

MINUTES OF THE Sustainable Development Select Committee
Tuesday, 20 January 2015 at 7.00pm

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

Apologies: Councillors Bill Brown and Amanda De Ryk

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

1. Minutes of the meeting held on 9 December 2014

1.1 RESOLVED: That:

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

2. Declarations of Interest

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

3. Modern Roads Review

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.9 RESOLVED: That the Committee:

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

4. Lewisham Future Programme

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

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

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

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

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

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

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

- The noise service as it exists currently is only available until Midnight Mon-Thurs and until 3am Friday – Sundays therefore the service is not able to tackle issues that arise outside of these hours. It has never been a 24-hour service.
- The Council is exploring how Registered Social Landlords (RSLs) and Lewisham homes can continue to support the services in all aspects of Anti-Social Behaviour (ASB)/ noise and housing.
- In respect of business waste, officers in these service areas work closely with officers in other service areas where appropriate to jointly tackle issues and concerns related to trade waste/ non-compliance.
- Option 3 is the preferred structure of the service, which will cluster specialist Environmental Protection provision and multi skilled public realm enforcement.
- Staff consultation began on the 18 November 2014 with written responses being completed by the 9 January 2015.
- There were many issues raised in the staff consultation, including: concerns over delivering what is being expected within the new roles and structure, concerns about the wide breadth of knowledge required; and concerns about

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

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

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

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

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

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

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

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

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

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

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

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

5. High Streets Review - Scoping Paper

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

- The Committee would need to define what it understands as 'High Street', and focus on the key areas it wishes to look at; and consider whether it wants to look at the larger high street/town centre developments such as Catford and Lewisham, medium sized high streets such as Blackheath or Forest Hill, or smaller high streets such as at Honor Oak or Brockley – or a combination of the three.
- The Committee should also discuss the Key Lines of Inquiry in the Scoping Paper, to ensure it covers all the areas Members want scrutinised, as part of the Review.

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

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

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

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

5.4 RESOLVED: That the Committee:

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

6. Select Committee Work Programme

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

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

6.2 In response to questions the Committee were advised:

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

7. Items to be referred to Mayor and Cabinet

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

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

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

The meeting ended at 10.35pm

Chair:

Date:
