

Sustainable Development Select Committee Agenda

Tuesday, 30 June 2015

7.00 pm

Committee Room 1

Civic Suite

Lewisham Town Hall

London SE6 4RU

For more information contact: Roger Raymond (Tel: 0208 31 49976)

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 Tuesday, 30 June 2015.

Barry Quirk, Chief Executive
Thursday, 18 June 2015

Councillor Liam Curran (Chair)	
Councillor James-J Walsh (Vice-Chair)	
Councillor Bill Brown	
Councillor Suzannah Clarke	
Councillor Amanda De Ryk	
Councillor Carl Handley	
Councillor Mark Ingleby	
Councillor Olurotimi Ogunbadewa	
Councillor Eva Stamirowski	
Councillor Paul Upex	
Councillor Alan Hall (ex-Officio)	
Councillor Gareth Siddorn (ex-Officio)	

MINUTES OF THE SUSTAINABLE DEVELOPMENT SELECT COMMITTEE

Monday, 11 May 2015 at 7.00 pm

PRESENT: Councillors Liam Curran (Chair), James-J Walsh (Vice-Chair), Bill Brown, Amanda De Ryk, Carl Handley, Mark Ingleby, Olurotimi Ogunbadewa and Paul Upex and

APOLOGIES: Councillors Suzannah Clarke and Eva Stamirowski

ALSO PRESENT: Roger Raymond (Temporary Scrutiny Manager), Brian Regan (Planning Policy Manager) and Cathy Rooney (Performance Manager)

1. Minutes of the meeting held on 16 April 2015

1.1 RESOLVED: That:

The minutes of the meeting held on 16 April 2015 be signed as an accurate record of the meeting, after the following amendment.

Councillor Brown's apologies were noted.

2. Declarations of interest

2.1 There were no declarations of interest.

3. High Streets Review - Evidence Session

3.1 The Chair informed the Committee that the expected witness - Jonathan Downey (Street Feast) - was unable to come to the meeting due to an emergency (personal matter).

3.2 The Committee would ask him to submit a written response, in respect of the key lines of enquiry.

3.3 RESOLVED: That the Committee:

- a) Note the comments
- b) Consider the evidence already presented at its two previous meetings as part of the High Streets Review.

4. Flood and River Related Consultations - Preliminary Results

4.1 Cathy Rooney, (Performance Manager, Policy and Partnerships Unit) and Brian Regan (Planning Policy Manager), gave a presentation to the Committee. The key points to note were:

- The Flood and Water Management Act 2010 (the Act) stipulates that Lead Local Flood Authority (LLFA) for an area as the unitary authority or the county council. This is to avoid any delay or confusion about who is responsible, but in no way prevents partnership arrangements to make full

use of all capabilities and experience locally. The Act enables lead local authorities to delegate flood or coastal erosion functions to another risk management authority by agreement.

- As an LLFA, it is Lewisham's role to forge effective partnerships with adjacent LLFAs and the Environment Agency as well as other key stakeholders – Thames Water, Network Rail and Transport for London.
- Both the draft Local Flood Risk Management Strategy and River Corridors Improvement Plan Supplementary Planning Document have been developed to align with the Council's wider strategic priorities along with the Core Strategy objectives and recently updated Strategic Flood Risk Assessment. The role of the River Corridors Improvement Plan is to explain and elaborate on the policies in Lewisham's Core Strategy (part of the Local Development Framework) in relation to development near rivers.
- The London Borough of Lewisham is working as part of the South East London Flood Risk Management Group (SELFRMG) to manage local flood risk and fulfil our duties and responsibilities under the Flood Risk Regulations 2009 (FRRs) and the Flood and Water Management Act 2010. The SELFRMG is made up of the four south east London boroughs:
 - London Borough of Bexley
 - London Borough of Bromley
 - Royal Borough of Greenwich
 - London Borough of Lewisham
- The SELFRMG was formed as part of the Greater London Authority Drain London Programme in 2010 to work together to produce Surface Water Management Plans (SWMP) and Preliminary Flood Risk Assessments (PFRA), the latter was a requirement of the Act. It was agreed that the Group be formalised and membership extended to other risk management authorities to form the South East London Partnership (SELP). The SELP meets every quarter and is made up of the following:
 - SELP representative of the Thames Regional Flood & Coastal Committee
 - SELP representative of the Southern Regional Flood & Coastal Committee
 - Lead councillors from each borough
 - Council officers from each borough
 - Environment Agency
 - Thames Water
- The local Flood Risk Management Strategy must be produced in consultation with risk management authorities that may be affected by the strategy (i.e. the Environment Agency, Transport for London and Thames Water) as well as the public. The LLFA will be responsible for ensuring the strategy is put in place but local partners can agree how to develop it in a way that best suits them.
- Lewisham will prepare a specific Local Flood Risk Management Strategy for the London Borough of Lewisham with a six year action plan to be reviewed annually
- The River Corridors Improvement Plan (Supplementary Planning Document) will provide detailed guidance to positively influence development near rivers, and to ensure that the development positively responds to the rivers and their setting. The River Corridors Improvement Plan (Supplementary Planning Document) will provide co-ordinated

guidance for development and seeks to ensure that development is of high quality and enhances the river setting.

- As the River Corridors Improvement Plan (Supplementary Planning Document) is a statutory requirement that the LLFA develop the local strategy in consultation with flood risk management authorities and the public and from a practical standpoint there are substantial benefits in ensuring local communities acquire a better understanding of local risk management, co-ordinated planning and sustainability. It will also emphasise the need to balance national and local activities and funding.

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

- The final draft Local Flood Risk Management Strategy and River Corridors Improvement Plan Supplementary Planning Document would be updated in light of the responses to the consultation which has just concluded. It is intended that the Local Flood Risk Management Strategy go to Mayor and Cabinet for sign-off in early June and the River Corridors Improvement Plan in July 2015.
- Ladywell Fields and Cornmill Gardens are 'flood storage areas' that would mitigate the impact of severe flooding along the River Ravensbourne Corridor including Lewisham Town Centre.
- The Lewisham and Catford Flood Alleviation Scheme is looking to build a larger flood storage area as part of the Beckenham Place Park development, and is looking at what further work needs to be done downstream in the Catford, Ladywell and Deptford areas.
- The understanding is that the work being carried out by Allies and Morrison in respect of the Catford Regeneration Scheme does not include flood risk provision.
- There are organisations such as Thames 21 and the Environment Agency who could be interested in obtaining some external funding to undertake river restoration work in Southend Park, which would include which could include opening up the culvert and landscaping the River bank. This could also aid flood alleviation in the immediate area and downstream.
- Thames Water have investigated the matter of 'ground water' in the Forest Hill area, and have found that is not being caused by their work or piping in the area.
- The Government have brought in new regulations which remove the necessity to apply for planning permission to pave over a front garden as long as the surface is permeable. The intention is therefore to encourage permeable driveway surfaces, not prohibit off road parking completely.
- The Committee were told that it was most likely that the Environment Agency was responsible for the small section of the River Quaggy which runs close to Lewisham Police Station as it is classified as 'main river'. However Members queried whether this was actually the case.
- The consultation for the draft Local Flood Risk Management Strategy received four responses (plus responses from statutory consulted bodies) and River Corridors Improvement Plan Supplementary Planning Document received eight responses (plus responses from statutory consulted bodies).
- In respect of extensions to existing properties, and the policy around adequate and appropriate surface water run-off, these are matters for the

Building Control team. They would base their decisions on the Council's Sustainable Drainage Systems (SUDS) planning document.

- The Council does have an emergency contingency of sandbags, but the Council's policy does not include supplying sandbags to residents, who are expected to make the necessary arrangements to protect their own property.
- All risk management authorities and institutions would have an emergency contingency plan which would include matters such as flood risk.
- The Committee were concerned that some of the key bodies listed as Risk Management Authorities have not responded to the consultation, and they would be interested in seeing their Flood Risk Management Strategies.
- The Committee were concerned that the possible extension of the Bakerloo Line to Lewisham, and the relocation of Lower Sydenham Station might be compromised if the land alongside the Pool River is not secured.

4.3 RESOLVED:

That the Committee recommend to Mayor and Cabinet the following:

- a) Support the opening of the culvert at Southend Park and naturalising the river to aid flood mitigation in the borough.
- b) Ensure that as part of the Council's planning policy guidance on home extensions and renovations, applicants are asked to consider permeable paving for their driveways and gardens. There should also be a borough-wide communications campaign that encourages the construction of permeable paving for driveways.
- c) Investigate who has responsibility for the section of the River Quaggy that runs close to Lewisham Police Station; and whether any development is possible to keep the bus stops in that location.
- d) Publicise to the borough's residents the Council's policy on mitigating flood risk, or any other assistance/help the Council may provide.
- e) The Mayor and Cabinet should assure themselves and the Council that the Local Authority and key partners, such as University Hospital Lewisham and commuter networks alongside utilities, have robust action plans in place for dealing with disasters; and for higher likelihood events such as flooding the Council should actively pursue their feedback and engagement with its policies, and the Mayor should allocate resource to seek a response from all of these key stakeholders, for this strategy and others as they arise.
- f) Investigate who is responsible for the 'ground water' issues that are affecting properties in some parts of the borough, and what the responsible authority is doing to tackle this on-going problem.
- g) Safeguard the land either side of Southend Lane around the railway bridge to ensure that there will be scope for development close to the Pool River, which could include the development and/or relocation of Lower Sydenham Rail Station.

5. Select Committee work programme

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

- The items scheduled for the June meeting were as follows:
 - High Streets Review – Report
 - Modern Roads Review – Report
 - Community Budget - work with Lambeth and Southwark to support our vulnerable residents into work
 - Street lighting contract: update
 - Asset Register - SharePoint Demonstration

5.2 In response to questions the Committee were advised:

- The High Streets Review Report would now be moved to the September meeting.
- The Committee were keen to see the Asset Register - SharePoint Demonstration, even if it was not complete.
- The Committee would like some information on who had responsibility for, who maintains, and the cost of maintenance, of the borough’s festive lights to be included in the street lighting contract item.
- The item called ‘Enforcement Review’ would be conducted by a Business Panel working group. The Committee asked to be notified when this particular review would take place, so they could attend if they so wished.

6. Items to be referred to Mayor and Cabinet

6.1 The Committee made a referral to Mayor and Cabinet at 4.3.

The meeting ended at 8.35 pm

Chair:

Date:

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Agenda Item 2

Committee	Sustainable Development Select Committee	Item No.	2
Title	Declarations of Interest		
Wards			
Contributors	Chief Executive		
Class	Part 1	Date	30 June 2015

Declaration of interests

Members are asked to declare any personal interest they have in any item on the agenda.

1 Personal interests

There are three types of personal interest referred to in the Council's Member Code of Conduct:-

- (1) Disclosable pecuniary interests
- (2) Other registerable interests
- (3) Non-registerable interests

2 Disclosable pecuniary interests are defined by regulation as:-

- (a) Employment, trade, profession or vocation of a relevant person* for profit or gain
- (b) Sponsorship –payment or provision of any other financial benefit (other than by the Council) within the 12 months prior to giving notice for inclusion in the register in respect of expenses incurred by you in carrying out duties as a member or towards your election expenses (including payment or financial benefit from a Trade Union).
- (c) Undischarged contracts between a relevant person* (or a firm in which they are a partner or a body corporate in which they are a director, or in the securities of which they have a beneficial interest) and the Council for goods, services or works.
- (d) Beneficial interests in land in the borough.
- (e) Licence to occupy land in the borough for one month or more.
- (f) Corporate tenancies – any tenancy, where to the member's knowledge, the Council is landlord and the tenant is a firm in which the relevant person* is a partner, a body corporate in which they are a director, or in the securities of which they have a beneficial interest.
- (g) Beneficial interest in securities of a body where:-
 - (a) that body to the member's knowledge has a place of business or land in the borough; and
 - (b) either
 - (i) the total nominal value of the securities exceeds £25,000 or 1/100 of the total issued share capital of that body; or
 - (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the relevant person* has a beneficial interest exceeds 1/100 of the total issued share capital of that class.

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

(3) Other registerable interests

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

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

(4) Non registerable interests

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

(5) Declaration and Impact of interest on members' participation

- (a) Where a member has any registerable interest in a matter and they are present at a meeting at which that matter is to be discussed, they must declare the nature of the interest at the earliest opportunity and in any event before the matter is considered. The declaration will be recorded in the minutes of the meeting. If the matter is a disclosable pecuniary interest the member must take no part in consideration of the matter and withdraw from the room before it is considered. They must not seek improperly to influence the decision in any way. **Failure to declare such an interest which has not already been entered in the Register of Members' Interests, or participation where such an interest exists, is liable to prosecution and on conviction carries a fine of up to £5000**
- (b) Where a member has a registerable interest which falls short of a disclosable pecuniary interest they must still declare the nature of the interest to the meeting at the earliest opportunity and in any event before the matter is considered, but they may stay in the room, participate in consideration of the matter and vote on it unless paragraph (c) below applies.
- (c) Where a member has a registerable interest which falls short of a disclosable pecuniary interest, the member must consider whether a reasonable member of the public in possession of the facts would think that their interest is so significant that it would be likely to impair the member's judgement of the public interest. If so, the member must withdraw and take no part in consideration of the matter nor seek to influence the outcome improperly.
- (d) If a non-registerable interest arises which affects the wellbeing of a member, their family, friend or close associate more than it would affect those in the local area

generally, then the provisions relating to the declarations of interest and withdrawal apply as if it were a registerable interest.

- (e) Decisions relating to declarations of interests are for the member's personal judgement, though in cases of doubt they may wish to seek the advice of the Monitoring Officer.

(6) Sensitive information

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

(7) Exempt categories

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

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

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Agenda Item 3

Sustainable Development Select Committee		
Title	Response to Comments of the Sustainable Development Select Committee on the Asset Management Strategy (Highways)	
Contributor	Head of Business & Committee	Item 3
Class	Part 1 (open)	30 June 2015

1. Summary

- 1.1 This report informs Members of the response to the attached comments and views of the Sustainable Development Select Committee, arising from discussions held on the Asset Management Strategy (Highways) report, considered at a meeting on 16 April 2015.

2. Recommendation

- 2.1 The Select Committee is asked to receive this report.

3. Mayoral Response

- 3.1 On 22 April 2015, the Mayor and Cabinet received a report entitled Asset Management Strategy (Highways) to which was attached the views of the Select Committee (Appendix 1).
- 3.2 The Mayor accepted advice from the Deputy Mayor, Councillor Smith who proposed that the Select Committee's recommendations be endorsed in full, as the Council was committed to reviewing the Asset Management Strategy (Highways) to ensure that it was aligned with Lewisham's commercial revenue from shop front licensing and income was maximised where appropriate.

Background papers

Sustainable Development Select Committee – Agenda of 16 April 2015

<http://waa01v22497/ieListDocuments.aspx?CId=136&MId=3829&Ver=4>

Mayor and Cabinet – Agenda of 22 April 2015

<http://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=3682&Ver=4>

If you have any queries on this report, please contact Roger Raymond, Scrutiny Manager (0208 3149976) or Kevin Flaherty, Head of Business & Committee (0208 3149327)

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Mayor and Cabinet		
Title	Comments of the Sustainable Development Select Committee on the Asset Management Strategy (Highways)	
Contributor	Sustainable Development Select Committee	Item 7
Class	Part 1 (open)	22 April 2015

1. Summary

- 1.1 This report informs the Mayor and Cabinet of the comments and views of the Sustainable Development Select Committee, arising from discussions held on the Asset Management Strategy (Highways) report, considered at its meeting on 16 April 2015.

2. Recommendation

- 2.1 Mayor and Cabinet is recommended to note the views of the Select Committee as set out in this report and ask the Executive Director for Resources and Regeneration to respond.

3. Sustainable Development Select Committee views

- 3.1 On 16 April 2015, the Sustainable Development Select Committee considered a report entitled Asset Management Strategy (Highways).

- 3.2 The Committee resolved to advise Mayor and Cabinet of the following:

- The Committee enquired about shop front licensing, which team had responsibility for issuing the licenses, and what could be done to increase income in this area.
- The Committee asked whether the Highways and Licensing Teams could coordinate their work to help improve income from shop front licensing.

- 3.3 Therefore, the Select Committee recommends that:

The Mayor reviews the Asset Management Strategy (Highways) and ensures it is aligned with Lewisham's commercial revenue from shop front licensing; and that the Council is maximising income where appropriate.

4. Financial implications

- 4.1 There are no financial implications arising out of this report per se; but there are financial implications arising from carrying out the action proposed by the Committee.

5. Legal implications

- 5.1 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).

6. Further implications

- 6.1 At this stage there are no specific environmental, equalities or crime and disorder implications to consider. However, there may be implications arising from the implementation of the Committee's recommendations.

Background papers

Sustainable Development Select Committee – Agenda of 16 April 2015

<http://waa01v22497/ieListDocuments.aspx?CId=136&MId=3829&Ver=4>

Mayor and Cabinet – Agenda of 22 April 2015

<http://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=3682&Ver=4>

If you have any queries on this report, please contact Roger Raymond, Scrutiny Manager (0208 3149976).

Agenda Item 4

Sustainable Development Select Committee			
Title	Regeneration and Asset Management Division – Asset Management System	Item No.	4
Wards	All		
Contributors	Director of Regeneration and Asset Management		
Class	Part 1	30 th June 2015	

1. Purpose of paper

- 1.1. A demonstration and review of the new Asset Management System for the Council's non-housing portfolio of approximately 800 assets. This forms part of the Sustainable Development Select Committee's work programme for 2015.
- 1.2. This report aims to provide some background, rationale and an update on the development to date of the AMS. It is accompanied by a brief demonstration of the workings of the system.

2. Recommendations

- 2.1. It is recommended that the Select Committee:
 - note the content of this report, which provides background and development to date of the new Asset Management System for the Council's non-housing asset portfolio.

3. Background

- 3.1. The Council has thousands of assets made up of residential and non-residential units. The data on all residential housing units is held by Lewisham Homes on their Academy database system – these number approximately **18,000** assets. The rest, approximately 800 non-residential assets, were until recently held in various forms (mainly Excel spreadsheets) by different services across the Council, on a number of fragmented systems (e.g. Landmaster, K2, etc.).
- 3.2. It is clear that in order for the Council to make good business decisions regarding its assets, it must have accurate data, a fit-for-purpose asset management system and effective support structures, systems and processes in place. The fragmented manner in which this information has previously been held poses risks for the day to day management of the Council's asset portfolio (including health and safety & regulatory risks) and hampers our ability to maximise use of the corporate estate (a requirement that is at the

heart of proposals submitted to the Lewisham Future Board as part of the Asset Rationalisation Programme).

- 3.3. In order to mitigate the risks noted above and to support the division in maximising the use of the estate, it was proposed that a single integrated asset management system (AMS) to consolidate all asset-related information, and which could be used by both the Council and its partners/contractors to proactively maintain and manage our assets, should be developed. Development of a corporate AMS (that is accessible by all services) would embed the system across the organisation and help create effective support structures, systems and processes.
- 3.4. Last year, officers began to develop a tailored system (the R-AMS) to consolidate the existing systems previously used to manage assets (LandMaster), projects (Various Excel & Word Documents), and reactive maintenance (K2). The various elements of this system, and their development to date, are set out below.

4. **Modules on the R-AMS system:**

4.1. **Properties:** this module comprises the following functionalities:

- 4.1.1. **Lease Management.** This allows the management of actual and historic property tenants (mostly commercial properties)
- 4.1.2. **Transaction proformas.** This functionality drives the lease record management (allowing communication between Corporate Asset Services, Legal Services, and Finance Services)
- 4.1.3. **Service and Division Dashboard.** Allows the Service manager and Division manager to approve or reject Transaction Proformas
- 4.1.4. **Document Management.** Allows storage of property-related documents against UPRN named folders
- 4.1.5. **Map Preview (UPRN linked) to Rapid Address Finder Property Map.** Allows the linking of map generated by “Cadline” identifying the property (with boundaries) within the LLPG and the R-AMS
- 4.1.6. **Energy Management.** Allows storing of multiple records of EPC against a property

4.2. **Projects & Programmes:** this covers all Programme Management and Project Management functionality.

