**, 020 8314 6605.

Background Documents

- Lewisham's Home Energy Conservation Report (2017)
<https://www.lewisham.gov.uk/getinvolved/environment/energyefficiency/taking-the-lead/Documents/LewishamHECARReport2017.pdf>

MAYOR & CABINET		
Report Title	Response to Sustainable Development Select Committee on the Rail Vision	
Key Decision	Yes	Item No.
Ward	All	
Contributors	Executive Director for Regeneration and Place	
Class	Part 1	Date 20 September 2018

1. Summary

- 1.1 In 2017/18 the Council developed a Vision for Rail, a prospectus document to inform a number of industry consultations. The document will be refreshed and adopted as part of the Council's new transport strategy, the Local Implementation Plan (LIP), by March 2019.
- 1.2 The Rail Vision was discussed at the Sustainable Development Select Committee on 22 March 2018, with an officer present to answer questions. The committee made a number of recommendations, which were presented to Mayor & Cabinet on 6 June 2018.
- 1.3 This report provides an officer response to these recommendations, and advises the extent to which these could be incorporated into a refreshed Rail Vision later this year.

2. Purpose of the Report

- 2.1 The purpose of this report is to provide an officer response to the issues raised by the Sustainable Development Select Committee on 22 March 2018 regarding the Council's Rail Vision.

3. Recommendations

- 3.1 It is recommended that the Mayor and Cabinet:
 - i) Approve the officer response to the recommendations made by the Sustainable Development Select Committee on the Council's Rail Vision; and
 - ii) Agree that this report should be forwarded to the Select Committee.

4. Policy Context

- 4.1 The Mayor's Transport Strategy sets out London's overall vision for how transport will meet the challenges of housing, health, the environment, and the economy. The headline aim of the strategy is for 80% of all daily trips in London to be made by non-car modes. The Council agrees that, with growing concerns over air quality, and the need to provide new homes for Londoners in a sustainable way, a renewed focus on reducing car usage in London is required.
- 4.2 The MTS also puts forward a distinct vision for central, inner and outer London. This is particularly relevant for Lewisham, which is situated on the growing edge of inner London. The target of 80% sustainable trips is particularly challenging for areas towards outer London, and for Lewisham, this would mean a commitment to better public transport and cycling links between the north and south of the Borough.
- 4.3 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. Lewisham is currently in the process of reviewing its LIP so that it is in line with the new MTS. The Council's Rail Vision will form part of a suite of transport strategy documents linked to the LIP.
- 4.4 The goals, objectives, and outcomes for the LIP and its associated strategies will reflect local policies and priorities and will be aligned with the Council's Corporate Priorities and the Sustainable Community Strategy. Having a clear rail vision is particularly relevant to the sixth priority outlined in the Sustainable Community Strategy: 'Dynamic and prosperous: where people are part of vibrant communities and town centres, well connected to London and beyond.' A Rail Vision will also contribute to the following Council Corporate priorities: Clean, green and liveable; Strengthening the local economy; and Decent homes for all, as the vision will set out what rail infrastructure and services the Council believes is required in order to encourage more journeys to be made by sustainable transport which in turn will help deliver further growth and support the local economy.

5. Background

- 5.1 In 2017/18 the Council developed a Vision for Rail, a prospectus document to inform a number of industry consultations. The document will be refreshed and adopted as part of the Council's new transport strategy, the Local Implementation Plan (LIP), by March 2019.
- 5.2 The Sustainable Development Select Committee met on 22 March 2018 to discuss the Council's Rail Vision. It was noted that the document is still a work in progress and could be added to or amended as proposals evolved. It mostly

draws from work undertaken by other organisations such as Transport for London and Network Rail, rather than the Council.

5.3 Lewisham's Rail Vision Goals are:

- To provide better links and sufficient rail capacity between all areas of Lewisham Borough and central London employment areas
- To provide sufficient rail capacity between all areas of Lewisham borough and East London employment areas
- To increase rail access to and from Lewisham's growth areas
- To improve rail connectivity across the borough, especially east-west links and services to the south of the borough
- To enhance the quality of stations and provide step free access at all stations in the borough
- To improve the connectivity between stations and their local areas

5.4 The Rail Vision outlines a number of service alterations, major schemes, minor schemes and improved local connections that are planned which will help to deliver these goals.

6. Sustainable Development Select Committee recommendations and officer response

6.1 The Sustainable Development Select Committee put forward a number of recommendations which are set out in bold text below. An officer response to each point is provided.

6.2 The Committee welcomes the newly developed vision for rail, however it would like to see lobbying for the extension of the Bakerloo line to Hayes become a priority for the Council.

6.2.1 Officers welcome the Committee's support for the inclusion of a Vision for Rail in the Council's suite of transport strategy documents.

6.2.2 The Council's Rail Vision already sets out the importance of an extension of the Bakerloo line to Hayes, and the benefits that this would deliver to the borough. However, within the service enhancements section of the strategy, a section on the tube could be added, outlining the proposed service levels envisaged when the Bakerloo Line Extension (BLE) is in operation to give extra prominence to the scheme earlier within the strategy.

6.2.3 Lobbying for the extension of the Bakerloo line to Hayes is already a priority for the Council and is included in the manifesto. Officers are meeting with TfL officers on a regular basis to discuss progress on the project, and take every opportunity to push for an extension to Hayes. It is recognised that this lobbying also needs to take place at Member level, with the Mayor and relevant Cabinet Members kept up to speed on discussions with TfL.

6.2.4 The Council has developed a detailed Communications Strategy to support the delivery of the Bakerloo Line Extension. To date, the focus of lobbying has

been on working closely with directly interested parties, in particular with TfL, the GLA, Network Rail, and the London Borough of Southwark. However, opportunities have been identified to broaden our sphere of influence, and to attract the support of other Councils, political bodies and other organisations who would benefit both directly and indirectly from the Bakerloo Line Extension. Recently officers have met with counterparts at London Borough of Bromley and with various groups (along with TfL) to update on proposals. Earlier this year, together with the London Borough of Southwark, officers had BLE a stand at the London Real Estate Forum to raise awareness amongst developers and the wider industry of the scheme and its benefits, and to get their backing for it. It was apparent that there was little awareness of the BLE and the benefits to London as a whole, particularly in comparison to schemes such as Crossrail 2 and HS2. As such, officers are continuing, together with Southwark, to push for a presence at regional events to promote the scheme.

6.2.5 TfL planners have said that continuing to demonstrate that there is strong local support would strengthen the case for the BLE. The Council has joined forces with the London Borough of Southwark and launched a website to get support for the BLE into the borough. www.backthebakerloo.org.uk provides the opportunity for people to sign up to the campaign.

6.3 The Committee recommends that considerations about accessibility be broadened to include a wider range of issues, not just step free access (including braille signage and support for people with cognitive impairments). The Committee also recommends that support for the provision of accessible public toilets at stations be included in the vision.

6.3.1 Officers agree that both the appropriate Rail Vision Goal and the section of the strategy on step free access need to be broadened out to include other accessibility considerations, such as those listed above, with further examples drawn from best practice across the UK and beyond. However, it should be recognised that funding for such measures will probably be prioritised towards larger stations or those undergoing redevelopment, in the first instance.

6.4 The Committee welcomes the ambition to improve Lewisham's stations but it recommends that officers be tasked with undertaking a station by station analysis of options for land that could be safeguarded for future public transport, cycling and pedestrian access routes.

6.4.1 Where station improvement schemes are already planned, for instance at BLE stations, much of this work is already being undertaken. For other stations in the borough, when the Council comes to review the Rail Vision later this year, a desktop analysis of the land around each rail station could be undertaken to identify what scope there may be for improvements. Any new opportunities identified would be included within the refreshed Rail Vision. It should be noted that undertaking this piece of work will have a small cost implication, but it is anticipated that this could be met from existing budgets.

6.5 The Committee recommends that the previously considered proposal for the relocation of Lower Sydenham station (north of its current location) be included in the vision for rail.

6.5.1 The Council's response to the 2014 Bakerloo Line Extension (BLE) consultation highlighted two potential options for the location of Lower Sydenham station:

- Regeneration of the existing industrial area surrounding the station, with improved pedestrian and cycle links to the existing local centre;
- Relocation of the station further north, closer to the local centre.

It was recommended that these be considered further in conjunction with TfL as part of the BLE project.

6.5.2 It is suggested that the next iteration of the rail vision include these two options and echo the aspiration to explore these further with TfL as part of the BLE project. Both wider masterplanning and technical feasibility issues will need to be considered as part of this exercise. It should be noted that given the timescales and uncertainties involved, the development potential associated with Lower Sydenham will be dependent on the delivery of significant improvements to transport infrastructure, which will be reflected within the emerging Local Plan which sets out the vision for the borough for the next 15 years.

6.6 The Committee supports the potential transfer of services from rail operators to TfL and recommends that this be included in Lewisham's vision for rail.

6.6.1 Page 21 of the Rail Vision already covers proposals for metroisation, and states that 'The Council supports the Mayor of London in efforts to secure devolution of services'. However, this is on the condition that borough residents see no significant increases in journey time and that it does not impact the ability of longer distance services to call at stations in the borough.

6.7 The Committee recommends that further thought be given to the impact of changes to rail services on different socio-economic groups in the borough, and it recommends that consideration be given to affordable options for Lewisham residents to access their places of work when changes are being proposed.

6.7.1 The Council will encourage TfL and train operating companies to consider the impact of changes to their services on different socio-economic groups in the borough, and highlight the need to do so, where appropriate, in consultation responses. Bus services offer a cheaper alternative to rail travel for longer distance trips, and TfL is very much aware of the importance of good network coverage throughout London, for this reason. For shorter journeys in particular, cycling also represents an economical option with additional public health benefits. With a Mayoral goal of achieving 80% sustainable mode share by 2041, the Council's next LIP will be considering what schemes and initiatives are required to encourage more people to travel by these modes.

6.8 The Committee believes that reference should be made in the vision to the night time economy in the borough, including both the benefits to the economy and the importance of cultural activities

6.8.1 It is agreed that this is an important objective and one that should be added to the Rail Vision's goals, with further contextual information provided in the introductory chapter. Further on in the document, the Council's aspiration to see DLR and overground service times extended to operate overnight is already included, which would support the night-time economy.

6.9 The Committee would welcome further information about timelines and potential dates for action and implementation to be included in the vision.

6.9.1 Although the vision provides anticipated timelines for individual schemes/improvements where these are known, a timescales summary that brings all of these together would prove useful towards the end of the document.

6.9.2 More detail will also be added on Network Rail's Control Periods which are the 5 year timespans by which it works to decide priorities for investment. We are currently in the last year of Control Period 5 (2014-2019). CP6 will run from 2019-2024, and although a strategic business plan has been published, detail on individual schemes will not be provided until later in the year.

7. Consultation and Publicity

7.1 It is anticipated that consultation on a refreshed Rail Vision will be undertaken later in the year alongside the LIP, involving key stakeholders and the public.

8. Financial Implications

8.1 A refresh of the Council's Rail Vision is already planned to take place as part of the Council's ongoing transport strategy work. The majority of the recommendations made by the Sustainable Development Select Committee can be incorporated into this piece of work, without any significant cost implication. The only exception is the request for a station by station analysis of options for land that could be safeguarded for future public transport, cycling and pedestrian access routes (see paragraph 6.4). Whilst this could be included within the scope of the study, it would have a small cost implication. However, it is anticipated that this additional cost could be contained within the existing budget.

9. Legal implications

9.1 The Constitution provides for Select Committees to refer reports to the Mayor and Cabinet, who are obliged to consider the report and the proposed response from the relevant Executive Director; and report back to the Committee within two months (not including recess). There are no other legal implications arising from this report.

10. Crime and Disorder Implications

10.1 There are no crime and disorder implications arising from this report.

11. Equalities Implications

11.1 The Council's Comprehensive Equalities Scheme 'opportunity and responsibility for all' 2016-20 provides an overarching framework and focus for the Council's work on equalities and help ensure compliance with the Equality Act 2010.

11.2 An Equalities Analysis Assessment will be developed alongside the LIP to ensure that any potential adverse impacts of the LIP and its associated strategies are fully considered and, where necessary, appropriate changes made.

11.3 However, it is not considered that the recommendations of this report discriminate or have significant adverse impacts on any of the protected characteristics. On the contrary, some of the suggested changes are seeking to have a positive impact, such as the wider station accessibility considerations.

12. Environmental Implications

12.1 The preparation of the Local Implementation Plan (LIP) and its associated strategy documents will be accompanied by a parallel process of Strategic Environmental Appraisal (SEA).

12.2 There are likely to be significant positive effects on SEA objectives relating to health, air quality, promoting more sustainable modes of transport and improving accessibility in the Borough.

13. Background documents and originator

Background documents:

- **Lewisham Rail Vision 2018**
- **Minutes of Sustainable Development Select Committee 22 March 2018.**
- **Lewisham Sustainable Community Strategy 2008 - 2020**
- **Mayors Transport Strategy – Greater London Authority 2018**

For further details about the content of this report contact Alex Crush, Transport Policy & Development Manager, 020 8314 7239, alexandra.crush@lewisham.gov.uk

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Sustainable Development Select Committee		
Title	Catford Town Centre regeneration	
Contributor	Scrutiny Manager	Item 4
Class	Part 1 (open)	29 October 2018

1. Background

- 1.1. The Committee has agreed that it will receive updates on the Catford Town Centre regeneration programme at every meeting in the 2018-19 municipal year.

2. Recommendation

- 2.1. The Select Committee is asked to consider the presentation by the masterplanners at the meeting on 29 October and direct questions to the planners and officers, as appropriate.

3. Further implications

- 3.1. There are no further implications arising from the implementation of the recommendation in this report. There are implications arising from the Catford regeneration programme as a whole and these will need to be considered in due course.

If you have any questions about this report, please contact Timothy Andrew (Scrutiny Manager) timothy.andrew@lewisham.gov.uk

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Sustainable Development Select Committee		
Report title	2019/20 Revenue Budget Cuts – Draft M&C Report	
Key decision	No	Item No. 5
Ward	All wards	
Contributor	Executive Director for Resources & Regeneration	
Class	Part 1 (open)	29 October 2018

1. PURPOSE

- 1.1. To set out the draft officer revenue budget cuts proposals for consideration by Scrutiny, to enable their comments to be taken by Mayor & Cabinet (M&C) when receiving these cuts on the 21 November, as part of the preparation of a balanced budget for 2019/20 and future years.

