

Public Document Pack

Sustainable Development Select Committee Agenda

Tuesday, 25 October 2016

7.00 pm,

Committee room 3

Civic Suite

Lewisham Town Hall

London SE6 4RU

For more information contact: Timothy Andrew (email: timothy.andrew@lewisham.gov.uk)
(Tel: 02083147916)

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

Part 1

Item		Pages
1.	Minutes of the meeting held on 14 September 2016	1 - 6
2.	Declarations of interest	7 - 10
3.	Responses to referrals	11 - 38
4.	Housing action zones	
5.	Air quality action plan	39 - 90
6.	Select Committee work programme	91 - 108
7.	Items to be referred to Mayor and Cabinet	

Sustainable Development Select Committee Members

Members of the committee, listed below, are summoned to attend the meeting to be held on Tuesday, 25 October 2016.

Barry Quirk, Chief Executive
Thursday, 13 October 2016

Councillor Liam Curran (Chair) Councillor Suzannah Clarke (Vice-Chair) Councillor Bill Brown Councillor Amanda De Ryk Councillor James-J Walsh Councillor Mark Ingleby Councillor Pauline Morrison Councillor Eva Stamirowski Councillor Pat Raven Councillor Paul Upex Councillor Alan Hall (ex-Officio) Councillor Gareth Siddorn (ex-Officio)	
---	--

MINUTES OF THE SUSTAINABLE DEVELOPMENT SELECT COMMITTEE

Wednesday, 14 September 2016 at 7.00 pm

PRESENT: Councillors Liam Curran (Chair), Suzannah Clarke (Vice-Chair), Bill Brown, Amanda De Ryk, James-J Walsh, Mark Ingleby, Pauline Morrison, Eva Stamirowski and Paul Upex

ALSO PRESENT: Mayor Sir Steve Bullock (Mayor), Timothy Andrew (Interim Overview and Scrutiny Manager), Jessie Lea (Senior Programme Manager), Kplom Lotsu (SGM Capital Programmes) and Emma Talbot (Head of Planning)

1. Minutes of the meeting held on 29 June 2016

The Committee agreed the following clarifications to the minutes of the meeting held on 29 June 2016:

- 1.1 On page three, the wording of the referral to Mayor and Cabinet was meant to have read: 'The Committee recommends that the strategy be formally adopted as Council policy and *should* also referred to in the local development management plan.'
- 1.2 On page seven, 'the Committee felt strongly about the benefits of a potential *piazza* in Calford' (in the vicinity of the current location of Laurence House)
- 1.3 On page eight that the referral was intended to have read: 'The route down from the station will feel processional *and* engender a sense of expectation of what is to come.'
- 1.4 The Committee also noted that, at Members' insistence, there had been a trial of street light dimming in a whole polling district.
- 1.5 The Committee also noted that their strongly worded and highly passionate discussion about the re-routing of the road in Calford. Members felt that this may not have been adequately reflected in the minutes. Members reiterated their strong feelings about the importance of the relocation of the road to the vision for the redevelopment of the town centre.

Resolved: that the minutes be agreed, subject to the clarifications and amendments discussed.

2. Declarations of interest

Councillor James-J Walsh declared a non-prejudicial interest as the founder of the Bakerloo line extension.com

3. Calford Town Centre Regeneration update

- 3.1 Kplom Lotsu (SGM Capital Programme Delivery) and Emma Talbot (Head of Planning) introduced the report, the following key points were noted:

- The Committee had been carrying out quarterly monitoring of the scheme. This was the third update report.
- Work (set out in section 4.2 of the report) was being carried out on options for the relocation of the road. Officers were in dialogue with TfL, which had assembled a project team to work on Catford.
- Officers were keen to highlight to TfL that the Council did not want Catford merely to be a confluence of roads.
- TfL understood that the theatre was a central part of the regeneration of Catford and had started amending their plans to ensure access and prominence.
- Officers had met with senior people in TfL to discuss the importance of regeneration in Catford and to emphasise the importance of long term solutions for the town centre.
- Officers at City Hall were interested and receptive to the efforts being made by council officers.

3.2 In the discussion that followed, Kplom Lotsu, Emma Talbot, Jessie Lea and the Mayor responded to questions from the Committee, the following key points were noted:

- TfL was a large organisation with parts that were unconnected to each other. One part did not always know what the others were working on.
- Members gave examples of instances in which small issues (such as the relocation of a bus stop) had generated problems between partners and expressed the hope that by starting early and working with officers across TfL, issues in Catford could be avoided.
- One of the key issues in Catford was the high volume of busses travelling through it on a daily basis.
- Officers and Members were in agreement that there were many positive things about Catford, yet it was easy to focus on the negative.
- Housing zone negotiations were still in their early stages. Key documents had been drawn up and accepted in broad terms. A paper requesting decision from the Mayor on the next stage of the development of the housing zone would be presented to Mayor and Cabinet at the end of September.
- Changes to the London plan would likely require more affordable homes, which would likely have implications for the density and scale of future developments.
- The new Mayor of London would be revising elements of the London Plan. At the end of this year or the beginning of next, he would be giving his opinion about the implementation of existing policies.
- The Committee was concerned about the timetable, vision and strategy for the development of Catford as well as the level of engagement with members of the public. The Committee was frustrated by the seemingly piecemeal nature of the approach being taken.
- Before March 2018 most of the key decisions would have been made by the Mayor.
- People were enthused and excited by the future of Catford. Dates were being agreed for future consultation events and a series of sessions to meet with local people for 'Catford Conversations'.

- Members were concerned about the possibility of decisions being made whilst the consultation was ongoing.
- A programme of minor works had been agreed for the theatre. Work was also taking place to let the café space to a commercial operator.
- The issue of density of development was complicated. Increasing the density of developments had to be balanced with attention to the quality of design.
- The regeneration was not yet at a stage to provide detail. Decisions might need to be made in the future about the balance between different tenures of housing and other benefits from the scheme as well as the availability of funding.
- It was too early to discuss the possibility of compulsorily purchasing land to enable the development.
- The limits of Catford were defined in planning terms – but there were different views about what was and what was not part of Catford.
- Some Members were also concerned about the politics of bringing forward a large scheme. It was felt that the process of compulsory purchase could be complicated so it was important to build strong partnerships and to consider the implications of the disposal of land early on in the programme.

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

- The Committee recognises the energy and enthusiasm that is shown for the development of Catford and it hopes that this will result in decisive action to move the Catford programme forward.
- The Committee remains concerned that the programme is piecemeal and lacks a genuine central vision of how the town centre will look, a cohesive approach or a single person driving the project on a daily basis. Added to the concern is the sense of rush to drive the project through.
- The Committee requests a timetable for the programme with all dates of key decisions and deadlines for delivery.
- The Committee requests a copy of the decision-making structure of the programme including all the elements of planning, regeneration and the allotted Housing Action Zone/GLA membership of the Catford programme board.
- The Committee asks that it be provided with an update on the delivery of the new 'vision' document for Catford.
- The Committee wants to understand how members of the public will have meaningful involvement in the decision-making about the design and look of Catford. The Committee asks for specific examples of how local residents' views will genuinely affect the development of plans for the town centre.
- The Committee notes a hiatus on the lottery bid and renovation work on the Broadway Theatre and requests an update on the programme of work being carried out at the Broadway Theatre, which includes full details of the resources being allocated to carry out proposed works.

Resolved: that the Committee refer its views to Mayor and Cabinet.

4. Lewisham Future Programme

4.1 David Austin (Head of Corporate Resources) introduced the Lewisham Future Programme report. The following key points were noted:

- The Council had made £138m of savings to its budget from 2010/11, which meant the whole savings programme was projected to save £200m to 2019/20.
- Members had already agreed £17m of savings to be implemented in 2016/17.
- A further £45m of savings would be needed in the three years to 2019/20, equivalent to £15m per year.
- The Lewisham Future report brought forward £7m of specific savings proposals for 2017/18. A further £14m of proposals should be anticipated.
- This still left a gap of £21m of savings to 2019/20.
- The report also included an efficiency plan for the coming four years based on the Lewisham 2020 priorities.
- It was as yet unclear what the change of government might mean for the local government finance settlement, due in November.
- Social care was still the largest areas of spend, followed by leisure and environment. It was these areas that could produce the largest level of savings.

4.2 In the discussion that followed, the following key points were noted:

- The Lewisham Future Programme board would be holding challenge sessions to look at the Council significant areas of spend.
- Work was taking place to improve income generation and make services self-sustaining.
- Work was also taking place to determine how the Council might make additional funds from the use of assets.
- Work was also taking place to release funds from the leisure centre contract. The intention would be to make the contract self-financing.
- The Council might need to develop its capacity and skills in certain areas in order to make the most of its assets.
- In existing schemes, the Council has sometimes opted to buy-in expertise.
- The planning services required an update to its technology in order to produce revenue. At present, it was hampered by outdated systems and lack of access to industry standard software.
- Some parts of the changes to the enforcement service were not being implemented, other parts were taking time to come in to effect.
- The next stage of the decision making process was for the Mayor to make a decision about the £7m of savings being proposed for the 2017/18 and to implement the £17m of savings already agreed for next year.

4.3 The Committee resolved to advise the Public Accounts Select Committee of the following:

- The Committee recommends that action be taken to improve the IT used by the borough's planning teams. Members recognise that planning officers could provide substantially improved services and make more efficient use of resources if the IT offer was brought up to industry standards.
- The Committee recommends that the proposal to cut or reduce the assemblies fund be rejected.
- The Committee would welcome further proposals about the potential to generate revenue from the use of the Council's assets.
- The Committee is concerned about the lack of information provided about the equalities dimension of a number of the savings proposals. It asks that officers pay close attention to areas in which there may be a cumulative negative impact on protected groups.

Resolved: that the Committee refer its views to the Public Accounts Committee.

5. Select Committee work programme

5.1 Timothy Andrew (Scrutiny Manager) introduced the report the following items for the meeting on 25 October 2016 were agreed:

- Planning obligations and regulations update
- Planning key policies and procedures
- Annual parking report

Resolved: that the work programme be agreed.

6. Items to be referred to Mayor and Cabinet

Resolved: that the Committee's views under items three be referred to Mayor and Cabinet – and that its views under item four be referred to Public Accounts Committee.

The meeting ended at 9.30 pm

Chair:

Date:

This page is intentionally left blank

Sustainable Development Select Committee		
Title	Declaration of interests	
Contributor	Chief Executive	Item 2
Class	Part 1 (open)	25 October 2016

Declaration of interests

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

1. Personal interests

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

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

2. Disclosable pecuniary interests are defined by regulation as:-

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

(b) and either

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

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

3. Other registerable interests

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

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

4. Non registerable interests

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

5. Declaration and Impact of interest on members' participation

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

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

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

6. Sensitive information

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

7. Exempt categories

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

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

This page is intentionally left blank

Agenda Item 3

Sustainable Development Select Committee		
Title	Responses to referrals	
Contributor	Scrutiny Manager	Item 3
Class	Part 1 (open)	25 October 2016

1. Purpose

To advise the Committee of responses to its referrals.

2. Recommendations

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

3. Responses to referrals

- 3.1 At its meetings on 29 June, 7 September and 19 October Mayor and Cabinet considered responses to the Committee's referrals on:

- Biodiversity
- Street lighting
- Section 106 and CIL
- Catford (referrals 2 and 3 in a series)
- Cycling

- 3.2 These responses are appended to the report.

4. Financial implications

There are no financial implications arising from this report.

5. Legal implications

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

Background documents

Minutes of the meetings of Mayor and Cabinet on:

- 29 June 2016 - [link](#)
- 7 September 2016 - [link](#)
- 19 October 2016 - [link](#)

This page is intentionally left blank

Mayor and Cabinet		
Report Title	Response to the referral by the Sustainable Development Select Committee on the Biodiversity Action Plan	
Key Decision	No	Item No.
Ward	All	
Contributors	Executive Director Resources & Regeneration; Executive Director Customer Services	
Class	Part 1	Date: 29 June 2016

1. Summary

- 1.1 This report sets out the Executive Director's response to the recommendations arising from the Sustainable Development Select Committee's consideration of 'A Natural Renaissance for Lewisham' Biodiversity Action Plan 2015-2020', which was presented at the Mayor and Cabinet meeting of 23rd March 2016.

2. Purpose

- 2.1 On the 8th March the Sustainable Development Select Committee (SDSC) considered 'A Natural Renaissance for Lewisham' Biodiversity Action Plan 2015-2020' and recommended that:
- That the Biodiversity Action Plan be approved
 - Section 106 or Community Infrastructure Levy money be allocated for a borough-wide survey of potential sites for additional street trees and ecological enhancements
 - That as part of the Digital Transformation Programme, consideration be given to how best to support the biodiversity action plan with improved use of IT
- 2.2 The purpose of this report is to set out the Executive Director's response to the recommendations arising from the SDSC consideration of the Lewisham Biodiversity Action Plan.

3. Recommendations

The Mayor is recommended to:

- 3.1 Approve the response from the Executive Director for Resource and Regeneration to the Sustainable Development Select Committee
- 3.2 Agree the content of this report and agree that the matters discussed in this report be reported back to the Sustainable Development Select Committee.

4. Policy Context

4.1 Shaping our future – the Council’s Sustainable Community Strategy includes the following priority outcomes

- Clean, green and liveable – where people live in high quality housing and can care for and enjoy their environment
- Protect and enhance our parks, open spaces and local biodiversity.

4.2 The Council has outlined ten corporate priorities which enables the delivery of the Sustainable Community strategy.

- Priority number 3: Clean, green and liveable improving environmental management. The council is committed to protect and manage the environment and to aspire to a sustainable environment where people, have access to green spaces and take responsibility for their impact on the environment.

4.3 The decision to endorse ‘A Natural Renaissance for Lewisham’ is consistent with the Local Development Framework (June 2011): Core Strategy Objective 7: Open Space and environmental assets.

- This states that the important environmental, ecological and biodiversity features of Lewisham will be protected and capitalised to promote health and well-being by:

- a. protecting all open space including Metropolitan Open Land
- b. protecting Sites of Importance for Nature Conservation and supporting and promoting local biodiversity
- c. requiring green roofs and walls where appropriate
- d. implementing the Street Tree Programme
- e. improving the quality of, and safeguarding access to, all public open space
- f. providing accessible and varied opportunities for health, leisure and recreational activities including the South East London Green Chain Walk, the Green Grid, the Waterlink Way and river and waterways network, and the Thames Path.

5 Background

5.1 On 8th March 2016, the Sustainable Development Select Committee considered ‘A Natural Renaissance for Lewisham’ Biodiversity Action Plan 2015-2020’. Their recommendations are set out below.

6 Recommendation made by the SDSC

Recommendation 1

6.1 The Committee resolved to note that they considered the Biodiversity Action Plan to be excellent and recommended to Mayor and Cabinet “*that the Biodiversity Action Plan be approved.*”

Response:

6.2 Noted and agreed

Recommendation 2

6.3 *That Section 106 or Community Infrastructure Levy money be allocated for a borough-wide survey of potential sites for additional street trees and ecological enhancements.*

Response:

6.4 Street trees play an important role in London's environment, providing multiple physical and aesthetic benefits. London's street trees principle value is to reducing the impact of climate change on the capital. Trees increase shading, and cooling, they improve street environments and reduce noise and dust from road traffic. Crucially, they also mop up carbon emissions.

6.5 The Council recognises that Lewisham's trees are part of what makes the borough so green, compared to many other parts of London. Introducing new street trees can be challenging. With limited space available, it is also important to prioritise space for pedestrians and cyclists; visibility for drivers must be maintained; underground utilities can often make new trees too costly; and reducing revenue budgets can means that damaged trees aren't always maintained. Despite these challenges, the Council seeks to maintain, protect and increase the number and quality of trees in the borough through various measures.

6.6 Lewisham adopts a five-point approach to planning decisions for biodiversity, based on the five following principles – information, avoidance, mitigation, compensation and new benefits.

6.7 Where mitigation is required as a result of a planning application, this is routinely achieved by on site measures delivered as part of the scheme itself. These can include the installation of bat and bird boxes, the implementation of sympathetic landscaping and new tree planting and also other habitat creation enhancements such as, living roofs to benefit biodiversity. The majority of planning applications achieve a positive biodiversity enhancement from on site interventions that exceed what existed prior to development. Financial sums secured via a Section 106 agreement towards biodiversity measures are therefore rare as mitigation is nearly always achieved through on site measures.

6.8 In addition, as part of the Local Implementation Plan, all large transport projects aim to introduce street trees where feasible. Similarly, as major schemes and developments are brought forward officers continue to work with developers to ensure the delivery of high quality urban realm as part of their schemes, including the provision of new street trees in appropriate locations.

6.9 Funding received through s106 must be spent within the terms set out in the specific legal agreement with each contribution secured having to be necessary in relation to the impacts of the specific development. While the Community Infrastructure Levy (CIL) is a non-ring fenced fund that has a wider

scope, the council must spend the revenue generated on *“the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area”*. The Council can spend a small proportion of CIL revenue on *“anything else that is concerned with addressing the demands that development places on an area”*; this ‘local proportion’ of CIL however must be spent locally and in consultation with local communities (this process of identifying local priorities for spend of the local proportion is currently being developed).

- 6.10 At present the Council does not hold any s106 sums that could be spent on a Borough wide general survey for ecological enhancements. The Council is in receipt of s106 monies for ‘environmental improvements’. These sums are generally tied to a specific improvement (or type of improvement) to mitigate the impacts of a particular scheme and would not be able to be used for a Borough wide study. However, the use of these funds for enhancement works, including the provision of street trees will be investigated.

Recommendation 3

- 6.11 *That as part of the Digital Transformation Programme, consideration be given to how best to support the biodiversity action plan with improved use of IT.*

Response:

- 6.12 As part of wider plans to upgrade our IT infrastructure and the Sharepoint estate, officers will look at how to support better data management and sharing in both this area and across the whole Council.

7 Legal Implications

- 7.1 The report sets out for approval the response from the Executive Director to the Sustainability Development Select Committee on matters raised, there are no legal implications on the responses.

8 Financial Implications

- 8.1 There are no direct financial implications arising from this report per se.

9 Equalities implications

- 9.1 Lewisham's Comprehensive Equalities Scheme (CES) 2012-16 describes the Council's commitment to equality for citizens, service users and employees.

The CES is underpinned by a set of high level strategic objectives which incorporate the requirements of the Equality Act 2010 and the Public Sector Equality Duty:

- tackle victimisation, harassment and discrimination
- to improve access to services
- to close the gap in outcomes for citizens
- to increase understanding and mutual respect between communities to increase participation and engagement

9.2 All residents and visitors to the borough have a right to enjoy, learn about and make use of Lewisham's many and diverse wildlife habitats, species and landscapes, especially where access to and use of these resources is free throughout the year. Protecting Lewisham's biodiversity through the BAP process helps ensure this right of access and enjoyment is there for all cultures, ages and abilities and that information and knowledge about Lewisham's natural assets is promoted to the widest audience possible without preference, prejudice or prior assumption. There are no direct equalities implications arising from this response.

10 Environmental implications

10.1 There are no specific environmental implications from this report.

11 Conclusion

11.1 The recommendation referred to the Mayor from the Sustainable Development Select Committee has been answered in section 6 of this report and it is proposed that this response is referred back to the committee

12 Background documents and report author

- [Biodiversity Plan](#)
- [Report to M&C 23 March 2016](#)

12.1 If you have any queries on this report, please contact Emma Talbot, Head of Planning, 5th floor Laurence House, 1 Catford Road, Catford SE6 4RU – telephone 020 8314 9051 or Nick Pond, Ecological Regeneration Manager, 020 8314 2007.

This page is intentionally left blank

MAYOR AND CABINET			
Report Title	Street lighting: variable lighting policy		
Key Decision	Yes		
Ward	All		
Contributors	Executive Director for Resources and Regeneration		
Class	Open	Date:	7 September 2016

1. Purpose

- 1.1 The purpose of this report is to set the Council's approach to variable lighting across street lights in the borough.
- 1.2 The proposed variable lighting policy was discussed by the Sustainable Development Select Committee on 30 June 2015 and 12 May 2016 and a trial of variable lighting in a number of streets across the borough has been running since November 2015.
- 1.3 This report also provides a response to the comments of the Sustainable Development Select Committee that were referred to Mayor and Cabinet on 1 June 2016.

2. Recommendations

- 2.1 It is recommended that the Mayor agrees the proposed variable lighting policy set out in section 5 and Annex A and in particular agrees the proposals to:
 - Implement dimming of 50% in locations described in 5.10;
 - Exempt street lights where there may be concerns about dimming in relation to crime reduction, road safety or other Council priorities as described in paragraphs 5.11 and 5.12;
 - Switch lights on 10 minutes later and off 10 minutes earlier as part of a 'trimming' exercise to cut energy consumption;
 - Review the implementation of the variable lighting policy with a report to the Sustainable Development Select Committee in 12 months' time.
- 2.2 The Mayor is also recommended to agree the response to the comments from Sustainable Development Select Committee referred to Mayor and Cabinet on the 1 June 2016 and to refer this report back to the Committee.

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 following 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 Lewisham and Croydon Street Lighting PFI is a joint procurement project to replace the ageing street lighting stock of both London boroughs. The 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;
 - Improving street lighting standards;
 - Reducing crime and the fear of crime; and
 - Supporting the night-time economy.
- 4.2 The project scope has replaced approximately 17,500 Lewisham street lights over a 5-year Core Investment Programme, with an on-going 25-year responsibility for maintenance and repair.
- 4.3 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.
- 4.4 Decisions or actions which are not set out 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 Council.
- 4.5 The Street Lighting PFI project includes the installation of a centrally managed control system (CMS) connected to each street light. The CMS 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
- 4.6 The ability to vary lighting intensity and times creates an opportunity to reduce the cost of energy for street lighting, as well as associated carbon emissions. 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.
- 4.7 Energy savings resulting from a decision by the Council to vary lighting are retained by the Council. This is established in Schedule 8 of the PFI Contract with Skanska as follows:
- During procurement the Service Provider forecast energy for 25yrs, a calculation in the Payment Mechanism ensures that the Service Provider pays for all energy above that forecast.
 - If the actual consumption is below that forecast by the Service Provider then a calculation in the Payment Mechanism ensures that the Service Provider takes the first 5% and anything below that is shared by way of an annual reconciliation. This does not however apply to dimming and / or switch regime changes instructed by the Authority.
 - Another section in the Payment Mechanism ensures that energy savings from dimming and / or switch regime changes instructed by the Authority are retained by the Authority.
- 4.8 The use of LED lighting is another way in which reductions in energy consumption could be achieved. Modelling of this option based on products currently available by the joint client monitoring team suggest that this would take around 7 years to payback, although the cost of the technology is continuing to fall. Implementing variable lighting has no direct cost associated with it and could be implemented very quickly. The joint client monitoring team will continue to monitor the option of LED lighting.

5. Proposed approach to variable lighting in Lewisham

- 5.1 Dimming and switching off street lighting are well established options for local authorities looking to make savings. Local authorities that have implemented a variable lighting policy include Blackpool MBC, Derby City Council, Wokingham MBC, Cornwall County Council, Northamptonshire County Council, Cambridgeshire County council and Birmingham City Council, and a number of other authorities are progressing plans to follow suit.
- 5.2 Any decision to reduce lighting levels 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 is also relevant to traffic management and road safety. Lighting is also a factor in relation to promoting the night time economy for example in town centres.
- 5.3 Given these potential impacts fully switching off lights as opposed to dimming is considered outside the scope of this report, though proposals can be put forward if members request it.