- 4.2.1. **Project Management:** Provides Project Managers and their teams with functionalities including time management, budget management and document management through the Project site
- 4.2.2. **Project Site:** SharePoint site created for each “live” project, allowing management of libraries, tasks, Gantt charts, permissions, and document sharing.
- 4.2.3. **Risk management:** Categorised and identified per project

- 4.2.4. **Project Highlight Reports (PHRs):** Reports created by the project manager allowing Project Review Groups to obtain information and analyse the evolution of each project
- 4.2.5. **SRO Dashboard (PHR Approval):** Allows Senior Responsible Officers (SROs) to review, approve or reject the PHR.

4.3. Reactive Maintenance

- 4.3.1. **Contractor Management:** Allows management of contractors' and sub-contractors' records
- 4.3.2. **Call Management:** Allows LBL Contractor's Helpdesk to log calls against operational buildings managed by the Council
- 4.3.3. **Quotations and Fees:** Allows LBL Contractor's Helpdesk to generate quotations (and fees) allowing call expenses approval by the LBL FM Team members
- 4.3.4. **Purchase Order:** Allows LBL Contractors to generate purchase orders for their sub-contractors
- 4.3.5. **Invoicing:** Allows LBL Contractors to record sub-contractors invoices and recharge to the Council
- 4.3.6. **Fault Type Management:** Fault category, fault elements and fault sub elements linked to provide a set of parameters for each call such as reaction time, call priority and call history filters

4.4. Planned Maintenance

- 4.4.1. **SFG20 Tasks:** These have been implemented on the R-AMS to enable full management of SFG20 schedules for each LBL asset
- 4.4.2. **Asset Management:** Recording and management of assets identified with individual LBL Cornerstone ID Stickers (over 10,000 assets across the Borough)
- 4.4.3. **Ticket Generator:** Report generator allowing creation of "ticket" based on a property/SFG20 Schedule/Asset

4.5. Workplans *(Full functionality on hold due to duplication with PES system)*

- 4.5.1. **Task Management**
- 4.5.2. **Team Member Management:**

5. Development to date

5.1. Development of each of the modules on the R-AMS system is set out below:

	Status	Need more development?	Need System / Process Support?	Need Team support?	Linked to other services?	Need to provide team training
Lease management	Live	No	Yes	Yes	No	Yes
Transaction Proformas	Live	No	Yes	Yes	Yes	Yes
Service and Division Dashboard	Live	No	Yes	Yes	Yes	Yes
Document management	Live	Yes	Yes	No	Yes	No
Map preview	Live	No	No	No	Yes	No
Energy management	Inactive	Yes	Yes	Yes	Yes	Yes
Project management	Live	No	Yes	Yes	Yes	Yes
Project site	Live	Yes	Yes	Yes	Yes	Yes
Risk registers	Live	Yes	Yes	Yes	Yes	Yes
Project Highlight reports	Live	No	Yes	Yes	Yes	Yes
SRO Dashboard (PHR approval)	Live	No	Yes	Yes	Yes	Yes
Contractor management	Live	No	Yes	Yes	No	Yes
Call management	Live	No	Yes	Yes	No	Yes
Quotations and Fees	Live	No	Yes	Yes	No	Yes
Purchase orders	Live	No	Yes	Yes	No	Yes
Invoicing	Live	No	Yes	Yes	No	Yes
Fault type management	Live	Yes	Yes	No	No	No
SFG20 Tasks	Live	No	Yes	No	No	No
Asset Management	Live	Yes	Yes	No	No	No
Ticket generator	Live	Yes	Yes	Yes	No	Yes
Task management	Inactive	Yes	No	Yes	Yes	Yes
Team member management	Inactive	Yes	No	Yes	Yes	Yes

6. Next Steps

- 6.1. The next stage in the development of the R-AMS in addition to the above will be to extend use of the system to other teams and departments within the Authority, as follows:

	Actual Users	Teams to incorporate
Lease management	Corporate Asset Services / Finance / Legal	CYP / Community Services / Housing
Transaction Proformas	Corporate Asset Services / Finance / Legal	CYP / Community Services / Housing
Service and Division Dashboard	Corporate Asset Services / R&AM Management	CYP / Community Services / Housing
Document management	Corporate Asset Services	CYP / Community Services / Housing
Map preview	All Council	
Energy management	Corporate Asset Services	CYP / Community Services / Housing
Project management	CAS / CYP / Community Services / Housing	
Project site	CAS / CYP / Community Services / Housing	
Risk registers	Corporate Asset Services	CYP / Community Services / Housing
Project Highlight reports	Corporate Asset Services	CYP / Community Services / Housing
SRO Dashboard (PHR approval)	Corporate Asset Services / R&AM Management	CYP / Community Services / Housing
Contractor management	Corporate Asset Services / Interserve	CYP / Community Services / Housing
Call management	Corporate Asset Services / Interserve	CYP / Community Services / Housing
Quotations and Fees	Corporate Asset Services / Interserve	CYP / Community Services / Housing
Purchase orders	Corporate Asset Services / Interserve	CYP / Community Services / Housing
Invoicing	Corporate Asset Services / Interserve / Finance	CYP / Community Services / Housing
Fault type management	Corporate Asset Services / Interserve	CYP / Community Services / Housing
SFG20 Tasks	Corporate Asset Services / Interserve	CYP / Community Services / Housing
Asset Management	Corporate Asset Services / Interserve	CYP / Community Services / Housing

Ticket generator	Corporate Asset Services / Interserve	CYP / Community Services / Housing
Task management	Corporate Asset Services	CYP / Community Services / Housing
Team member management	Corporate Asset Services	CYP / Community Services / Housing

- 6.2. As part of this broader, 'corporatisation' of the system, Officers are putting measures in place to ensure that sufficient web/technical capacity is provided, and appropriate roles and responsibilities (e.g. Administrators, 'Super-Users' and Developers) are allocated to support the system.
- 6.3. A number of the modules also need some further technical development, in order to realise their full functionality. This is set out in the table included in Paragraph 5.1 above.

7. Risks

- 7.1. The key risks to successful implementation of the system – and relevant mitigations measures – are set out below:

Risk	Mitigation
Insufficient technical capacity/integration	Work currently underway with IM&T to ensure that requirements are met, and that R-AMS integrates with existing platforms and other systems
Insufficient knowledge/expertise within LBL to ensure successful operation and maintenance of R-AMS	Extensive roll-out of Administrator /Super-User/Developer roles currently underway, to support users and deliver relevant training programme

8. Implications

- 8.1 There are no specific financial, legal, environmental or equalities implications arising per se from this report.

If there are any queries on this report please contact Kplom Lotsu, Asset Strategy & Development, 020 8314 9283

SUSTAINABLE DEVELOPMENT SELECT COMMITTEE		
Report Title	Lewisham Council Sustainability Consultancy	
Key Decision	No	5
Ward		
Contributors	Sustainable Resources Group Manager; Principal Lawyer Contracts, Employment and Education	
	Date:	30 June 2015

1 Summary and purpose of report

- 1.1 This report seeks the views of the Sustainable Development Select Committee on proposals to establish a new consultancy service within the Council on sustainability, climate change and energy.
- 1.2 The report summarises proposals for work on sustainability following the outcome of the reorganisation of Regeneration and Asset Management division. It highlights the track record of success the Council has had in this area in recent years, and the potential commercial opportunity identified by officers.
- 1.3 The report then summarises the options for establishing the consultancy service, recommends next steps and sets a proposed timetable.

2 Recommendations

- 2.1 That approval is sought from Mayor and Cabinet to create a new consultancy service on sustainability, climate change and energy.
- 2.2 That the timing of seeking Mayor and Cabinet approval is subject to agreement from the Executive Director for Resources and Regeneration on a full business case for the consultancy service covering the first five years operation.
- 2.3 That, based on the proposed business case, Mayor and Cabinet is asked to agree the legal structure for the new service including the option of a company limited by shares and wholly-owned by the Council.

3 Policy context

- 3.1 The content of this report is consistent with the Council's policy framework and in particular the corporate priority 'Clean, green and liveable: improving environmental management, the cleanliness and care for roads and pavements and promoting a sustainable environment'. The report also supports the achievements of the Sustainable Community Strategy policy objectives '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’.

- 3.2 The Climate Change Act 2008 created a legally binding, long-term framework for the Government to cut carbon emissions. It set a national target of an 80% cut in greenhouse gas emissions by 2050, and 34% by 2020.
- 3.3 Lewisham’s Carbon Reduction and Climate Change Strategy was published in 2008. In 2013 the Council set a new target of a 44% reduction in the borough’s carbon emissions by 2020.
- 3.4 In March 2015 the Government published a new Fuel Poverty Strategy for England and Wales, that sets targets for raising the standard of energy efficiency in homes with households in fuel poverty and a new minimum energy efficiency standard for the private rented sector.
- 3.5 The Home Energy Conservation Act (HECA) 1995 (as updated in 2012) requires English local authorities with responsibility for housing to publish a report outlining the measures the local authority considers practical, cost-effective, and likely to significantly improve the energy efficiency of residential accommodation in its area. The latest Lewisham HECA report was considered by the Sustainable Development Select Committee in March 2015 and published on the Council’s website later that month.

4 Background

- 4.1 In February 2015 Mayor and Cabinet agreed a range of proposals for reorganisations across the Council, including within Regeneration and Asset Management division. These proposals included reshaping the Council’s Sustainable Resources Group.
- 4.2 The reorganisation reduces the number of posts directly involved in sustainability, climate change and fuel poverty, while at the same time increasing the grade of the main post with responsibility for this work. The overall net effect was a reduction in salary costs of 30%. These changes are scheduled to be implemented from the 24 June 2015. In addition, a new income budget of £50,000 has been established from 2015/16.
- 4.3 These proposals were based on the view that there is potential to take a more commercial approach to this work, generating additional income that offsets the cost to the Council of running the service, with scope in addition to provide resources that can be used to deliver the service.

5 Basis of the Business Case

- 5.1 In recent years the focus of Lewisham Council’s work on sustainability, climate change and fuel poverty has been to bring external income into the borough. This has included:
 - £5m external funding in the last five years from government grants and energy supplier funding to deliver energy efficiency, fuel poverty and carbon reduction programmes with residents and our partners
 - Creation of an OJEU compliant procurement framework for delivering energy efficiency projects in the borough
 - Use of the framework to deliver works in Greenwich, Bexley and Bromley as well as Lewisham
 - Delivery of fully funded programmes of insulation benefiting over 6,000 residents

- Targeted support for 1,500 vulnerable residents at risk of fuel poverty through the Lewisham Warm Homes Healthy People project
- 5.2 Sustainability, climate change and fuel poverty are non-statutory functions for local authorities, and public sector financial pressures are likely to result in a general reduction in capacity across the sector.
- 5.3 There are however legally binding national and international targets on carbon reduction as well as policies and targets on fuel poverty. These national targets have resulted in funding being made available by central government through grants and through obligations on energy suppliers, funding which Lewisham Council has been successful at accessing. The consultancy proposal is based on using this track record of success, the opportunity to access funding on an ongoing basis and the Council's knowledge of local authorities and others working in these areas.
- 5.4 Officers have identified three main opportunities to bring in income for work on sustainability, climate change and fuel poverty:
- Proactively approaching local authorities and others to offer our resources and delivery mechanisms including funding that we have been able to access
 - Responding to tender opportunities issued by local authorities and other organisations
 - Use of the Council's existing OJEU compliant procurement framework which generates an income through a % recharge on all works delivered

Projections for income and expenditure

Source of income	2015/16	2016/17	2017/18
Energy Efficiency Installations Management Fee	30,000	30,000	30,000
Consultancy services	30,000	70,000	70,000
Total	£60,000	£100,000	£100,000

- 5.5 This income is in addition to funding brought into the borough to be spent on project delivery.

Expenditure	2015/16	2016/17	2017/18
Salary and on-costs: 100% of Sustainability Manager post	94,084.50	95,326.50	96,540.50
50% of Asset Management Planning Manager post			
Total	£94,084.5	£95,326.5	£96,540.5

- 5.6 Depending on the nature of work undertaken it may be that additional resources are required to deliver the work, but any additional expenditure will be matched with additional income. The expenditure figures shown above assume no additional recharging for wider Lewisham services such as legal, HR, finance, office accommodation over and above those included within the on-costs of salaries.
- 5.7 The income and expenditure predictions above would enable the Council to continue to offer a sustainability/energy service for the borough that would be funded by work outside the borough and by recovering the Council's costs of externally funded works in Lewisham.

6 Issues for further development

Legal structure

- 6.1 Powers already exist for charging for services, including making a profit, although there are restrictions (see legal implications below).
- 6.2 Getting the right legal structure will also help clarify the function of the service and avoid any perception of a conflict of interest. Setting up the running of the service differently from the Council as a whole could help external organisations (both local authorities and others) understand that this consultancy service is operating in a different way to a “standard” local authority service.
- 6.3 Officers have identified four main options for the legal structure of the proposed consultancy service
- Use of existing powers: Case law has determined that the Local Government (Goods and Services) Act, 1970 allows local authorities to trade for profit under this Act, but limits this trading to other public sector bodies.
 - A joint venture, shared service or joint commissioning: is potentially time-consuming and only provides a mechanism to work with specific organisations and so limits the scope of the service.
 - Wholly-owned company: the General Power of Competence introduced in the Localism Act 2011 enables local authorities to trade in relation to non-statutory functions and outside of their administrative boundaries, albeit they have to trade through a corporate medium.
 - Purely commercial consultancy, entirely separate from the Council: this would mean the loss of the dedicated resource for the borough
- 6.4 The initial view therefore is that setting up a wholly owned company would enable the function to provide services to any organisation and would also allow charging rates to be set at a level which could generate a profit regardless of the customer. This would support a flexible approach to income generation allowing the consultancy to deliver across sectors and take a variety of roles in the delivery of projects.

Commercial viability

- 6.5 It is recognised that this would be a significant departure from the existing model of delivery. There is therefore an element of risk involved.
- 6.6 The financial risks are based on not achieving the new income budget of £50,000. Any expenditure above this level would be dependent on bringing in external funding. Even without the external consultancy element officers would still expect to generate income based on work within the borough, although it is unlikely to be more than 25% of the current budget.
- 6.7 The key factor in terms of commercial viability will be the appropriate scale for this kind of activity. The full Business Case will need to demonstrate a robust forecast of capacity available to secure externally funded work and deliver this activity. Charging rates will need to balance market-rates, the expected scale of work and the income that is needed to be viable.

- 6.8 Given the importance of scale, but also the potential replicability in other areas of the Council's work the development and implementation of this proposal should be done in a way that creates flexibility internally to extend the range of the offer and help the organisation to better understand the opportunities, costs and risks involved.
- 6.9 Further development of the proposal would be conducted having consideration to existing models such as the Catford Regeneration Partnership Limited, as well as to any emerging proposals within the Council in relation to Building Control, Youth Services, Regeneration/Housing and elsewhere.

Set up costs, internal charges and VAT

- 6.10 The Business Case will need to scope out all potential set up costs for the proposed service and identify how these will be met. This should include clarification of the position in relation to internal charging (for example in relation to communications, legal, financial, property services, HR and other support). It will also need to clarify the situation with regards to VAT. These issues could have a significant bearing in relation to the choice of appropriate legal structure.

Branding and marketing

- 6.11 The Business Case should include proposals for branding and marketing the new service. This should provide a further test of the overall viability of the proposals.

7 Timetable and next steps

- 7.1 The following gives a potential timetable of actions for establishing the sustainability consultancy

Timing	Action
May 2015	Initial report to Executive Director for Resources and Regeneration
24 June 2015	Implementation of new structure for Regeneration & Asset Management
30 June 2015	Scrutiny of proposal at Sustainable Development Select Committee
July 2015	Work with Communications to establish branding and marketing plan
	Set charging rates
	Soft market testing
	Sign up to tender procurement portals
	Sign off of Business Case by Executive Director for Resources and Regeneration
September 2015	Mayor and Cabinet Report for decision
	Legal begin the process of setting up an independent organisation (subject to agreement of M&C)
Autumn 2015	Initiate marketing plan
April 2016	Year 1 income results
Spring 2016	Initial review of strategy, first 6 months operation and income achieved

8 Financial Implications

- 8.1 There are no direct financial implications arising as a result of this report. The report does however follow existing savings proposals, in particular those relating to the reorganisation of Regeneration and Asset Management.
- 8.2 The expenditure to be incurred or income achieved in delivering the proposed consultancy relate to existing budgets. Any expenditure required outside of existing budgets would be subject to Council decision-making processes.

9 Legal implications

- 9.1 The Local Authorities (Goods & Services Act) 1970 enables local authorities to enter into agreements with other local authorities or public bodies. There are many organisations that have been designated as public bodies, through other Statutes or Orders under the Goods and Services Act, including health bodies, schools, housing associations and community organisations. It is permissible to make a profit under this legislation. The power can be used for various purposes including providing administrative professional technical services.
- 9.2 However, this legislation does not permit provision to the private sector or members of the public.
- 9.3 Shared Services with other local authorities can involve complex governance arrangements, often including secondment of staff and may be subject to TUPE. Aims and objectives and resources have to be agreed and this may add to the administrative burden and cost of the service. Unless the authorities set up a company structure, then they would not comprise a legal entity and would have to enter into contractual arrangements or a set up a joint committee to supervise the service.
- 9.4 Section 95 of the Local Government Act 2003 (2003 Act) enables the Secretary of State to authorise Best Value Authorities to do "for a commercial purpose" anything which they are authorised to do for the purpose of carrying out any of their ordinary functions. A local authority must have the power to undertake the activity before deciding whether or not to trade. The trading power cannot be used where a local authority is required to do something (i.e. has a duty to do something free of charge).
- 9.5 There is nothing under the 2003 Act preventing the Council from setting up a wholly owned company for the purposes which are set out in the Report.
- 9.6 The Localism Act 2011 introduces a general power of competence for local authorities to do anything which an individual could do unless it is expressly prohibited. Section 4 of the Localism Act which sets out the limits for local authorities on doing things for a commercial purpose in exercise of the general power, does not take anything away from the existing statutory framework for actions in pursuit of commercial purposes under Section 95 of the 2003 Act. The Localism Act 2011 extends the existing commercial purposes scheme under the 2003 Act in relation to acts that are undertaken in exercise of the general power so that if the general power permits a local authority to carry out a particular activity, then section 4 empowers the authority to do that activity for a commercial purpose.

- 9.7 Where a company is set up it will have to comply with the Local Government and Housing Act 1989 and the Local Authorities (Companies) Order 1995 and these set out propriety controls which include transparency in respect of accounting arrangements, providing information to the local authorities' internal and external auditors and making minutes of meetings available.
- 9.8 Before exercising the power conferred to set up a company with a power to trade the Council must prepare a business case in support of the proposed exercise of that power and approve that business case. The business case should encompass a comprehensive statement as to:
- (a) the objectives of the business,
 - (b) the investment and other resources required to achieve those objectives,
 - (c) any risks the business might face and how significant these risks are, and
 - (d) the expected financial results of the business.
- 9.9 Any financial assistance, in cash or in kind, given by the Council should be for a limited period, against the expectation of returns later. Any assistance should therefore be provided under a formal agreement with the company. The Council must recover the costs of any accommodation, goods, services, staff or any other thing it supplies to a company in pursuance of any agreement or arrangement to facilitate the exercise of the power in order to comply with competition rules and State Aid.
- 9.10 The agreement may provide for grants, loans or guarantees. Before entering into such an agreement, the Council would have to be satisfied that it will achieve its objective, and the company should satisfy itself that it will meet its objective in terms of its business plan. In addition the usual rules on vires, Wednesbury reasonableness and fiduciary duty apply.

10 Crime and Disorder Implications

- 10.1 There are no crime and disorder implications arising as a result of this report.

11 Equalities Implications

- 11.1 There are no equalities implications arising from this report.

12 Environmental Implications

- 12.1 There are no direct environmental implications arising from this report, although the work of the service in relation to Lewisham and in relation to the proposed consultancy service would be expected to have a positive influence in relation to climate change, carbon reduction and wider sustainability implications.

13 Conclusion

- 13.1 This report seeks the views of the Sustainable Development Select Committee on proposals to establish a new consultancy service within the Council on sustainability, climate change and energy.
- 13.2 The Council has a good track record of success in this area, and officers anticipate further funding from Government and other organisations in the coming years that potentially create a commercial opportunity for work beyond the boundaries of the borough.