2. EXECUTIVE SUMMARY

- 2.1. The Council's net General Fund budget for 2018/19 is £241.3m. This is based on using reserves for the fifth consecutive year to balance the budget and follows four years of Directorates overspending, in part due to the delivery of cuts becoming harder. The current forecast for 2018/19 is an overspend of £11.4m (at July 2018), of which £1.3m relates to previously agreed but as yet undelivered cuts.
- 2.2. To put the Council's finances on a sustainable footing, the Medium Term Financial Strategy identifies the need for £30m of ongoing cuts in the two years to 2020/21 - £17m in 2019/20 and £13m in 2020/21. This is on top of the need to address the persistent in-year overspend in Directorate budgets.
- 2.3. The MTFs anticipates that an additional £25m worth of cuts will be required in the two years following 2020/21. However, these projections remain tentative pending confirmation of any policy, funding, or wider implications from the Chancellor of the Exchequer's Autumn Budget in November and Local Government Finance Settlement announcement in December, and the next Comprehensive Spending Review (CSR) and Fair Funding Review, expected in 2019.
- 2.4. From 2010 to 2020 this will bring the total cuts required to £194m, of which £164m have been agreed with £162.7m delivered and £1.3m in the forecast overspend. This report concentrates on £21m of the £30m budget cuts required to balance the budget over the next two years. Table 1 below shows the agreed budget cuts since 2010 by directorate.

Table 1: Agreed Budget Cuts by Directorate from 2010/11

Year	CYP	COM Services	CUS Services	Res. & Regen.	In-year / Corp.	Total
	£'000	£'000	£'000	£'000	£'000	£'000
2010/11	1,494	801	759	1,135	3,300	7,489
2011/12	6,386	5,744	3,591	4,614	113	20,448
2012/13	4,395	4,611	3,529	4,020		16,555
2013/14	6,469	6,930	2,453	5,082		20,934
2014/15	6,123	11,255	2,843	4,273		24,494
2015/16	4,240	16,118	3,381	3,771	700	28,210
2016/17	3,476	6,892	3,339	3,108	1,400	18,215
2017/18	4,297	10,000	4,182	3,756		22,236
2018/19	824	1,151	294	1,087	1,500	4,856
Total	37,704	63,502	24,371	30,847	7,013	163,437

Source: Council savings and budget reports.

2.5. These cuts have been made in the context of government funding for Local Authorities in England being reduced by 63% over the decade from 2010, Council's facing inflationary pressures of over 20% since 2010, and in Lewisham the demands on the Council increasing as the population has risen to over 300,000 from the 2011 census position of 275,000, a 10% increase.

2.6. The detail presented in this report identifies potential cuts proposals from officers of £20.8m over the two year period 2019/20 to 2020/21. By Directorate and Division these proposals are outlined in table 2 below:

Table 2: Summary of Budget Cuts by Directorate and Division

Directorate / Division	19/20	20/21	Total
	£'000	£'000	£'000
Children and Young People (CYP)			
Children's Social Care	1,550	1,350	2,900
Joint Commissioning and Targeted Support	25	825	849
CYP Total	1,575	2,175	3,749

Directorate / Division	19/20	20/21	Total
	£'000	£'000	£'000
Community Services			
Adult Social Care	2,091	1,982	4,073
Crime Reduction, Supporting People, and Enforcement	555	221	776
Culture & Community Services	1,190	975	2,165
Community Total	3,836	3,178	7,014
Customer Services			
Technology & Change	100	0	100
Environment	817	1,975	2,792
Housing	405	696	1,101
Public Services	1,786	1,124	2,910
Customer Services Total	3,108	3,795	6,903
Resources and Regeneration			
Financial Services	90	350	440
Legal Services (excl. elections)	50	32	82
Policy & Governance	10	259	269
Strategy	30	135	165
Corporate Resources	230	-	230
Human Resources	78	78	156
Planning	50	50	100
Regeneration and Place	318	1,405	1,723
Resources and Regeneration Total	856	2,309	3,165
Council Total – cuts proposed	9,374	11,457	20,831
Cuts required (per July 18 MTFS)	17,000	13,000	30,000
Budget gap	7,626	1,543	9,159

2.7. The report presents a summary of the cuts proposed with detailed proformas provided for each of the proposed cuts for 2019/20 and 20/21 by Directorate appended to this report.

- 2.8. At this stage, if all the proposed cuts are agreed and there are no further proposals, nor any surprises from the local government finance settlement in December, the Council's budget for 2019/20 would need to be set using £7.6m of reserves.
- 2.9. There is scope for two additional rounds of budget cuts to be taken through the decision process as part of setting the 19/20 budget, as detailed in section 10 below. Consideration of how the gap for 2019/20 will be closed, either through proposals for further cuts or the use of reserves, will be addressed in subsequent reports to Mayor and Cabinet up to and including the 2019/20 budget report in February 2019.
- 2.10. Overall the strategic focus for services in terms of the Medium term Financial Strategy is on:
- Catching-up and delivering unachieved budget cuts in 2018/19 and taking management action to bring overspends back in-line with budgets;
 - Continuing the work to manage demand, improve service effectiveness and efficiency, and generate income to bring the return for this work through the financial monitoring in 2019/20; and
 - Work on bringing forward further proposals to close the budget gap as soon as possible, including through 2018/19 and 2019/20 so that part year effects can be taken.

3. RECOMMENDATIONS

- 3.1. Scrutiny committees are asked to review and comment on these proposals and recommendations and that their feedback is referred on by Public Accounts Committee for Mayor & Cabinet as follows:
- 3.2. Mayor and Cabinet are asked to:
- 3.2.1. Note the progress with identifying budget cuts, the £7.6m shortfall against the target for 2019/20, and the implications for the use of reserves.
- 3.2.2. Review the new cuts proposals presented in Section 9 and Appendices 1 to 4, totalling £20.8m and referenced:
- CYP1 to CYP7
 - COM1 to COM17
 - CUS1 to CUS14
 - RES1 to RES19
- 3.2.3. Consider the comments of the Public Accounts Select Committee of the 7 November 2018, which incorporates the views of the respective select committees.

- 3.2.4. Authorise officers to carry out consultations where staff consultation is necessary in relation to the proposal and delegate the decision to the relevant Executive Director for the service concerned.
- 3.2.5. Authorise officers to carry out consultations where public consultation is necessary in relation to the proposal and ask officers to report back to the Mayor with the outcome, for a decision to be made.
- 3.2.6. Where no consultation is required, either:
- agree the cut proposal, or
 - delegate the decision to the relevant Executive Director for the service concerned.
- 3.2.7. Or, request officers to complete further work to clarify the proposal and that officers then re-submit the proposal at the earliest opportunity for a decision.

4. STRUCTURE OF THE REPORT

- 4.1. The report is structured into the following sections with supporting appendices.

Section	Title
1	Purpose of the report
2	Executive summary
3	Recommendations
4	Structure of the report
5	Policy Context
6	Financial Context
7	Lewisham 2020
8	Approach to 2019/20 Budget Cuts
9	Proposed Budget Cuts
10	Timetable
11	Financial implications
12	Legal implications
13	Conclusion
14	Background documents
	Appendices

5. POLICY CONTEXT

- 5.1. The Council's strategy and priorities drive the Budget with changes in resource allocation determined in accordance with policies and strategy. The Council's vision "together, we will make Lewisham the best place in London

to live, work and learn” was adopted by the Lewisham Strategic Partnership as part of the Sustainable Community Strategy, along with six over-arching priorities:

Sustainable Community Strategy

- **Ambitious and achieving:** where people are inspired and supported to their potential.
- **Safer:** where people feel safe and live free from crime, antisocial behaviour, and abuse.
- **Empowered and responsible:** where people are actively involved in their local area and contribute to supportive communities.
- **Clean, green, and liveable:** where people live in high quality housing and can care for and enjoy their environment.
- **Healthy, active and enjoyable:** where people can actively participate in maintaining and improving their health and well-being.
- **Dynamic and prosperous:** where people are part of vibrant communities and town centres, well connected to London and beyond.

Corporate Priorities

The Council’s ten ‘enduring’ priorities were agreed by full Council and are the principal mechanism through which the Council’s performance is reported and through which the impact of saving and spending decisions are assessed. The Council’s priorities also describe the Council’s contribution to the delivery of Lewisham’s Sustainable Community Strategy priorities.

- **Community Leadership and Empowerment:** developing opportunities for the active participation and engagement of people in the life of the community.
- **Young people’s achievement and involvement:** raising educational attainment and improving facilities for young people through partnership working.
- **Clean, green, and liveable:** improving environmental management, the cleanliness and care for roads and pavements, and promoting a sustainable environment.
- **Safety, security, and a visible presence:** partnership working with the police and others to further reduce crime levels and using Council powers to combat anti-social behaviour.
- **Strengthening the local economy:** gaining resources to regenerate key localities strengthen employment skills and promote public transport.
- **Decent Homes for all:** investment in social and affordable housing to achieve the decent homes standard, tackle homelessness, and supply key worker housing.
- **Protection of children:** better safeguarding and joined up services for children at risk.

- **Caring for adults and older people:** working with health services to support older people and adults in need of care.
- **Active, healthy citizens:** leisure, sporting, learning, and creative activities for everyone.
- **Inspiring efficiency, effectiveness, and equity:** ensuring efficiency and equity in the delivery of excellent services to meet the needs of the community.

Values

5.2. Values are critical to the Council's role as an employer, regulator, securer of services and steward of public funds. The Council's values shape interactions and behaviours across the organisational hierarchy, between officers, and members, between the council and partners and between the council and citizens. In taking forward the Council's Budget Strategy, we are guided by the Council's four core values:

- We put service to the public first.
- We respect all people and all communities.
- We invest in employees.
- We are open, honest, and fair in all we do.

5.3. Very severe financial constraints have been imposed on Council services with cuts to be made year on year on year, and this on-going pressure is addressed here in this report, incorporating further budget cuts for 2019/20.

6. FINANCIAL CONTEXT

6.1. The Council has a net General Fund budget for the current financial year, 2018/19, of £241.3m. The schools Dedicated Schools Grant (DSG) and Housing Revenue Account (HRA) are discrete and so do not form part of this report.

6.2. In addition, the Council receives and spends other income and grants for General Fund services which are budgeted for on a net nil basis – i.e. expenditure matches the level of income. These include: Public Health, Better Care Fund & improved Better Care Fund, fees and charges; and various grants for areas such as troubled families and homelessness. Any overspend in these areas has to be met from other resources in the General Fund.

6.3. In 2017/18 the Council ended the financial year with a Directorate overspend position of £16.5m with the largest pressures being in the areas of Children's Social Care, Children's Joint Commissioning, and Environment services. These pressures arise from a combination of:

- The impact of government policy changes;

- Market developments and responses to inspection findings;
 - Demand pressures as the population of Lewisham grows; and
 - Difficulties in delivering agreed cuts with the full financial impact.
- 6.4. The 2018/19 budget is under pressure from the need to deliver services within the available level of financial resource and identify further reductions. The 2018/19 budget was set using £8.6m of reserves as insufficient cuts were agreed. This cuts shortfall is carried forward and forms part of the £17m target for 2019/20. Any unachieved cuts in 2019/20 will most likely have to be met by using reserves and will then also be carried forward to 2020/21, increasing the budget reductions requirement for that year.
- 6.5. Furthermore, Directorates are currently forecasting an end of year overspend in the region of £11.4m, including £1.3m of as yet unachieved cuts. Any overspend also has to be met from the use of the Council's once-off reserves and provisions.
- 6.6. In the nine years between 2010/11 and 2018/19 the Council has agreed budget cuts of £164m of which £162.7m have been delivered and £1.3m form part of the forecast overspend for 2018/19 as noted above.
- 6.7. In July 2018, the Council's Medium Term Financial Strategy (MTFS) was presented to members. This referenced a number of risks, the likelihood and impacts of which remain uncertain. The main risks are in the areas of:
- reducing preventative services;
 - changes in regulations and standards;
 - government policy and funding changes; and
 - demographic change and wider social implications linked to the above.
- 6.8. For 2019/20 and beyond, to put the Council's finances on a sustainable footing, the MTFS identifies the need for £30m of ongoing cuts in the two years to 2020/21 – split £17m in 2019/20 and £13m in 2020/21.
- 6.9. The MTFS also anticipates that post 2020 approximately £25m of further cuts will be required over the two year period starting 2021/22. These longer dated cuts projections remain uncertain pending confirmation of any policy, funding, or wider economic changes. These estimates will be revisited for any implications from the Chancellor of the Exchequer's Autumn Budget in November and in the 2019/20 provisional Local Government Finance Settlement announcement in December. And, looking further ahead, more fundamentally for the impacts from the next Comprehensive Spending Review (CSR) expected in 2019, including a Fair Funding Review.
- 6.10. The Council's four year Revenue Support Grant settlement comes to an end in 2019/20. There is uncertainty as to the level of funding the Council will receive after 2019/20. Funding baselines for local authorities, as determined

by the local government finance settlement, are based on an assessment of local authorities' relative needs and resources. The methodology behind this assessment was introduced over ten years ago, and has not been updated since the introduction of the 50% business rates retention system in 2013/14.

- 6.11. The government is therefore undertaking a Fair Funding Review to update the needs formula and set new funding baselines for the start of the new 75% (currently 100% retention with the pilot pool) business rates retention scheme, from April 2020.
- 6.12. It is expected that the 2020/21 provisional local government finance settlement will be announced in December 2019. Until then, the uncertainty in the Council's future funding forecasts remains.

7. LEWISHAM 2020

- 7.1. The cuts proposals are considered through the lens of the enabling approaches, set out in the Lewisham 2020 strategy, to help with monitoring the impact of the cuts and service changes.
- 7.2. The Lewisham 2020 themes are:
- Creating the conditions where communities will be able to support themselves;
 - Actively exploring all opportunities to share services;
 - Digitising our services and our interactions with residents (to help simplify and manage demand); and
 - Developing entrepreneurial approaches to income generation, particularly in relation to assets.
- 7.3. Table 3 below summarises examples of cuts made to date and proposed (as set out in this report) by Lewisham 2020 transformation theme.