- 5.4 The CMS system can be set at the level of individual lighting columns. It is therefore possible to deploy variable lighting that takes account of the characteristics of different areas. This means that the CMS can be used to maximise the potential benefits of dimming while ensuring other objectives are not compromised. The CMS also means that light level changes can be implemented quickly, if necessary instantly, without the need to be physically present at the site.
- 5.5 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.
- 5.6 A trial of variable lighting took place from November 2015. The following 3 options were trialled in 3 residential streets in each ward:

Option 1		Option 2		Option 3	
Before midnight	After midnight	Before midnight	After midnight	Before midnight	After midnight
25% reduction	25% reduction	25% reduction	50% reduction	50% reduction	50% reduction

Table 1: three options for variable lighting

- 5.9 A list of streets involved in the trial is included in Annex B. Following discussion at the May 2016 Sustainable Development Select Committee the trial was varied to include a set of intersecting streets using a polling district in Rushey Green. No resident feedback has been received since the start of the trial. A similar trial has been conducted in Croydon and has also not generated any feedback.
- 5.10 It is proposed that approach to variable lighting is tailored according to highway type. As described above in 5.2-5.5 the approach proposed is based on retaining flexibility to reflect the requirements of different areas.

Highway type	Proposed variable lighting regime
Residential	Dimming applied from dusk to dawn
Town and district centres	Dimming applied from midnight
Link roads	Dimming applied from 9pm
Strategic routes and main distributors	Dimming applied from 9pm
Secondary distributors	Dimming applied from 9pm

Table 2: proposed approach across different highway types

- 5.11 The CMS allows pre-identified columns or streets to be exempted from dimming. It is proposed that officers in Regeneration and Asset Management division liaise with colleagues in crime reduction, road safety and highways to identify and monitor exemptions. The exemptions will focus on areas characterised in the list below. Where there are location-specific reasons identified for granting an exemption outside the scope of the list below these can be considered on a case-by-case basis. It is proposed that the initial list of exemptions is drawn up before dimming is applied. Changes to the list of exempted areas will be implemented on an ongoing basis and the list of exemptions reviewed on an annual basis by Regeneration and Asset Management division. Officers will also maintain details of 24 hour contacts at Skanska to allow lights to be switched to full intensity with immediate effect.
- 5.12 Locations where exemptions will be applied include:
- 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 or where the Authority considers it has a specific duty of care.
- Areas where there could be an increase in crime through reduced lighting, like pubs, clubs and specific night-time use in residential areas.
- Areas where for operational reasons the police require the highest levels of lighting including crime hotspots and increased lighting immediately following an incident.

5.13 Table 3 sets out indicative financial benefits forecast for each of the options set out above This is based on modelling carried out by the joint client monitoring team.

	Energy reduction	Annual saving
Option 1	16%	80,000
Option 2	25%	£130,000
Option 3	32%	£165,000

Table 3: Estimated financial benefit by model

5.14 The above forecast includes the following assumptions:

- That dimming is operational for a full financial year
- That the price per kilowatt hour of energy saved is 7.76p. Any increase in energy costs will increase the financial benefit of dimming lights, but will also erode any budget saving that might be considered.
- That a maximum of 20% of lights across the borough's stock are given an exemption, where no dimming is implemented.
- Lewisham Council is not required to pay for allowances relating to street light energy consumption under the Carbon Reduction Commitment or successor carbon tax scheme.
- A "trimming policy" (see 5.18) has been implemented saving 2% from the street lighting energy bill.

5.15 It should be noted that the forecast annual saving does not automatically translate into a cashable saving. Implementing dimming should reduce pressures on already stretched budgets and it is recommended that following the introduction of dimming actual expenditure is monitored against the modelling of benefits forecast by the Client Monitoring Team.

5.16 The reference in 5.14 to a maximum of 20% of lights across the borough's stock is to explain the basis for making a forecast of the financial benefits of implementing variable lighting. There is no proposal to set an upper limit on the number of street lights that could be exempted.

5.17 Based on the results of the variable lighting trial and the forecast of savings across the three options it is proposed that the Council opts for option 3. This is in line with the approach under consideration in Croydon.

5.18 An additional energy saving of approximately 2% could be achieved by switching the lights on and off 10 minutes later at dusk and 10 minutes earlier dawn (based on ambient light levels). This approach has historically been implemented by most local authorities in the UK by changing photo-cells at each lighting point, in Lewisham we can implement the change quickly via the CMS. It is proposed that we implement this as part of the wider policy on dimming.

- 5.19 Implementation of the policy will be kept under review with an annual report to Sustainable Development Select Committee, or other committee as directed by Lewisham's Chair of Overview and Scrutiny.

6. Comments from the Sustainable Development Select Committee

- 6.1 The Sustainable Development Select Committee considered the street lighting variable lighting policy at its meetings on the 30 June 2015 and the 12 May 2016 and provided helpful input into the development of the approach. The Committee's comments to Mayor and Cabinet on the 1 June 2016 concern three issues:

- That the trial of dimming should be extended to include an area the size of a polling district and the result of this reported to Mayor and Cabinet;
- That the implementation of the variable lighting policy should take into account the circumstances of each street and not be driven solely by financial considerations;
- That Members should have the opportunity to identify locations that may not be appropriate for dimming.

- 6.2 The approach proposed in this report take these issues into consideration as follows:

- Paragraph 5.9 confirms that the pilot was extended to include an area the size of a polling district and reports the outcome of the pilot.
- Paragraph 5.12 describes the broad range of parameters where exemptions can be applied. Paragraph 5.16 emphasises that there is no proposal to limit the number of exemptions. Paragraph 5.11 states that "*Where there are location-specific reasons identified for granting an exemption outside the scope of the list [in paragraph 5.12] these can be considered on a case-by-case basis*".
- Paragraph 5.11 confirms that the list of exemptions will be updated on an ongoing basis by officers within Regeneration and Asset Management division. Officers will draw on information from a wide range of sources and where Members have views on dimming in specific locations these will be welcomed. Paragraph 5.19 proposes that an annual report on the streetlight dimming will be presented to Sustainable Development Select Committee, or other committees as required.

7. Financial implications

- 7.1 This report recommends that Mayor and Cabinet agrees to a variable street lighting policy as set out in section 5 and Annex A. It is estimated that if option 3 as per paragraph 5.13 is chosen, then based on the assumptions set out in paragraph 5.14, an annual saving of approximately £165k on energy costs could be achieved. In 2014/15 the cost of electricity for streetlights was £698,200. The outturn for 2015/16 was £604,235.

8. Legal implications

- 8.1 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.

- 8.2 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.
- 8.3 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.

9. Crime and disorder implications

- 9.1 The Council has a duty under Section 17 of the Crime and Disorder Act 1998 (as amended by the Police and Justice Act 2006) to consider crime and disorder and anti-social behaviour in the discharge of all of its functions.
- 9.2 The views of Lewisham Police and the Council's Crime Reduction Service have been sought in developing the Council policy for variable lighting. Officers from the Crime Reduction Service have confirmed that there is recognition that a balance of efficiency and safety needs to be met and that the flexibility outlined in the report and exempt areas goes as far as possible to mitigate concerns whilst ensuring key potential crime hotspots are sufficiently supported by street lighting. Fear of crime is a significant contributor to the overall look and feel of an area and these proposals have sought to consider this alongside other drivers.

10. Equalities implications

- 10.1 The variable lighting 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. Paragraph 5.12 above identifies a range of street lights that could be exempted from any dimming. Where concerns emerge about particular locations sites officers will be able to amend the instruction to Skanska for immediate implementation.

11. Environmental implications

- 11.1 The variable lighting 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 therefore potentially has benefits for biodiversity.

12. Conclusion

- 12.1 The cost of electricity to run street lighting is approximately £600k 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.

- 12.2 Estimates based on the Client Monitoring Team's modelling of dimming indicate that there is the potential to reduce energy consumption by up to 32% and this is something that a number of local authorities have already implemented. It is proposed that Lewisham implements the dimming policy set out in this report including a reduction in lighting as set out in paragraphs 5.6-5.12.