- 13.3 This commercial opportunity could allow the current service for Lewisham to continue at no net cost to the Council and serve as a model for opportunities elsewhere in the Council to maintain delivery while reducing Council expenditure.
- 13.4 Subject to agreement of a detailed Business Case by the Executive Director for Resources and Regeneration it is proposed that Mayor and Cabinet makes a decision about the legal structure of the consultancy that will allow it to trade and operate flexibly enough to maximise the potential commercial opportunity.

If you would like further information on this report please contact Martin O'Brien, Sustainable Resources Group Manager ext. 46605

Background documents

Home Energy Conservation Act report 3 March 2015 to the Sustainable Development Select Committee

<http://councilmeetings.lewisham.gov.uk/documents/s34038/04Lewisham2015HECARReport030315.pdf>

SUSTAINABLE DEVELOPMENT SELECT COMMITTEE			
Report Title	Street lighting: variable lighting policy		
Key Decision	No		6
Ward	All		
Contributors	Sustainable Resources Group Manager		
		Date:	30 June 2015

1. Purpose

- 1.1 The purpose of this report is to provide the Sustainable Development Select Committee with an opportunity to consider the Council's approach to variable lighting for street lighting.
- 1.2 The report is an opportunity to discuss and highlight issues on variable lighting. The intention is that a final variable lighting policy will be tabled at Mayor and Cabinet for agreement.

2. Recommendations

- 2.1 The Sustainable Development Select Committee is asked to note the contents of this report, and in particular
 - The approach proposed to variable lighting levels outlined in section 5 below
 - The potential options in relation to variable lighting
 - The suggestion (5.17) to assess variable lighting levels in a field test

3. Policy Context

- 3.1 Shaping our future, Lewisham's Sustainable Community Strategy for 2008-2020, sets out a vision for Lewisham: 'Together, we will make Lewisham the best place in London to live, work and learn'. Shaping our future includes the priority outcomes relevant to street lighting:
 - Safer – where people feel safe and live free from crime, antisocial behaviour and Abuse
 - Clean, green and liveable – where people live in high quality housing and can care for and enjoy their environment.
- 3.2 The Council also has ten corporate priorities which support delivery of the Sustainable Community Strategy. Street lighting is particularly relevant to three of these corporate priorities:-
 - Clean, green and liveable – environmental management, cleanliness and care for roads, pavements and 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.
- Inspiring efficiency, effectiveness and equity – ensuring efficiency, effectiveness and equity in the delivery of excellent services to meet the needs of the community.

3.3 The Council's Strategic Asset Management Plan 2015-2020 describes the Council's approach to management of its assets, including street lighting. It includes four interlinked objectives:

- Compliance with regulation and responsiveness to risk
- Improving the quality of services delivered by the corporate asset function
- Reducing expenditure associated with the Council's assets
- Increasing the level of income generated by the Council's assets

4. Lewisham and Croydon Street Lighting PFI

4.1 The Croydon & Lewisham Street Lighting PFI is a joint procurement project that has been developed to replace the ageing street lighting stock of both London Boroughs. This aims of the project are:

- Improving efficiency, including energy savings and reduced carbon emissions;
- Improving overall safety;
- Providing a better living and working environment;
- Providing value for money;
- Improved street lighting standards;
- Reduction in crime and the fear of crime; and
- Supporting the night-time economy.

4.2 The project scope includes the replacement of approximately 46,000 street light and traffic signs over an initial 5-year Core Investment Programme, with an on-going 25-year maintenance and repair liability for a total of 50,000 lights and signs.

4.3 The contract was awarded in December 2010 and financial close was achieved in April 2011. The original programme for the Lewisham network was 3 years from service commencement. While there have been delays to the overall programme it is forecast that the Lewisham network will be complete by summer 2015.

4.4 Lewisham and Croydon Councils have put in place agreed governance and joint working arrangements for the project, with a Joint Committee to discharge on their behalf the functions set out in the Governance Agreement. Day to day operations are undertaken by a joint co-located Client Monitoring Team consisting of officers from each of the Authorities.

4.5 Decisions or actions which are not set out or referred to in the agreement as having been delegated to the Joint Committee are reserved for the Authorities themselves (Reserved Decisions). Variable lighting is one of the reserved decisions requiring specific agreement of Lewisham and Croydon Councils individually.

5. Variable lighting

5.1 The Street Lighting PFI project includes the installation of a centrally managed control system connected to each street light, this system is called the Central Management System (CMS). The CMS will be installed on all street lighting but not illuminated traffic signs, school crossing lights and illuminated bollards.

- 5.2 The Central Management System will enable:
- Energy consumption and performance data to be collected remotely;
 - Automatic fault reporting;
 - Lights to be switched off or on or the level of lighting to be adjusted remotely
- 5.3 The ability to vary lighting intensity and times creates an opportunity to mitigate the pressures on Council budgets from rising energy costs. It is also an opportunity to reduce the carbon emissions associated with energy consumption. Dimming lighting levels will also reduce light pollution levels and consequently may have potentially beneficial effects for biodiversity. Anecdotal evidence suggests that in practice even a 50% reduction in lighting in a location would not necessarily be obviously noticeable to most people if introduced gradually.
- 5.4 Any decision to reduce lighting levels also needs to consider the potential impacts. Street lighting plays an important role in relation to crime prevention including the operation of CCTC, and well-lit streets are likely to reduce fear of crime. Street lighting also has an important role to play in relation to traffic management and road safety. Lighting is also a factor in relation to promoting the night time economy for example in town centres.
- 5.5 The CMS system creates the opportunity to deploy variable lighting that takes account of the characteristics of different areas, helping to maximise the potential benefits of dimming while reflecting the need to ensure other objectives are not compromised. Light level changes can be implemented quickly, if necessary instantly, without the need to be physically present at the site.
- 5.6 There are two approaches to saving energy available through the CMS:
- Variable light levels (also known as 'dimming')
 - A small adjustment to the switch on time and/or bringing forward the switch off time (also known as 'trimming')
- 5.7 The introduction of 'trimming' by 10 minutes would be relatively straightforward with minimal impact and expected savings no more than 1 or 2% per annum. 'Dimming' is more complex and requires a clear understanding of the potential opportunity and impact and decisions made in relation to implementation. This report focusses specifically on 'dimming'.

Options for variable lighting

- 5.8 There are three variables that need to be considered in determining the approach to dimming. These are:
- The characteristics of the locality
 - The timing of varying the lighting levels
 - The degree to which lighting levels are dimmed
- 5.7 The basic premise of the approach set out in this report is that the timing and degree of dimming should be determined by the requirements of the area the street light is situated. This is to mitigate against any adverse impacts, while retaining the opportunity to reduce energy consumption.
- 5.8 Table 1 shows how localities have been classified to show levels of expected night-time activity

Use	Type	Intensity of use
Town and district centres	Pedestrian only	High
	Mixed vehicular and pedestrian	High
Traffic routes	Strategic routes	High / medium
	Main distributors	High / medium
	Secondary distributors	High / medium
	Link roads	Medium
Residential areas	Cul-de-sacs	Low
	Rear access / back streets	Low
	Local footpaths	Low
	Cycle tracks	Low
	Residential access / through roads	Medium
Car parks	District centre areas	Medium
	Town centre areas	High/medium
	Amenity areas	High/medium

Table 1: locality characteristics by intensity of use

5.9 The Central Management System allows limitless options in terms of setting the timings for variable lighting and the level of dimming that can be achieved. Table 2 proposes options for switching times that could be implemented and table 3 sets potential options for dimming.

Step 1 – Before midnight		Step 2 – After midnight	
A	No variance	1	No variance
B	7pm-10pm	2	Midnight-5am
C	8pm-10pm	3	Midnight-5:30am
D	7pm-9pm	4	Midnight-6am
E	9pm-10pm		
F	9pm-11pm		
G	7pm-midnight		
H	8pm-midnight		
I	9pm-midnight		
J	10pm-midnight		
K	11pm-midnight		

Table 2: Options for timings

5.10 The table above assumes 7pm as the switch on time and 6am as the switch off time. All calculations used in estimating savings have taken account of seasonal changes. The model uses a two-step approach as a way of using the flexibility of the system to balance potential savings with wider impacts.

Variant 1	Dim down from 100% by 25%
Variant 2	Dim down from 100% by 50%
Variant 3	Dim down by 100% (switch off)

Table 3: Options for the level of dimming

5.11 Variant 3, turning lights off completely for a defined period, is not considered to be a viable option for any of the lit areas.

5.12 Based on the considerations above the following options are proposed:

Use	Option 1		Option 2		Option 3	
	9-12pm	12-5:30am	9-12pm	12-5:30am	9-12pm	12-5:30am
Low	25%	25%	25%	50%	50%	50%
Medium	25%	25%	25%	50%	50%	50%
High	0%	25%	0%	50%	25%	50%

Table 4: Three options for modelling

5.13 Table 4 sets out proposals for three options that align the characteristics of localities (table 1) with options for timings (table 2) and for dimming levels (table 3). The percentage shown in each case is the level of dimming introduced, with 0% meaning no dimming. Option 1 represents the most conservative approach and Option 3 involves the greatest degree of dimming.

5.14 The CMS will also allow pre-identified streets to be exempted. The following criteria are proposed for these exemptions:

- Lights at major junctions/ roundabouts.
- In town centres where there is CCTV, high security businesses such as banks, and/or lots of people at night, for example near night clubs and train stations.
- Areas where street lights are needed to reduce road accidents.
- Areas where there could be an increase in crime through reduced lighting, like pubs, clubs and specific night-time use in residential areas.
- Remote alleys linking residential streets.
- Near traffic islands, pedestrian crossings, footbridges, subways or where the Authority considers it has a specific duty of care.
- In public car parks adjacent to high night-time use amenity areas such as pubs, clubs, cinemas or theatres
- At bus stations and all night stops.
- At level crossings, speed humps, traffic lights.
- Where there is sheltered housing for the elderly.

Modelling of savings

5.15 Skanska has started modelling the impact of the different options in terms of energy consumption, however the final inventory has not been completed. Table 5 sets out indicative financial benefits forecast for each of the options set out in table 4.

	Energy reduction	Financial benefit
Option 1	8%	£50,000
Option 2	12%	£80,000
Option 3	15%	£100,000

Table 5: Financial benefit by model

5.16 The above forecast includes an estimate of a maximum of 15% of lights given an exemption, where there would be no dimming implemented. The model also assumes an average price per energy consumed of 9 pence, which is approximately the price the Council is currently paying. Any increase in energy costs will increase the financial benefit of dimming lights, but will also erode any budget saving that might be considered. Dimming therefore is an opportunity to reduce exposure to rising energy costs but may not result in achieving a cashable saving.

Proposed field trial

- 5.17 Before finalising a proposal for Mayor and Cabinet it is proposed that the dimming is trialled. In the trial the joint Lewisham/Croydon client monitoring team will select up to 3 streets in each ward and implement dimming based on option 2 between September and November. Sites will be selected on the basis of avoiding any potentially contentious locations including shopping parades, leisure centres, schools, public houses, churches, mosques and other social events that may take place after dark. The intention is to reduce the lighting levels gradually for the first hour and then a progressive upwards dimming of the columns for the last hour.
- 5.18 The trial will be carried out in consultation with the local police and a representative from the partially sighted community. At the end of the trial it is proposed that a further report is made to the Sustainable Development Select Committee.
- 5.19 Depending on the outcome of the trial and feedback from the Sustainable Development Select Committee a recommendation to Mayor and Cabinet will be made on a dimming policy to be implemented across the borough.

6. Financial implications

- 6.1 There are no specific financial implications arising from this report, although a key purpose of any dimming policy would be designed to reduce the Council's exposure to rising energy costs associated with street lighting. In 2014/15 the cost of electricity for streetlights was £698,200.

7. Legal implications

- 7.1 As the Highway Authority the Authority has a discretionary power under S.97 of the Highway Act 1980 to provide street lighting on roads for which it is responsible. However in exercising its powers as to the extent, nature, maintenance and operation of street lighting the Highway Authority must act reasonably and in the interests of road safety.
- 7.2 Case law suggests that a Highway Authority would not be negligent for accidents arising from a failure to light a highway unless an accident arises because the authority has failed to take reasonable steps to prevent a hazard it has placed or caused to be placed in or around the highway (for example signs, bus shelters, lighting columns) from becoming a danger to the public. It can therefore be concluded that it is within the Council's discretionary powers to modify the lighting levels on its streets.
- 7.3 Where the Highway Authority chooses to exercise its power to light a highway, BS EN 13201:2003 can be used as guidance for lighting class, or hours of operation. Consideration should be given to the implications of Section 17 of the Crime and Disorder Act 1998 (as amended by the Police and Justice Act 2006) and the potential impact on lower light levels on crime and disorder. Consideration should also be given to the Council's equalities duties under the Equalities Act 2010.

8. Crime and disorder implications

- 8.1 The dimming of street lights has the potential to give rise to crime and disorder implications, and as noted above consideration must be given to the implications of Section 17 of the Crime and Disorder Act 1998 (as amended by the Police and

Justice Act 2006). The views of Lewisham Police and the Council's Crime Reduction Service will be sought on the draft policy and proposals for implementation ahead of the planned test phase in September to November.

9. Equalities implications

- 9.1 The dimming of street lights has the potential to give rise to equality implications, particularly, in the context of the characteristics protected under the Equalities Act 2010, in relation to age, gender and disabilities. The planned test phase in September to November will seek to identify any equalities implications arising from dimming and will include liaison with a representative from the partially sighted community. Further equalities assessment will be considered depending on the outcome of the test phase.

10. Environmental implications

- 10.1 The dimming of street lights has the potential to support environmental objectives for reducing carbon emissions. Dimming street lights may also have a positive impact on light pollution and potentially benefit biodiversity.

11. Conclusion

- 11.1 The cost of street lighting is approximately £700k a year, and energy costs are expected to continue to rise over the coming years. The new street lighting infrastructure installed under the joint Lewisham and Croydon private finance initiative creates the potential to vary levels of street lighting using a central management system.
- 11.2 Dimming street lighting has the potential to reduce energy consumption by between 8-15% and this is something that a number of local authorities have already implemented including in Blackpool, Hackney, Waltham Forest, Coventry and Derby. A test phase is proposed that will help to identify issues arising ahead of a final proposal to Mayor and Cabinet.

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

Background Documents

10 March 2015 Street Lighting PFI Contract report to Public Accounts Committee
<http://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=123&MId=3442&Ver=4>

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Sustainable Development Select Committee			
Title	Byelaws for Parks and Open Spaces		
Key decision	No (Yes for Mayor & Cabinet)	Item no	7a
Wards	All		
Contributors	Head of Law; Service Group Manager Green Scene		
Class	Part 1	30 June 2015	

1. Summary

- 1.1 The Council is responsible for various parks, open spaces and gardens in the Borough. The conduct of the public in these locations is regulated by byelaws, which aim to ensure that everyone is reasonably able to use the spaces without unreasonably inconveniencing other users. The byelaws were last updated in 1980 and over time the nature of park usage has altered and the expectations of park users have also changed. The updated byelaws reflect the way in which the Borough's parks and open spaces are used today and the reasonable expectations of users. The updating also ensures that they are easier for park users to understand.

2. Policy Context

- 2.1 Shaping the Future – the Council's Sustainable Community Strategy sets out the broad themes that describe a 'sense of place' that all Council services aspire to. It has six priority areas to which open space contributes to:

- Ambitious and Achieving – where people are inspired and supported to fulfill their potential
Celebrate local achievement so people feel proud of their area and eager to be a part of its success
- Safer – where people feel safe and live free from crime, anti-social behaviour and abuse
Tackle antisocial behavior and ensure that people feel confident and safe throughout the borough
Keep our children and young people safe from harm, abuse and criminal activity
- Empowered and responsible - where people are actively involved in their local area and contribute to supportive communities
-Empower citizens to be involved in their local area and responsive to the needs of those who live there.
-Champion diversity and the contribution everyone makes to the borough's quality of life

- Clean, green and livable – where people live in high quality housing and care for and enjoy their environment
- protect and enhance our parks, open spaces and local biodiversity
- Healthy, active and enjoyable – where people can actively participate in maintaining and improving their health and well-being
-improving the well-being of our citizens by increasing participation in healthy and active lifestyles

2.2 Alongside the above the Corporate Strategy sets out the specific contribution of the Council to the delivery of Shaping our future. The strategy has 10 corporate priorities including “clean green and liveable” which has a commitment to “maximise access to and use of our open spaces by all communities and organisations, making them feel safe and open to all”.

2.3 The Council’s Open Space Strategy 2012-17 sets out as one of its key themes to promote a safe and secure environment.

3. Recommendation

3.1 That the Committee considers the proposed byelaws and provides comments they may have to Mayor and Cabinet.

4. Purpose

4.2 To agree referral to Mayor and Cabinet of the new set of parks Byelaws, and the revocation of the existing set which were last updated in 1980.

5. Narrative

5.1 The Council is responsible for public parks, open spaces and gardens in the Borough. The conduct of the public in these locations is currently regulated by byelaws, which aim to ensure that everyone is reasonably able to use the spaces without unreasonably inconveniencing other users.

5.2 The byelaws were last updated in 1980 although an attempt was made in 2004 to introduce new ones but they were never confirmed by the Secretary of State and therefore did not replace the 1980 byelaws. Over time the nature of park usage has altered as has the expectations of users. In addition, the penalties which may be imposed in serious cases of breach are insufficient to act as a deterrent.

5.3 The Open Space Strategy 2012-17 sets out as a key theme to promote a safe and secure environment and has an objective (6.1) to tackle antisocial behaviour and reduce fear of crime. The updated byelaws therefore are required to reflect the way in which the Borough’s parks and open spaces are used today and the responsible expectations of users. The updated byelaws,

which are based upon model wording published by the Department for Communities and Local Government (DCLG), also ensures that they are easier for park users to understand. Because certain of the model byelaws have been amended to address specific Lewisham requirements, provisional approval had to be sought from DCLG, who have now given their provisional approval for the byelaws to be made in the form attached to this report.

- 5.4 Officers from Green Scene have liaised with the Lewisham Parks Forum, made up of members of all the friends and user groups, to garner their views and take comments. Responses are available in the Background paper attached.
- 5.5 The adoption of clearly set out and updated byelaws will assist the agencies involved with park policing (Glendale, Community Safety team, Police, Environment Enforcement officers etc), to enforce these rules and regulations, principally through persuasion. These groups will help co-ordinate future enforcement of the byelaws and other associated Acts of Parliament which apply to the parks environment, for example the Environmental Protection Act 1990 and Clean Neighbourhood and Environment Act 2005 (Dog Control Order). Enforcement is likely to take place at targeted enforcement sessions rather than on an ad-hoc basis. Members of the public who contravene a byelaw will be given a written caution for a first offence. However, any person offending against any of these byelaws shall be liable on conviction at the Magistrates Court to a fine not exceeding level 2 on the standard scale (currently up to £500.) An effective deterrent will therefore exist to deal with serious contraventions of the byelaws.
- 5.6 The draft set of byelaws attached to this report has been subject to discussion with the Lewisham Parks Forum (Friends and User Groups). As a result of that process several recurring themes have emerged which include issues covered by existing criminal law. The point to note is that where the existing criminal law deals with a problem, the Council is unable to duplicate that in a byelaw. The existing criminal law covers issues such as dog fouling, littering and fly-tipping and in most cases imposes a higher maximum penalty than would apply under the byelaws. Some members of the Lewisham Parks Forum felt that the Council should not ban the climbing of trees or the use of BBQ's. Both these matters are included in the model byelaws for health and safety and environmental reasons.
- 5.6 A certain amount of training will be required for Glendale's parks services team, to carry out informal enforcement duties. This will be undertaken within the terms of the current parks contract.
- 5.7 The new byelaws must be displayed and or be available for the public to read and a number of signs highlighting specific clauses must be erected. The cost of signage, or amendments to signage is anticipated to be in the region of £1000.

6. Financial implications

- 6.1 The cost of adopting the new byelaws is limited to the cost of signage, or amendments to signage which is anticipated to be in the region of £1000. This will be contained within the Green Scene budget.
- 6.2 The training required for Glendale's parks services team to carry out informal enforcement duties will be undertaken within the terms of the current parks contract, at no additional cost to the Council.

7. Legal implications

- 7.1. Section 164 of the Public Health Act 1875 and Section 15 of the Open Spaces Act 1906 enable local authorities to make byelaws for the regulation of public walks and pleasures grounds and of open space and burial ground respectively. Section 12 of the Open Spaces Act 1906 extends the types of land for which byelaws can be made under section 15 of that Act.
- 7.2. The Local Authorities (Functions and Responsibilities) (England) Regulations 2000 provides that the power to make, amend, revoke, re-enact or enforce byelaws shall not be the responsibility of the Council's executive. Furthermore the Council's constitution reserves the making altering and revoking of byelaws to full council.
- 7.3. The procedure for making byelaws is set out in Section 236 of the Local Government Act 1972. That section provides that byelaws must be made under the common seal of the authority making them. The authority must then apply to the relevant Secretary of State, which in this case is the Secretary of State for Communities and Local Government, for confirmation. At least a month before seeking such confirmation the Council must publish a notice in a local newspaper indicating its intention to do so. During this month a copy of the byelaws must be made available at all reasonable hours at the Council's offices for public inspection. There is no legal requirement for a formal consultation process for new byelaws.
- 7.4 Any objections to the byelaws should be sent to the Secretary of State for Communities and Local Government. The Secretary of State may confirm, or refuse to confirm, any byelaw submitted for confirmation, and may fix the date on which the byelaws are to come into operation and if no date is so fixed the byelaw shall come into operation at the expiration of one month from the date of its confirmation.

8. Crime and disorder implications

- 8.1 The byelaws will facilitate and enhance reasonable use of the Borough's parks and open spaces, while at the same time providing a more effective deterrent to serious instances of park misuse.

9. Equalities implications

9.1 The adoption of the new byelaws will clearly set out rules and regulations, which aim to ensure that all members of the community are able to use parks without unreasonably inconveniencing other users.

10. Environmental implications

10.1 A number of byelaws specifically set out to protect the environment, for example protection of flower beds, trees and grassland and the protection of lakes and water courses. Byelaws also include for the protection of fish and other wildlife.

11. Conclusion

11.1 The adoption of the new set of byelaws will provide the community with clearly set out rules and regulations as to how members of the public should conduct themselves in parks and open spaces.

12. Background documents and originator

Lewisham Parks Forum comments on the draft set of byelaws – Martin Hyde,
Green Space Regeneration Manager

1. LONDON BOROUGH OF LEWISHAM

**BYELAWS FOR PLEASURE GROUNDS, PUBLIC
WALKS AND OPEN SPACES**

ARRANGEMENT OF BYELAWS

PART 1
GENERAL

1. General interpretation
2. Application
3. Opening times

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4. Protection of structures and plants
5. Unauthorised erection of structures
6. Climbing
7. Grazing
8. Protection of wildlife
9. Gates
10. Camping
11. Fires
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HORSES, CYCLES AND VEHICLES

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PLAY AREAS, GAMES AND SPORTS

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20. Children's play areas
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24. Ball games - Ball games permitted throughout the ground but designated area for ball games also provided
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MODEL AIRCRAFT

- 38. Interpretation of Part 6
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SCHEDULE 1 - Grounds to which byelaws apply generally

SCHEDULE 2 - Grounds referred to in certain byelaws

SCHEDULE 3 - Rules for playing ball games in designated areas

Byelaws made under section 164 of the Public Health Act 1875 section 15 of the Open Spaces Act 1906 sections 12 and 15 of the Open Spaces Act 1906 by the LONDON BOROUGH OF LEWISHAM with respect to pleasure grounds, public walks and open spaces.

PART 1 GENERAL

General Interpretation

1. In these byelaws:

“the Council” means the London Borough of Lewisham;

“the ground” means any of the grounds listed in Schedule 1;

“designated area” means an area in the ground which is set aside for a specified purpose, that area and its purpose to be indicated by notices placed in a conspicuous position;

“invalid carriage” means a vehicle, whether mechanically propelled or not,

- (a) the unladen weight of which does not exceed 150 kilograms,
- (b) the width of which does not exceed 0.85 metres, and
- (c) which has been constructed or adapted for use for the carriage of a person suffering from a disability, and used solely by such a person.

Application

2. These byelaws apply to all of the grounds listed in Schedule 1 unless otherwise stated.

Opening times

3. (1) No person shall enter or remain in the ground except during opening hours.
- (2) “Opening hours” means the days and times during which the ground is open to the public and which are indicated by a notice placed in a conspicuous position at the entrance to the ground.
- (3) Byelaw 3(1) applies only to the grounds listed in Schedule 2 Part 1.

PART 2

PROTECTION OF THE GROUND, ITS WILDLIFE AND THE PUBLIC

Protection of structures and plants

4. (1) No person shall without reasonable excuse remove from or displace within the ground:
 - (a) any barrier, post, seat or implement, or any part of a structure or ornament provided for use in the laying out or maintenance of the ground; or
 - (b) any stone, soil or turf or the whole or any part of any plant, shrub or tree.
- (2) No person shall walk on or ride, drive or station a horse or any vehicle over:
 - (a) any flower bed, shrub or plant;
 - (b) any ground in the course of preparation as a flower bed or for the growth of any tree, shrub or plant; or
 - (c) any part of the ground set aside by the Council for the renovation of turf or for other landscaping purposes and indicated by a notice conspicuously displayed.

Unauthorised erection of structures

5. No person shall without the consent of the Council erect any barrier, post, ride or swing, building or any other structure.

Climbing

6. No person shall without reasonable excuse climb any wall or fence in or enclosing the ground, or any tree, or any barrier, railing, post or other structure.

Grazing

7. No person shall without the consent of the Council turn out or permit any animal for which he is responsible to graze in the ground.

Protection of wildlife

8. No person shall kill, injure, take or disturb any animal, or engage in hunting or shooting or the setting of traps or the laying of snares.

Gates

9. (1) No person shall leave open any gate to which this byelaw applies and which he has opened or caused to be opened.
- (2) Byelaw 9(1) applies to any gate to which is attached, or near to which is displayed, a conspicuous notice stating that leaving the gate open is prohibited.

Camping

10. No person shall without the consent of the Council erect a tent or use a vehicle, caravan or any other structure for the purpose of camping.

Fires

11. (1) No person shall light a fire or place, throw or drop a lighted match or any other thing likely to cause a fire.
- (2) Byelaw 11(1) shall not apply to the lighting of a fire at any event for which the Council has given permission that fires may be lit

Missiles

12. No person shall throw or use any device to propel or discharge in the ground any object which is liable to cause injury to any other person.

Interference with life-saving equipment

13. No person shall except in case of emergency remove from or displace within the ground or otherwise tamper with any life-saving appliance provided by the Council.

PART 3

HORSES, CYCLES AND VEHICLES

Interpretation of Part 3

14. In this Part:

“designated route” means a route in or through the ground which is set aside for a specified purpose, its route and that purpose to be indicated by notices placed in a conspicuous position;

“motor cycle” means a mechanically-propelled vehicle, not being an invalid carriage, with less than four wheels and the weight of which does not exceed 410 kilograms;

“motor vehicle” means any mechanically-propelled vehicle other than a motor cycle or an invalid carriage;

“trailer” means a vehicle drawn by a motor vehicle and includes a caravan.

Horses

15. (1) No person shall ride a horse except:
- (a) in any of the grounds listed in Part 2 of Schedule 2; or
- (b) in the exercise of a lawful right or privilege.
- (2) Where horse-riding is permitted in any ground by virtue of byelaw 15(1)(a) or a lawful right or privilege, no person shall ride a horse in such a manner as to cause danger to any other person.

Cycling

- 16 No person shall without reasonable excuse ride a cycle in the ground except in any part of the ground where there is a right of way for cycles

Motor vehicles

- 17 (1) No person shall without reasonable excuse bring into or drive in the ground a motor cycle, motor vehicle or trailer except in any part of the ground where there is a right of way or a designated route for that class of vehicle.
- (2) Where there is a designated route for motor cycles, motor vehicles or trailers, it shall not be an offence under this byelaw to bring into or drive in the ground a vehicle of that class for the sole purpose of transporting it to the route.

Overnight parking

- 18 No person shall without the consent of the Council leave or cause or permit to be left any motor vehicle in the ground between the hours of 10 p.m. and 6 a.m..

PART 4

PLAY AREAS, GAMES AND SPORTS

Interpretation of Part 4

- 19 In this Part:

“ball games” means any game involving throwing, catching, kicking, batting or running with any ball or other object designed for throwing and catching, but does not include cricket;

“golf course” means any area within the ground set aside for the purposes of playing golf and includes any golf driving range, golf practice area or putting course;

“self-propelled vehicle” means a vehicle other than a cycle, invalid carriage or pram which is propelled by the weight or force of one or more persons skating, sliding or riding on the vehicle or by one or more persons pulling or pushing the vehicle.

Children’s play areas

- 20 No person aged 13 years or over shall enter or remain in a designated area which is a children's play area unless in charge of a child under the age of 13 years.

Children's play apparatus

- 21 No person aged 13 years or over shall use any apparatus stated to be for the exclusive use of persons under the age of 13 years by a notice conspicuously displayed on or near the apparatus.

Skateboarding, etc

- 22 No person shall skate, slide or ride on rollers, skateboards or other self-propelled vehicles in such a manner as to cause danger or give reasonable grounds for annoyance to other persons.

Ball games

Prohibition of ball games

- 23 No person shall play ball games in the grounds listed in Schedule 2 Part 3.
- 24 No person shall play ball games outside a designated area for playing ball games in such a manner:
- (a) as to exclude persons not playing ball games from use of that part;
 - (b) as to cause danger or give reasonable grounds for annoyance to any other person in the ground; or
 - (c) which is likely to cause damage to any tree, shrub or plant in the ground.
- 25 It is an offence for any person using a designated area for playing ball games to break any of the rules set out in Schedule 3 and conspicuously displayed on a sign in the designated area when asked by any person to desist from breaking those rules.

Cricket

- 26 No person shall throw or strike a cricket ball with a bat except in a designated area for playing cricket.

Archery

- 27 No person shall engage in the sport of archery except in connection with an event organised by or held with the consent of the Council.

Field sports

- 28 No person shall throw or put any javelin, hammer, discus or shot except in connection with an event organised by or held with the consent of the Council or on land set aside by the Council for that purpose.

Golf

- 29 No person shall drive, chip or pitch a hard golf ball except on the golf course.
- 30 (1) No person shall play golf on the golf course unless he holds a valid ticket issued by or on behalf of the Council entitling him to do so, which ticket shall be retained and shown on demand to any authorised officer or agent of the Council.
- (2) No person shall enter on to or remain on the golf course unless:
- (a) taking part in the game of golf or accompanying a person so engaged; or
- (b) doing so in the exercise of a lawful right or privilege.
- (3) No person shall offer his service for hire as an instructor on the golf course without the consent of the Council.

PART 5

WATERWAYS

Interpretation of Part 5

- 31 In this Part:

“boat” means any yacht, motor boat or similar craft but not a model or toy boat;

“power-driven” means driven by the combustion of petrol vapour or other combustible substances;

“waterway” means any river, lake, pool or other body of water and includes any fountain.

Bathing

- 32 No person shall without reasonable excuse bathe or swim in any waterway except in a designated area for bathing and swimming.

Ice skating

- 33 No person shall step onto or otherwise place their weight upon any frozen waterway.

Model boats

- 34 No person shall operate a power-driven model boat on any waterway except in a designated area for model boats.

Boats

- 35 No person shall sail or operate any boat, dinghy, canoe, sailboard or inflatable on any waterway without the consent of the Council except in a designated area for the sailing or operation of boats.

Fishing

- 36 No person shall in any waterway cast a net or line for the purpose of catching fish or other animals except in a designated area for fishing.

Blocking of watercourses

- 37 No person shall cause or permit the flow of any drain or watercourse in the ground to be obstructed, diverted, open or shut or otherwise move or operate any sluice or similar apparatus.

PART 6

MODEL AIRCRAFT

Interpretation of Part 6

- 38 In this Part:

“model aircraft” means an aircraft which weighs not more than 7 kilograms without its fuel;

“power-driven” means driven by:

- (a) the combustion of petrol vapour or other combustible substances;
- (b) jet propulsion or by means of a rocket, other than by means of a small reaction motor powered by a solid fuel pellet not exceeding 2.54 centimetres in length; or
- (c) one or more electric motors or by compressed gas.

General prohibition

- 39 No person shall cause any power-driven model aircraft to:
- (a) take off or otherwise be released for flight or control the flight of such an aircraft in the ground; or

- (b) land in the ground without reasonable excuse.

PART 7

OTHER REGULATED ACTIVITIES

Provision of services

- 40 No person shall without the consent of the Council provide or offer to provide any service for which a charge is made.

Excessive noise

- 41 (1) No person shall, after being requested to desist by any other person in the ground, make or permit to be made any noise which is so loud or so continuous or repeated as to give reasonable cause for annoyance to other persons in the ground by:
- (a) shouting or singing;
 - (b) playing on a musical instrument; or
 - (c) by operating or permitting to be operated any radio, amplifier, tape recorder or similar device.
- (2) Byelaw 42(1) does not apply to any person holding or taking part in any entertainment held with the consent of the Council.

Public shows and performances

- 42 No person shall without the consent of the Council hold or take part in any public show or performance.

Aircraft, hang gliders and hot air balloons

- 43 No person shall except in case of emergency or with the consent of the Council take off from or land in the ground in an aircraft, helicopter, hang glider or hot air balloon.

Kites

- 44 No person shall fly any kite in such a manner as to cause danger or give reasonable grounds for annoyance to any other person.

Metal detectors

- 45 No person shall without the consent of the Council use any device designed or adapted for detecting or locating any metal or mineral in the ground.

PART 8

MISCELLANEOUS

Obstruction

- 46 No person shall obstruct:
- (a) any officer of the Council in the proper execution of his duties;
 - (b) any person carrying out an act which is necessary to the proper execution of any contract with the Council; or
 - (c) any other person in the proper use of the ground.

Savings

- 47 (1) It shall not be an offence under these byelaws for an officer of the Council or any person acting in accordance with a contract with the Council to do anything necessary to the proper execution of his duty.
- (2) Nothing in or done under these byelaws shall in any respect prejudice or injuriously affect any public right of way through the ground, or the rights of any person acting lawfully by virtue of some estate, right or interest in, over or affecting the ground or any part of the ground.

Removal of offenders

- 48 Any person offending against any of these byelaws may be removed from the ground by an officer of the Council or a constable.

Penalty

- 49 Any person offending against any of these byelaws shall be liable on summary conviction to a fine not exceeding level 2 on the standard scale.

Revocation

- 50 The byelaws made by the London Borough of Lewisham on 5th March 1980 and confirmed by Secretary of State for the Home Office on 18 August 1980 are hereby revoked.

SCHEDULES

SCHEDULE 1

GROUND TO WHICH BYELAWS APPLY GENERALLY

The grounds referred to in byelaw 2 are:

Baxter Field

Beckenham Place Park

Bellingham Green

Bellingham Play Park

Blythe Hill Fields

Bridghouse Meadows

Broadway Fields

Brookmill Park

Chinbrook Meadows

Cornmill Gardens

Deptford Memorial Gardens

Deptford Park

Downham Playing Fields

Downham Woodland Walk

Durham Hill

Eckington Gardens

Edith Nesbit Gardens

Evelyn Green

Ferranti Park

Folkestone Gardens

Fordham Park

Forster Memorial Park

Friendly Gardens

Friendsbury Gardens

Grove Park Library Gardens

Hatcham Gardens

Hilly Fields

Home Park

Horniman Play Park (Triangle)

Kirkdale Green

Ladywell Fields

Ladywell Green

Lewisham Memorial Gardens
Lewisham Park
Luxmore Gardens
Manor House Gardens
Manor Park
Margaret McMillian Park
Mayow Park
Mountsfield Park
Northbrook Park
Pepys Park
Ravensbourne Park Gardens
River Pool Linear Park
Riverdale sculpture park
Riverview Walk
Sayes Court Park
Southend Park
St. Andrew's Churchyard (disused)
St. Bartholomew's Churchyard (disused)
St. Margaret's Churchyard (disused)
St Mary's Churchyard (disused)
St Paul's Churchyard (disused) (including Mary Ann Gardens)
Sue Godfrey Nature Reserve
Sydenham Wells Park
Telegraph Hill Park

SCHEDULE 2
GROUNDS REFERRED TO IN CERTAIN BYELAWS

PART 1

OPENING TIMES BYELAW 3 (1)

Beckenham Place Park
Deptford Park
Downham Woodland Walk
Eckington Gardens
Edith Nesbit Gardens
Forster Memorial Park
Friendsbury Gardens
Grove Park Library Gardens
Horniman Play Park (Triangle)
Lewisham Park
Luxmore Gardens
Manor House Gardens
Manor Park
Mayow Park
Mountsfield Park
Northbrook Park
St Paul's Churchyard disused (including Mary Ann Gardens)
Sayes Court Park
Southend Park
Sydenham Wells Park
Telegraph Hill Park (lower section)

PART 2

**HORSE RIDING PROHIBITED EXCEPT IN CERTAIN GROUNDS (SUBJECT TO
BRIDLEWAY, ETC) BYELAW 15 (1)**

Hilly Fields

PART 3

GROUNDS WHERE BALL GAMES ARE PROHIBITED BYELAW 24

Downham Woodland Walk

Friendsbury Gardens

Sayes Court Park

St Paul's Churchyard (disused) (including Mary Ann Gardens)

Lewisham Memorial Gardens

Deptford Memorial Gardens

St Mary's Churchyard (disused)

St. Andrew's Churchyard (disused)

St. Bartholomew's Churchyard (disused)

St. Margaret's Churchyard (disused)

SCHEDULE 3

RULES FOR PLAYING BALL GAMES IN DESIGNATED AREAS (BYELAW 26)

Any person using a designated area for playing ball games is required by byelaw 26 to comply with the following rules:

- (1) No person shall play any game other than those ball games for which the designated area has been set aside.
- (2) No person shall obstruct any other person who is playing in accordance with these rules.
- (3) Where exclusive use of the designated area has been granted to a person or group of persons by the Council for a specified period, no other person shall play in that area during that period.
- (4) Subject to paragraph (5), where the designated area is already in use by any person, any other person wishing to play in that area must seek their permission to do so.
- (5) Except where they have been granted exclusive use of the designated area for more than two hours by the Council, any person using that area shall vacate it if they have played continuously for two hours or more and any other person wishes to use that area.
- (6) No person shall play in the designated area when a notice has been placed in a conspicuous position by the Council prohibiting play in that area.

Sustainable Development Select Committee			
Title	Byelaws for Blackheath (Lewisham section)		
Key decision	No	Item no	7b
Wards	Blackheath		
Contributors	Head of Law; Service Group Manager Green Scene		
Class	Part 1	30 June 2015	

1. Summary

- 1.1 The Council is responsible for the section of Blackheath that lies within the borough boundary, that is the land to the south of the A2 trunk road. The conduct of the public in this location is regulated by byelaws, which aim to ensure that everyone is reasonably able to use the space without unreasonably inconveniencing other users. The byelaws, were made in 1932 by the London County Council and over time the nature of park usage has altered and the expectations of park users have also changed. The updated byelaws reflect the way in which Blackheath is used today and the reasonable expectations of users. The updating also ensures that they are easier for users of the Heath to understand.

2. Policy Context

- 2.1 Shaping the Future – the Councils Sustainable Community Strategy sets out the broad themes that describe a ‘sense of place’ that all Council services aspire to. It has six priority areas to which open space contributes to:
- Ambitious and Achieving – where people are inspired and supported to fulfill their potential
Celebrate local achievement so people feel proud of their area and eager to be a part of its success
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Tackle antisocial behavior and ensure that people feel confident and safe throughout the borough
Keep our children and young people safe from harm, abuse and criminal activity
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-Empower citizens to be involved in their local area and responsive to the needs of those who live there.
-Champion diversity and the contribution everyone makes to the borough’s quality of life

- Clean, green and livable – where people live in high quality housing and care for and enjoy their environment
- protect and enhance our parks, open spaces and local biodiversity
- Healthy, active and enjoyable – where people can actively participate in maintaining and improving their health and well-being
-improving the well-being of our citizens by increasing participation in healthy and active lifestyles

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2.3 The Council’s Open Space Strategy 2012-17 sets out as one of its key themes to promote a safe and secure environment.

3. Recommendation

3.1 That the Committee considers the proposed byelaws and provides comments they may have to Mayor and Cabinet.

4. Purpose

4.1 To agree referral to Mayor and Cabinet of the new set of Byelaws for Blackheath, and the revocation of the existing set which were made in 1932.

