

Overview and Scrutiny



Overview and Scrutiny Committee Supplementary Agenda

Tuesday, 10 November 2020

7.00 pm, Virtual Meeting via Microsoft Teams

Civic Suite

Lewisham Town Hall

London SE6 4RU

For more information contact: Charlotte Dale (020 8314 8286) (Tel: 020 8314 8286)

Part 1

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Overview and Scrutiny Committee

Report title: Question & Answer Session with the Mayor

Date: 10 November 2020

Key decision: No.

Class: Part 1

Ward(s) affected: All

Contributors: Assistant Chief Executive (Overview and Scrutiny Manager)

Outline and recommendations

The purpose of this item is to allow the Overview and Scrutiny Committee to question the Mayor on matters within his remit.

The Overview and Scrutiny Committee is recommended to:

- Note any responses to advance questions, appended at Appendix A (these will be circulated before the meeting).
- Ask the Mayor questions.

1 Summary

- 1.1. The purpose of this item is to allow Members of the Overview and Scrutiny Committee to ask questions of the Mayor.

2 Recommendations

- 2.1 The Overview and Scrutiny Committee is recommended to:

- Note any responses to advance questions, appended at Appendix A (these will be circulated before the meeting).
- Ask the Mayor questions.

3 Policy Context

- 3.1 The strategic priorities of the [Corporate Strategy for 2018-2022](#) are:

[Open Lewisham](#) - Lewisham is a welcoming place of safety for all, where we celebrate the diversity that strengthens us.

[Tackling the housing crisis](#) - Everyone has a decent home that is secure and affordable.

[Giving children and young people the best start in life](#) - Every child has access to an outstanding and inspiring education, and is given the support they need to keep them safe, well and able to achieve their full potential.

[Building an inclusive local economy](#) - Everyone can access high-quality job opportunities, with decent pay and security in our thriving and inclusive local economy.

[Delivering and defending: health, social care and support](#) - Ensuring everyone receives the health, mental health, social care and support services they need.

[Making Lewisham greener](#) - Everyone enjoys our green spaces, and benefits from a healthy environment as we work to protect and improve our local environment.

[Building safer communities](#) - Every resident feels safe and secure living here as we work together towards a borough free from the fear of crime.

- 3.2 The work carried out by the Mayor and his Cabinet directly contributes to the Council's corporate priorities.

4 Scrutinising the Executive

- 4.1 Part of the role of the Overview and Scrutiny Committee is to hold the Council's Executive to account. Therefore it may hold Question & Answer sessions with the Mayor and Cabinet Members.

- 4.2 Each Question & Answer session will explore the work the Mayor (or a Cabinet Member) has done in relation to their portfolio, looking at priorities, actions, achievements and impact.

- 4.3 The Mayor is responsible for the strategic direction of the Council, leads the community and speaks up for the borough. The Mayor is also the cabinet portfolio holder for COVID-19 response and recovery.

- 4.4 Brief written responses to any advance questions from Committee Members can be found at Appendix A. (These will be published before the meeting).

- 4.5 The Committee may wish to focus questions on:
- Notable activities and achievements
 - Current priorities
 - Current challenges
 - Any key decisions going to Mayor & Cabinet over the next 6 months.

- 4.6 The Committee may choose to focus its questions on two current issues of primary importance: the response to the pandemic and the Council's financial position. However, Members can, of course, ask questions on any aspect of the Mayor's remit.

- 4.7 Following the session the Committee may choose to make a referral to Mayor and Cabinet in relation to what the Committee has heard, including any actions it would like the Mayor to consider.

5 Financial implications

- 5.1 There are no direct financial implications arising from this report.

6 Legal implications

- 6.1 There are no direct legal implications arising from this report.

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7 Equalities implications

- 7.1 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.
- 7.2 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 Climate change and environmental implications

- 8.1 There are no direct climate change or environmental implications arising from this report.