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

Background Documents

30 June 2015 Sustainable Development Select Committee

Street lighting: variable lighting policy

<http://councilmeetings.lewisham.gov.uk/documents/s37215/06StreetLighting300615.pdf>

12 May 2016 Sustainable Development Select Committee

Street lighting: variable lighting policy

http://councilmeetings.lewisham.gov.uk/documents/s43494/3_SDSC_Streetlighting_12052016.pdf

Annex A: Draft Variable Lighting Policy

1. The Variable Lighting Policy for Lewisham seeks to use the technology installed under the Lewisham and Croydon Street Lighting PFI to reduce the consumption of energy from street lighting without compromising objectives for crime reduction, safety and economic development.
2. It is proposed that street lights are dimmed by 50% as follows:

Highway type	Proposed dimming regime
Residential	Dimming applied from dusk to dawn
Town and district centres	Dimming applied from midnight
Link roads	Dimming applied from 9pm
Strategic routes and main distributors	Dimming applied from 9pm
Secondary distributors	Dimming applied from 9pm

3. Specific street lights and streets can be exempted from the variable lighting. The following criteria are proposed for these exemptions:
 - Lights at major junctions/ roundabouts.
 - Outside schools.
 - 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 or where the Authority considers it has a specific duty of care.
 - Areas where there could be an increase in crime through reduced lighting, like pubs, clubs and specific night-time use in residential areas.
 - Areas where for operational reasons the police require the highest levels of lighting including crime hotspots and increased lighting immediately following an incident.
4. It will be possible to revert any street light to 100% lighting and key Council officers and other nominated organisations will be provided with contact details at Skanska providing a 24 hour response.
5. Implementation of the policy will be kept under review with an annual report to Sustainable Development Select Committee, or other committee as directed by Lewisham's Chair of Overview and Scrutiny.

Annex B: List of street included within the trial of dimming

<u>Bellingham</u>	No. Cols	
Winchfield Road	6	Dim 1
Hawkins Way	9	Dim 2
Otterden Street	7	Dim 3
<u>Blackheath</u>		
Oppenheim Road	7	Dim 1
Heathlee	8	Dim 2
Eliot Park	7	Dim 3
<u>Brockley</u>		
Millmark Grove	7	Dim 1
Alpha Road	6	Dim 2
Ashby Road	10	Dim 3
<u>Catford South</u>		
Hafton Road	10	Dim 1
Killearn Road	11	Dim 2
Ardoch Road	11	Dim 3
<u>Crofton Park</u>		
Whatman Road	7	Dim 1
Brockely View	9	Dim 2
Gabriel Street	10	Dim 3
<u>Downham</u>		
Belgravia Gardens	7	Dim 1
Camlan Road	6	Dim 2
Galahad Road	8	Dim 3
<u>Evelyn</u>		
Alloa Road	7	Dim 1
Arklow Road	9	Dim 2
Eugenia Road	9	Dim 3
<u>Forest Hill</u>		
Horniman Drive	18	Dim 1
Netherby Road	7	Dim 2
Plane Street	6	Dim 3
<u>Grove Park</u>		
Pennington Way	12	Dim 1
Luffman Road	8	Dim 2
Ashwater Road	8	Dim 3

<u>Ladywell</u>		
Undercliff Road	8	Dim 1
Malyons Road	12	Dim 2
Veda Road	6	Dim 3
<u>Lee Green</u>		
Pascoe Road	7	Dim 1
Murillo Road	8	Dim 2
Hedgley Street	5	Dim 3
<u>Lewisham Central</u>		
Thornford Road	6	Dim 1
Elthruda Road	6	Dim 2
Longbridge Way	10	Dim 3
<u>New Cross</u>		
Achilles Street	7	Dim 1
Mornington Road	8	Dim 2
Farrow Lane	8	Dim 3
<u>Perry Vale</u>		
Carholme Road	8	Dim 1
Inglemere Road	10	Dim 2
De Frene Road	14	Dim 3
<u>Rushey Green</u>		
Glenwood Road	6	Dim 1
Jutland Road	10	Dim 2
Blythe Hill Lane	9	Dim 3
<u>Sydenham</u>		
Peak Hill	10	Dim 1
Bishopsthorpe Road	12	Dim 2
Sunnydene Street	6	Dim 3
<u>Telegraph Hill</u>		
Brockill Crescent	11	Dim 1
Selden Road	7	Dim 2
Mantle Road	11	Dim 3
<u>Whitefoot</u>		
Brockman Rose	11	Dim 1
Cranmore road	6	Dim 2
Cotton Hill	14	Dim 3

Intersecting streets in Rushey Green ward where dimming of 50% was trialled following the May 2016 meeting of the Sustainable Development Select Committee:

Montacute Road, Bankhurst Road, Polsted Road, Casslee Road, Ravensbourne Park Crescent, Blythe Hill, Blythe Hill Close, Blythe Hill Lane, Winterbourne Road, Winterstoke Road and Faversham Road.

Mayor and Cabinet		
Report Title	Response to the referral by the Sustainable Development Select Committee on the Use of section 106 and CIL	
Key Decision	No	Item No.
Ward	All	
Contributors	Executive Director Resources & Regeneration; Executive Director Customer Services	
Class	Part 1	Date: 7 September 2016

1. Summary

- 1.1 This report sets out the Executive Director's response to the recommendations arising from the Sustainable Development Select Committee's consideration on the use of Section 106 (S106) and CIL which was presented at the Mayor and Cabinet meeting of 1st June 2016.

2. Purpose

- 2.1 On the 1st June 2016, the Sustainable Development Select Committee (SDSC) considered a further response on the use of S106 and CIL recommended that:
- The Committee felt it was important that the processes for allocating section 106 and CIL funding were made transparent so accountability could take place.
 - The Committee was aware that officers are considering the process and options for further public and Member engagement in the allocation of section 106 and CIL funds. The Committee felt a timeline should be established for when this consideration would be completed, so Councillors and members of the public could be made aware of the results.
 - The Committee felt that local assemblies should be made aware of any proposals for the allocation of Section 106 funding where communities would be involved in the allocation process. This should include those areas where a neighbourhood forum exists.
 - The Committee felt that participatory budgeting techniques should be considered as a method to involve communities in the allocation of relevant Section 106 or CIL funding.
- 2.2 The purpose of this report is to set out the Executive Director's response to the recommendations arising from the SDSC consideration on the use of S106 and CIL.

3. Recommendations

The Mayor is recommended to:

- 3.1 Approve the response from the Executive Director for Resource and Regeneration to the Sustainable Development Select Committee
- 3.2 Agree the content of this report and agree that the matters discussed in this report be reported back to the Sustainable Development Select Committee.

4. Policy Context

- 4.1 The contents of this report are consistent with the Council's Sustainable Community Strategy policies 'Empowered and Responsible' and the 'Clean, Green and Liveable' policy. This is through considering Community Trusts, rolling out a pilot scheme that allows communities to have a greater influence in how some S106 /CIL monies could be spent and developing a policy statement for working with neighbourhood forums. The collection of S106 / CIL funds serve to support the Clean, Green and Liveable Sustainable Community Strategy policy.

5. Background

- 5.1 The Sustainable Development Select Committee held a meeting on 22 October 2015 at which they considered a report on the collection and use of section 106 and Community Infrastructure Levy funds. The views, comments and recommendations of the SDSC arising at that meeting were then reported to Mayor and Cabinet on 11 November 2015
- 5.2 A response to the 11 November 2015 SDSC referral was reported at Mayor and Cabinet on 13 January 2016.
- 5.3 The response was subsequently forwarded on to the SDSC for consideration at their meeting on 18 April 2016, and the Committee requested that the following points were addressed:
 - *The response to the Committee's referral was quite general and did not specify in detail how decisions about the allocation of Section 106 and Community Infrastructure Levy (CIL) funds get made. The Committee felt greater clarity was needed about the process used to allocate Section 106 and CIL funds, and that this process needed to be effective and accountable for local communities.*
 - *The Committee's suggestion of setting up a Community Trust were aimed at avoiding the 2 year deadline for allocation Section 106 and CIL funds, and the Committee felt the response did not address this particular point.*
 - *The Committee requested more information about the allocation of funding to areas that have a neighbourhood forum but did not have a parish council.*
 - *The Committee also requested more information on how Councillors could be involved in the process of allocating Section 106 and CIL funds.*

- *The Committee wondered how the decision was made which wards to include in the pilot scheme for allocating unspent Section 106 monies.*

5.4 On 12 May 2016, the Sustainable Development Select Committee considered the further response to address the outstanding points. A referral was reported at Mayor and Cabinet on 1 June 2016.