5. Narrative

5.1 The Council is responsible for the management and maintenance of Blackheath that lies to the south of the A2 trunk road. The section to the north of the A2 is managed and maintained by the Royal Borough of Greenwich who have their own set of byelaws. Officers attempted on numerous occasions to try to make joint byelaws with Greenwich but they chose to go their own way. The conduct of the public in this location is currently regulated by byelaws, which aim to ensure that everyone is reasonably able to use the space without unreasonably inconveniencing other users.

5.2 The byelaws were made in 1932 and over time the nature of park usage has altered as has the expectations of users. In addition, the penalties which may be imposed in serious cases of breach are insufficient to act as a deterrent.

5.3 The Open Space Strategy 2012-17 sets out as a key theme to promote a safe and secure environment and has an objective (6.1) to tackle antisocial behaviour and reduce fear of crime. The updated byelaws therefore are required to reflect the way in which the Borough’s parks and open spaces are used today and the responsible expectations of users. The updated byelaws,

which are based upon a model set published by the Department for Environment, Food and Rural Affairs (DEFRA), also ensures that they are easier for users of the Heath to understand. Because certain of the model byelaws were amended to address specific Lewisham requirements, provisional approval had to be sought from DEFRA, who have now given their provisional approval for the byelaws to be made in the form attached to this report.

- 5.4 Officers from Green Scene have liaised with the Blackheath Joint Working Party, made up of members of amenity groups, local interest groups and ward councillors, to garner their views and take comments. Responses are available in the Background paper attached.
- 5.5 The adoption of clearly set out and updated byelaws will assist the agencies involved with policing Blackheath (Glendale, Community Safety team, Police, Environment Enforcement officers etc), to enforce these rules and regulations, principally through persuasion. These groups will help co-ordinate future enforcement of the byelaws and other associated Acts of Parliament which apply to the parks environment, for example the Environmental Protection Act 1990 and Clean Neighbourhood and Environment Act 2005 (Dog Control Order). Enforcement is likely to take place at targeted enforcement sessions rather than on an ad-hoc basis. Members of the public who contravene a byelaw will be given a written caution for a first offence. However, any person offending against any of these byelaws shall be liable on conviction at the Magistrates Court to a fine not exceeding level 2 on the standard scale (currently up to £500.) An effective deterrent will therefore exist to deal with serious contraventions of the byelaws.
- 5.6 The draft set of byelaws attached to this report has been subject to discussion with the Blackheath Joint Working Party. As a result of that process a number of points were raised including the removal of pond planting etc. in relation to the Hare and Billet Pond where this practice is allowed with the approval of the Council in order to maintain the pond environment. The new byelaws would not affect maintenance by approved volunteer groups in relation to the nature site. Other concerns were raised about the ability of the Council to impose fines for breaches the response to which is set out in section 5.5. It was also explained to the BJWP that where the existing criminal law deals with a problem, the Council is unable to duplicate that in a byelaw. The existing criminal law covers issues such as dog fouling, littering and fly-tipping and in most cases imposes a higher maximum penalty than would apply under the byelaws.
- 5.7 A certain amount of training will be required for Glendale's parks services team, to carry out informal enforcement duties. This will be undertaken within the terms of the current parks contract.
- 5.8 The new byelaws must be displayed and or be available for the public to read and a number of signs highlighting specific clauses must be erected. The cost of signage, or amendments to signage is anticipated to be in the region of £500.

6 Financial implications

- 6.1 The cost of adopting the new byelaws is limited to the cost of signage, or amendments to signage which is anticipated to be in the region of £500. This will be contained within the Green Scene budget.
- 6.2 The training required for Glendale's parks services team to carry out informal enforcement duties will be undertaken within the terms of the current parks contract, at no additional cost to the Council.

7 Legal implications

- 7.1 The Council maintains Blackheath Common under a management scheme pursuant to the Metropolitan Commons Act 1866 and confirmed by the Metropolitan Commons Supplemental Act 1871. That scheme requires the Council to make byelaws for the regulation and preservation of the common. Section 15 of the Open Spaces Act 1906 enable local authorities to make byelaws for the regulation of an open space for whose management they are responsible.
- 7.2 The Local Authorities (Functions and Responsibilities) (England) Regulations 2000 provides that the power to make, amend, revoke, re-enact or enforce byelaws shall not be the responsibility of the Council's executive. Furthermore the Council's constitution reserves the making altering and revoking of byelaws to full council.
- 7.3 The procedure for making the byelaws is set out in Section 236 of the Local Government Act 1972. That section provides that byelaws must be made under the common seal of the authority making them. The authority must then apply to the relevant Secretary of State, which in this case is the Secretary of State for Environment Food and Rural Affairs, (DEFRA), for confirmation. At least a month before seeking such confirmation the Council must publish a notice in a local newspaper indicating its intention to do so. During this month a copy of the byelaws must be made available at all reasonable hours at the Council's offices for public inspection. There is no legal requirement for a formal consultation process for new byelaws.
- 7.4 Any objections to the byelaws should be sent to the Secretary of State for DEFRA. The Secretary of State may confirm, or refuse to confirm, any byelaw submitted for confirmation, and may fix the date on which the byelaws are to come into operation and if no date is so fixed the byelaw shall come into operation at the expiration of one month from the date of its confirmation.

8 Crime and disorder implications

8.1 The byelaws will facilitate and enhance reasonable use Blackheath while at the same time providing a more effective deterrent to serious instances of park misuse.

9 Equalities implications

9.1 The adoption of the new byelaws will clearly set out rules and regulations, which aim to ensure that all members of the community are able to use Blackheath without unreasonably inconveniencing other users.

10 Environmental implications

10.1 A number of byelaws specifically set out to protect the environment, for example protection of trees and grassland and the protection of lakes and water courses. Byelaws also include for the protection of fish and other wildlife.

11 Conclusion

11.1 The adoption of the new set of byelaws will provide the community with clearly set out rules and regulations as to how members of the public should conduct themselves at Blackheath.

12 Background documents and originator

Blackheath Joint Working Party comments on the draft set of byelaws – Martin Hyde, Green Space Regeneration Manager

Draft Byelaws

THE LONDON BOROUGH OF LEWISHAM BLACKHEATH OPEN SPACE, LONDON SE3

Byelaws made by THE LONDON BOROUGH OF LEWISHAM under paragraph 5 of the Scheme for Blackheath confirmed by the Metropolitan Commons Supplemental Act 1871 and section 15 of the Open Spaces Act 1906, with respect to the Blackheath open space.

Interpretation

1. In these byelaws:

"the Council" means the London Borough of Lewisham or where the context requires it its nominated contractor;

"the ground" means the Blackheath open space, Blackheath, London SE3 (including any new name subsequently given to it) as shown edged red on the plan attached to these byelaws;

"Schedule" followed by a number, or a number and a letter, means the Schedule to these byelaws bearing that number, or that number and letter

Words implying the singular shall include the plural and vice versa

Application

2. These byelaws shall apply to the ground

Motor Vehicles

3. (1) No person shall without reasonable excuse bring onto or drive in the ground a motor cycle, motor vehicle, trailer except in any part of the ground where there is a right of way for that class of vehicle.
(2) In these byelaws:

"cycle" means a unicycle, bicycle, a tricycle, or a cycle having four or more wheels, not being in any case a motor cycle or motor vehicle;

"motor cycle" means a mechanically propelled vehicle, whether or not intended or adapted for use on roads, not being an invalid carriage, with less than four wheels and the weight of which unladen does not exceed 410 kilograms;

"motor vehicle" means a mechanically propelled vehicle, whether or not intended or adapted for use on roads, not being an invalid carriage.

"trailer" means a vehicle drawn by a motor vehicle, and includes a caravan.

Cycling

4. No person shall without reasonable excuse ride a cycle in the ground except in any part of the ground where there is a right of way for cycles or on a designated route for cycling

Overnight parking

5. No person shall without the consent of the Council leave or cause or permit to be left any vehicle in the ground between the hours of 10 pm and 6 a.m.

Horses

6. (1) No person shall ride a horse except in the exercise of any lawful right or privilege.
(2) Where horse-riding is permitted by virtue of a lawful right or privilege no person shall ride a horse in such a manner as to cause danger to any other person .

Climbing

7. No person shall without reasonable excuse climb any wall or fence in or enclosing the ground, or any tree, or any barrier, railing, post or other structure.

Removal of structures

8. No person shall, without reasonable excuse, remove from or displace on the ground any barrier, railing, post or seat, or any part of any structure or ornament, or any implement provided for use in the laying out or maintenance of the ground.

Erection of structures

9. No person shall in the ground, without the consent of the Council, erect any post, rail, fence, pole, tent, booth, stand, building or other structure.

Camping

10. No person shall in the ground, without the consent of the Council, erect a tent or use any vehicle, including a caravan, or any other structure for the purpose of camping.

Fires

11. (1) No person shall in the ground intentionally light a fire, or place, throw or let fall a lighted match or any other thing so as to be likely to cause a fire.
- (2) Byelaw 11(1) shall not apply to any event held with the prior written consent of the Council.

Games

12. (1) Where the Council has, by a notice placed in a conspicuous position in the ground, set apart an area in the ground for the playing of such games as may be specified in the notice, no person shall:
- (a) play in such an area any game other than the game for which it has been set apart;
 - (b) use any such area so as to give reasonable grounds for annoyance to any person already using that area for any purpose for which it has been set apart; or
 - (c) play any game so specified in any other part of the ground in such a manner as to exclude any person not playing the game from the use of that part.
- (2) No person shall, in any area of the ground which may have been set apart by the Council for any game, play any game when the state of the ground or other cause makes it unfit for use and a notice is placed in a conspicuous position prohibiting play in that area of the ground.
- (3) (i) No person shall in the ground play any game:

- (a) so as to give reasonable grounds for annoyance to any other person in the ground; or
 - (b) which is likely to cause damage to any tree, shrub or plant in the ground.
- (ii) This Byelaw shall not extend to any area set apart by the Council for the playing of any game.

Trading

13. No person shall in the ground, without the consent of the Council, sell, or offer or expose for sale, or let to hire, or offer or expose for letting to hire, any service commodity or article.

Grazing

14. No person shall without the consent of the Council turn out or permit any animal for which he is responsible to graze in the ground.

Protection of flower beds, trees, grass, etc

15. No person shall walk on or ride drive or station a horse or any vehicle over:
- (a) any flower bed, shrub or plant
 - (b) any ground in the course of preparation as a flower bed or for the growth of any tree, shrub or plant; or
 - (c) any part of the ground set aside by the Council for the renovation of turf or for other landscaping purposes indicated, by a notice conspicuously displayed.

Removal of substances

16. No person shall remove from or displace in the ground any stone, soil or turf, or the whole or any part of any plant, shrub or tree.

Archery

17. No person shall engage in the sport of archery except in connection with an event organised by or held with the consent of the Council.

Field Sports

18. No person shall throw or put any javelin, hammer, discus or shot except in connection with an event organised by or held with the consent of the Council,

Golf

19. No person shall in the ground drive, chip or pitch a hard golf ball except in connection with an event organised by or held with the consent of the Council

Cricket

20. No person shall throw or strike a cricket ball with a bat except in a designated area for playing cricket.

Skateboarding and roller skating

21. No person shall in the ground skate, slide or ride on rollers, skateboards or other self-propelled vehicles, wheels, mechanical contrivances or other equipment in such a manner as to cause danger or give reasonable grounds for annoyance to other persons .

Missiles

22. No person shall in the ground, to the danger or annoyance of any other person in the ground, throw or discharge any missile.

Bathing

23. No person shall without reasonable excuse, bathe or swim in any waterway comprised in the ground except in an area where a notice exhibited by the Council permits bathing and swimming

Watercourses

24. No person shall knowingly cause or permit the flow of any drain or watercourse in the ground to be obstructed or diverted, or open, shut or otherwise work or operate any sluice or similar apparatus in the ground.

Ice Skating

25. No person shall step onto or otherwise place their weight upon any frozen waterway.

Boats

Model boats

26. (1) No person shall operate a power-driven model boat on any waterway.
- (2) No person shall operate a non power-driven model boat on any waterway except in a designated area for non power-driven model boats.
- (3) In byelaw 26(1), "power-driven" means driven by the combustion of petrol vapour or other combustible vapour or other combustible substances.

Boats

27. No person shall sail or operate a boat dingy canoe sailboard or inflatable in any waterway without the consent of the Council except in a designated area for the sailing or operation of boats

Interference with life-saving equipment

28. No person shall, except in case of emergency, remove from or displace in the ground or otherwise tamper with any life-saving appliance provided by the Council.

Aircraft

29. No person shall, except in case of emergency or with the consent of the Council, take off from or land in the ground in an aircraft, helicopter, hang-glider, hot-air balloon, helium or hydrogen filled airships and balloons.

Power-driven model aircraft

30. (1) In these Byelaws
- (i) "model aircraft" means
 - (a) a power-driven aircraft which either weighs between 500 grams and 7 kilograms without its fuel or
 - (b) a power-driven aircraft which weighs more than 7 kilograms and up to 20 kilograms without its fuel and is regulated by the Air Navigation Order Clause 87 or
 - (c) a power-driven aircraft which weights over 20 kilogram without it fuel and which is exempt from the Air Navigation Order
 - (ii) "power-driven" means driven by the combustion of petrol vapour or other combustible vapour or other combustible substances and subject to the Code of Practice on Noise from Model Aircraft 1982
 - (iii) The "Noise Code" means the Code of Practice issued by the Department of the Environment in pursuance of the approval given by the Control of Noise (Code of Practice on Noise from Model Aircraft) Order 1981

- (2) No person shall
 - (i) in the ground release any power-driven model aircraft for flight or control the flight of such an aircraft.
 - (ii) cause any power-driven model aircraft to take off or land in the ground.

Kites

- 31. No person shall in the ground fly any kite or cause or permit to be flown or ride or drive any vehicle powered by a kite in such a manner as to cause danger, nuisance or annoyance to any other person in the ground.

Metal detectors

- 32. No person shall on the land without the consent of the Council use any device designed or adapted for detecting or locating any metal or mineral in the ground.

Protection of Wildlife

- 33. (1) No person shall in the ground intentionally kill, injure, take or disturb any animal or fish or engage in hunting, shooting or fishing, or the setting of traps or nets or the laying of snares.
- (2) This byelaw shall not prohibit any fishing which may be authorised by the Council.

Noise

- 34. (1) No person shall in the ground, after being requested to desist by an officer of the Council, or by any person annoyed or disturbed, or by any person acting on his behalf:
 - (a) by shouting or singing;
 - (b) by playing on a musical instrument; or
 - (c) by operating or permitting to be operated any radio, CD player or other device capable of emitting sound

cause or permit to be made any noise which is so loud or so continuous or repeated as to give reasonable cause for annoyance to other persons in the ground.

- (2) This byelaw shall not apply to any person holding or taking part in any entertainment held with the consent of the Council.

Public Shows, Exhibitions and Structures

35. No person shall in the ground, without the consent of the Council, place or take part in any public show or exhibition or set up any swing roundabout or other like thing.

Children's play areas

36. No person aged 13 years or over shall enter or remain in a designated area which is a children's play area unless in charge of a child under the age of 13 years.

Children's play apparatus

37. No person aged 13 years or over shall use any apparatus stated to be for the exclusive use of persons under the age of 13 years by a notice conspicuously displayed on or near the apparatus."

Obstruction

38. No person shall in the ground:
- (a) intentionally obstruct any officer of the Council in the proper execution of his duties; or
 - (b) intentionally obstruct any person carrying out an act which is necessary to the proper execution of any contract with the Council; or of the ground

Savings

39. (1) An act necessary to the proper execution of his duty in the ground by an officer of the Council, or any act which is necessary to the

proper execution of any contract with the Council, shall not be an offence under these byelaws.

- (2) Nothing in or done under any of the provisions of these byelaws shall in any respect prejudice or injuriously affect any public right of way through the ground, or the rights of any person acting legally by virtue of some estate, right or interest in, over or affecting the ground or any part thereof.

Removal of offenders

40. Any person offending against any of these byelaws may be removed from the ground by an officer of the Council or a constable.

Penalty

41. Any person offending against any of these byelaws shall be liable on summary conviction to a fine not exceeding level 2 on the standard scale.

Revocation

42. The byelaws referred to in Schedule 1 are hereby revoked.

SCHEDULE 1

Existing byelaws to be revoked

The following byelaws relating to the ground made by:

1. the London County Council on 1 November 1932 as confirmed by the Secretary of State for the Home Department on 14 December 1932 (insofar as they apply to that part of the ground within the Borough of Lewisham); are hereby revoked.

Sustainable Development Select Committee			
Title	Modern Roads Review: Draft report and recommendations	Item No.	08
Contributors	Scrutiny Manager		
Class	Part 1	Date	30 June 2015

1. Purpose of paper

- 1.1 As part of the work programme for 2014/15 and 2015/16, the Select Committee agreed to carry out a review on Modern Roads. The review was scoped on 30 October 2014 and evidence sessions held in December 2014, January 2015 and April 2015.
- 1.2 The attached report presents the evidence received for the review. Members of the Committee are asked to agree the report and suggest recommendations for submission to Mayor and Cabinet.

2. Recommendations

- 2.1 Members of the Select Committee are asked to:
 - Agree the draft review report
 - Consider any recommendations the report should make
 - Note that the final report, including the recommendations agreed at this meeting, will be presented to Mayor and Cabinet

3. The report and recommendations

- 3.1 The draft report attached at **Appendix 1** presents the written and verbal evidence received by the Committee. The Chair's introduction and executive summary will be inserted once the draft report and recommendations have been agreed and the finalised report will be presented to a Mayor and Cabinet meeting at the earliest opportunity.

4. Legal implications

- 4.1 The report will be submitted to Mayor and Cabinet, which holds the decision making powers in respect of this matter.

5. Financial implications

- 5.1 There are no direct financial implications arising out of this report. However, the financial implications of any specific recommendations will need to be considered in due course.

6. Equalities implications

- 6.1 There are no direct equalities implications arising from the implementation of the recommendations set out in this report. The Council works to eliminate unlawful discrimination and harassment, promote equality of opportunity and good relations between different groups in the community and to recognise and to take account of people's differences.

For more information on this report please contact Roger Raymond, Scrutiny Manger, on 020 8314 9976 or Charlotte Dale, Interim Overview & Scrutiny Manager on 020 8314 9534.

Overview and Scrutiny

Modern Roads Review

Sustainable Development Select Committee

June 2015

Membership of the Sustainable Development Select Committee in 2015-16:

Councillor Liam Curran (Chair)

Councillor James-J Walsh (Vice-Chair)

Councillor Bill Brown

Councillor Suzannah Clarke

Councillor Amanda De Ryk

Councillor Carl Handley

Councillor Mark Ingleby

Councillor Olurotimi Ogunbadewa

Councillor Eva Stamirowski

Councillor Paul Upex

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Chair's Introduction

***To be added*.**

Councillor Liam Curran
Chair of the Sustainable Development Select Committee



1. Executive summary

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

With this in mind, the Sustainable Development Select Committee decided to embark on an in-depth review entitled 'Modern Roads' that would not only look at the implementation of the borough's 20 mph zone, but other issues such as improving the borough for cyclists, what this means for pedestrians, and improving air quality in the borough.

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

To be finished in light of the recommendations, once agreed

2. Recommendations

The Committee would like to make the following recommendations:

Recommendation 1:

xxx

Recommendation 2:

xxx

Recommendation 3:

xxx

Recommendation 4:

xxx

Recommendation 5:

xxx

3. Purpose and structure of review

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

1. 20 mph Speed Limit:

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

Key questions:

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

II: How will the new speed limit be enforced?

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

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

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

2. Improving the borough for cyclists:

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

Key questions:

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

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

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

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

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

3. Improving air quality:

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

Key questions:

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

II: How would improved roads reduce air pollution?

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

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

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

Evidence sessions were held on 9 December 2014, 20 January 2015 and 16 April 2015. Witnesses were:

- Simon Moss - Transport Policy & Development Manager
- Liz Brooker - Road Safety & Sustainable Transport Manager
- Tamsin Williams - Senior Air Quality Officer
- Jeremy Leach - London Campaign Co-ordinator, '20s Plenty For Us'
- Tom Platt - London Manager, Living Streets
- Symon Knightswood - Chair, Living Streets, Lewisham Group
- Stephen Hedley - London Air Quality Network
- Jane Davis - Coordinator, Lewisham Cyclists
- Alex Williams, (Director of Borough Planning, Transport for London (TfL))
- Nick Lloyd (Road Safety Manager (England), Royal Society for the Prevention of Accidents (RoSPA)),

In addition, the Committee considered the following written reports:

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

- Lewisham Council Sustainable Development Select Committee
Modern Roads Review - RoSPA

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

4. Evidence from Transport for London

Background

- 4.1 Transport for London (TfL) is the body responsible for most aspects of the transport system in Greater London in England. Its role is to implement the transport strategy and to manage transport services across London.
- 4.2 TfL has a Borough Engagement team whose role is to help develop the organisation's relationship with the all London's boroughs. They have regular contact with borough officers and members on a range of transport issues. Tasks of the Borough Engagement Team include:
- Meeting with senior officers and members in each borough to discuss transport projects
 - Sending email bulletins to all London councillors
 - Managing five sub-regional panels made up of borough officers and business representatives
 - Publishing borough information, including details of TfL's funding streams, on the website.
- 4.3 One of TfL's many duties is the delivery of Local Implementation Plan (LIP) funding, which provides financial support to boroughs for schemes to improve their transport networks. Each London borough is required to develop a LIP under the Greater London Authority (GLA) Act (1999). The LIP sets out how the borough will deliver the Mayor's Transport Strategy at local level.

TfL Roads Modernisation Plan

- 4.4 TfL's Roads Modernisation Plan will enable TfL to spend £4bn on upgrading London's roads over the next six years. Some projects are already under way, for example, the strengthening of Hammersmith flyover and refurbishing the Grade II listed Chiswick Bridge. Other projects include:
- Delivering the Mayor's Cycling Vision through the implementation of 'mini-Hollands', Quietways and the Central London Grid
 - Ensuring that all of TfL's pedestrian crossings meet accessibility standards by 2016
 - Keeping bus services reliable and attractive by tackling congestion hotspots and improving six strategic corridors, carrying three million people daily
 - Improving London's air quality by halving Mono-nitrogen oxides (NOx) levels
 - Planting more than 1,000 new trees on Transport for London's Road Network (TLRN) by 2021/22

- Delivering new energy efficient street lighting and dramatically cut Carbon dioxide (CO2) emissions
- Encouraging use of rail, waterways and low or zero emission vehicles for deliveries in London
- More than doubling the number of Legible London wayfinding signs through third party funding to help pedestrians get around the city more easily.

Evidence to the Select Committee

- 4.5 Alex Williams, (Director of Borough Planning, TfL), gave a presentation to the Committee, based on the Roads Modernisation Plan. He told the Committee that his role is pan-London, working with all London boroughs, in liaison with the Greater London Authority (GLA).
- 4.6 The Committee heard that up to an extra 1.6m people are expected to be living in London by 2031 and London's economy is expected to grow by 42%. As a result, by 2031, TfL expect to see increases in:
- Vehicle km by 10%
 - Bus travel by 30% (& capacity by 10%)
 - Cycling to triple in volume
 - Freight traffic by 22%
 - Demand for road-space, for both movement and place-making.

The Committee was told that these increases would bring challenges, such as congestion, estimated to be an increase of 15-25% in Lewisham.

- 4.7 The Committee was told that the Mayor of London had commissioned the Roads Taskforce (RTF) in 2012 to help develop a new strategy to tackle the challenges facing London's streets and roads, such as congestion, pollution and ease of travel by foot, bike and public transport. The RTF is an independent body, which brought together a wide range of interests and expertise, to develop a new approach to improving urban roads in the UK. The RTF report, published in July 2013, set out a vision of how London could cope with major population growth while becoming a more vibrant, accessible and sustainable world city. The RTF advised that defining London roads on the basis of how many vehicles they carried was not practicable for London going forward, and as well as allowing people and vehicles to travel around London more efficiently, they also needed to transform the environment for cycling, walking and public transport. There also needed to be an improvement in the public realm and provision of better and safer places for all the activities that take place on the city's streets, and provide an enhanced quality of life.
- 4.8 The Committee was informed that street types can be grouped into

nine categories, according to their local or strategic significance as places and for movement:

- Arterial
- High Road
- City Hub
- Connector
- High Street
- City Street
- Local Street
- Town Square
- City Place.

It was noted that TfL were working with Lewisham officers on the classification of their roads to match with the nine categories. The Committee heard that there are a broad range of tools to get the most out of the road network, for example the more efficient and flexible use of space, intelligent systems and management, changing behaviour and managing demand.

4.9 Alex Williams told the Committee that TfL's Roads Modernisation Plan consists of £4bn of investment across the capital up to 2020-21, which will:

- Ensure roads assets are fit for the future
- Deliver a programme of major highway improvements to:
 - unlock economic growth & regeneration
 - optimise use of road space (for all modes)
 - improve pedestrian, cycling and bus facilities
 - enhance urban realm and 'place' function
 - deliver safety improvements
- Deliver the Mayor's vision for cycling
- Deliver a further 40% reduction in fatalities and serious injuries on London's roads
- Keep London moving.

4.10 The Committee heard that funding up to 2017 that has been allocated includes £13.6m investment allocated for schemes and assets across the borough, including:

- 3m TfL road network (TLRN) investment in the A21
- Carriageway resurfacing on the A20
- Deptford Bridge improvements
- Extensive investment in TfL assets
- £6.7m Local Implementation Plan funding for 2014/15.

They also heard that in respect of highway improvement on the TLRN for 2014-17, there are 28 schemes in total, costing of £9.2m, including:

- A21 Lewisham High Street: Courthill Road

- A21 Lewisham High Street cycle improvements between Whitburn Road & Lewisham
- A21 Bromley Road junction with Whitefoot Lane
- A2 Deptford Bridge junction with Deptford Church Street and Brookmill Road.

4.11 The Committee was informed that there was also investment in the traffic signal technology. SCOOT (Split Cycle Offset Optimisation Technique) traffic signals use sensors to adapt dynamically to traffic conditions, and there will be a further 1,500 traffic signals upgraded to SCOOT by 2019, increasing coverage to approximately 75% of London's traffic signal network. In respect of the extensive SCOOT coverage already in Lewisham there would be 48 new sites included in this programme, of which 7 are now operational.

4.12 The Committee also heard that there would be investment in asset renewal, with:

- Carriageway and Footway resurfacing - £3m
 - A20 Lewisham Way (Laurie Grove to Somerset Gardens)
- Drainage works - £262k
 - A21 Bromley Rd - 259 to 400 AND 433 to 26 Bromley Hill (2 sections)
- Lighting renewal - £128k
 - A21 Bromley Road Lighting - Sangley Rd to Kings Ave.
- Structures- £360k
 - Deptford Bridge.

There would also be investment in borough roads, including:

- £2.2M for LIP Corridor schemes – includes Brockley Road neighbourhood scheme, to reinvigorate the local shopping centre, improve the pedestrian environment and provide safer streets for all road users
- £500k for Deptford High Street Major Scheme – for design of the High Street, including a new cycle route, widening of the footways and better access to the market and station
- £215k Borough cycle programme – includes funding for the delivery of cycle training and cycle parking on a borough-wide basis.

4.13 The Committee heard that TfL supported the wider application of 20mph limits where appropriate on Lewisham's roads and would be happy to provide technical expertise, advice or data where required. 57% per cent of Lewisham's borough roads currently have a 20mph limit. There is also a 20mph limit on the TLRN on the A2 by New Cross Station.

- 4.14 Alex Williams told the Committee that TfL had changed its approach to traffic management to deliver this programme of work. It is doing so by:
- A more sophisticated use of London's intelligent traffic light system to keep delays to a minimum
 - A more targeted use of enforcement to ensure the road space is used effectively
 - Improved information to road users to give them options to avoid disrupted areas
 - Targeted freight information and management strategies.
- 4.15 The Committee heard that there is a potential new scheme in Catford Town Centre. They also heard that there are aspirations for high levels of growth in Catford over the next 5-10 years which will increase demand on the transport network. Also, there are existing transport challenges in Catford; including traffic congestion on the A205 South Circular, insufficient cycling facilities and poor pedestrian and urban realm environments. Furthermore, there is a recognition that improving transport provision will be important to enable regeneration activity and to improve the quality of life of people that visit, work and live, in Catford. The designation of the RTF Street Types provides an understanding of the role of the different streets in Catford Town Centre, and the kinds of interventions required to improve the role they play. The Committee heard that TfL are always open to look at transformational project such as what would be required in Catford, and it has shown with the projects at Elephant and Castle and Piccadilly Circus, it can deliver them in a timely manner.
- 4.16 The Committee was informed that the £4bn Roads Modernisation Plan was an essential response to London's changing character and needs. They also heard that there are a number of challenges in delivering this level of investment including a busy construction period with reduced road capacity, changes to traffic patterns and impacts on journey time reliability. TfL state that the outcomes will support a more liveable, attractive and healthier Capital, with world class conditions for walking and cycling, thriving business and inward investment and safer streets for everyone. TfL and the Council will continue to work together to investigate the transport improvements required in Catford to ensure the transport network meets the needs of future demand.
- 4.17 During questioning, a number of issues were addressed. The Committee was told that that TfL has approved a radical cycling vision for London with £913m of investment across the capital. The aspiration is to create more direct cycling routes and cycle superhighway to improve cyclists' safety. TfL would need to see whether the cycle super highways with 'blue surfacing' is enough, and whether there should be physical separation between cyclists and motorists. In Stratford, East London TfL first started with blue surfacing for cyclists, then physically separating the modes of transport when

safety needed to be improved. On the Embankment, there will also be physical separation of traffic.

- 4.18 The Committee heard that car use in London has gone down in London over the past 15 years, and this has coincided with the increase in use of public transport and increasing in cycling. The investment to aid the increase of cycling will start with the major roads and key corridors, but TfL are also improving the safety of cyclists with the creation of Quietways, and the Safer Lorries Scheme, implemented in September 2015, to tackle cycling fatalities in London that occur due to collisions with lorries.
- 4.19 The Committee was told that the classification of the roads in London is two-staged; firstly how the roads function now, and then secondly how they will function in the future. They also were told that the Mayor of London is tackling the issue of air quality in London. The London Low Emission Zone was implemented in 2007 covering the area within the M25, so only cars of a certain emissions standard allowed in the capital. Following on from this, there will be the Ultra Low Emission Zone (ULEZ), which will be in operation from September 2020. London's buses will be either electric or hybrid. There will also be a step change in the improvement of taxis and lorries if they want to operate in the ULEZ. The benefits of this will be significant in the zone, and beneficial all over London.
- 4.20 The Committee was informed that London Councils have also implemented a London Lorries Control Scheme, which is a scheme to control where HGV's over 18 tonnes can drive at night and weekends in London, to encourage deliveries at night. It was also noted that TfL are in talks with Network Rail about Catford Bridge, to enable TfL to improve and widen the road network in the area.
- 4.21 The Committee heard that TfL attempts to work in a joined-up way with the utility companies when improving the road network; they notify the utility companies in advance of their proposed modernisation work, so can they also make their necessary improvements to wiring, piping etc. at around the same time. Legislation is in place that can preclude utility companies from having street works 12 months after TfL's own street works, unless it is an emergency. TfL also charge a fee on its network for utility company to have street works in the day, to encourage them to carry out their work at night.
- 4.22 The Committee also heard that the Bakerloo Line extension is progressing, with the public consultation now concluded. Some London boroughs, like Lewisham won't get the direct benefits of Crossrail 1 and Crossrail 2 because it goes across London. Some other transport network improvements could be considered that go north to south. The Committee also heard the Santander Cycle hire scheme, having seen an incremental growth from their original central London docking stations, would continue to grow incrementally in the near future.

- 4.23 The Committee was informed that LIP funding is distributed via a formula. Lewisham latest allocation was £4m to fund local projects which support the Mayor's Transport Strategy, with about £2.5m signed off late last year. TfL are also willing to look at more transformative proposals to improve transport in the borough. TfL recognise that modernising the South Circular is challenging at present, but will consider in the future where practicable.
- 4.24 The Committee was told that introducing a 20mph limit in Lewisham is a decision for the Council, not TfL. They were also told that TfL's asset renewal programme is based on priorities and what needs to be modernised to improve safety.
- 4.25 Tree-planting can help improve with air quality and the environment, and there is some limited funding for such schemes. It was also noted that TfL has a large capital and revenue budget, and both main parties are committed to large capital investment to the transport infrastructure, so officers at TfL are confident the capital budget would remain substantially intact after the Election.
- 4.26 The Committee heard that Council officers have been in discussion with TfL about re-routing the A205/Catford Gyratory. TfL notes that there would have to be significant private sector investment, possible through a Section 106, to fund a re-routing of the Catford Gyratory. Council officers noted that the Council has commissioned Allies and Morrison to look at the potential of moving the A205 south of Laurence House, or whether it would be preferable to leave it in its current position. They should report shortly. Once this is complete, officers will consult with the ward Councillors and discuss the proposals with TfL.
- 4.27 The Committee was told that there are three river crossings that are being considered:
- Silvertown Tunnel, due to be open by approximately 2020.
 - A scaled-down Thames Gateway bridge crossing, now called Gallions Reach
 - Belvedere river crossing, scheduled for opening approximately 2025.

5. Introducing a borough wide 20 mph speed limit

Background

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

- 5.1 The Greater London Authority Act requires each London Borough to prepare a Local Implementation Plan (a LIP) to implement the London Mayor's Transport Strategy (MTS) within their area. The strategy was published on the 10th May 2010, alongside statutory guidance to London boroughs on LIPs.
- 5.2 Lewisham's LIP was approved by the Lewisham Mayor and the London Mayor. The LIP was developed within the framework provided by the MTS and consists of an evidence base, objectives, targets and initial three year programme. The goals, objectives, and outcomes for the LIP reflect local policies and priorities and are aligned with the Council's Corporate Priorities and the Sustainable Community Strategy.
- 5.3 The introduction of local area 20mph speed limit zones has been included in all previous LIP submissions and the Labour manifesto for the 2014 mayoral and local elections - 'Lewisham Together, towards a better future' includes plans to build on the success of the 20mph zones by introducing a borough-wide 20 mph speed limit. As a result, proposals are now being brought forward to implement this.
- 5.4 20 mph speed limit zones have been introduced in residential areas throughout Lewisham over the last 12 years as part of the borough's traffic safety schemes. As a result 65% of the borough's roads are now 20 mph roads.
- 5.5 The primary function of a 20mph zone is to reduce speed throughout and hence the number and severity of road traffic casualties. In 2008 a report commissioned by Transport for London regarding 20mph zones in London included amongst its conclusions that: "On average, between 1991 and 2006, there has been a 1.7% decline in all casualties each year on London's roads" and "Historically, 20 mph zones in London have reduced overall casualties within (20mph) zones by 42% above this background decline." (Officer report to Mayor and Cabinet, January 2015)
- 5.6 Research shows that on urban roads with low traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam and Baruya, 2000) There is also clear evidence confirming the greater chance of survival of pedestrians at lower speeds.
- 5.7 The Royal Society for the Prevention of Accidents (RoSPA) identified a 2.5% chance of a pedestrian being fatally injured when struck at 20mph, compared to a 20% chance at 30mph (Reducing Road Traffic

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

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

Other London Boroughs

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

Programme for Implementation in Lewisham

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

Fig. 1

Work programme timetable	Start	Finish
Pid Agreement	Oct 14	Oct 14
Consult with M&C and agree strategy	Nov 14	Dec 14
Planning/Inception Stage (Start Up & Initiation)		
Data collection & analysis -	Jan 15	June 15
Key stakeholder consultation	June 15	Sept 15
Review Design Guidelines, Sign audits & Design	Sept 15	Mar 16
Consultation and campaign messages	Jan 15	Mar 18
Delivery Stage		
Traffic orders application	Mar 16	
Implementation	Mar 16	July 16
Monitoring	Sep 16	Mar 18
Design options for roads with low compliance	Oct 16	Oct 17
Implementation of remedial measures	Jan 17	Mar 18

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

Evidence to the Select Committee

- 5.17 The Council's Transport Policy & Development Manager gave evidence to the Committee, and noted that 85% of the borough is in a 20 mph zone already, and that under the borough wide 20 mph proposal, only TfL roads will be exempt. Council officers will also need to work with traffic police around enforcement as there will be no additional capacity to enforce the new limits. The aim is for roads to be self-enforcing, the key to which is to make them feel like they are 20 mph roads and for drivers to adjust their speed. Many roads currently don't feel like 20 mph roads and therefore have speeding issues. Additionally, officers are identifying roads where they think there might be problems with the new limit and targeting those areas where compliance is a problem for enforcement and improvement. There will also be an audit of road signs to ensure there is clear and appropriate signage of the new limit.

- 5.18 The Committee also heard from Jeremy Leach from the group 20s Plenty For Us. 20s Plenty For Us is a small community-based organisation with almost 250 branches across the UK which campaigns for slower speeds in our cities, towns and villages and 20mph speed limits in particular and a fairer balance between people and motor vehicles.
- 5.19 They believe that there are 3 principal areas in which slower speeds and 20mph speed limits can be of value:
- Casualty Reduction: Reducing urban speeds to a maximum of 20mph is widely recognised as reducing casualties by almost a half.
 - Public Health: 20mph limits are associated with higher levels of walking and cycling and active travel more generally. Research into the impact of 20mph zones¹ has found that levels of walking and cycling rose significantly when vehicle speeds are reduced.
 - Improved Quality of Life: 20mph speed limits deliver (directly and indirectly) lower levels of air pollution and lower levels of noise pollution and a street environment that is less intimidating for those who walk and cycle.
- 5.20 The 20s Plenty For Us submission mentioned other benefits:
- Air Pollution: The most significant study into the relationship between 20mph and air quality appears to have been done for the City of London in its investigation about whether to adopt a 20mph speed limit. The City commissioned a study by Imperial College² specifically to look at the “estimated impacts on vehicle emissions of a 20mph speed restriction in central London” and stated in their conclusions (on page 7) that “The study concluded that it would be incorrect to assume a 20mph speed restriction would be detrimental to ambient local air quality, as the effects on vehicle emissions are mixed”.
 - Impact of Journey Times: In an urban environment a 20mph limit has a negligible impact on journey times and does not significantly alter trip lengths or inconvenience drivers. It is the number of and duration of the stops on a journey that tend to dictate the length of a journey in an urban setting and constant 30mph is rare due to bends, junctions etc.
- 5.21 The evidence he gave to the Committee stated that 56% of those killed or seriously injured in the borough were on TfL-managed streets and 44% were on Lewisham managed roads In terms of the type of road involved, 80% of those killed or seriously injured were on A or B classified roads (2013 (TfL Data).. With the support for 20mph zones in

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

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

polling (the British Social Attitudes Survey of 2011 showed that 73% of respondents favoured 20mph zones for residential roads) and the speed reductions in places that have implemented 20 mph zones (for example in Portsmouth - reduction in the average speed of 1.3 mph. Average fall of 6.3mph at sites with speeds greater than 24 mph) he made the case for borough-wide 20mph zones. The Committee also heard that in respect of compliance with 20mph limits, Association of Chief Police Officers (ACPO) policy has changed. In October 2013, they stated that, "enforcement will be considered in all clearly posted limits...rest assured, deliberate high harm offenders will always be targeted and they will be prosecuted." City of London (CoL) Police began issuing fixed penalty notices when they adopted an authority-wide 20mph limit in July 2014. Also, TfL are now open to proposals from boroughs that are introducing 20mph limits to include appropriate Transport for London Route Network (TLRN) roads.

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

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

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

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

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

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

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

Fig. 2



5.25 The Committee also heard from Tom Platt, from the charity Living Streets. They gave a submission to the Committee that noted the organisation strongly supports an area-wide 20 mph limit in Lewisham including all residential streets and main roads where people live, work and shop. They stated that the streets are where we live, play, work, and socialise – they should be safe, attractive and enjoyable places for everyone. They believe that 20 mph is the single biggest measure that will reduce road danger and improve the walking environment on Lewisham’s streets.

5.26 Living Streets believe that 20 mph zones will increase the chance of survival of pedestrians struck by traffic. A pedestrian struck at 20 mph has a 97% chance of survival whilst this falls to 80% at 30 mph and 50% at 35 mph. They believe that by reducing traffic speed and density our streets and public places are more pleasant to be. It instantly becomes easier to cross the road, less noisy and a more sociable environment to linger. It is also easier for pedestrians and cyclists to enjoy the same direct and safe routes for their journeys as motorists. By adopting this ‘level playing field’ approach to speed limits, local authorities can encourage pedestrians to take to their streets.

- 5.27 20 mph zones also lead to an increase in are also associated with higher levels of walking, as research by the European Network for the Promotion of Health-Enhancing Physical Activity has found that has found that levels of walking and cycling rose significantly when vehicle speeds are reduced. They also noted that are also clear financial benefits to 20 mph. In 2010, the estimated cost to the economy of collisions in Britain was around £15 billion. Conversely, area-wide 20 mph limits are low cost and high benefit. For example, Portsmouth converted 1,200 streets in the city to 20 mph for a cost of just over half a million pounds. The Mayor of London introducing 20 mph speed limits on parts of the TLRN and the recent Mayor of London's Roads Task Force report recommended 20 mph limits on all 'local streets', 'high streets', 'high roads' and 'city streets'. The recently published TfL Pedestrian Safety Action Plan commits to supporting more boroughs to introduce 20 mph limits.
- 5.28 The Committee heard from Living Streets that local authorities introducing 20mph limits on their roads will have the single biggest impact in reducing road casualties, and encouraging people to walk and cycle. A 'borough-wide' approach to 20mph zones is important because 80% of casualties on roads happen on the major roads This will also contribute to the getting people active through walking and cycling, which will improve the general health and wellbeing of society, as the lack of physical activity and mobility being a contributory factor on ill-health and premature mortality. He also noted that that the development of modern high streets means innovative approaches are needed to accommodation pedestrians and cyclists.
- 5.29 The Committee also heard that walking and pedestrians need to be prioritised, to make Lewisham streets safer for pedestrians, Once that policy position is established, a more holistic approach to street design will be developed to encourage walking, cycling and use of public transport. Lewisham can also look to ensure that their streets have the minimum Pedestrian Comfort Levels. The Mayor of London's 'Better Streets' report of November 2009 has a lot of practical measures to improve streets in London which could be utilised. They also heard that Living Streets also conduct Community Street Audits, to help communities and councils work together to improve their streets, and work with schools on transport plans to encourage walking, such as the 'Park and Stride' scheme, and they have had some success in doing so. Living Streets have been involved in the Roads Task Force (RTF) which was set up by the Mayor of London following the 2012 election to consider how to tackle the challenges facing London's streets and roads.
- 5.30 Jane Davis, representing Lewisham Cyclists, gave evidence to the Committee. Lewisham Cyclists are the borough branch of a London-wide group that looks to promote cycling and better conditions for people to cycling, of which there is a Lewisham branch. It consists of a social arm, and a campaigning arm. There are 700 paid-up members in

Lewisham. They also welcomed the Council's adoption of a borough wide 20mph limit, as creating safer roads is probably the single most important thing a council can do to encourage people to cycle and slower motor traffic everywhere will contribute enormously to this. They also welcomed the Council's progress in ensuring compliance with the latest safety regulations for large lorries in the borough, both within the Council's own fleet, and for contractor's vehicles.

- 5.31 The Committee also took evidence from Nick Lloyd, who is the Road Safety Manager (England) for the Royal Society for the Prevention of Accidents (RoSPA). RoSPA was formed in 1917, and is a registered charity. It has been at the heart of accident prevention in the UK and around the world for almost 100 years.
- 5.32 The Committee heard that RoSPA agreed that the higher the speed limit the greater the injury. If a pedestrian is hit at 20mph there is a 2.5% chance that they will die, in comparison to a 20% chance at 30mph. Therefore RoSPA supported a speed reduction measures such as these.
- 5.33 In terms of the effectiveness of 20mph limits, The Committee was informed that studies have shown that they do have positive effects on casualty figures and road speeds. A major review of road casualties in London between 1986 and 2006 was published in the BMJ (formerly the British Medical Journal) in 2009. It demonstrated that 20mph zones reduced the number of casualties by over 40% (41.9%). 20mph zones were slightly more effective in preventing fatal or serious injuries to children, which were reduced by half (50.2%). There was a smaller reduction in casualties among cyclists than any of the other major groups of road users studied, with a reduction of 16.9%. In terms of road speeds, current evidence from Portsmouth and Bristol shows that in Portsmouth there was an overall average speed reduction of 1.3 mph from 19.8 to 18.5 mph. Bristol saw a reduction of 0.4mph on 65% of their residential roads.
- 5.34 The Committee also heard that signed speed limits are more effective when speeds are below 24mph. On higher speed roads which don't feel like 20mph is the appropriate speed, then without other measures (traffic calming and enforcement) they are likely to be ineffectual as drivers feel that they can ignore them without penalty. Transport Research Laboratory (TRL) has been commissioned by the DfT to undertake further research on this. They also heard that the Department for Transport's guidance in DfT Circular 01/2006 encourages and supports Local Authorities to implement 20 mph limits and zones in situations where there is a particular risk to vulnerable road users.
- 5.35 In terms of modal shifts, the Committee was informed that evidence would indicate that 20mph limits do encourage more walking and cycling if people feel that the area is safer. A RoSPA/Yougov Survey

also found that 39% people said they would cycle more if the roads were safer.

- 5.36 While questioning the witness, the Committee heard that the aim of 20mph limits should be to reduce traffic speeds, reduce accidents and fatalities and encourage different types of roads users like pedestrians and cyclists onto the roads. Research has shown that 20mph limit make the roads safer and encourages more walking and cycling. They also heard that police resources need to be targeted to ensure 20mph limits are enforced. Local knowledge will aid the borough and local police can single out where the major hotspots for non-compliance are, and apply resources accordingly. Other measures that can be used are signage and traffic-calming measures like speed humps to help with compliance.

6. Improving the borough for cyclists

The Policy Context

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

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

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

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

6.3 As already mentioned, the borough sets out its transport policies programme and aspirations in its Local Implementation Plan (LIP), a statutory document which supports the delivery of the Mayor's Transport Strategy (MTS) within Lewisham. The initiatives highlighted in the summary support the wider goals and objectives of the LIP and in particular the following opportunities identified within it:

- Promotion of a healthy and active population and Lewisham being an enjoyable place to live, such as through measures including travel planning.
- Promotion of cycling, including through the cycle superhighways and extending the cycle hire scheme, and walking and integrate these objectives with wider travel opportunities to make physical activity an everyday choice.
- Promotion of increased health through tackling economic and social deprivation.
- Promotion of better health by addressing poor air quality, particularly at AQMAs, such as through Low Emission Zone enhancements as well as modal shift.

Cycling Initiatives

6.4. The overall aim of each initiative is to address one or more of the following objectives: Improve cyclist safety, Improve conditions and facilities for cyclists, encourage people to cycle and support people who want to cycle. These aims have been derived from wider cycling and transport policy detailed in the policy background section of this report. Initiatives are managed by Transport Policy and Development in partnership with internal Council departments and with several external bodies including but not exclusively; Transport for London, Sustrans, London Cycling Campaign, NHS and Housing Associations.

6.5. Notable current and near future cycling initiatives include, in brief:

- Cycle Super Highways 4 & 5 (CS4/CS5) - Part of the wider TfL Cycle Super Highway programme, both routes remain in the design stage and are proposed to run down the A200 and A2 respectively.
- The Quietway programme - Drawing on funding from the Mayor of London's financial commitment to improve all aspects of cycling in London, the Quietway Programme aims to provide quiet back street cycle routes that less confident or new cyclists will be able to use comfortably. Lewisham has a section of one of the first Quietways to be delivered in London, the route is proposed to run along the new cycle and pedestrian path currently in development along the back of Millwall's football stadium, Surrey Canal Rd, Folkestone Gardens Park, Childers St, Edwards St, Deptford High Street, Crossfield St, Creekside, Half Penny Hatch Bridge)

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

Evidence to the Select Committee

- 6.6 The Committee heard evidence from the Council's Transport Policy and Development Manager and the Road Safety & Sustainable Transport Manager. The officers reported that the Council was carrying out a study on how to allocate carriage space for cycles on roads. However, the costs involved meant it would take a long time to put improvements such as these in place. They also noted that cycle training is important, as quite often people don't know the best routes to take to get them where they want in a quick and safe way. So route planning is a focus for training for adults. Cyclist training involves teaching them how to use the road more safely. It was also noted that education for drivers about cyclists was important so they became more aware of cyclists. In Lewisham the drivers on the door2door service have all done training so they are more aware of cyclists and

techniques they use to ensure they stay safe. The aim is to encourage mutual respect between road users. This is important because the speed that other vehicles travel at on roads can be a key deterrent for cyclists.

- 6.7 It was reported that Lewisham had not signed up to the 'Cycle to Work' scheme which offers bicycles at a reduced price due to tax reductions.. However the Council did offer an interest free loan to purchase a bicycle. Lewisham also offers a £10 bike loan scheme which encourages new cyclists.
- 6.8 The Committee also heard that the bulk of funding for promoting cycling comes from TfL, including most money for new infrastructure. Moving onto the Quietways, the Committee were informed that that 'Quietways' would be branded routes that are well signposted with easily identifiable signs and directions. The aim in Lewisham is to align Quietways to a variety of routes. This can be done by using separate pedestrian and cycle paths, route through parks as well as cycle lanes. The improvements needed can be built into the Local Implementation Plan and they fit into the corridor approach that is being taken to improving infrastructure. The aim for Lewisham is to get as many routes as possible as part of Quietways due to the strong branding that they have and the support from TfL. However there are a lot of other branded and signposted cycle routes including London Cycling Network, Waterlink Way, Heritage Trail and Green Chain.
- 6.9 In respect of school transport plans, the Committee also heard that 89% of schools in Lewisham have accredited school travel plans, which the schools create themselves. Parents often need convincing that cycling to school is a safe way for their children to get to school. Also, 19 Lewisham schools' school transport plans have been awarded the TfL Gold Standard and 40% have at least Bronze Standard, which means they have to demonstrate how they implement the plan and make it successful. Lewisham also works with schools to make the plans work, with initiatives such as cycle training.
- 6.10 The Committee, after hearing evidence from officer witnesses, noted the following:
- The need to look at roads and infrastructure in order to properly cater for cycling.
 - The communication of routes and the availability of different and quieter routes to cyclists is important.
 - School Travel Plans should be realistic about how children, especially younger children, will get to school. Younger children will often need to be taken into the school building itself by parents.
 - If young people start cycling at an early age they are more likely to cycle for life.

- The cost of buying a bike, especially the need to upgrade a bike quite regularly for children, can be an impediment to increasing cycling. A scheme that offers recycled bikes at a reasonable price could be a way of dealing with this issue.
- 6.11 The Committee took extensive evidence from Jane Davis, representing Lewisham Cyclists. Evidence noted that Lewisham Cyclists believe that the Council are good at the 'soft' measures when it comes to cycling, such as cycle training, working closely with walkers/pedestrian/cycling groups, improvement in the streetscape for cyclists, such as the cycle racks. The group, however, were concerned that the rate of increase in cycling journeys recorded in the Local Implementation Plan (LIP) in 2013 in Lewisham seems to have stalled, and, more worryingly, even dropped at some points. The increase in cycling in Lewisham has not met the original target set of 2.3%, which Lewisham Cyclists considered an incredibly modest target in the first place.
- 6.12 Lewisham Cyclists also welcomed the Council's plans for the new Quietway 1, part of which runs through the north of the borough, providing a safe and useful cycling route. They also appreciate the existing networks of cycle routes in the borough, some of which are excellent, such as the Waterlink Way. Jane Davis also listed a series of measures that Lewisham could introduce that would improve conditions for cyclists are:
- An audit of the existing well used cycle networks in the borough, as some of the best ones are beginning to deteriorate at key points, or lack a decent crossing of a busy road at a key point
 - Trundley's Rd: the Council should be pressurising TfL to allow a toucan crossing there
 - Modify the Lewisham Gateway Low H and Deptford Bridge junctions to provide safe, fast direct routes for cycling to and from it in all directions, as it is a major junction in the heart of the borough providing extensive links for traffic
 - Identifying where measures such as modal filtering and cycle 2-way traffic on one way streets can be used to enable safer cycling. The borough has used these measures in the past successfully and recently, on the new Quietway 1.
- 6.13 The Committee also heard that Lewisham Cyclists have lobbied the Mayor of London's Office to bring the 'Barclays Cycle Hire' scheme to the borough, especially with the Convoys Wharf Development.
- 6.14 Council Officers noted to the Committee that studies are being carried out on Southend Lane at Bellingham before work is commissioned to improve the area. There is also work is being carried out on the Bell Green gyratory. Also, Lewisham did not change its target in respect of cycle use; however it changed the trajectory of time in reaching that target. Lewisham has also received £2m of TfL funding to improve some of its road network and infrastructure.

- 6.15 The Committee also noted that the re-development of London Bridge has meant the storage facilities for cycles in the station have changed, so this needs to be communicated to Lewisham residents.
- 6.16 Evidence from Nick Lloyd, of RoSPA, noted that when cyclist safety is considered, and what highway measures to provide, it is important to remember that cyclists are not a homogenous group and can be broadly divided in to 5 main categories:
- Fast commuter
 - Utility cyclist
 - Inexperienced and/or leisure cyclist
 - Children
 - Users of specialist equipment.
- 6.17 Nick Lloyd informed the Committee that when considering what measures to use, road designers first need to consider who will be the primary user. It is also important to remember that the road network is the most basic and important cycling facility available and in general cyclists need only be removed from the road where there is an overriding safety requirement that cannot be met by on carriageway improvements, or where providing an off-carriageway cycle route is an end in its own right.
- 6.18 The Committee also heard that the range of measures that need to be considered when designing roads, could range from traffic speed/volume reduction, junction/hazard-type treatment, reallocation of space, to creating new shared-use routes and converting pedestrian routes to shared routes. They also heard that the Sustrans 'Cycle Friendly Design Manual: Handbook for cycle-friendly design' booklet also provides advice on how to design roads that are safer for cyclists and other good practice, and that roads are in need of more good 'shared routes' for cars and cyclists; designers could also think of more radical ideas such as the hybrid cycle tracks in Copenhagen
- 6.19 The Committee also heard that in terms of the 5 types of cyclists, the category that is most in danger of injury would be children. They also heard that areas where there are more accidents/fatalities tend to be areas of deprivation; this is because there are also issues of heavy traffic, congested road networks and housing estates and built-up areas, all leading to the potential risk of more accidents.
- 6.20 The Committee was told that there were some mitigating factors to help reduce the likelihood of cyclists getting into accidents, and they were:
- Education and information
 - 'Bikeability' training
 - Working closely with local organisations and businesses.

6.21 Nick Lloyd informed the Committee that in terms of the most adequate design for roads in Lewisham, planners and developers need to take into account local conditions and their professional knowledge to design the most appropriate roads. Manuals such as the Sustrans 'Cycle Friendly Design Manual: Handbook for cycle-friendly design' booklet already mentioned, can help to do that more effectively.

7. Improving Air Quality

The Policy Context

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

Mayor of London's Objectives and Targets

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

Action Being taken in Lewisham

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

7.7 Air Quality Management Areas (AQMA's)

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

7.8 Progress in relation to AQMA action plan.

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

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

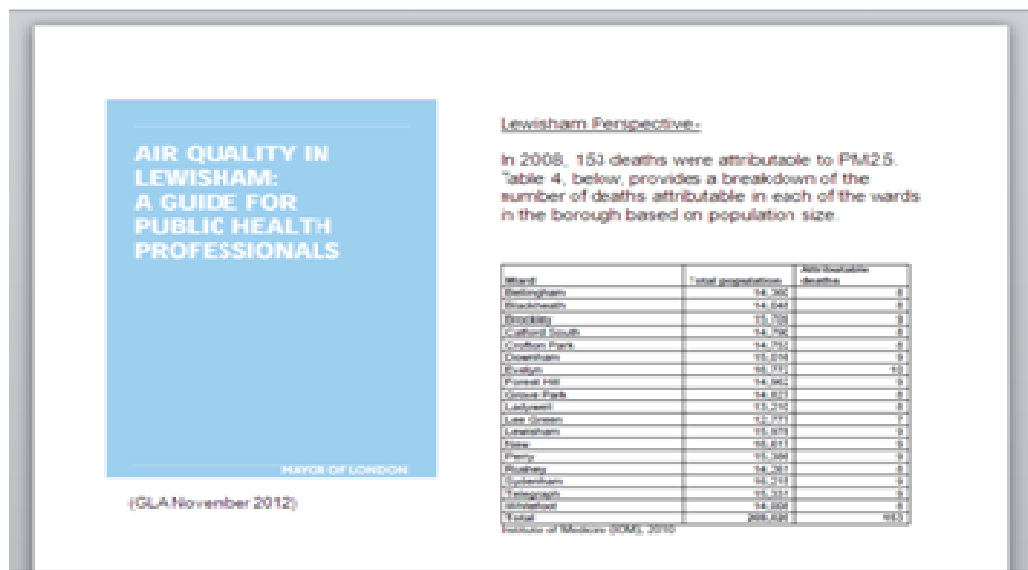
Evidence to the Committee

7.10 The Committee heard from the Council's Transport Policy and Development Manager and the Senior Air Quality Officer. It was noted

that it is difficult to have an impact on air quality locally, especially on traffic aspects as this does require a London wide approach. The officers added that there is currently consultation on an Ultra Low Emissions Zone in the Central London Congestion Charge Zone. Lewisham has expressed support for this and has advocated expanding this Ultra Low Emissions Zone, along with a number of other boroughs on the edges of the proposed zone. The Ultra Low Emissions Zone will require a political decision due to the impact it will have. The Committee noted after hearing from these witnesses, that air quality and the perception of poor air quality due to heavy traffic can have an impact on the willingness of people to walk or cycle to places.

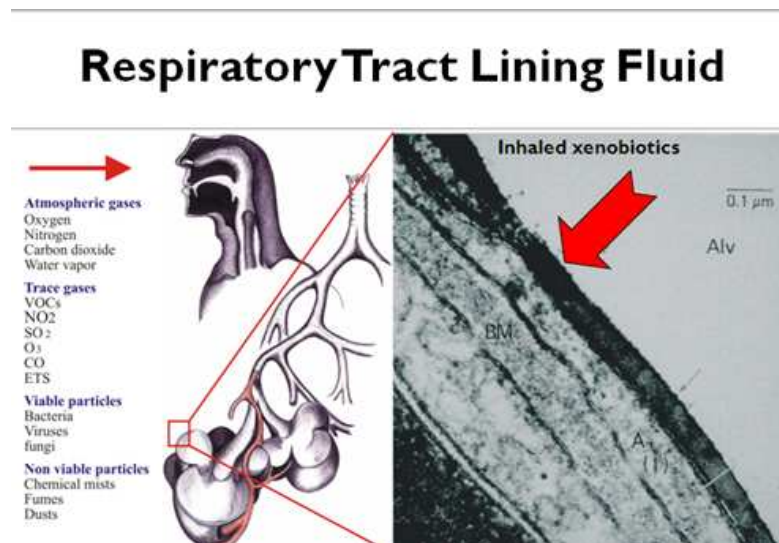
- 7.11 The Committee also heard from Stephen Hedley, of the London Air Quality Network (LAQN). King's College London hosts the London Air Quality Network which is supported by the majority of boroughs, including Lewisham. He informed the Committee that:
- 7.12 The Department of Health-supported Committee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

Fig. 3



7.14 The Committee also heard that out of a total of 68 Public Health Outcome Framework measures of the health of the local population certain transport related measures could contribute to a third of them. It is believed that no other area of intervention could impact on so many key aspects of population health. Transport measures are therefore an excellent opportunity to deliver public health benefits across the life course through tackling one of the major wider determinants of health. In respect of NO₂, in Lewisham, in respect of NO₂, in Lewisham, the research shows high levels of NO₂ recorded on the main arterial roads. The Committee also heard that there is a worrying trend in the UK, most cities will exceed EU pollution limits until 2030; and Lewisham must also comply with the Environment Act, noting that with the introduction of the Localism Act, EU fines have the potential of being passed from the UK government to local authorities.

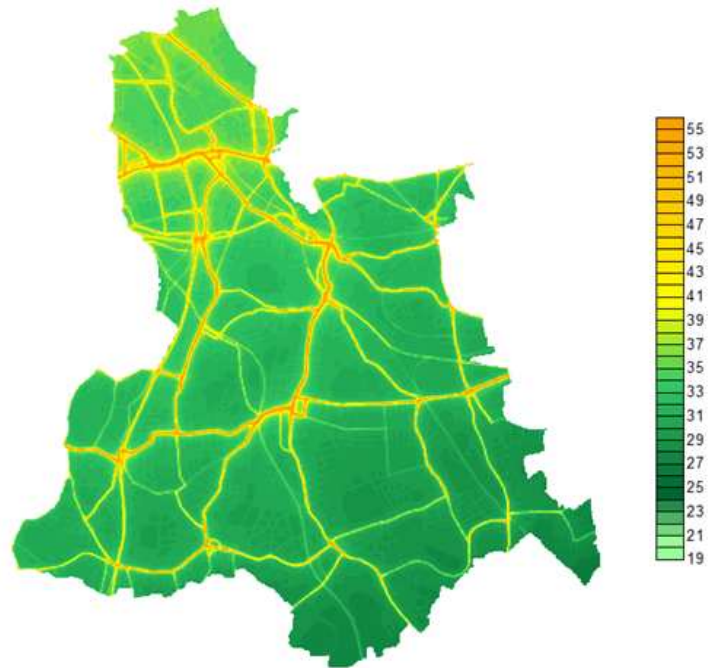
Fig. 4



7.15 The Committee was informed that the issue of trees and air quality is complex. On the positive side trees can increase the surface deposition of pollutants; on the negative side some tree species can emit hydrocarbons (and also produce pollen potentially leading to hay fever). Overall trees on their own are not likely to resolve current air quality problems. Leafier parts of the Borough are likely to be less polluted as are probably further away from the main roads. They also heard that aircraft pollution is minimal for those on the ground whilst planes are in the air. However, there is a take-off/landing air pollution issue very close to the largest airports, which is compounded by road traffic using the airport.

7.16 The Committee heard that aircraft pollution is minimal for those on the ground whilst planes are in the air. However, there is a take-off and landing air pollution issue very close to the largest airports, which is compounded by road traffic using the airport. In a discussion about where to place developments to mitigate air pollution, the Committee heard that factoring in minimising air quality issues when designing developments is not straightforward, as it is typically site dependent and so may require specific investigation for example through air quality modelling. In general, reducing human exposure to air pollutants by placing developments away from dense traffic, plus reducing emissions for example, restricting the local use of diesel vehicles and other measures would have an impact. On the issue of electric buses, he said that TfL's move to use more electric buses over the coming years will result in lower emissions and therefore improve air quality. He also noted that the use of cycling masks will have small impact in combating air pollution and they need replacing every few weeks.

Fig. 5



Predicted annual mean NO₂ for 2015

7.17 Nick Lloyd of Rospa also told the Committee that air quality issues were being dealt with in London, with LEZ and the ULEZ to be implemented in 2020.

8. Monitoring and ongoing scrutiny

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

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

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

Recommendation #:

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

Sources

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

Agenda Item 9

Sustainable Development Select Committee			
Title	Select Committee work programme		
Contributor	Scrutiny Manager	Item	9
Class	Part 1 (Open)	30 June 2015	

1. Purpose

To advise Members of the proposed work programme for the municipal year 2015/16, and to decide on the agenda items for the next meeting.

2. Summary

- 2.1 At the beginning of the municipal year, each select committee drew up a draft work programme for submission to the Business Panel for consideration.
- 2.2 The Business Panel considered the proposed work programmes of each of the select committees on 28 April 2015 and agreed a co-ordinated overview and scrutiny work programme. However, the work programme can be reviewed at each Select Committee meeting so that Members are able to include urgent, high priority items and remove items that are no longer a priority.

3. Recommendations

3.1 The Committee is asked to:

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

4. The work programme

- 4.1 The work programme for 2015/16 was agreed at the Committee's meeting on 16 April 2015.
- 4.2 The Committee is asked to consider if any urgent issues have arisen that require scrutiny and if any existing items are no longer a priority and can be removed from the work programme. Before adding additional items, each item should be considered against agreed criteria. The flow chart attached at **Appendix A** may help Members decide if proposed additional items should be added to the work programme. The Committee's work programme needs to be achievable in terms of the amount of meeting time available. If the committee agrees to add additional item(s) because they are urgent and high priority, Members will need to consider

which medium/low priority item(s) should be removed in order to create sufficient capacity for the new item(s).

5. The next meeting

5.1 The following reports are scheduled for the meeting on 15 September 2015:

Agenda item	Review type	Link to Corporate Priority	Priority
Lewisham Future Programme (Savings Proposals)	Standard item	Inspiring efficiency, effectiveness and equity	High
High Streets Review – Report	In-depth review	Strengthening the local economy	High
Planning obligations/regulations	Standard item	Clean, green and liveable	Medium
Progress of neighbourhood forums and Neighbourhood planning	Information Item	Community Leadership, Clean, green and liveable	Medium
Community Budget - work with Lambeth and Southwark to support our vulnerable residents into work	Policy development	Strengthening the local economy	Medium
Bakerloo Line consultation	Standard item	Clean, green and liveable	High

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

6. Financial Implications

There are no financial implications arising from this report.

7. Legal Implications

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

8. Equalities Implications

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

9. Date of next meeting

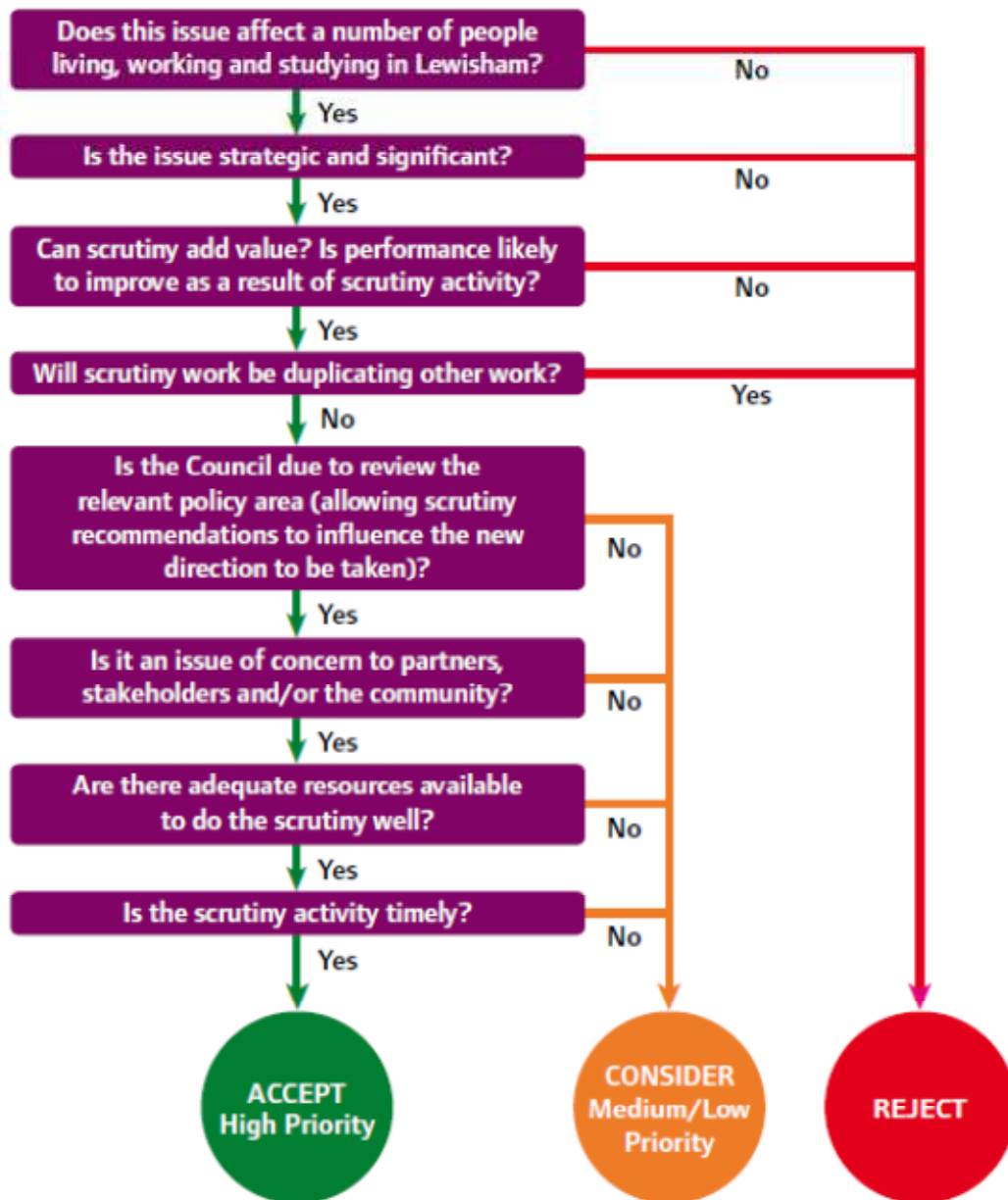
- 9.1 The date of the next meeting is Tuesday 15 September 2015.

Background Documents

Lewisham Council's Constitution

Centre for Public Scrutiny: the Good Scrutiny Guide







Scrutiny work programme – prioritisation process



Sustainable Development Select Committee work programme 2015/16

Programme of work

Work Item	Type of review	Priority	Strategic Priority	Delivery deadline	16-Apr-15	11-May-15	30-Jun-15	15-Sep-15	22-Oct-15	26-Nov-15	14-Jan-16	08-Mar-16
Lewisham Future Programme	Standard item	High	CP 10	Ongoing				Savings				
Election of the Chair and Vice-Chair	Constitutional req	High	CP6	Apr								
Planning obligations/regulations	Standard item	Medium	CP3, CP 5	Sept								
Select Committee work programme	Constitutional req	High	CP6	Ongoing	Setting the Work Programme							
High Streets	In-depth review	High	CP 5	Sept	Evidence	Evidence		Report				
Modern Roads	In-depth review	High	CP 3	Sept	Evidence		Report					
Planning service annual monitoring report	Information Item	Medium	CP3, CP 5	Nov								
Catford Regeneration Programme Review	In-depth review	High	CP3	Mar					Scoping Paper	Evidence 1	Evidence 2	Report
Progress of neighbourhood forums and Neighbourhood planning	Information Item	Medium	CP 1, CP 3, CP 5	Sept								
Progress on Pubs and register of assets of community value	Standard item	Medium	CP 1, CP 3, CP 5	Oct								
Waste Strategy (with enforcement)	Policy development	High	CP 3	Nov								
Sustainable Consultancy	Standard item	High	CP3	June								
Home Energy Conservation Report	Standard item	Medium	CP 3	Mar								
Community Budget - work with Lambeth and Southwark to support our vulnerable residents into work	Standard item	Medium	CP5	Sept								
Street lighting - proposals for variable lighting as part of improving efficiency	Standard item	Medium	CP3	Jun								
Asset Register - SharePoint Demonstration	Standard item	Medium	CP3	Jun								
Flood and River Related Consultations – Preliminary Results	Standard item	Medium	CP 3	April/May								
Highways Asset Management Plan (Information Item)	Standard item	High	CP3	April								
Borough Parks - Byelaws		Medium	CP3	June								
Bakerloo Line consultation	Standard item	High	CP 3	Sept								
Borough-wide 20mph zone implementation	Standard item	High	CP 3	Oct								
Lewisham Central Opportunity site	Standard item	Medium	CP 5	TBC								
Heritage and Tourism	Standard item	Low	CP 5	TBC								

	Item completed
	Item ongoing
	Item outstanding
	Proposed timeframe
	Carried over from last year
	Item added

Meeting Dates:					
1) Thu	16-Apr			5) Thu	22-Oct
2) Tue	11-May			6) Thu	26-Nov
3) Tue	30-Jun			7) Thu	14-Jan
4) Tue	15-Sep			8) Tue	08-Mar

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FORWARD PLAN OF KEY DECISIONS

Forward Plan July 2015 - October 2015

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

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

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

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

FORWARD PLAN – KEY DECISIONS					
Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
May 2015	Broadway Theatre Working Group	Wednesday, 24/06/15 Council	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member for Health, Wellbeing and Older People		
December 2014	Catford Town Centre CRPL Business Plan 2015/16	Wednesday, 24/06/15 Council	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
May 2015	Constitutional Matters	Wednesday, 24/06/15 Council	Kath Nicholson, Head of Law and Councillor Alan Hall, Chair of Overview & Scrutiny Committee		
March 2015	Housing Strategy	Wednesday, 24/06/15 Council	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
February 2015	Local Development Framework: Revised Local Development Scheme (version 7)	Wednesday, 24/06/15 Council	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
February 2015	Variation of contract for works at Forster Park Primary School	Tuesday, 07/07/15 Overview and Scrutiny Education Business Panel	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for		

FORWARD PLAN – KEY DECISIONS					
Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			Children and Young People		
June 2015	Blackheath bye-laws	Wednesday, 15/07/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Rachel Onikosi, Cabinet Member Public Realm		
June 2015	Council Tax Reduction Scheme Consultation	Wednesday, 15/07/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Kevin Bonavia, Cabinet Member Resources		
May 2015	Redesignation of Children's Centres: feedback from consultation events	Wednesday, 15/07/15 Mayor and Cabinet	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
May 2015	Deferral of the expansion of Sir Francis Drake primary school	Wednesday, 15/07/15 Mayor and Cabinet	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
June 2015	Deptford Southern Housing: Appropriating land for Planning purposes	Wednesday, 15/07/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and		

FORWARD PLAN – KEY DECISIONS					
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			Councillor Damien Egan, Cabinet Member Housing		
May 2015	Discretionary Licensing of the Private Rented Sector	Wednesday, 15/07/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
June 2015	Disposal of Land Arcus Road/Chingley Close	Wednesday, 15/07/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
June 2015	Enforcement Policy for Various Regulatory Functions	Wednesday, 15/07/15 Mayor and Cabinet	Aileen Buckton, Executive Director for Community Services and Councillor Janet Daby, Cabinet Member Community Safety		
May 2015	Financial Forecasts 2015-16	Wednesday, 15/07/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
May 2015	Formal Designation of Crystal Palace & upper Norwood Neighbourhood Forum and Area	Wednesday, 15/07/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
June 2015	Governing Bodies	Wednesday,	Frankie Sulke, Executive		

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	Reconstitution St Mary Magdalen's Catholic Primary School	15/07/15 Mayor and Cabinet	Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
June 2015	Homelessness Allocations Process	Wednesday, 15/07/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
June 2015	Homeless Hostel Investment Programmes	Wednesday, 15/07/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
June 2015	Medium Term Financial Strategy 2016 to 2019/20	Wednesday, 15/07/15 Mayor and Cabinet	Frankie Sulke, Executive Director for Children and Young People and Councillor Kevin Bonavia, Cabinet Member Resources		
June 2015	Milford Towers Lease	Wednesday, 15/07/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
May 2015	New Local Plan for Lewisham first round of Public Consultation	Wednesday, 15/07/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith,		

FORWARD PLAN – KEY DECISIONS

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			Deputy Mayor		
June 2015	Parks bye-laws	Wednesday, 15/07/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Rachel Onikosi, Cabinet Member Public Realm		
June 2015	Response to Consultation - Remodelling Lewisham's Adult Day Services and Associated Transport	Wednesday, 15/07/15 Mayor and Cabinet	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member for Health, Wellbeing and Older People		
June 2015	Adoption of Rivers SPD	Wednesday, 15/07/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
June 2015	Sheltered Housing Investment and improvement Programme	Wednesday, 15/07/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
June 2014	Surrey Canal Triangle (New Bermondsey) - Compulsory Purchase Order Resolution	Wednesday, 15/07/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
May 2015	Voluntary Sector	Wednesday,	Aileen Buckton,		

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	Accomodation Implementation Plan	15/07/15 Mayor and Cabinet	Executive Director for Community Services and Councillor Joan Millbank, Cabinet Member Third Sector & Community		
January 2015	Consultation on Potential Waste and Recycling Collections	Wednesday, 15/07/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Rachel Onikosi, Cabinet Member Public Realm		
May 2015	Award of New Block Contractual Arrangements for Nursing Homes	Wednesday, 15/07/15 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member for Health, Wellbeing and Older People		
May 2015	Children's Centres Contract Extension	Wednesday, 15/07/15 Mayor and Cabinet (Contracts)	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
June 2015	Deptford Lounge Centre Management Contract Extension	Wednesday, 15/07/15 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member for Health, Wellbeing and Older People		

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June 2015	Framework Agreement for Provision Supported Living Services to Adults with Learning Disabilities - Appointment to Framework	Wednesday, 15/07/15 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member for Health, Wellbeing and Older People		
June 2015	Procurement of Primary care Dietetic Services	Wednesday, 15/07/15 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member for Health, Wellbeing and Older People		
June 2015	Renewal of Framework Agreement for Tier 4 Services & Day Programmes for People with Substance Misuse	Wednesday, 15/07/15 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Janet Daby, Cabinet Member Community Safety		
June 2015	Contract Award All Saints Primary School to admit 30 additional pupils	Tuesday, 28/07/15 Overview and Scrutiny Education Business Panel	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
June 2015	Extension to the contract with Turner & Townsend for the provision of Client-side support to the Places programme	Tuesday, 28/07/15 Overview and Scrutiny Education Business Panel	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young		

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			People		
May 2015	Proposals by Archdiocese of Southwark St Winifred Infant School, St Winifred Junior School and Our Lady & St Philip Neri and inclusion in Capital Programme	Wednesday, 09/09/15 Mayor and Cabinet	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
June 2015	Award of Resurfacing Contract	Wednesday, 09/09/15 Mayor and Cabinet (Contracts)	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
June 2015	House on the Hill Design & Build Contract Award	Wednesday, 09/09/15 Mayor and Cabinet (Contracts)	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
June 2015	Award of Contract for works to expand Turnham Primary school	Tuesday, 22/09/15 Overview and Scrutiny Education Business Panel	Frankie Sulke, Executive Director for Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
June 2015	Blackheath Bye-laws	Wednesday, 23/09/15 Council	Kevin Sheehan, Executive Director for Customer Services and Councillor Rachel		

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			Onikosi, Cabinet Member Public Realm		
June 2015	Parks Bye-laws	Wednesday, 23/09/15 Council	Kevin Sheehan, Executive Director for Customer Services and Councillor Rachel Onikosi, Cabinet Member Public Realm		
June 2015	Health and Social Care Information and Advice Strategy	Wednesday, 30/09/15 Mayor and Cabinet	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member for Health, Wellbeing and Older People		
June 2015	Revenue Budget Savings	Wednesday, 30/09/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
June 2015	Dacre South Construction Contract Award	Wednesday, 30/09/15 Mayor and Cabinet (Contracts)	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
June 2015	Longfield Crescent Construction Contract Award	Wednesday, 30/09/15 Mayor and Cabinet (Contracts)	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		

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June 2015	Woodvale contract award	Wednesday, 30/09/15 Mayor and Cabinet (Contracts)	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
November 2014	Award of Highways Public Realm Contract Coulgate Street	Wednesday, 30/09/15 Mayor and Cabinet (Contracts)	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
June 2015	Award of Homecare Contracts	Wednesday, 30/09/15 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member for Health, Wellbeing and Older People		
February 2015	Review of Licensing Policy	Wednesday, 21/10/15 Mayor and Cabinet	Aileen Buckton, Executive Director for Community Services and Councillor Rachel Onikosi, Cabinet Member Public Realm		
June 2015	Capital and Revenue Budget Monitorig	Wednesday, 11/11/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
February 2015	Review of Licensing Policy	Wednesday,	Aileen Buckton,		

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		25/11/15 Council	Executive Director for Community Services and Councillor Rachel Onikosi, Cabinet Member Public Realm		
June 2015	Council Tax Reduction Scheme 2016-17	Wednesday, 09/12/15 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Kevin Bonavia, Cabinet Member Resources		
June 2015	Revenue Budget Savings	Wednesday, 09/12/15 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
June 2015	Council Tax Reduction Scheme 2016-17	Wednesday, 20/01/16 Council	Kevin Sheehan, Executive Director for Customer Services and Councillor Kevin Bonavia, Cabinet Member Resources		
June 2015	Capital and Revenue Budget Monitoring	Wednesday, 10/02/16 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		