9 Crime and disorder implications

- 9.1 There are no direct crime and disorder implications arising from this report.

10 Health and wellbeing implications

- 10.1 There are no direct health and wellbeing implications arising from this report.

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Mayor's Q&A Session – OSC 10.11.20

Questioner	Question	Response
<p>Cllr Luke Sorba</p>	<p>Following intense high profile pressure from Labour Councils in the North of England, the Chancellor of The Exchequer has increased planned Treasury support for jobs, the self-employed and businesses by an extra £8bn. What steps do you think Labour Councils should take to extract additional compensation to local authorities in London to help us reduce the level of cuts in services to our residents we are being forced to make?</p>	<p>The situation on support for the local economy and jobs has moved quickly over the past week, with the Government moving away from the tiered approach to national lockdown.</p> <p>The Council was receiving some limited support for businesses when London moved to tier 2. However, with the move to a national response the Council is receiving a further £6m of local discretionary business support. The Council, in consultation with the Business Task Force established earlier in the year with key partners, is preparing the Lewisham guidance, application and payment arrangements and will publish them this week.</p> <p>The government's response also confirmed additional funding to support business and extended the furlough scheme for employers and increased the self-employment payments to March 2021. These changes are welcomed and were supported by the Labour Party in Parliament. On 5th November the Bank of England announced that it was increasing quantitative easing with a further injection of £150bn into the economy.</p> <p>Working with other London Councils and the Mayor of London, Lewisham has consistently called on the Government to give councils the support we desperately need to respond to COVID-19, protect the most vulnerable and keep critical services running. Despite previous promises of doing 'whatever it takes' to support local authorities, the Government has failed to deliver on them. Lewisham's cost of responding to COVID this year is estimated to be £60m and rising, and £20m of this has still not been funded by the Government.</p> <p>The funding for local government services to address both the financial impact of COVID-19 on our budget and the fair and adequate funding for essential local services remain uncertain.</p> <p>The government have delayed the Comprehensive Spending Review (CSR) and reduced it to a one year review rather than four year. This delay and limited forward clarity comes</p>

		<p>on the back of over a decade of austerity and significant year on year cuts to Council budgets.</p> <p>The CSR is now expected from the Chancellor on 25th November with the provisional local government finance settlement likely to follow later in December. This gives the Council very little certainty and limited time to prepare our budget for 2021/22 which the Council will consider in February. This uncertainty is also unhelpful to the Council in the medium term as it seeks to plan the community recovery post COVID-19.</p>
<p>Cllr Louise Krupski</p>	<p>Now the Council has made a firm commitment to LTNs and we all broadly agree that we need to reduce car dependency in the borough, both to strengthen our resolution to reduce our Carbon expenditure and make Lewisham a better place to live, is it not now the time to look at how CPZs are implemented?</p> <p>We need a strategic approach to parking in the borough, rather than a lengthy drawn out process which pitches residents against each other in the ballot process. We need to take the lead in creating a public realm which works for everyone and supports our long-term goals. Decisions on CPZ implementation must be made as part of a rational design for transport in an area rather than through resident request.</p>	<p>In the current parking policy, which was updated in January 2020, the Council has committed to an annual programme of controlled parking zone (CPZ) consultations. CPZs are designed to protect residents and businesses from high demand for parking, with existing CPZs in Lewisham mainly concentrated around major destinations, such as town centres, railway stations and the hospital. Requests for new CPZs are prioritised by key criteria including the impact of existing CPZs and other transport projects that may affect parking, such as the upcoming expansion in 2021 to the Ultra-Low Emission Zone, public requests and new developments in the area.</p> <p>A borough-wide review of CPZs was expected to take place this financial year to inform the forward programme, but both this review and the completion of the existing CPZ programme are currently paused due to the pandemic. The Council is intending to restart this process and progress the agreed review.</p> <p>The roll out of future CPZs will generally be informed by public consultation results and be delivered in line with the Council's agreed policies and objectives. However, the policy does make provision for new or amended CPZs that are required urgently in response to extraordinary or acute issues around safety or access, in which case the CPZ programme may be amended in consultation with the Executive Director for Housing, Regeneration and Public Realm. Also, where significant parking problems are predicted as a result of significant levels of development, or transport projects, a presentation of evidence and specific solutions will be considered on a case by case basis, to be approved by Mayor and Cabinet. This may include consultation with residents to influence the design of the CPZ, but not on whether a zone will be implemented.</p>