Their recommendations are set out below.

6 Recommendations made by the SDSC

Recommendation 1

6.1 *The Committee felt it was important that the processes for allocating section 106 and CIL funding were made transparent so accountability could take place.*

Response:

6.2 The spending of section 106 and CIL monies sometimes requires difficult decisions to be made and it is not always possible to reach consensus. Decisions need to be made in the public interest and this inevitably does not always accord with local or topic based priorities. The need for transparent and accountable processes in the allocation of this money is therefore vital.

The Council has existing formal approval processes in place for the allocation of section 106 and CIL, which needs to accord with legal requirements. These are being reviewed to ensure that they are fit for purpose as well as looking at opportunities to use the Council's website to improve reporting and transparency.

Recommendation 2

6.3 *The Committee was aware that officers are considering the process and options for further public and Member engagement in the allocation of section 106 and CIL funds. The Committee felt a timeline should be established for when this consideration would be completed, so Councillors and members of the public could be made aware of the results.*

Response:

6.4 Officers are investigating the process and options for further public and Member engagement in the allocation of section 106 and CIL funds and are currently preparing a statement on the approach to the neighbourhood portion for consultation. It is proposed that this will be consulted on in autumn 2016 and the results reported by early 2017.

6.5 Given the complexities and scope of this work, any new process at a local level is likely to have to be implemented in stages and timelines will be established once the outcome of the consultation is known. However, it is proposed that improved reporting on the Council's website is put place for the beginning of the 2017/18 financial year.

- 6.6 The Planning Service will publish details of the section 106 and CIL funding received in the previous financial year on the Council's website. Officers are also proposing to publish details of the decision making process for the allocation of S106 and CIL.
- 6.7 The Planning Service also intends to update the Infrastructure Delivery Plan which outlines infrastructure needs across the Borough to support growth and the new unified Local Plan and the Gypsy and Traveller Site(s) Local Plan. This work will recommence towards the end of the year and will be subject to consultation with a wide range of Council services and external infrastructure providers before being published.

Recommendation 3

- 6.8 *The Committee felt that local assemblies should be made aware of any proposals for the allocation of Section 106 funding where communities would be involved in the allocation process. This should include those areas where a neighbourhood forum exists.*

Response:

- 6.9 The bulk of CIL and S106 funding will need to continue to be allocated for strategic infrastructure projects to mitigate the impacts of development in the area where it occurs, such as a need for additional school places, health facilities and improved community parks and open spaces. It is however, recognised that there should be a parallel role for local assemblies in all areas, including those with a neighbourhood forum, to allow residents to have the opportunity to influence the spend of some of the funding generated within their local area by establishing local priorities as well as influencing direct spend in some cases.
- 6.10 The approach piloted by community services for the spend of communities pots of money is intended to be rolled out across the borough, enhancing local democracy.
- 6.11 The potential for a 'Community Infrastructure Project List' is also currently being explored as a way of engaging with the public, interest groups and Members to understand and generate ideas for publically accessible physical improvements that could be funded from existing S106 agreements or the local CIL proportion in local areas. This 'List' or 'project bank' could then be used to inform and direct available funding. This approach has been utilised by other Boroughs as a way of engaging with communities to inform the allocation of monies as and when they become available and would be an agreed and published list to ensure transparency.

Recommendation 4

- 6.12 *The Committee felt that participatory budgeting techniques should be considered as a method to involve communities in the allocation of relevant Section 106 or CIL funding.*

Response:

- 6.13 As part of the consideration of options for the allocation of spend officers will also consider the potential role and scope of participatory budgeting.

7 Legal Implications

- 7.1 The report sets out for approval the response from the Executive Director to the Sustainability Development Select Committee on matters raised, there are no direct legal implications on the responses.

8 Financial Implications

- 8.1 There are no direct financial implications arising from this report per se.

9 Equalities implications

- 9.1 Lewisham's Comprehensive Equalities Scheme (CES) 2012-16 describes the Council's commitment to equality for citizens, service users and employees.

The CES is underpinned by a set of high level strategic objectives which incorporate the requirements of the Equality Act 2010 and the Public Sector Equality Duty:

- tackle victimisation, harassment and discrimination
- to improve access to services
- to close the gap in outcomes for citizens
- to increase understanding and mutual respect between communities to increase participation and engagement

- 9.2 There are no direct equalities implications arising from this response.

10 Environmental implications

- 10.1 There are no environmental implications from this report.

11 Conclusion

- 11.1 The recommendation referred to the Mayor from the Sustainable Development Select Committee has been answered in section 6 of this report and it is proposed that this response is referred back to the committee

12 Background documents and report author

- [Planning Obligations SPD](#)
- [Report to SDSC 12 May 2016](#)
- [Report to SDSC 22 October 2015](#)
- [Report to Mayor and Cabinet 13 January 2016](#)

- [Lewisham CIL page documents](#)

- [IDP and latest update](#)
- [Local Plan](#)
- [Corporate Priorities and Vision](#)

12.1 If you have any queries on this report, please contact Emma Talbot, Head of Planning, 5th floor Laurence House, 1 Catford Road, Catford SE6 4RU – telephone 020 8314 9051.

Mayor and Cabinet			
Title	Response to Sustainable Development Committee - Catford Regeneration	Item No	
Contributors	Executive Director for Resources and Regeneration		
Class	Part 1	Date	7 September 2016

1. Purpose of paper

- 1.1 At its meeting on 29 June 2016, the Sustainable Development Select Committee held discussions on the Catford Regeneration Programme Interim Report and discussed the recommendations of the Creative Lewisham 2001 report.
- 1.2 Mayor and Cabinet was advised of the views of Sustainable Development Select Committee on 13th of July and a response was requested from the Executive Director for Resources and Regeneration to the issues raised. This paper sets out the response.

2. Recommendations

- 2.1 The Mayor is recommended to:

- note the content of the report

3. Sustainable Development Select Committee's Views and Executive Director for Resources and Regeneration's response.

- 3.1 The Committee commended the Creative Lewisham 2001 report to Mayor and Cabinet and particularly its call for a vision for urban developments in the borough and its call for high ambitions.
- 3.2 The Committee endorses the comments from the Lewisham Culture & Urban Development Commission's report about the benefits of a piazza in the centre of Catford:
- 3.3 *"The square's main café will be a central meeting point and the library will put on events, often outside, which give a sense that libraries are innovative. The Council's offices, as a consequence, will become for citizens 'our place' and the interactions between ordinary people and officials will happen often by chance encounter. St Modwen's shopping centre will have had a dramatic overhaul having decided that, with these new developments, it can no longer hang back. The market will wind itself round into the square by putting on niche markets to appeal to varied tastes. The route down from the station will feel processional engender a sense of expectation of what is to come. The setting of the Catford stations will be vastly improved so making arrival a joyful experience and the open spaces will not feel cut off by fencing, and will at special moments become an entertainments venue relating well to what is going on in the square. At night*

the lighting of major civic buildings will create a feeling of drama.” (Creative Lewisham: the report of the Lewisham Culture & Urban Development Commission, page 39).

3.4 **Executive Director’s response -**

- 3.5 Although the Creative Lewisham report is now 15 years old, many of the aspirations outlined for Catford in 2001 remain highly relevant today. Our recent work with Allies and Morrison looks at creating something unique and interesting from the redevelopment of Catford. The process of understanding what is already great about the area, or could become great with the right approach, is fundamental to creating a place with its own appeal and identity.
- 3.6 Although the buildings themselves are important, it is often the places in between the buildings which make or break an area. This is why we have applied for and secured funds to improve the arrival spaces at Catford’s stations so that first impressions of the area can be vastly improved. We are also working intensively with TfL on options for improving their network, with a particular focus on creating an attractive route between the stations and the town centre. In the town centre itself we are working with TfL on alternative options, all of which seek to rebalance the public realm, giving greater consideration to pedestrians and cyclists and creating attractive public space in key locations like outside the theatre. We do believe that some buildings are critical to the success of the town centre though, and we think that the Broadway Theatre is one of these. It is central to the success of Catford as a place and is one of the unique features which can take Catford’s offer to the community to a completely different level. We aim to revitalise the building as part of the wider vision to make sure this happens.
- 3.7 Redevelopment of Lewisham Town Hall site will also create the opportunity to reinforce the importance of Catford Broadway and create greater activity on this currently one sided street. The improved public offer on this site will act to draw visitors into Catford Broadway, the revamped theatre and redeveloped shopping centre (which the Council has since acquired from St Modwen). The street will then become a livelier place where activity can spill from the buildings along its length and the street market can flourish.
- 3.8 These are just a few examples of where there are synergies between the creative Lewisham report and the current vision. High aspirations are central to the vision for Catford town centre and officers in planning and regeneration will set out a new programme for progressing these plans in the autumn.