Table 3: Examples of cuts

Transformation theme	Examples - proposed
Communities supporting themselves	<ul style="list-style-type: none"> • Strengthening community support and personalisation of adult social care • Looking to community for action where grant funding and local assemblies budgets reduced
Sharing Services	<ul style="list-style-type: none"> • None at this time
Digitising services	<ul style="list-style-type: none"> • Children and Adult Social Care system improvements • Improved access to public services and automation

Transformation theme	Examples - proposed
Income generation	<ul style="list-style-type: none"> • Timely charging and collection of debt (e.g. for adult social care services) • Arts (e.g. Broadway Theatre) and events (e.g. parks) • Changes to charges for garden and commercial waste, lumber, and bereavement services • Income from commercial estate, electric vehicle charging points, and for planning services
Managing demand	<ul style="list-style-type: none"> • Working with market providers for children and adult social care services to improve access to lower cost provision options (better outcomes at lower cost) • Alternative more cost effective temporary accommodation provision • Stopping members car run service.

7.4. In addition to the approaches noted above, the level of cuts required continues to require work on cost control in all areas (e.g. use of agency staff, contract management, etc.) and an acceptance of more service and financial risk through ever leaner corporate governance, risk and control arrangements.

8. APPROACH TO 2019/20 BUDGET CUTS

8.1. Over the past five years, the Lewisham Future Programme was the Council's approach to carry out a fundamental review of services and drive organisational change in order to meet the required reductions in spending needed to set balanced budgets. This Programme focused on the areas of greatest spend, recognising that in consecutive years of significant spending reductions, even greater innovation, focus on the customer, and cross-cutting thinking was required to deliver budget cuts whilst attempting to minimise the impacts on the residents and customers of Lewisham.

8.2. Five years on, the continuing use of reserves to set the annual budget and urgency for the Council to further reduce its budget has not diminished the imperative for cuts. There still remains significant pressure on the Council's limited resources to meet the growing demands of the people it serves.

8.3. Officers have therefore recognised the need for a fresh approach to the budget cuts process which will look differently at the pressures, risks, and opportunities which lie ahead. With a new administration developing a new community strategy and new chief executive evaluating options and the priorities for change, the approach for bringing forward cuts proposals for 2019/20 has reverted to a rigorous back to basics approach, focused on the Directorates accountability for delivering services to budget.

- 8.4. This year has therefore seen the reintroduction of the Star Chamber process. Targets have not been set by service area or work strand. Instead, Heads of Service were asked to set out the full range of cuts that could be made (including any investment required) for 2019/20 and 2020/21, setting out the risks, and possible mitigations, up to their boundaries with statutory responsibilities.
- 8.5. The Executive Management Team held Star Chamber meetings with each Executive Director summarising the financial position for their services and the actions being taken to manage costs within budget. Heads of Service then presented their cuts proposals for the following two years. The purpose of the EMT Star Chamber sessions was to ensure that all options are considered, and any financial interdependencies between services were not overlooked.

The Decision making process

- 8.6. The decision making process for budget cuts depends on the nature of each individual cut being proposed. The decision depends on the scale and impact of the proposal and the actions required to deliver it. For example; a proposal requiring staff consultation can either be reserved by Mayor and Cabinet to themselves or follow the usual delegation for employment matters to the chief executive. In either case the decision can only be taken after completion of the consultation and a full report setting out the equalities, legal and financial implications for the decision maker.
- 8.7. Table 4 below shows the combination of criteria possible for a proposal (the first three rows) with the remaining rows identifying the options for concluding the decision available to Mayor & Cabinet. Appendix 8 shows which proposals require consultation etc.

Table 4: Options for Decisions

Decision combinations	1	2	3	4	5	6
Key Decision - >£500k and/or specific ward impact	N	Y	Y	N	Y	Y
Public Consultation	N	N	Y	N	N	Y
Staff Consultation	N	N	N	Y	Y	Y
Decision routes for M&C						
M&C agree to consult – proposal to return to M&C for decision			✓	✓	✓	✓
M&C take decision – no consultation required	✓	✓				
Delegate to Exec. Dir. to consult and take decision				✓	✓	

Delegate to Exec. Dir. – no consultation required	✓	✓				
Other – e.g. seek clarification, reject, endorse.	✓	✓	✓	✓	✓	✓

9. PROPOSED BUDGET CUTS

- 9.1. The £20.8m of cuts presented in overview in this section all relate to the cuts required of £30m for 2019/20 and 20/21. The proposed cuts are presented by Directorate and have passed through the Star Chamber process.
- 9.2. A number of proposals relate to increasing income generation, whilst others require an initial investment to facilitate the changes necessary to reduce costs. Further details are presented setting these details out in the proformas at Appendices 1 to 4.

Children and Young People's Directorate

- 9.3. The Directorate of Children and Young People has proposed budget cuts of £3.7m over a period of two years. This represents 7% of the directorate's net budget. The majority of cuts are from the children's social care budget, mainly improving systems and increasing efficiencies.
- 9.4. The detailed proposals are attached at Appendix 1 to this report and summarised in table 5 below:

Table 5: Summary of Children and Young People's Proposed Budget Cuts

Division	Ref	Proposals	2019/20	2020/21	Total
			£'000	£'000	£'000
Children's Social Care					
The service covers all Children's Social Care functions including early help. The service works with children who need to be looked after and safeguarded from harm. The service provides support to families to promote children's upbringing in their own families, provided that this is consistent with the child's welfare.					
Net Budget £41.7m					
Proposed Cuts £2.9m, representing 7% of the net budget					
	CYP1	More efficient use of residential placements	500	300	800
	CYP2	Improved placement process and more efficient systems with rigorous control through operating model and IT	250		250

Division	Ref	Proposals	2019/20	2020/21	Total
			£'000	£'000	£'000
	CYP3	Systematic and proactive management of the market for independent fostering	350	600	950
	CYP4	Commission semi-independent accommodation for care leavers	250	250	500
	CYP5	Residential framework for young people - Joint South East London Commissioning Programme	200	200	400
		Subtotal	1,550	1,350	2,900
<p>Joint Commissioning and Targeted Support</p> <p>The service provides all the functions related to individual children with complex and/or special educational needs; the Educational Psychology service; support for schools re crime and liaison with the Youth Offending Service (YOS); securing integrated workforce strategy and practice across the partnership.</p> <p>The Children and Young People's Joint Commissioning Team are responsible for designing, commissioning and contract managing the delivery of a wide range of services on behalf of the local authority and Lewisham Clinical Commissioning Group.</p> <p>Net Budget £11.8m</p> <p>Proposed Cuts £849k, representing 7% of the net budget</p>					
	CYP6	Cease funding for former CYP funded post in Voluntary Action Lewisham	25	25	49
	CYP7	Early Help Redesign		800	800
		Subtotal	25	825	849
CYP Total		Total	1,575	2,175	3,749

Community Services Directorate

- 9.5. The following cuts are proposed by the Community Services Directorate over a period of two years. The total cuts represent 8% of the Directorate's total net budget. Over half of the total cuts are to the Adult Social Care budget focussing on cost reduction over the two year period.
- 9.6. Details of each proposal can be found in Appendix 2 of this report. A supplementary report on the cost of Adult Social Care is attached to this report at Appendix 2b. The report aims to improve understanding of the service and provides information on the weekly cost of a care package by

service user type, how many people in that group receive that type of care, and a typical type of care a person might receive for that weekly cost.

Table 6: Summary of Community Services Proposed Budget Cuts

Division	Ref	Summary of Proposals	2019/20	2020/21	Total
			£'000	£'000	£'000
Adult Social Care					
The service offers a range of care and support services to help frail, disabled and other vulnerable adults to remain independent, active and safe. Support is provided in their own homes, in a community setting or in a care home.					
Net Budget £71.3m					
Proposed Cuts £4.1m, represents 6% of net budget					
	COM1	Managing demand at the point of access to adult social care services	122		122
	COM2	Ensuring support plans optimise value for money	250	250	500
	COM3	Increase revenue from charging Adult Social Care clients	159		159
	COM4	Reduce costs for Learning Disability and Transitions	900	1,000	1,900
	COM5	Increased focus of personalisation	260	482	742
	COM6	Reduction in Mental Health Residential care costs	300	200	500
	COM7	Reduction in Adult Social Care contribution to Mental Health Integrated Community Services	100	50	150
		Subtotal	2,091	1,982	4,073
Crime Reduction, Supporting People, & Enforcement					
The service covers Crime reduction, safer neighbourhood initiatives and CCTV. Supporting children and young people who are involved in or are the victims of crime. Enforcement and Regulation activities including Trading Standards, Environmental Health and licensing activities.					
Net Budget £9.9m					
Proposed Cuts £776k, representing 8% of net budget					
	COM8	Change in the public engagement responsibilities for air quality and dedicated funding	-	60	60

Division	Ref	Summary of Proposals	2019/20	2020/21	Total
			£'000	£'000	£'000
	COM9	Cut to intensive housing advice and support service	300	-	300
	COM10	Crime, Enforcement & Regulation reorganisation	255	161	416
		Subtotal	555	221	776
Culture & Community Services					
The service covers libraries, arts and entertainment, adult education, community/neighbourhood development and leisure, sports and recreation activities.					
Net Budget £9.2m					
Proposed Cuts £2.2m representing £24% of net budget					
	COM11	Hub Libraries cuts to staffed opening hours	-	450	450
	COM12	Cut to Main Grants budget	600	400	1,000
	COM13	Reduction in Arts, Development and Events Funding	145	-	145
	COM14	Reduce Local Assemblies funds	270	-	270
	COM15	Extend use of Broadway theatre	-	50	50
	COM16	Cultural and Community Development Service Staffing	75	75	150
	COM17	Ending the Small and Faith Fund	100	-	100
		Subtotal	1,190	975	2,165
Community Total			3,836	3,178	7,014

Customer Services Directorate

9.7. The following cuts are proposed by Customer Services directorate over a period of two years. These proposals represent a reduction of 17% of the directorate's net budget. Eight out of the fourteen proposals are centered on increasing income, and three proposals will require investment in order to be achieved.

9.8. Details of each proposal can be found in Appendix 3 of this report:

Table 7: Summary of Customer Services Proposed Budget Cuts

Division	Ref	Proposals	2019/20	2020/21	Total
			£'000	£'000	£'000
Technology & Change					
The service area co-ordinates and manages the provision and maintenance of ICT tools; identifying, supporting and leading transformation and continuous improvement that can be enabled or assisted by ICT.					
Net Budget £4.9m					
Proposed Cuts £100k, representing 2% of the net budget					
	CUS1	Printing reduction	100	-	100
		Subtotal	100	-	100
Environment					
The service area includes the following - Waste Management (refuse & recycling), Cleansing, Green Scene (parks and open spaces), Fleet and Passenger Services, Bereavement Services and Markets.					
Net Budget £19.8m					
Proposed Cuts £2.8m, representing 14% of the net budget					
	CUS2	Income Generation – Increase of Garden Waste Subscription	278	485	763
	CUS3	Income Generation - Events in Parks	200	300	500
	CUS4	Income Generation – Increase in Commercial Waste Charges	150	300	450
	CUS5	Increase charge for the collection of Domestic Lumber from households	30		30
	CUS6	Bereavement Services increase income targets	67	67	134
	CUS7	Reduce sweeping frequency to residential roads to fortnightly.		823	823
	CUS8	Close the 4 remaining Automated Public Toilets within the Borough	92		92
		Subtotal	817	1,975	2,792
Strategic Housing					
The service area includes the following - Housing Needs (including Housing Options and Home Search), Housing Partnership & Development and Private Sector Housing.					
Net Budget £5.4m					
Proposed Cuts £1.1m, representing 20% of the net budget					

Division	Ref	Proposals	2019/20	2020/21	Total
			£'000	£'000	£'000
	CUS9	Cost reductions in homelessness provision – income generation and net budget reductions	405	696	1,101
		Subtotal	405	696	1,101
<p>Public Services The service area provides the 'front door' to a wide range of services across the Council. This area includes Customer Contact Centre, Registrars, Revenues, Benefits, Emergency Planning and Parking Management. Net Budget £10.7m Proposed Cuts £2.9m representing 26% of the net budget</p>					
	CUS10	Invest to save – create revenues protection team	806	394	1,200
	CUS11	Process automation in Revenues and Benefits	-	250	250
	CUS12	Invest to save – improve Housing Benefit overpayment recovery	480		480
	CUS13	Invest to save – improve sundry debt collection	-	480	480
	CUS14	Parking Service – revenue review	500	-	500
		Subtotal	1,786	1,124	2,910
Customer Services Total		Total	3,108	3,795	6,903

Resources and Regeneration Directorate

- 9.9. The directorate for Resources and Regeneration has proposed cuts of £3.2m over two years, representing a 14% reduction in the directorate's net budget.
- 9.10. Only a third of the proposals relate to 2019/20, the majority of reductions will occur in 2020/21, with most of the cuts relating to Regeneration and Place. Seven out of the nineteen proposals will require a level of investment before the reductions can be realised.
- 9.11. Full details of each proposal are attached as Appendix 4 to this report.

Table 8: Summary of Resources and Regeneration Proposed Budget Cuts

Division	Ref	Proposals	2019/20	2020/21	Total
			£'000	£'000	£'000
Financial Services					
The service area provides financial guidance, advice and support for managers to ensure sound financial management in all areas of business activity; provides administrative support for back office business processes; administers the pension fund, provides a payroll service whilst ensuring compliance and probity throughout.					
Net Budget £3.0m					
Proposed Cuts £440k, representing 15% of the net budget					
	RES1	Benefits Realisation of Oracle Cloud	90	350	440
		Subtotal	90	350	440
Legal Services (excl. elections)					
The service area is responsible for ensuring legal compliance, facilitate the fulfilment of Council objectives in a way that is resistant to legal challenge, and ensure robust decision making processes.					
Net Budget £2.3m					
Proposed Cuts £82k, representing 4% of the net budget					
	RES2	Legal fees increase	50	32	82
		Subtotal	50	32	82
Policy & Governance					
The service area oversees generic policy development, performance management and service redesign. Undertakes research and evaluates emerging themes and issues of strategic importance. Ensures that intelligence is effectively co-ordinated and utilised. Provides support for elected Members in fulfilment of their duties as ward representatives, decision makers and scrutiny councillors, helping them achieve greater democracy and public engagement in the local decision making. Provides business and secretariat support to the Chief Executive and Executive Directors.					
Net Budget £4.5m					
Proposed Cuts £269k, representing 6% of the net budget					
	RES3	Executive Office – Administrative Support Staff Reduction	-	104	104
	RES4	Policy, Service Design and Intelligence – Reduction on staffing	-	155	155
	RES5	Withdrawal of Councillor Car Run Delivery Service	10		
		Subtotal	10	259	269
Strategy					

Division	Ref	Proposals	2019/20	2020/21	Total
			£'000	£'000	£'000
<p>The service area provides corporate leadership, bringing local public agencies together to deliver the Sustainable Community Strategy priorities; leads on the Council's community governance agenda; supports the work of Mayor and Cabinet in their leadership roles; promotes the reputation of the Council, working to enhance service delivery through information campaigns, building sustainable relationships and dialogue with residents and other stakeholders.</p> <p>In addition, it provides employment and business support for the local economy; maintenance of the local economic assessment; strategic leadership on business employment and the European Union (EU).</p> <p>Net Budget £2.2m</p> <p>Proposed Cuts £165k, representing 8% of the net budget</p>					
	RES6	Increase income supporting the Funding Officer post and review the Economy and Partnerships Function	30	80	110
	RES7	Reduce corporate apprenticeships salaries budget	-	55	55
		Subtotal	30	135	165
<p>Corporate Resources</p> <p>The service area facilitates the Council's Strategic Finance activities (managing the cuts and budget setting process, providing corporate finance advice (including procurement), performing treasury management functions and managing the pension fund) to support delivery of Council objectives.</p> <p>It also oversees the Council's governance, risk and controls processes; coordinates and provide assurance on the framework of internal control, undertakes investigations, and delivers professional guidance and support in respect of insurances, risk management and health & safety.</p> <p>Net Budget £2.5m</p> <p>Proposed Cuts £230k, representing 9% of the net budget</p>					
	RES8	Insurance costs – premium reduction	30	-	30
	RES9	Insurance costs – self-insurance reserves	200	-	200
		Subtotal	230	-	230
<p>Human Resources</p> <p>The service area is responsible for enabling and supporting the organisation to attract, recruit, retain and develop a skilled and high performing workforce committed to helping the Council achieve its outcomes.</p> <p>Net Budget £2.6m</p> <p>Proposed Cuts £156k, representing 6% of the net budget</p>					

Division	Ref	Proposals	2019/20	2020/21	Total
			£'000	£'000	£'000
	RES10	Cease graduate programme	78	78	156
		Subtotal	78	78	156
Planning					
The service area is responsible for ensuring that the development and use of land in the long term public interest are achieved through a positive and proactive approach to shaping, considering, determining and delivering development proposals.					
Net Budget £0.7m					
Proposed Cuts £100k, representing 14% of the net budget					
	RES11	Increase in pre-application fees	50	50	100
		Subtotal	50	50	100
Regeneration and Place					
The service area works to renew the physical fabric of the borough sustainably, and enhance the overall economic well-being of Lewisham through programme management capital delivery; school place expansion programme; town centre regeneration; asset strategy; contract management; maintenance of the corporate estate (including investment assets); and Transport (including highways improvement and lighting).					
Net Budget £7.4m					
Proposed Cuts £1.7m, representing 23% of the net budget					
	RES12	Catford complex office rationalisation	-	250	250
	RES13	Reduction in Business Rates for the Corporate Estate	-	100	100
	RES14	Corporate Estate Facilities Management Contract Insourcing	100	100	200
	RES15	Commercial Estate Growth		500	500
	RES16	Commercial Property Investment Acquisitions	140	140	280
	RES17	Beckenham Place Park – income generation	28	105	133
	RES18	Electric Vehicle charging points	50	50	100
	RES19	School crossing patrol		160	160
		Subtotal	318	1,405	1,723
Resources and Regeneration Total		Total	856	2,309	3,165

10. TIMETABLE

- 10.1. The key dates for considering this cuts report via scrutiny and Mayor and Cabinet (M&C) are as follows:

Review of budget cuts proposals	Healthier	Children & Young People	Sustainable	Housing	Safer Stronger	Public Accounts
Select Ctte.	9 Oct	17 Oct	29 Oct	31 Oct	5 Nov	7 Nov
M&C	21 November					

- 10.2. The M&C decisions are then subject to the usual Business Panel scrutiny call in process and reconsideration at the following M&C if necessary. The M&C report will be presented to the Overview and Scrutiny Business Panel on the 4 December 2018.
- 10.3. If required, two more cuts rounds can be taken through the decision process, still with the possibility (if no consultation required) of achieving a full-year effect of cuts in 2019/20. The key dates for these rounds are as follows:

Review of Cuts proposals	Healthier Communities	Children & Young People	Sustainable Development	Housing	Public Accounts	Safer Stronger
Select Ctte.	3 Dec	6 Dec	12 Dec	17 Dec	20 Dec	19 Dec
M&C	16 January 2019					
Select Ctte.	16 Jan	24 Jan	30 Jan	31 Jan	5 Feb + Budget	4 Feb
M&C	6 Feb + Budget					

- 10.4. The Overview and Scrutiny Business Panel for these rounds will be 29 January and 19 February respectively.

11. FINANCIAL IMPLICATIONS

- 11.1. This report is concerned with the cuts proposals to enable the Council to address the future financial challenges it faces. There are no direct financial implications arising from the report other than those stated in the report and appendices itself.

12. LEGAL IMPLICATIONS

Statutory duties

- 12.1. The Council has a variety of statutory duties which it must fulfil by law. The Council cannot lawfully decide not to carry out those duties. Even where there is a statutory duty there is often a discretion about the level of service provision. Where there is an impact on statutory duty that is identified in the report. In other instances, the Council provides services in pursuit of a statutory power, rather than a duty, and though not bound to carry out those activities, decisions about them must be taken in accordance with the decision making requirements of administrative law.

Reasonableness and proper process

- 12.2. Decisions must be made reasonably taking into account all relevant considerations and disregarding all irrelevant matters. These are particular to the service reductions proposed and are set out in the body of the report. It is also imperative that decisions are taken following proper process. Depending on the particular service concerned, this may be set down in statute, though not all legal requirements are set down in legislation. For example, depending on the service, there may be a need to consult with service users and/or others and where this is the case, any proposals in this report must remain proposals unless and until that consultation is carried out and the responses brought back in a further report for consideration with an open mind before any decision is made. Whether or not consultation is required, any decision to discontinue a service would require appropriate notice. If the Council has published a procedure for handling service reductions, there would be a legitimate expectation that such procedure will be followed.

Staffing reductions

- 12.3. If service reductions would result in redundancy, then the Council's usual redundancy and redeployment procedure would apply. If proposals would result in more than 20 but fewer than 100 redundancies in any 90 day period, there would be a requirement to consult for a period of 30 days with trade unions under Section 188 Trade Union and Labour Relations (consolidation) Act 1992. The consultation period increases to 45 days if the numbers are 100 or more. This consultation is in addition to the consultation required with the individual employees. If a proposal entails a service re-organisation, decisions in this respect will be taken by officers in accordance with the Council's re-organisation procedures.

Equalities Legislation

- 12.4. The Equality Act 2010 (the Act) introduced a public sector equality duty (the equality duty or the duty). It covers the following protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

- 12.5. In summary, the Council must, in the exercise of its functions, have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
- 12.6. It is not an absolute requirement to eliminate unlawful discrimination, harassment, victimisation or other prohibited conduct, or to promote equality of opportunity or foster good relations between persons who share a protected characteristic and those who do not. It is a duty to have due regard to the need to achieve the goals listed in the paragraph above.
- 12.7. The weight to be attached to the duty will be dependent on the nature of the decision and the circumstances in which it is made. This is a matter for the Mayor, bearing in mind the issues of relevance and proportionality. The Mayor must understand the impact or likely impact of the decision on those with protected characteristics who are potentially affected by the decision. The extent of the duty will necessarily vary from case to case and due regard is such regard as is appropriate in all the circumstances.
- 12.8. The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at:
<https://www.equalityhumanrights.com/en/advice-and-guidance/equality-act-codes-practice>
- 12.9. <https://www.equalityhumanrights.com/en/advice-and-guidance/equality-act-technical-guidance>
- 12.10. The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:
- The essential guide to the public sector equality duty.
 - Meeting the equality duty in policy and decision-making.
 - Engagement and the equality duty: A guide for public authorities.
 - Objectives and the equality duty. A guide for public authorities.
 - Equality Information and the Equality Duty: A Guide for Public Authorities.

- 12.11. The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at: <https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance#h1>
- 12.12. The EHRC has also issued Guidance entitled “Making Fair Financial Decisions”. <https://www.equalityhumanrights.com/en/advice-and-guidance/making-fair-financial-decisions>. It appears at Appendix ix and attention is drawn to its contents.
- 12.13. The equalities implications pertaining to the specific service reductions are particular to the specific reduction.
- 12.14. Members are reminded that the overall equalities in respect of these cuts and the other scrutinised and presented to Mayor & Cabinet in September 2015 were considered through the individual proposals and overall. Appendix xi presents that information for ease of reference.

The Human Rights Act

- 12.15. Since the introduction of the Human Rights Act 1998 (HRA) the rights set out in the European Convention on Human Rights (ECHR) have been incorporated into UK law and can be enforced in the UK courts without recourse to the European courts.
- 12.16. Those articles which are particularly relevant in to public services are as follows:-
- | | | |
|------------|---|---|
| Article 2 | - | the right to life |
| Article 3 | - | the right not to be subject to inhuman or degrading treatment |
| Article 5 | - | the right to security of the person |
| Article 6 | - | the right to a fair trial |
| Article 8 | - | the right to a private and family life, home and correspondence |
| Article 9 | - | the right to freedom of thought, conscience and religion |
| Article 10 | - | the right to freedom of expression |
| Article 11 | - | the right to peaceful assembly |
| Article 14 | - | the right not to be discriminated against on any ground |
- The first protocol to the ECHR added
- | | | |
|-----------|---|---|
| Article 1 | - | the right to peaceful enjoyment of property |
| Article 2 | - | the right to education |
- 12.17. Some of these rights are unconditional, such as the right not to be tortured or subject to degrading treatment. Others may be limited in finite and well

defined circumstances (such as the right to liberty. Others are qualified and must be balanced against the need of the wider community – such as the right to a private and family life. Where there are human rights implications associated with the proposals in this report regard must be had to them before making any decision.

Crime and Disorder

- 12.18. Section 17 of the Crime and Disorder Act 1998 requires the Council to have regard to the likely effect on crime and disorder when it exercises its functions, and the need to do all that it reasonably can to prevent crime and disorder in its area.

Best value

- 12.19. The Council remains under a duty under Section 3 Local Government Act 1999 to secure continuous improvement in the way its functions are exercised, having regard to a combination of economy, efficiency and effectiveness. It must have regard to this duty in making decisions in respect of this report.

Environmental implications

- 12.20. Section 40 Natural Environment and Rural Communities Act 2006 states that “every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions to the purpose of conserving biodiversity”. No such implications have been identified in this report.

Specific legal implications

- 12.21. Members’ attention is drawn to the specific legal implications arising in relation to particular proposals set out in the relevant proforma in Appendices 1 to 4 of this report.

Equalities Implications

- 12.22. Each budget cut proposal reviews the potential equalities implications for those impacted. In this case, they are mainly all Low or Not Applicable (N/A). There are seven exceptions, four high and three medium.
- 12.23. The assessed medium impacts are in respect of the following:
- Com9, cut to intensive housing advice and support service,
 - Res4, the policy, service design and intelligence – reduction in staffing proposal, and;
 - Cus9, cost reductions in homelessness provision – income generation and net budget reductions, Cus9.

- 12.24. The equality implications assessed as high are as follows:
- Com8, Change in the public engagement responsibilities for air quality and dedicated funding,
 - Com10, Crime, Enforcement & Regulation reorganisation
 - Com11, Hub Libraries cuts to staffed opening hours; and
 - Com12, Cut to Main Grants budget

12.25. Subject to being agreed, these assessments will be kept under review as the cuts to services are implemented.

13. CONCLUSION

13.1. The Council expects to need to make further cuts between now and 2020/21 as the resources available to run services continue to be reduced and because insufficient budget reductions have been identified to date. This results in the Council having to use its reserves when setting the budget. This is not sustainable as reserves are only available on a once off basis.

13.2. The expected amount and timing of the cuts for 2019/20 and future years has been detailed above. However, the definitive position is dependent on the Autumn Budget and Local Government Finance Settlement due in November and December respectively.

14. BACKGROUND DOCUMENTS AND FURTHER INFORMATION

Short Title of Report	Date	Contact
Medium Term Financial Strategy http://councilmeetings.lewisham.gov.uk/documents/s58239/Medium%20Term%20Financial%20Strategy%202019-20.pdf	July 2018	David Austin
Budget 2018/19 http://councilmeetings.lewisham.gov.uk/documents/s55304/2018%2019%20Budget.pdf	February 2018	David Austin

Appendices

1. Children and Young People Budget Cuts Proposals
2. Community Services Budget Cuts Proposals
- 2b. The Cost of Adult Social Care
3. Customer Services Budget Cuts Proposals
4. Resources and Regeneration Budget Cuts Proposals
5. Corporate Savings Principles
6. Making Fair Financial Decisions Guidance
7. Policy and Equalities Analysis
8. Summary of Cuts proposals

For further information on this report, please contact:
David Austin, Head of Corporate Resources on 020 8314 9114

Sustainable Development Select Committee		
Title	Draft Lewisham Transport Strategy and Local Implementation Plan 2019-2041 (LIP3)	
Contributor	Alex Crush, Transport Policy & Development Manager Nick Harvey, Transport Planner	Item 6
Class	Part 1 (open)	29 October 2018

1. Summary

- 1.1. This Committee report provides an overview of the Council's third Transport Strategy and Local Implementation Plan 2019 - 2041 (LIP3), and the process for its development. The report also seeks views from the Committee on the draft LIP3 document (see Appendix 1), which is currently out to public consultation until 24th November following approval at Mayor & Cabinet on 20th September 2018 .
- 1.2. The LIP3 is a statutory document prepared under section 145 of the GLA Act, covering the same period as the Mayor of London's Transport Strategy (MTS) up to 2041. It identifies how the London Borough of Lewisham will work towards achieving the Mayor of London's Transport Strategy (MTS) goals (see Background Document 1) of:
 - Healthy Streets and healthy people.
 - A good public transport experience.
 - New homes and jobs.
- 1.3. The LIP3 forms part of the Council's policy framework. Whilst drafting the LIP3, regard is being had for other plans and strategies forming the policy framework, particularly the Local Development Framework and the Draft Local Plan 2018- 2033 (currently under development). It also takes into account the transport elements of the draft London Plan and other relevant Mayoral and local policies.
- 1.4. Objectives and proposals recommended for LIP funding have been shaped and prioritised by the (MTS) objectives, along with an informal borough wide web based consultation, whilst recognising the need for a balanced programme and acknowledging that several projects are already committed.
- 1.5. In addition to setting out long term goals and transport objectives for the London Borough of Lewisham for the next 20 years, it includes delivery proposals for the three year period 2019/20 - 2021/22 and sets out the targets and outcomes the borough are seeking to achieve.
- 1.6. The borough commissioned transport consultancy, Project Centre, to help develop LIP3 alongside council officers. A Strategic Environmental Assessment (SEA) and an Equality Impact Assessment (EQIA) are also being undertaken to ensure compliance with statutory responsibilities.

2. Purpose

- 2.1. This Committee report provides an overview of the Council's third Transport Strategy and Local Implementation Plan 2019 - 2041 (LIP3), and the process for its development.
- 2.2. The report also provides an opportunity for the Committee to input into the development of the LIP3, which will help inform the production of the final version.

3. Recommendations

- 3.1. It is recommended that the Committee:
 - note the content of the report and associated Appendices
 - Provide officers with views on the draft LIP3 document, including the:
 - The challenges and opportunities that have been identified
 - The proposed objectives
 - The short term delivery plan (2019/20 – 2021/22)
 - The medium to long term delivery plan
 - The suggested targets
- 3.2. It should be noted that whilst the Council's draft Rail Vision forms part of the public consultation on the LIP3, the Committee has already commented on this document in Spring 2018. The views raised during this previous Committee meeting will be used to inform the production of the final Rail Vision document.

4. Policy context

- 4.1. The LIP itself forms part of the Council's policy framework, and it is consistent with other parts of this framework. It supports the priorities of the Sustainable Community Strategy policy objectives:
 - Safer: where people feel safe and live free from crime, antisocial behavior and abuse;
 - Clean green and liveable: where people live in high quality housing and can care for and enjoy their environment and
 - Dynamic and prosperous: where people are part of vibrant communities and town centres, well connected to London
- 4.2. It also supports the Council policy priorities:

- Clean, green and liveable: improving environmental management, the cleanliness and care for roads and pavements and promoting a sustainable environment and
- Strengthening the local economy: gaining resources to regenerate key localities, strengthen employment skills and promote public transport.

4.3. Proposals recommended for LIP funding have been shaped and influenced by these objectives, whilst recognising the need for a balanced programme and acknowledging the fact that several projects are already committed.

5. The Draft Local Implementation Plan 2019 - 2021

5.1. LIP funding is provided by TfL to help support delivery of proposals in LIPs, that implement the objectives found in the Mayor of London's Transport Strategy (MTS). The Greater London Authority Act requires each London local authority to prepare a plan (a LIP) to help implement the MTS within their area, as soon as reasonably practicable after publication of the MTS. The MTS was published in March 2018, alongside statutory guidance to London boroughs on LIPs (see Background Document 2).

5.2. A key theme within the MTS, is the 'Healthy Streets' approach, which aims to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business. See figure 3 page 37 of Background Document 1 (the MTS) for the 10 indicators chart that show a what elements makes a successful Healthy Street.

5.3. The Healthy Streets Approach applied to the whole transport system will help create:

- Healthy Streets and healthy people: streets make up 80% of London's public spaces - making them Healthy Streets will improve the quality of life for everyone in London
- A good public transport experience: public transport is the most efficient way for people to travel distances that are too long to walk or cycle. A seamless, 'whole-journey' experience will provide an attractive alternative to using the car
- New homes and jobs: London needs 65,000 new homes every year to meet demand, plus around 1.3 million more jobs by 2041. Healthy Streets reshape London and make sure it grows in a way that improves the quality of life for everyone

6. LIP3 Structure

6.1. For this edition of the LIP, TfL has offered boroughs the option of using a template to help produce their LIP3. Lewisham's LIP3 broadly follows this template as it provides a clear structure, it ensures that the 24 TfL requirements are met and has enabled TfL to assess the document and provide feedback to officers rapidly.

6.2. The first chapter provides an overview of the process and statutory requirements. The second chapter sets out the challenges and opportunities the local authority faces in achieving the MTS outcomes. These (plus goals and priorities drawn from other plans and strategies) are then reflected within a set of LIP objectives. The third chapter of the LIP includes a three year delivery plan, setting out costed proposals for 2019/20 -2021/22, plus a longer term plan. The fourth (final) chapter of the LIP is a performance plan reporting on indicators set by TfL. The draft LIP3 containing these chapters can be found in Appendix 1.

7. LIP3 Objectives and targets

7.1. The borough objectives align and assist with meeting the overarching MTS aim of increasing the sustainable travel mode share, as well as the three core MTS objectives and its associated nine outcomes (listed in Table 4 below). Specific outcome indicators are included to aid delivery of the LIP objectives. The four Lewisham objectives and linked outcomes are summarised below, with reference to the aligning MTS outcomes.

Table 4 - Lewisham LIP Objectives		MTS Outcomes
Lewisham Objectives	Outcomes	
Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham	Improved network of cycling and walking routes with links to town centres and improved east-west connections	1, 3, 7, 6
	Reduced ownership and use of private motor vehicles	
	Improved public transport links to the south, including the delivery of the Bakerloo Line Extension	
	Creation of new orbital public transport connections and improved interchange	
Lewisham's streets will be safe, secure and accessible to all	Improved safety and security will increase social inclusion and encourage walking and cycling	2, 6
	100% of all feasible bus stops will be brought to TfL accessible standards	
	Increase number of step-free rail stations	
	Eliminate fatal and serious collisions on Lewisham's roads	

Lewisham's streets will be healthy, clean and green with less motor traffic	Reduce air pollution from road traffic	3, 4
	Encourage switch to electric vehicle use and reduce car ownership in absolute terms	
	Reduce traffic levels, congestion and vehicle idling and encourage active travel	
	More street trees to promote carbon capture	
Lewisham's transport network will support new development whilst providing for existing demand	Walking, cycling and public transport will be prioritised in new developments as the best options	5, 8, 9
	Work with TfL and Network Rail to increase public transport capacity in the Borough, to support growth	

7.2. Table 5 outlines the targets that Lewisham need to work towards to help achieve the nine MTS outcomes. Interim targets for 2021 have been included, as well as the end year 2041 target, for outcomes 1 to 7. These targets vary by borough, to take account of their local characteristics. Further information can be found in Chapters 2 and 4 of the draft LIP3 document:

Table 5 - MTS Outcomes		Current	2021	2041
80% walking, cycling, public transport		68%	72%	81%
Outcome 1: London's streets will be healthy and more Londoners will travel actively				
Target 1a: % of residents doing at least 20mins of active travel		37%	44%	70%
Target 1b: % of residents within 400m strategic cycle network		4%	19%	71%
Outcome 2: London's streets will be safe and secure				
Target 2: Vision Zero (KSI)		67	48	0
Outcome 3: London's streets will be used more efficiently and have less traffic on them (annual vehicle km)	Target a) low: -15% by 2041	766	747	635
	high: -20% by 2041	766	747%	598
Target 3c: Reduce car ownership (no. of cars owned)		79, 792	75,100	67,800
Outcome 4: London's streets will be clean and green				
Target 4a: CO2 (tonnes)		155,200	132,000	34,800
Target 4b: Nox (tonnes)		610	200	30
Target 4c: PM10 (tonnes)		54	44	24
Target 4d: PM2.5 (tonnes)		30	21	12

Outcome 5: The public transport network will meet the needs of a growing London Target 5: PT Use (Trips per day (000s))		222	255	331
Outcome 6: Public transport will be safe, affordable and accessible to all Target 6: Step-free journey time (% change between 2015 and 2041)				-51%
Outcome 7: Journeys by public transport will be pleasant, fast and reliable Target 7: Bus Speeds (mph) 15% overall reduction	high: +15% by 2041	9.2	9.6	10.6
	low: +5% by 2041	9.2	9.3	9.7
Outcome 8: Active, efficient and sustainable travel will be the best options in new developments		n/a		
Outcome 9: Transport investment will unlock the delivery of new homes and jobs		n/a		

8. Sources of Funding

- 8.1. The key source of funding is the borough's LIP allocation. Figures provided by TfL indicate that the borough will receive £1,940,000 per year for 2019/20 to 2021/22, a total of £5,820,000, although it should be noted that this could be subject to further change.
- 8.2. The value of the current 2018/19 delivery plan (Background Document 3) was £2,273,000 which represents a reduction of 15% annually between 2018/19 and the LIP3 annual programme.
- 8.3. In addition to the above, between 2018/19 and 2022/23 the borough will receive £1,547,000 from TfL (dependent on successfully passing several gateway assessments) in response to the successful Deptford Parks Liveable Neighborhood project. The total value of this project is £2,587,000, so other funding sources (such as s106 and Good Growth funding) will be required to deliver the project.
- 8.4. Table 6 below identifies potential funding sources for implementation of LIP3, including the LIP funding allocation from TfL, contributions from the borough's own funds, and funding from other sources.

TABLE 6	2019/20	2020/21	2021/22	Total
Funding source	£k	£k	£k	£k
TfL/GLA funding				

LIP Formula funding –Corridors & Supporting Measures	1940	1940	1940	5820
Discretionary funding [Liveable Neighbourhood]	157	940	450	1547
GLA funding [Good Growth fund] ¹	300	250	250	800
Sub-total	<u>2397</u>	<u>3130</u>	<u>2640</u>	<u>8167</u>
Borough funding				
Capital funding ²	4000	4000	4000	12000
Revenue funding	0	0	0	0
Parking / EV charge point revenue ³	tbc	tbc	tbc	tbc
Sub-total	<u>4000</u>	<u>4000</u>	<u>4000</u>	<u>12000</u>
Other sources of funding				
S106 allocated	333	333	333	999
S106 unallocated ⁴	1000	1000	1000	3000
CIL ⁵	0	0	0	0
European funding	0	0	0	0
Sub-total	<u>1333</u>	<u>1333</u>	<u>1333</u>	<u>3999</u>
Total	7730	8463	7973	24166

¹GLA Good Growth funding bid is under assessment, figures represent the bid's requested funding

²This figure is an averaged total across the complete Capital programme including once off funding as well as annual allocations such as footway and highway resurfacing.

³Currently no significant funding is generated for use on other transport related projects however there is an aspiration that both programmes will generate revenue in the future.

⁴Figures are taken from unallocated transport S106 funding. It is assumed that additional site-specific S106 contributions will come in during the LIP period, however the Council does not conduct forecasting figures on this.

⁵The Council are in the process of developing a CIL spending strategy. The amount of funding available for the LIP3 programme is currently unknown.

9. LIP3: Three year indicative programme of investment (2019/20 to 2021/22)

- 9.1. The three-year indicative programme of investment is shown in Table 7. The table summarises, at a programme level, the borough's proposals for the use of TfL borough funding in the period 2019/20 – 2021/22.

TABLE 7 London Borough of Lewisham TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget		
	Allocated 2019/20	Indicative 2020/21	Indicative 2021/22
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES	£k	£k	£k
Crofton Park Corridor	350	350	0
Deptford Parks Liveable Neighbourhoods	0	50	0
A21 Healthy Streets Corridor	20	0	0
Healthy Neighbourhoods	508	558	978
Local Pedestrian Improvements	100	100	100
Local Cycling Improvements	250	250	250
Road Danger Reduction	180	100	100
Air Quality and Noise	100	100	80
Safer and Active Travel	327	327	327
Public Transport Supporting Interventions	10	10	10
Small scale schemes	30	30	30
Completion of previous years schemes	65	65	65
Sub-total	1940	1940	1940
DISCRETIONARY FUNDING	£k	£k	£k
Deptford Parks Liveable Neighbourhoods	157	940	450
Sub-total	157	940	450
GOOD GROWTH FUNDING	£k	£k	£k
Deptford Parks Liveable Neighbourhoods*	300	250	250
Sub-total	300	250	250
All TfL borough funding	£2397k	£3130k	£2640k

9.2. Supporting commentary for the annual programme

Derivation of the annual programme began with setting aside LIP funding for ongoing council programmes and committed schemes. Funding has been ring-fenced for the following programmes:

9.3 Crofton Park Corridor

During 2014/15 a feasibility study considered the transport issues along the B218 corridor, including Brockley Road, Stondon Park and Brockley Rise. Road safety and air quality were the key issues to be investigated, alongside public realm improvements which would support local places. The purpose of the study was to identify concept stage solutions which might be feasible and affordable, and to consult with the public at an early stage of development. Following an appraisal of the potential schemes, Crofton Park has been recommended as the highest priority scheme along the B218 corridor, largely on the basis of the road safety, air quality and the relatively high footfall it experiences as a local shopping parade. The project is now moving towards the detailed design stage, following public consultation and dialogue with key stakeholders. The costs for the scheme have been re-profiled to reflect delivery timescales. The project will involve completion of streetscape improvement works,

including widened footways and improved pedestrian crossings, raised table junctions, increased street trees and public realm improvements. Funding will comprise £350,000 for each of the first two years of the LIP period. During 2019/20, the funding will be used to commence construction of the scheme.

9.4 Deptford Parks Liveable Neighbourhood

This scheme will include new cycling and walking links, including the removal of local traffic, road closures, the creation of a world class north/south traffic-free walking and cycling facility, public realm improvements and healthy routes to schools. The interventions will transform streets, travel choices and the health of people, by connecting them with schools, parks, public transport, local businesses and high streets, as well as enabling new journeys beyond the neighbourhood. The project will mobilise and empower the local community, fostering collaboration at the neighbourhood level and empowering people to have a say in the design of their streets and public spaces. LIP funding will contribute £50,000 during the 2nd year of the LIP period. The concept design for Rolt Street constitutes a key part of the scheme, and was developed in partnership with the community, although this will be subject to further feasibility/design work and consultation.

9.5 A21 Healthy Street

Lewisham is one of the most pro-cycling Boroughs in London, and has a track record of working collaboratively with TfL to deliver cycling infrastructure, including London's first Quietway and CS4 which is under development. The A21 is the central spine of the Borough. It links our main TLRN routes, rail and Tube services, and our two major town centres. It also links in with CS4 in the north (which will provide a route into central London), and Bromley to the south, providing just the kind of vital link between inner and outer London that would be required to achieve the ambitious targets set out in the MTS vision. It is included as a key aspiration within the Council's Cycling Strategy.