<p>Cllr Octavia Holland</p>	<ul style="list-style-type: none"> • What progress is being made on routes for safer cycling? Both in terms of segregated and quieter routes. Please confirm what is on hold, in the pipeline and planned. • What is progress on bike hangars? How do we justify charging for bike hangars in areas that have free car parking? 	<p>The Council's Cycling Strategy outlines our long term aspirations for the delivery of a network of cycle routes across the borough. Prior to the COVID lockdown this spring, the Council had been working with TfL to develop a programme of 'Cycleway' routes during the 2020/21 financial year. This included:</p> <ul style="list-style-type: none"> • the implementation of Cycleway 4 (a segregated track along Evelyn Street); • the development and implementation of a number of Cycleways on quieter routes through the proposed Healthy Neighbourhood areas which would have been implemented in conjunction with a package of other measures in these areas; • initial development work on a number of other strategic corridors such as the A21 and A2. <p>These schemes have all been put on hold due to financial pressures at TfL, and we await further news of the Department for Transport settlement with TfL and the implications for borough funding, including cycle route funding. However, the aspiration is to continue the development and delivery of these routes as soon as funding is available.</p> <p>In the meantime TfL had planned to bring forward a temporary CW4 scheme in conjunction with the borough, as part of the London Streetspace (LSP) programme. Unfortunately this has not been possible within the first 6 months of the programme and officers await a further update on this from TfL. Similarly the borough had also been investigating the feasibility of a number of other temporary pop up cycle lanes as part of the LSP programme. However, the initial routes investigated were found to be unfeasible within the parameters initially set by TfL (such as achieving a minimum width for the cycle lane, ensuring that the majority of the route is segregated and that no civil works are required). TfL had recently changed some of these parameters and the Council has made some modifications to the designs to reflect this. We await feedback from TfL on whether there is scope to bring forward these schemes during the remainder of the financial year.</p> <p>Officers will be delivering over 40 cycle hangars this financial year. Some of these have already been delivered in the Deptford area. The next phase will be delivered in the Lee Green and Hither Green area to complement the LTN scheme, with the remainder dispersed across the borough. Priority is being given to those streets with the most residents requesting space in a cycle hangar, but also to fit in with complementary schemes</p>
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		<p>being delivered in the area which may lead to increased demand for cycle parking. The programme is proving very popular, with plans to extend it when further funding becomes available. There is a cost associated with delivering, maintaining and administering the cycle hangars which is paid to Cyclehoop who manage and oversee these works on behalf of the Council.</p>
<p>Cllr Octavia Holland</p>	<p>How is the £3m made on PCNs in the LTN being accounted for? Is it ring fenced funding or going to be spent on something specific?</p>	<p>The sole reason for introducing enforcement cameras is to ensure that the measures are adhered to. We have seen an 86% drop in contraventions since the camera enforcement started, so the majority of people are following the rules</p> <p>Under current legislation (the Road Traffic Regulation Act 1984 Section 55) any surplus raised can only be spent on things specified in the legislation, such as meeting the cost of providing and maintaining parking facilities, highways improvement works (including schemes to improve conditions for walking and cycling), highways maintenance (carriageway and footway), public passenger transport services - such as concessionary fares, the Freedom Pass and the Taxicard scheme - and the costs of anything approved by the Mayor of London which facilitates implementation of the Mayor's transport strategy.</p> <p>The Council's spending on these elements has consistently exceeded the surplus of the parking account.</p>