For further information please contact: Kplom Lotsu, SGM Capital Programme Delivery Ext: 49283

Sustainable development select committee		
Title	Draft Air Quality Action Plan 2016 – 2021 for Mayor and Cabinet approval	
Key Decision	YES	Item No. 4
Ward	All wards however focus on wards north of A205 where Air Quality Management Areas have been declared.	
Contributors	Christopher Howard, Senior Environmental Protection Officer	
Class	Part 1	Date: 25 October 2016

1. Summary

- 1.1. An Air Quality Action Plan (AQAP) is required where an Air Quality Management Area (AQMA) is declared, detailing the measures that will be employed to help improve air quality within that area.
- 1.2. An AQMA is needed where air pollution is above the thresholds set by government.
- 1.3. AQMAs have been declared in all wards north of the A205 South Circular together with areas adjacent to certain main roads in the south within the borough, the most recent AQMA was declared in August 2013 within Brockley Park, Crofton Park and Honor Oak Park.
- 1.4. The pollutant that fails to meet the government targets is nitrogen dioxide (NO₂).
- 1.5. Lewisham already has an existing AQAP, which was previously updated in 2008. This new AQAP has been produced to meet requirement where a new AQMA is declared. The AQAP has also been updated to follow recent London Local Air Quality Management guidance produced by the GLA.
- 1.6. There has been an on-line questionnaire for residents and businesses, along with a consultation on the full draft AQAP to statutory consultees (Appendix A).

2. Purpose

- 2.1. The purpose of this report is to provide information on the local authority's statutory requirements with regards to air quality and the proposal for the approval of a draft AQAP 2016 – 2021 in meeting the Council's statutory requirements.

3. Recommendations

- 3.1. That the Committee is asked to review and comment on the draft AQAP (Appendix B), due to be presented to Mayor and Cabinet in December.

4. Policy context

- 4.1. The AQAP supports the Clean, Green and Liveable Council priority and the Sustainable Community Strategy 2008-2020.

5. Narrative/Background

- 5.1. European legislation (Directive 2008/50/EC) details the pollutants that occur in ambient air which have the potential to impact on human health. The Directive sets concentration values for each pollutant and a date by which the limit values should be achieved. Failure to meet the limit values by the deadlines can result in fines being levied against an EU member state by the European Commission.
- 5.2. Local authorities in the UK have a statutory duty to manage local air quality under Part IV of the Environment Act 1995. Following this Act, a National Air Quality Strategy was published in 1997 (reviewed in 2007) and the Air Quality (England) Regulations 2000 set objectives for several pollutants including NO₂. The dates for compliance with limit values in the Air Quality Directive on, EU deadlines, was extended for NO₂, to January 2015. The UK has failed to meet these limit values.
- 5.3. A European Supreme Court ruling on the Government's breach of NO₂ limits required work on a comprehensive plan to meet pollution limits as soon as possible. The Department of the Environment, Fisheries and Rural Affairs (DEFRA) submitted an Air Quality Action Plan to the European Commission for their assessment at the end of 2015. This provided extra powers to the Mayor of London to manage air quality within London.
- 5.4. The Mayor of London has recently introduced the London Local Air Quality Management (LLAQM) framework, which is the statutory process used by London local authorities to review and improve air quality within their areas and replaces the previous requirement for yearly reporting to DEFRA.
- 5.5. London boroughs are required to refer to the London Local Air Quality Management Policy and Technical Guidance 2016 as issued by the Mayor from time to time, rather than national statutory guidance. This Air Quality Action Plan has followed this guidance including the Air Quality Actions as presented in their Air Quality Action Matrix (Appendix C).
- 5.6. Each local authority has to assess the levels of each air pollutant in the Regulations within its area and compare the levels to the Air Quality Objectives. If the level is below the objective, there is compliance. If the level is above, there is non-compliance and this is called an 'exceedence'.

Pollutant	Air Quality Objective	
	Concentration	Measured as
Nitrogen dioxide	200 µg/m ³ not to be exceeded more than 18 times a year	1 hour mean
	40 µg/m ³	Annual mean
Particulate Matter (PM10)	50 µg/m ³ not to be exceeded more than 35 times a year	24 hour mean
	40 µg/m ³	Annual mean

* See glossary at the end of the report for explanation of terminology

- 5.7. Under Section 83 (1) of the Environment Act 1995, where it is identified that an objective will not be met, and members of the public are exposed to the elevated levels of pollutants, the local authority is required to declare an Air Quality Management Area (AQMA) for the specific pollutants that are exceeding.
- 5.8. Where an AQMA is declared, the local authority is then required to develop an Air Quality Action Plan detailing the measures that will be employed to help meet the air quality objectives within that area.
- 5.9. Five AQMAs were declared in Lewisham in June 2001 in relation to exceedances in Nitrogen Dioxide and PM10, and the further sixth AQMA was declared in 2013 in relation to Nitrogen Dioxide only. These areas cover all the borough above the A205 and areas adjacent to certain main roads in the south.
- 5.10. The main source of the exceedances identified in recent review and assessments is in relation to Nitrogen Dioxide ONLY. PM10 is no longer showing exceedances. With PM2.5, there is no statutory limit but there is however an annual mean objective of 25 µg/m³ by 2020 that has been proposed by the government which the Council is meeting. The current Greater London Authority (GLA) guidance requires boroughs however to work towards reducing emissions and concentrations of PM2.5 further.
- 5.11. The Council has an existing AQAP that was approved by Mayor and Cabinet in 2008. With the declaration of a sixth AQMA the Council is legally required to update the AQAP. Also the Council is required to follow the recent London Local Air Quality Management guidance. The new AQAP for the period 2016 – 2021, presented for review, follows this guidance.

- 5.12. The areas of Air Quality Action presented in the GLA guidance are within the following categories:
- Controlling emissions from developments and buildings (including construction);
 - the involvement of Public health and raising public awareness on air quality;
 - reducing emissions from delivery servicing and freight (including Councils procurement);
 - reducing our own Borough fleet vehicle emissions and
 - actions that encourage and enable transport modal shifts away from conventional car use (with the necessary infrastructure).
- 5.13. Guidance from GLA provides each London borough with Focus Areas; this allows for an enhanced focus on problem areas within a wider AQMA. Some areas have been identified within the AQAP but it is anticipated that further actions will be introduced during the course of the 5 year period as and when funding is made available. The S106, CIL and LIP funding are being considered for resourcing future actions within these Focus Areas.
- 5.14. The Council was successful in a London Mayor Air Quality Funding (MAQF) bid for £200,000 for the production, implementation and monitoring of a Framework Construction Logistic Plan along the Evelyn Corridor. This is to bring reduction in emissions from construction traffic in an area where a lot of development is taking place. It also falls within one of the boroughs designated Focus Areas. This action has been included in the AQAP.
- 5.15. To be successful in any future bids for MAQF money we must maintain our Cleaner Air Borough Status (CABS). The criteria for CABS is grouped under six themes: political leadership; taking action; leading by example; using the Planning system; informing the public; integrating air quality into the public health system. It requires a continued commitment to air quality monitoring.
- 5.16. All of the air quality action areas required consultation across many teams and agreed sign off for the actions being implemented. A steering group with specific working groups was set up review the actions and consider the implementation and monitoring, in line with the GLA guidance. The teams involved were, Transport Planning, Road Safety and Sustainable Transport, Parking, Highways, Planning Policy, Development Control, Sustainable Resources, Procurement and the Public Health.
- 5.17. A full draft AQAP for consultation was sent to the statutory consultees, i.e. GLA, Transport for London (TfL), Environment Agency, Secretary of State (DEFRA) and neighbouring boroughs and details of the responses received are recorded (Appendix A)
- 5.18. Although not statutorily required a resident and business consultation, seeking opinion on relevant aspects of the AQAP was carried out and resulted in 303 completed residents surveys and 9 completed business surveys. (Appendix A).