The Council is now seeking TfL's commitment to an Outcome Definition exercise, to determine opportunities and priorities along the corridor, and to inform a concept design that responds to the Council's Manifesto pledge to work with TfL to provide a new segregated cycle route connecting Downham to Deptford. The LIP3 programme makes an allowance in 2019/20 for a £20k contribution towards this Outcome Definition work, in recognition that the northern part of the route is on Lewisham highway.

9.6 Healthy Neighbourhoods

Through the Mayor's Transport Strategy and associated LIP guidance, there is a requirement for boroughs to demonstrate a clear strategy of how they intend to reduce traffic by an average of 10-15% across London. The draft Lewisham Transport Strategy and LIP sets out how this will be achieved, and acts as a holistic traffic reduction strategy for the borough.

The Healthy Neighbourhoods programme is a key component within this strategy – it will adopt the principles of the Liveable Neighbourhoods schemes, which aims to improve air quality, reduce traffic and congestion and encourage active travel, and will apply them at a smaller-scale. This will include using interventions such as point closures, modal filters (traditionally road closures allowing pedestrians and cyclists to pass while stopping motorised traffic from doing so) and banned turns, enforced by cameras. This will be complemented by

a series of other measures such as contraflow cycling, improved crossing points, cycle hangars, and electric vehicle charging points, parklets, street trees and benches. The impact of these small interventions spread across a defined zone or area will create an impact that is greater than the sum of its individual parts, making Lewisham's diverse communities greener, healthier and more attractive places to live, work, play and do business.

The intention of this programme is to utilise the responses to the Commonplace public consultation, alongside officer knowledge, to identify areas where low cost but effective traffic reduction techniques might be trialled. The programme will incorporate 'Healthy Schools' principles and provide measures to encourage more active travel. Schemes such as this will link, where possible, with Public Health Department's new 'School Superzones', which will be piloted throughout the Borough during 2019. This new initiative involves a series of interventions in a 400m radius of the school to provide a wide range of benefits across health and wellbeing. Through the Healthy Neighbourhoods scheme, Lewisham will be piloting school-time road closures at selected schools to address the school run issues around congestion and parking and encourage mode shift and assist traffic reduction.

Subject to an assessment of priorities, the Healthy Neighbourhoods programme could also assist in delivering schemes that form part of wider masterplan projects, such as the New Cross Road masterplan.

A programme of two to three neighbourhoods a year is envisaged, with funding of £508k proposed for the first year of the programme, and a similar amount in the second year. The final year of the programme allows for inclusion of a more ambitious scheme.

A map showing the proposed neighbourhood areas is included in Appendix 3, which has been derived taking into account a number of basic principles. These include

- Areas to be of a reasonable size to allow analysis and treatment. The areas chosen are around 1 to 3 hectares.
- The boundaries to the areas should, where possible, have low permeability (such as railway lines, parks etc.) or be "major" roads (Red Routes & other "A" roads etc. - where high volumes of traffic could be expected to occur).
- Where practicable known intrusive traffic routes (rat-runs) between "major" roads have been included in a single area to allow a full analysis of the issues and comprehensive proposals for alleviation interventions in a single scheme.

A methodology for prioritising the programme will be developed over the coming months, with the following factors to be taken into consideration: volumes of intrusive traffic, nature of streets (wide / narrow – carriageways / footways), building density (percentage of open space), collisions, air quality focus areas, strategic cycling analysis, school travel planning input, School Superzone priorities, community feedback, deliverability and ability to meet project objectives.

The two or three neighbourhoods to be included in the first year of the programme will be included in the final version of LIP3 in early 2019.

9.7 Local Pedestrian Improvements

Key to this programme will be an £80,000 investment in interim resurfacing and public realm improvement works to the area outside of Lewisham Shopping Centre. With a potential to build on the scheme with more ambitious plans in future years.

- **Year 1** – resurfacing improvements to the footway area. An interim scheme to address the immediate issues around broken and missing paving in the area but could also tie in to more long term improvements outlined below.
- **Future years** – Public realm design for the area including pedestrian improvements on Albion way junction. A scheme that could build on the interim measure outlined above that also addresses the road safety concerns surrounding the junction of Albion Way. Any scheme delivered would require a significant budget derived from multiple sources and would need to be designed in such a way that it could be adapted to any longer term plans that come forward for the town centre.

The remaining funding will provide a detailed improvement strategy comprising small-scale, localised schemes to provide a better walking environment. Schemes will be guided by local need, and Commonplace feedback will be used to identify potential initiatives. A key aspect of this programme will be focusing on improving accessibility around rail stations, ensuring a comprehensive network providing dropped kerbs and tactile paving, ensuring links to public transport are fully inclusive and accessible to all and delivering other small scale interventions that help to achieve healthy streets such as the street trees and benches.

This funding will also be used towards match funding for developer contributions, in particular in key growth areas to the north of the Borough. Improvements to pedestrian conditions at Cold Blow Lane have been earmarked under this programme, and will provide a high-quality link in an area that currently suffers from east-west pedestrian severance. The need for this scheme has been reinforced through public comments on Commonplace.

These LIP funded projects will be supported by the Council's maintenance and capital works programmes to ensure that footways are maintained in a safe condition.

9.8 Local Cycling Improvements

Three key cycling improvement projects have been identified to be delivered as part of the annual programme, including 2019/20. This will be supported by the delivery of other actions from the Council's Cycling Strategy (see www.lewisham.gov.uk/cycling and then click on the 'Strategies and Plans' link):

Contraflow cycle routes: a three-year programme of introducing contraflow cycling to the existing one way systems in the borough, where feasible. Through analysis of TfL and Commonplace data a priority list will be developed and individual projects designed and delivered.

Cycle parking: areas will be identified to install secure bike hangers across the borough for use by residents who may not have access to off-street parking at home. It is likely that in some areas of the borough on street parking may have to be taken out to accommodate the new and secure cycle parking. This will only be done in consultation with the local community. Furthermore a review of cycle parking in town centres will be carried out to ensure sufficient and appropriate provision.

Improved cycle routes: finally important walking and cycling links and connections such as bridges across railways and paths through greenspaces will be assessed for potential improvements. This will complement TfL's Cycle Quietway and Cycle Superhighway programme. Officers have commenced discussions with TfL on the next phase of Quietway routes and priorities, but awaits confirmation of future funding, which it is assumed will be provided outside of LIP3 for the priority routes identified.

9.9 Road Danger Reduction

The Borough has adopted a new approach to safety on the roads as recognised through the MTS's Vision Zero and Healthy Streets ambitions. This involves a shift in emphasis from 'Road Safety' to 'Road Danger Reduction', Reducing the dominance, speed and overall numbers of the most dangerous vehicles is central to the Healthy Streets Approach and to achieving Vision Zero, and will reduce Londoners' exposure to road danger. By making our streets safer and feel safer, we will create streets where people want to walk, cycle and use public transport.

The 2019/20 road danger reduction programme will consist of a series of interventions across the borough supporting the boroughwide 20mph speed limit, which was implemented in 2016. Interventions will mainly consist of traffic calming measures to encourage compliance of the new and lower speed limit alongside an exploration into enforcement tools available to the council. In parallel to this a review of the emergency services principal road network in the borough will be undertaken in consultation with the various blue light services to ensure that the traffic calming measures installed and planned are suitable for their requirements. The borough will also review any collision hotspots on the Lewisham road network, as highlighted through an annual review of collision data. This will be supported by the phased implementation of 20mph on TLRN, as outlined in the TfL's Vision Zero Action Plan.

9.10 Air Quality and Noise

The Council has developed an Air Quality Action Plan in order to tackle poor air quality and reduce the impact on health. Air quality is a significant priority in the emerging MTS, which supports measures to improve air quality, particularly the development of electric vehicle charging infrastructure.

The recently published low emission vehicle strategy 2018-22 sets out an ambitious vision to ensure that all of Lewisham's residents, businesses and visitors are within 500m of a charging point by 2020. An action plan to deliver a significant increase to the on-street charging assets in the borough is contained within the strategy.

In 2019/20 LIP funding will be used to match fund the electric vehicle charging infrastructure implementation grant we have secured from London Councils *Go Ultra Low City Scheme* (GULCS) to implement the Vision in Lewisham's Low Emission Vehicle Charging Strategy of delivering an extra 41 charging locations to achieve a 500m distance between charging locations.

It will also be used to support the implementation of the recommendations identified through the Mayor's Schools Air Quality Audits, where these are not covered by the Healthy Neighbourhoods programme.

Funding may also be used to support the Council's air quality and noise monitoring programme, and to support future DEFRA and/or Mayor's Air Quality Fund bids for other projects, as these arise.

9.11 Safer and Active travel

The supporting measures or active travel programme is an important part of the Lewisham LIP3. The three-year programme has been set at £327,000 per year and will deliver crucial and popular public services such as cycle training, road danger reduction programmes and school travel planning. This programme will be data led and will use the information highlighted in the collision analysis undertaken as part of the LIP. The programme will continue to monitor trends and data in future reviews. In response to the ambition of the MTS and this LIP3 the programme will continue to work in partnership with the council's public health and environmental services programmes. During 2019/20 the following funding breakdown is envisaged:

£123k will be spent on child and adult cycle training. Level 1 and 2 training will be offered to all schools in the borough for their year 5/6 pupils. Adult cycle lessons will be offered to encourage safer cycling and will aim to make cycling part of everyday life, creating healthier lifestyles, and reducing reliance on the private car.

£100k will be used to improve the School Travel Planning programme developed over recent years. This includes working with whole school communities to identify ways of encouraging walking and cycling to school and to address real or perceived barriers to using sustainable modes of transport. Projects to raise awareness and promotion of healthy lifestyles, active travel options, walking and cycling initiatives will be developed using tried and tested behaviour change methods.

£39k will be used for an Active and Sustainable Travel programme of initiatives, events and publicity to raise awareness and use of sustainable modes of transport.

£65k will deliver the training and publicity programme. For 2019/20 this work will continue to be data led and will focus on a road danger reduction programme of work. The programme will continue to develop to support the MTS Vision Zero target.

The remaining available LIP funding has been allocated through consideration of a list of projects curated through internal Council workshops, site visits, and through analysis of Commonplace suggestions. Consideration has been given to the MTS objectives, Healthy Streets indicators and Lewisham LIP objectives. Schemes have been grouped together under the following programme lines, and will be prioritised on an annual basis. At this stage, the Commonplace suggestions have also been used as a validation tool to ensure the programme is fulfilling public need.

9.12 Public Transport Supporting Interventions

In recognition of the role the local highway has in improving the public transport experience, a LIP funded public transport improvement programme is proposed to start in 2019/20. This programme will be utilised to complement the completion of the bus stop accessibility programme which is planned to be completed in 2018/19. This programme will look at

accessibility to rail stations as well as bus stops, working in partnership with TfL and Network Rail. It will also include working with TfL to see an extension to the 225 bus route delivered.

This will be complemented by the more strategic public transport schemes outlined in the TfL Business Plan, and Longer-Term strategy sections. These longer term aspirations include the delivery of the Bakerloo Line Extension, improved station interchanges at Lewisham and Brockley, metroisation, creating step-free access to all rail stations within the Borough, improving orbital public transport connections, and increasing bus provision to lower PTAL areas. These will ensure that travel by public transport is encouraged and facilitated, in turn supporting the delivery of new homes and jobs across the Borough.

9.13 Small Scale Schemes

The Council receives many requests for minor traffic management measures from the public, including those raised during the Commonplace consultation. These are assessed and prioritised based on their cost against factors such as safety, traffic speed and volume, intrusive parking, community use and cost. Small scale schemes are highly valued by local communities, but are often too low in cost, or do not have high enough priority, to be included in the LIP programme in their own right. The programme is therefore funded by various sources, including a LIP contribution, and the Council's own revenue budgets.

Demand for traffic schemes has increased dramatically as a result of heightened concerns about air quality, expectations linked to new 20mph limits, and emerging MTS priorities, such as "Healthy Streets", "Vision Zero" (new target for zero KSIs) and removal of traffic from residential streets. Although some of these will be picked up as part of the Healthy Neighbourhoods programme as individual neighbourhoods are prioritised, there is still a need for a relatively small budget to address priority issues in other areas of the borough.

9.14 Completion of previous years' schemes

Many schemes are carried out each year that require the Council to commission services where it has little or no control over their programming and invoicing. This includes the provision of electrical connections, disconnections and supplies from the statutory companies. It is recommended that £65k be set aside from this annually. This funding is intended to allow a planned approach to settling these 'late' accounts whilst not putting pressure on existing schemes in the programme. Any funding not required for this will be reallocated into existing or new schemes.

9.15 Complementary projects

Further to the programmes identified above, schemes at Creekside and Bell Green will be brought forward during the period of this LIP3 and are funded through other sources. Although funded separately, these will contribute towards the achievement of the MTS and LIP3 objectives. The Creekside scheme will be fully funded through S106 contributions, and will form a major package of works to improve footway, carriageway and public realm spaces whilst implementing a CPZ. At Bell Green, as part of the proposed Quietway route through the area, pedestrian crossings will be improved around the Bell Green / Sydenham Road gyratory will be improved. This is to be fully funded through S106 and Quietway funding.

10. Medium to Long Term Strategy (2021 – 2041)

10.1. Within the draft LIP3, a medium to long-term programme of significant, but currently unfunded, projects is identified. Potential funding sources and anticipated timelines are included. These schemes are considered necessary to deliver the MTS and Lewisham LIP objectives and targets, in the context of the development forecast to take place in the borough over the next 20 years which will lead to increased demand and new pressures on the Borough's transport network. Table 8 on the following page summarises the long term strategy and programme that is envisaged.

11. Consultation to date

11.1 The timescale for the development of the LIP document is fairly tight and was further constrained by a delay in receiving the supporting guidance documentation from TfL. Transport and Highways continually engage with local residents and businesses. As a result many of the schemes the Council delivers start as requests from local residents and stakeholder groups.

11.2 However for such an important document that will shape the borough transport objectives for the next 22 years it was felt an 'up to date' canvas of the borough's residents and businesses was required. This borough wide canvassing was delivered through an online mapping portal called Lewisham streets Common Place'. <https://lewishamstreetsmap.commonplace.is/>

11.3 This map based survey allowed the public to pin point issues they were aware of on Lewisham's streets and add comments on how they would like to see it improved. The 7 week consultation (25th June to 13th August) gathered 11,065 comments and 'likes', covering the whole borough, with 2171 individual comments.

11.4 Supporting commentary for the three-year annual programme section of the draft LIP3 (Appendix 1), provides a summary of the consultation analysis and outlines how this consultation has influenced the development of the LIP3 programme lines contained within Table 7. In summary the following issues featured most prominently in people's comments about their streets:

- 1) Not pedestrian friendly.
- 2) Fast traffic.
- 3) Polluted.
- 4) Not cycle friendly.
- 5) Congested.
- 6) Unregulated parking.
- 7) Poor visibility.
- 8) Inadequate parking.
- 9) Potholes.
- 10) Poorly lit.

TABLE 8 – Long term projects	Approx. date	Indicative cost	Likely funding source	Comments
More low emission bus corridors	2020	TfL to confirm	TfL	Expansion of low emission bus zones beyond the current zones on A21 and A2.
LEZ - tightening of standards	Post-2021	TfL to confirm	TfL	Tighten LEZ standards to same as ULEZ extension.
The Lewisham Spine – A21 Healthy Streets Corridor	2025	£10m (Borough cost only) £20m (TfL cost)	TfL / Borough	Linking CS4 (A200) to the southern Borough boundary on the A21. Including Cycle Superhighway standard facilities, low emission bus zone, healthy streets improvements with piazza-type environments ¹ . This project includes a major public realm/healthy streets scheme on Deptford Church Street, but not Lewisham Town Centre and Catford Regeneration Masterplan schemes.
A2 New Cross Road / Amersham Gyratory removal	2025	£30m for A2 element.	TfL / Borough / S106 / S278 / CIL	Transformation of A2 New Cross Road and area surrounding station. Improve pedestrian comfort and permeability, create an easily accessible High Street, improve cycle facilities and reduce traffic dominance ² .
Bakerloo Line Extension	2023 – 2028/29	£3,600m (for an extension to Lewisham)	TfL	Extension of the Bakerloo Line beyond its current terminus at Elephant & Castle, to serve New Cross Gate and Lewisham. The Council urges the full extension to Hayes to be brought forward as a single phase to serve Catford. ³
Lewisham Station & Interchange	2028	£250m	Network Rail / TfL / Borough / s106 / CIL	Enhancements to capacity and station quality to create a high-quality interchange between National Rail, DLR, the future BLE, buses, taxis, walking and cycling. Place-making measures to help elevate Lewisham Town Centre to a Metropolitan Centre.
New Cross to Lewisham Overground Extension	TBC	TBC	TfL	An extension of the London Overground line beyond its current terminus at New Cross to Lewisham. This will provide more capacity and improve connectivity and resilience, and ensure that Lewisham joins the 3 other Strategic Interchanges in London as gateways to the Overground.
Ringway Corridor (Southend Lane and Whitefoot Lane) Improvements	2030	£4m	TfL / Borough / S106 / S278 / CIL	Improve public realm and active travel links using excess carriageway space. Explore potential for improvements such as linear parks, a bus priority corridor, and active travel corridor.
Lewisham Town Centre	2030	£10m	TfL / s106/278	To elevate the attraction of the Town Centre to local people through a range of improvements to goods and services, as well as public realm to provide a high-quality environment.
Catford Regeneration Masterplan	2021 (for A205 and A21) aspects	£30m	TfL / Borough / S106 / S278 / CIL	Rerouting the South Circular Road to provide more pedestrian space and improvements to transport infrastructure.
New Bermondsey Station	TBC	£12m	TfL / S106	A new London Overground station to be brought forward through the regeneration scheme of New Bermondsey.
Brockley Station Interchange	2030	TfL to confirm	Network Rail / TfL	Creation of a high-level platform at Brockley Station to provide an interchange between the East London Line and the Lewisham – Victoria Line.
Metroisation	TBC	TBC	TfL	Reorganisation of services to provide more regular trains on a simplified route network, providing frequent metro-style services on standardised routes.
New or improved bus services in the south of the borough	tbc	Dependent on route	TfL/ s106 contributions	New or improved bus services in areas with low Public Transport Accessibility Levels.

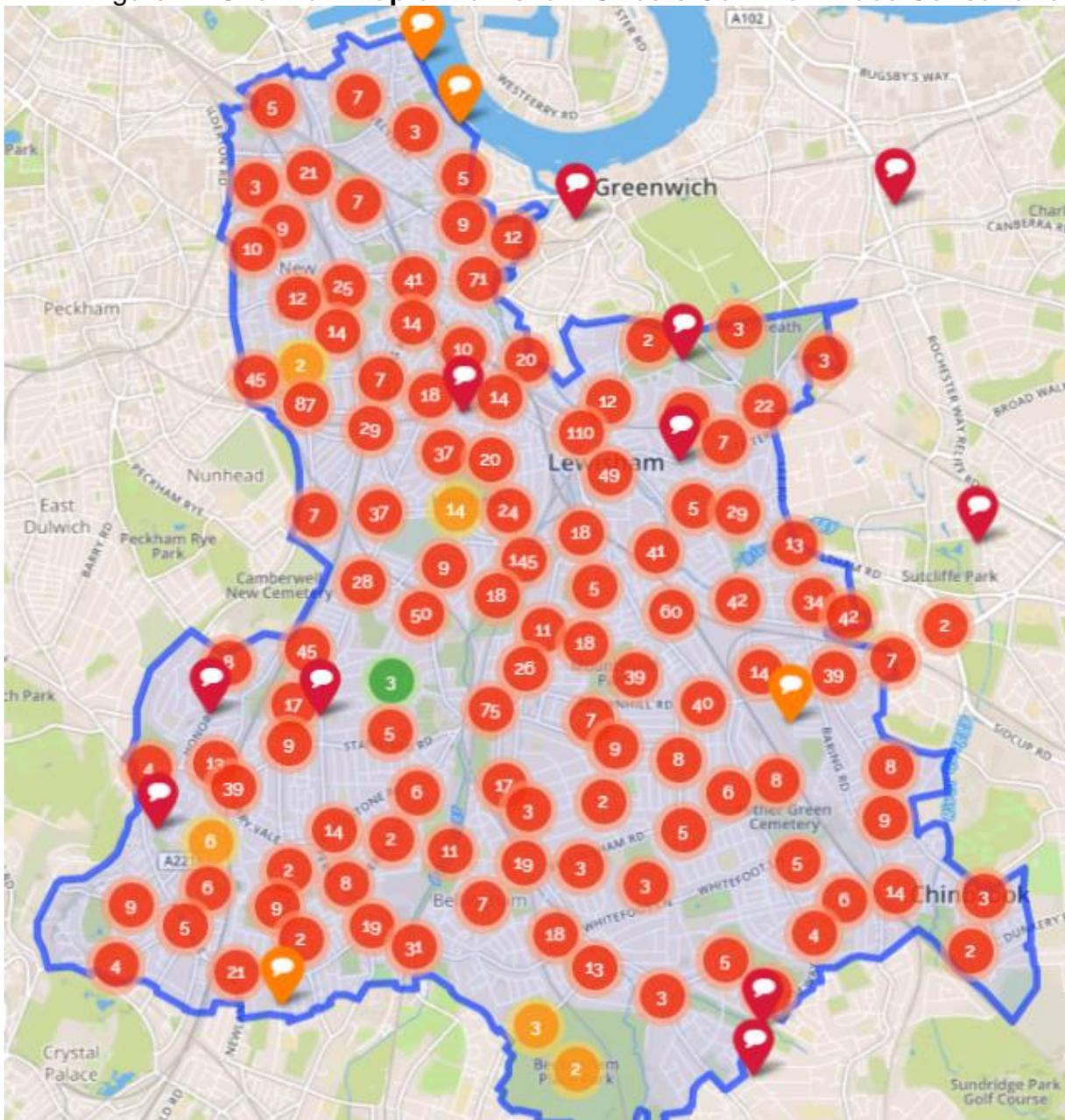
¹ Lewisham Cycle Strategy, London Borough of Lewisham, 2017

² Draft New Cross Gate Area Framework, 2018

³ Bakerloo Line Extension Document, London Boroughs of Lewisham and Southwark

11.5 With such a significant number of comments it is impossible in the short term to address every issue. Figure 1 shows the geographical spread of the comments received. Within each of the programme lines put forward through LIP3 (as set out in Table 7), officers will be analysing the responses received to help inform the development of a more detailed annual programme. Consideration is also being given to re-opening the Commonplace map to help with future programme development.

Figure 1 - Overview Map of Lewisham Streets Common Place Consultation.



11.6 The draft LIP3 received Mayor and Cabinet approval on 20th September for the document to proceed to formal public consultation. The launch of this public consultation started on the 12th October and is scheduled to run for 6 weeks closing on 24th November. The consultation documents can be found at: <https://consultation.lewisham.gov.uk/planning/lip/>

11.7 This is supported by a 16 page consultation summary providing an overview of key highlights from the LIP document, in a more public friendly format than the TfL LIP3 template allows. The consultation is a web based consultation that is being promoted widely through the Council's usual communication channels. Hard copies are available upon request. At the close of the consultation responses will be analysed, comments from TfL and the Sustainable Development Select Committee considered and amendments made to the LIP3 document, as necessary. A final version will be presented to Mayor & Cabinet for approval in early 2019, prior to re-submission to TfL.

12. Legal implication

12.1. A Local Implementation Plan is a statutory document that must set out a plan of how the Council proposes to implement the Mayor's Transport Strategy in its area. It must show how the proposals cover the necessary policy, effects, projects, programmes implementing mechanisms, planning and activities. Resources assumptions and performance measures must also be included. Guidance is:

- that there must be clear link between LIP proposals and MTS policies;
- timetabling for implementing the different prospects in the plan and the date by which these will be achieved;
- clear proposals for delivery of Mayoral targets;
- an assessment of the funding and resources needed to deliver the LIP;
- assumption about the sources of funding.

12.2. There are strict requirements on who are required to be consulted on the draft LIP by section 145 of the Greater London Authority Act 1999

12.3. By virtue of section 159, subsection 1, of the Greater London Authority Act 1999 (as amended) Transport For London (TfL) may give financial assistance to any body in respect of expenditure incurred or to be incurred by that body in doing anything which in the opinion of Transport for London is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London. (subsection1) Financial assistance may be given under this section by way of grant, loan or other payment. (subsection2).The financial assistance that may be given to any London authority under this section includes in particular assistance in respect of any expenditure incurred or to be incurred by the authority in discharging any function of a highway authority or traffic authority. (subsection 3). In deciding whether to give financial assistance to a London authority under this section, and if so the amount or nature of any such assistance, the matters to which Transport for London may have regard include—

- 12.4. (a) any financial assistance or financial authorisation previously given to the authority by any body or person, and
- 12.5. (b) the use made by the authority of such assistance or authorisation.
- 12.6. Financial assistance, under this section, may be given subject to such conditions as Transport for London considers appropriate, including (in the case of a grant) conditions for repayment in whole or in part in specified circumstances.
- 12.7. TfL's Guidance on the Preparation of Local Implementation Plans (Background Document 2) states that TfL will have regard to the following matters in relation to activities undertaken by a borough:
- Use of TfL funding for the programmes or proposals for which it was provided
 - Removal or substantial alteration of works carried out or infrastructure installed, with the benefit of TfL funding, without the prior written consent of TfL
 - Implementation of the goals, challenges, outcomes and manifesto commitments of the Mayor, as outlined in the MTS
 - Other reasonable TfL requests for project management reports and other information relating to the provision of financial assistance
- 12.9 The Guidance also sets out the conditions TfL imposes on financial assistance, namely the recipient authority is required to:
- Use funding for the purpose for which it was provided, except with prior written approval from TfL
 - Comply with the requirements as set out in the Guidance
- 12.10 In circumstances where the recipient breaches the above conditions, TfL may require repayment of any funding already provided and/or withhold provision of further funding. In circumstances where, in TfL's reasonable opinion, funding is being used, or is about to be used in breach of these requirements, TfL may suspend payments or withdraw funding pending satisfactory clarification.
- 12.11 Subsection (1) of Section 146 of the GLA Act requires each local authority to submit its LIP to the Mayor of London for his approval. Subsection (3) requires that the Mayor of London shall not approve LIP unless he considers—
- (a) that the LIP is consistent with the transport strategy,
 - (b) that the proposals contained in the LIP are adequate for the purposes of the implementation of the transport strategy, and
 - (c) that the timetable for implementing those proposals, and the date by which those proposals are to be implemented, are adequate for those purposes

12.12 If the Mayor of London refuses to approve a LIP, Subsection (3) of Section 147 of the GLA Act requires the local authority which submitted the plan to prepare a new LIP and submit it to the Mayor of London, unless the Mayor of London notifies the local authority that he intends to exercise his powers under subsection (4); namely the Mayor of London **may prepare a LIP on behalf of the local authority.**

13 Financial implications

13.1 There are no financial implications arising directly from this report. However, the Committee should be aware that any recommendations they make may have financial implications associated. The following financial information regarding the LIP is provided for context. As set out in section 8, Table 6, of this report, the Council has been allocated the following LIP funding. This represents a 15% reduction annually compared to the 20-18/19 LIP programme.

TABLE 9 – Summary of LIP3 funding	2019/20	2020/21	2021/22
Corridors, Neighbourhoods and Supporting Measures	£1,940,000	£1,940,000	£1,940,000
Principal Road Maintenance	tbc	tbc	tbc

13.2 Previously boroughs benefitted from a further £100k per annum of Local Transport Funding to be spent on schemes of its choice, provided they contributed towards the delivery of the MTS.

13.3 The Principal Road Maintenance programme was ‘frozen’ by TfL for 2 years, up to and including 2019/20. However, during 2018/19 the Council applied for funding for a number of priority routes that needed addressing and was successful in securing some funding. It is anticipated that a similar process will be run in 2019/20, with a fuller programme reinstated from 2020/21. However, there is currently no indication as to how much funding will be received during the LIP3 period.

13.4 The funding for ‘Bridge Assessment and Strengthening’ is considered on a pan London basis by the ‘London Bridge Engineering Group (LoBEG)’ and the allocations for 2019/20 have not yet been notified.

14 Equalities implications

14.1 An Equalities Impact Assessment is being developed alongside the LIP, which will be completed and presentation with the final draft to Mayor and Cabinet in early 2019. The Council’s Comprehensive Equality Scheme for 2016-2020 provides an overarching framework and focus for the Council’s work on equalities and helps to ensure compliance with the Equality Act 2010.

15 Sustainability implications

15.1 LIP development is subject to a linked process of Strategic Environmental Assessment (SEA). This SEA is currently being developed along side LIP3 and the draft document will be available for the consultation. For reference, the SEA for the LIP2 concluded that:

- the objectives of the draft Lewisham Local Implementation Plan complement the objectives of the Strategic Environmental Assessment. The initial assessment identifies that the delivery of the Local Implementation Plan is likely to have a positive effect on Lewisham’s environment.

15.2 It is likely that the cumulative effects of all the policies, schemes and measures implemented through the period of LIP3, will bring about significant positive effects on SEA objectives relating to health, air quality, promoting more sustainable modes of transport, promoting safer communities, improving road safety, and improving accessibility in the Borough.

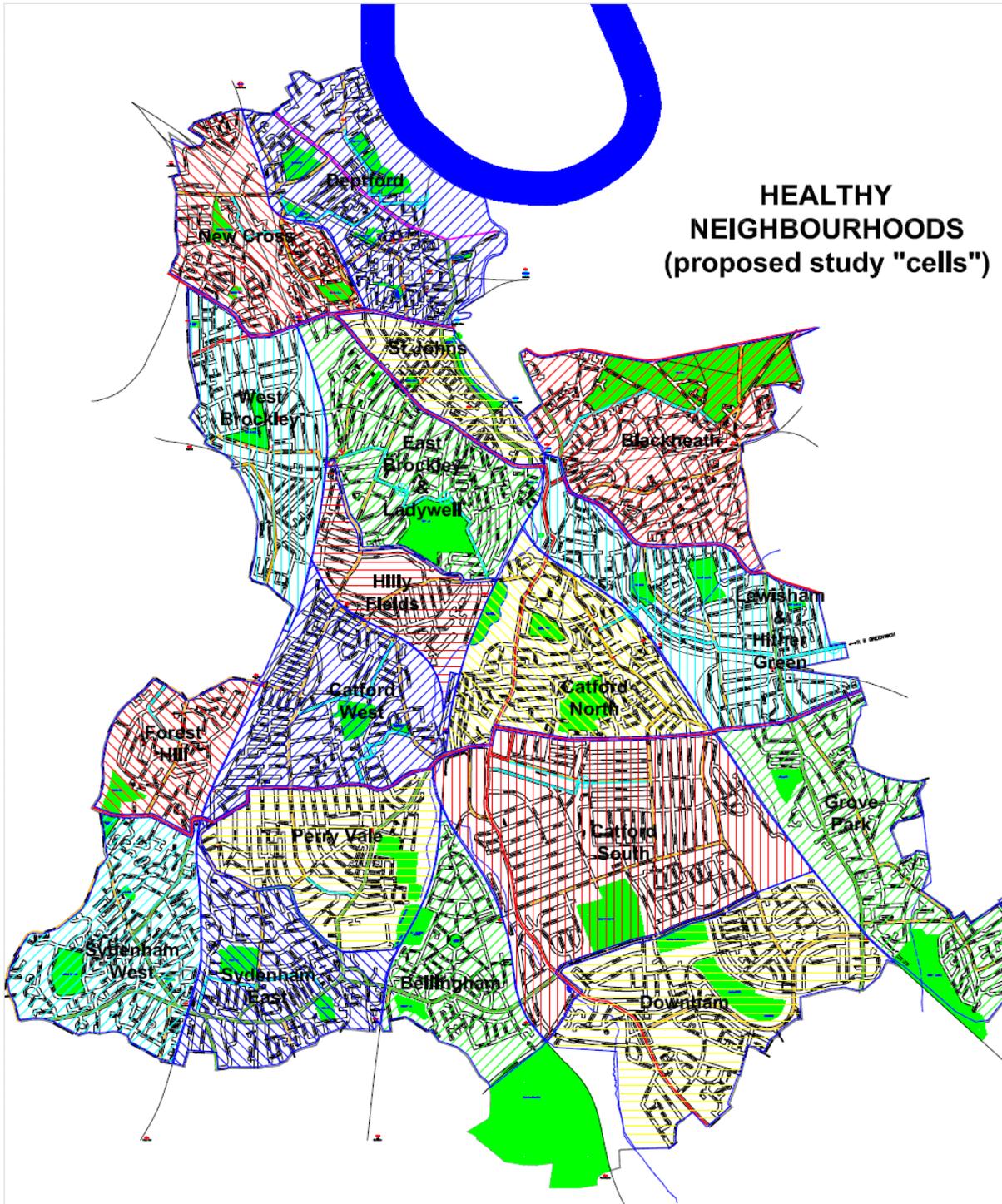
16. Appendices

Appendix 1 Draft Local Implementation Plan (LIP3)
Appendix 2 – Healthy Neighbourhood Study Areas

17. Background Documents

Report reference	Short Title Document	Date	File Location	Contact Officer	Exempt
1	Mayors Transport Strategy 2018	March 2018	https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018	Nick Harvey	
2	Borough Officer Guidance to writing LIP3	June 2018	http://content.tfl.gov.uk/third-lips-guidance-2018.pdf	Nick Harvey	
2	LIP 2018/19 Annual Spending Submission	October 2017	http://councilmeetings.lewisham.gov.uk/documents/s52658/LIP%20Annual%20Spending%20Submission%202018-19.pdf	Nick Harvey	

Appendix 2 - Healthy Neighbourhoods Study Areas.



Sustainable Development Select Committee		
Title	Select Committee work programme	
Contributor	Scrutiny Manager	Item 8
Class	Part 1 (open)	29 October 2018

1. Purpose

To advise Members of the proposed work programme for the municipal year 2018-19 and to decide on the agenda items for the next meeting.

2. Summary

- 2.1 At the beginning of the new administration, each select committee drew up a draft work programme for submission to the Business Panel for consideration.
- 2.2 The Business Panel considered the work programmes of each of the select committees on 24 July 2018 and agreed a co-ordinated overview and scrutiny work programme. However, the work programme can be reviewed at each Select Committee meeting so that Members are able to include urgent, high priority items and remove items that are no longer a priority.

3. Recommendations

3.1 The Committee is asked to:

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

4. The work programme

- 4.1 The work programme for 2018-19 was agreed at the Committee's meeting on 19 July 2018.
- 4.2 The Committee is asked to consider if any urgent issues have arisen that require scrutiny and if any existing items are no longer a priority so they can be removed from the work programme. Before adding additional items, each item should be considered against agreed criteria. The flow chart attached at **Appendix A** may help Members decide if proposed additional items should be added to the work programme. The Committee's work programme needs to be achievable in terms of the amount of meeting time available. If the Committee agrees to add additional item(s) because they are urgent and high priority, Members will need to consider which medium/low priority item(s) should be removed in order to create sufficient capacity for the new item(s).

4.3 Items within each Select Committee work programme are linked to the Council's corporate priorities. Work is currently underway to develop a new corporate strategy, which will give corporate expression to the priorities of the new administration. Once developed, scrutiny work programmes can be adjusted to reflect the new corporate strategy and corporate priorities, if required. It is expected that the new strategy will be approved at full Council in November 2018.

5. The next meeting

5.1 The following reports are scheduled for the meeting on 12 December 2018:

Agenda item	Review type	Link to corporate priority	Priority
Pubs	Rapid review	Clean, green and liveable; Inspiring efficiency, effectiveness and equity	High
Beckenham Place Park	Performance monitoring	Clean, green and liveable; Inspiring efficiency, effectiveness and equity	High
Lewisham local plan	Standard item	Clean, green and liveable; Inspiring efficiency, effectiveness and equity	Medium
Catford town centre regeneration update	Standard item	Clean, green and liveable; Inspiring efficiency, effectiveness and equity	Medium
Planning service annual monitoring report	Information item	Clean, green and liveable; Inspiring efficiency, effectiveness and equity	Medium
Bakerloo line extension update	Information item	Clean, green and liveable; Inspiring efficiency, effectiveness and equity	Low

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

6. Financial implications

There are no financial implications arising from the implementation of the recommendations in this report.

7. Legal implications

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

8. Equalities implications

- 8.1 The Equality Act 2010 brought together all previous equality legislation in England, Scotland and Wales. The Act included a new public sector equality duty, replacing the separate duties relating to race, disability and gender equality. The duty came into force on 6 April 2011. It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 8.2 The Council must, in the exercise of its functions, have due regard to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
 - advance equality of opportunity between people who share a protected characteristic and those who do not.
 - foster good relations between people who share a protected characteristic and those who do not.
- 8.3 There may be equalities implications arising from items on the work programme and all activities undertaken by the Select Committee will need to give due consideration to this.

Appendix A: Scrutiny work programme prioritisation process

Appendix B: Committee 2018-19 work plan

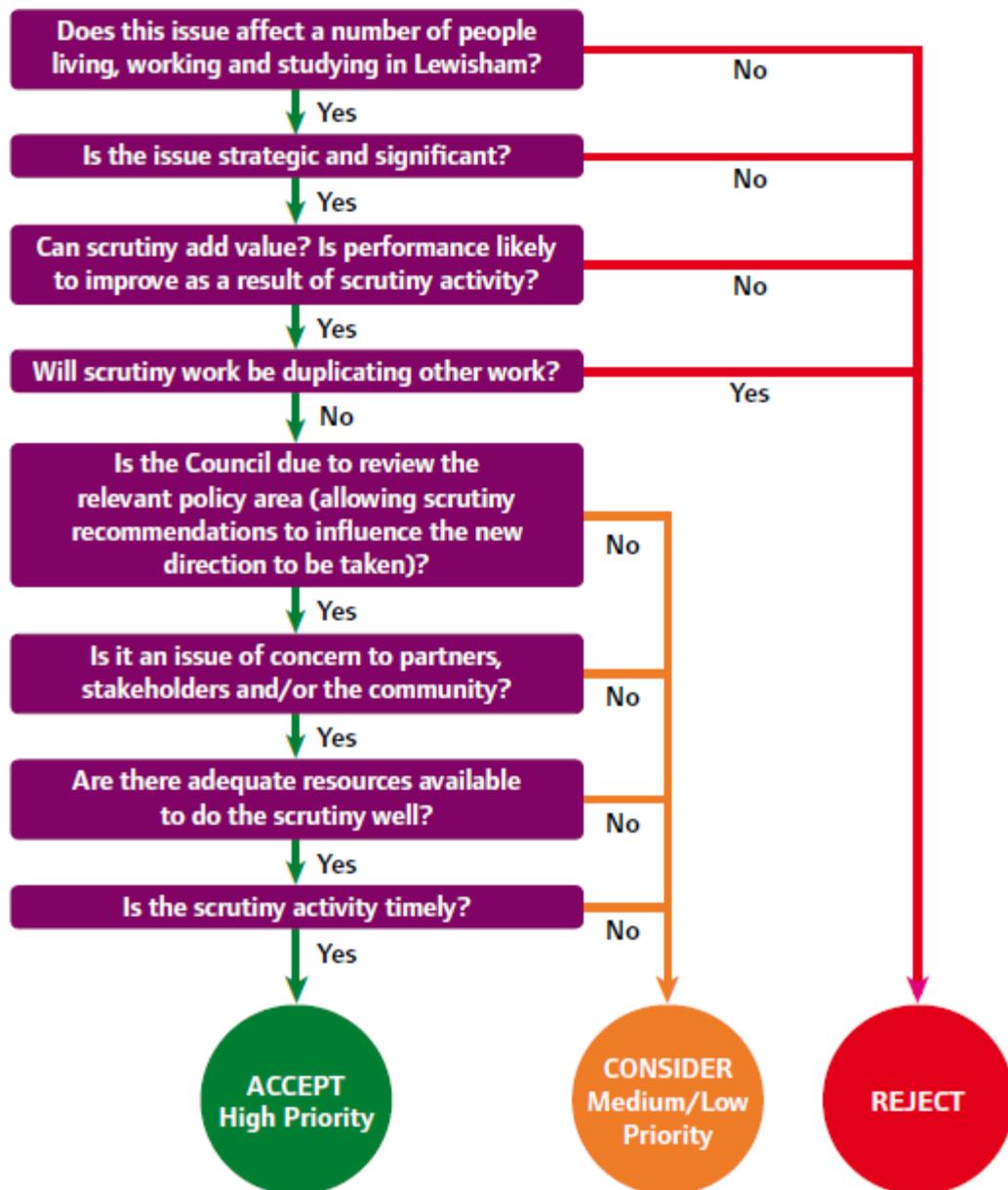
Appendix C: Key decision plan (the plan can be accessed online here:

<https://tinyurl.com/keydecisionplan>)

Background Documents

Lewisham Council's Constitution

Scrutiny work programme – prioritisation process



Sustainable Development Select Committee work programme 2018-19

Programme of work

Work Item	Type of item	Priority	Strategic priority	Delivery deadline	19-Jul	12-Sep	29-Oct	12-Dec	30-Jan	04-Mar
Budget cuts	Performance monitoring	High	CP10	Ongoing			Proposals			
Election of the Chair and Vice-Chair	Constitutional requirement	High	CP6	Jul						
Select committee work programme 2018/19	Constitutional requirement	High	CP6	Ongoing						
Catford Town Centre Regeneration	In-depth review	Medium	CP6	Mar		Masterplanners	Masterplanners			
Implementation of the air quality action plan	Performance monitoring	Low	CP6	Jul						
Lewisham Local Plan update	Information item	Medium	CP6	Mar						
Pubs	Single meeting review	High	CP6	Oct						
Development of the local implementation plan	Standard item	High	CP6	Oct						
Beckenham Place Park	Performance monitoring	High	CP6	Dec						
Planning service annual monitoring report	Information item	Medium	CP6	Dec						
Bakerloo line extension update	Information item	Low	CP6	Dec						
Waste strategy implementation and performance monitoring	Performance monitoring	High	CP6	Jan						
Fire safety in tall buildings	Performance monitoring	High	CP6	Jan						
Annual parking report	Performance monitoring	Low	CP6	Mar						
Economy and partnerships	Standard item	Medium	CP6	Mar						
Home energy conservation	Standard item	Low	CP6	Mar						

	Item completed
	Item ongoing
	Item outstanding
	Proposed
	Item added

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

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