6. Financial implications

- 6.1. Costs will be funded from the original budget, plus any additional funding through S106 or CIL and Lip funding (see glossary for terms) will be required. There is also a need to maintain our existing air quality monitoring commitment which requires ongoing maintenance and replacement costs.

7. Legal implications

- 7.1. Section 82 of the Environment Act 1995 provides that every local authority is under a duty to review the air quality within its area. Section 83 of the 1995 Act requires local authorities to formally designate an air quality management area (AQMA) where air quality objectives are not being achieved, or are not likely to be achieved within the relevant period, as set out in the Air Quality (England) Regulations 2000.
- 7.2. Following designation of an AQMA, an air quality “Action Plan” should be completed. With the newly adopted London Local Air Quality Management process, London Boroughs are to provide Annual Status Reports to the GLA on progress with Air Quality Actions and reporting on air quality monitoring. Previously Progress Reports were submitted to DEFRA.
- 7.3. In the Mayor of London’s Policy Guidance 2016 (LLAQM.PG (16)) it states the following: ‘The establishment of the LLAQM system reflects the fact that the Mayor has broad powers of intervention under section 85 of the 1995 Act... Specifically, under section 85(5), the Mayor may give directions to boroughs requiring them to take such steps specified in the directions as he considers appropriate for the implementation of any European Union air quality obligations (e.g. under relevant EU directives). This is particularly relevant in the context of the current breach of NO₂ air quality objectives and limit values under the EU Ambient Air Quality Directive (2008/ 50/ EC) in parts of London.’ Also the Localism Act 2011, enables the Government, if a fine is imposed on the UK by the European Court of Justice, to require public bodies it considers responsible for the infraction to pay a financial penalty. The Mayor of London’s Policy Guidance states: ‘Proper participation in the LLAQM system and compliance with the relevant Mayoral advice and guidance should render statutory intervention by the Mayor unnecessary.’

8. Crime and disorder implications

- 8.1. There are no crime and disorder implications associated with this report.

9. Equalities implications

- 9.1. The majority of the AQMAs declared are to the north of A205, encompassing all of the north of the borough.
- 9.2. Poor air quality is often associated with areas of deprivation and consequently tends to disproportionately affect the health of the most disadvantaged. There is no data on the specific households affected by the exceedences of NO₂ within the AQMAs but the Index of Multiple Deprivation suggests that there are many areas to the north of the borough that are deprived which fall within an AQMA.
- 9.3. The AQAP will apply across the areas designated as AQMAs. Measures aimed at tackling poor air quality however tend to have wider benefits and actions introduced will also improve air quality throughout the borough. Therefore, there are no adverse equality implications associated with this report.

10. Environmental implications

- 10.1. The approval of the Air Quality Action Plan will allow the local authority to fulfil its statutory obligations under the Environment Act 1995 which are aimed at improving air quality.
- 10.2. An Air Quality Action Plan will have positive benefits for the environment. A synergy exists between actions aimed at improving the quality of the air we breathe locally and tackling carbon emissions and improving public health and well-being.

11. Conclusion

- 11.1. Following approval by Mayor and Cabinet, the finalised AQAP will be sent to the GLA and the subsequent actions will be reported on a yearly basis through the Annual Status Report.
- 11.2. The Steering Group set up to compile this AQAP will continue to meet on a 6 monthly basis to ensure the relevant implementation and monitoring of the actions set out in the AQAP are being followed and our statutory obligations are being met. Also this AQAP is a live document and further actions may be included during the 5 yearly period, as funding becomes available, particularly in GLA Air Quality Focus Areas.

GLOSSARY

Particulate Matter - Dust, soot, and other tiny bits of solid materials that are released into and move around in the air. Particulate matter sources include burning of diesel fuels, road construction, and industrial processes. Particulates 10 microns or less in diameter (approximately seven times smaller than human hair) are classified as PM10. PM2.5 is potentially more hazardous and is defined as particulate matter smaller than 2.5 microns.

Nitrogen Dioxide – It is a product of combustion, with sources including petrol and diesel fuels. It has a variety of environmental and health impacts. It is a respiratory irritant which may exacerbate asthma and possibly increase susceptibility to infections.

µg/m³ - A measure of concentration in terms of mass per unit volume. A concentration of 1 µg/m³ means that one cubic metre of air contains one microgram (millionth of a gram) of pollutant.

Annual Mean - The annual mean is the average concentration of a pollutant measured over one year. This is normally for a calendar year.

S106 – Is a funding agreement mechanism, which make a development proposal acceptable in planning terms, that would not otherwise be acceptable.

CIL - Community Infrastructure Levy is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver to support the development of their area.

LIP – Local Implementation Plan is TfL allocated money to the London boroughs to spend on projects which support the Mayor's Transport Strategy.

Background documents and originator

Appendix A – Summary of Consultation Responses

Appendix B – draft Air Quality Action Plan for Mayor and Cabinet approval

Appendix C – GLA Air Quality Actions included in their Matrix

Originator: Christopher Howard: Senior Environmental Protection Officer

Appendix A

Summary of Consultation Resident's Consultation Responses

(303 Resident consultation responses completed)

Over 50% of respondents felt that Air Quality had got worse compared to a year ago.

Nearly all respondents saw traffic as being a main source of the problem and 70% of respondents identifying construction as a source, with industry and domestic/commercial fuel use identified as a source but to a lesser extent.

Traffic was identified as a main priority for the AQAP with emissions specifically from commercial delivery vehicles and freight being particularly important for consideration.

In relation to Emissions from developments and buildings; Localised solutions; Public health and awareness raising 40-50% respondents identified these as being Very Important

Over 69% of respondents were likely or very likely to introduce further energy efficiency measures within their home.

Respondents were asked whether they wished to receive information on Boiler Cashback information and 60 respondents replied requesting information.

Over 16% of respondents have a diesel cars that are older than September 2014, pre-Euro 6 engines, required when the Ultra Low Emission Zone is introduced.

Nearly 20% of those that had this aged diesel car answered that they are very likely or quite likely to purchase a more environmentally friendly car if cheaper resident parking and controlled parking zone parking was introduced for cars that complied with modern pollution standards. See Table 1 and 2, for details on responses received.

When asking whether respondents currently have a motor vehicle, 62.58 % said YES, with 36.09 replying NO and 1.32% with no response.

Only 1.66% owned a zero emission vehicle. The main reason for not purchasing one was the cost and the availability of the infrastructure i.e. electric charging points.

If discounted parking meter charges were introduced for zero-emission cars, nearly 25 % indicated that they were very likely or quite likely to purchase a zero-emissions car in the future.

See Table 3 and 4, for details on response received.

Over 85% of respondents thought the introduction of night-time deliveries, where noise disturbance to residents can be minimised, was a very good or good idea.

43% of respondents reported that there was someone in their household that has a health condition affected by poor air quality.

101 respondents requested further information about AirText, a free text and phone application service which provides alerts where high levels of pollution are forecast and relevant health advice for those with breathing conditions.

Nearly 80% of respondents were not aware of the free service available.

Likely to introduce measures

Question responses: 286 (94.70%)

If discounted parking meter charges were introduced for zero-emission cars, how likely would you be to purchase a zero-emissions car in the future?

Table. 1

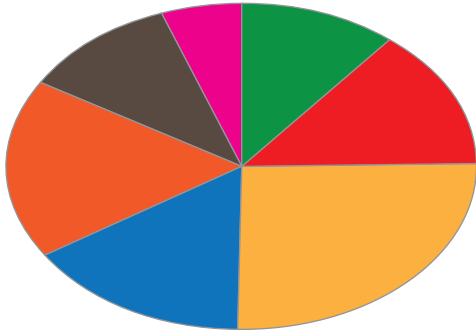


Table. 2

		% Total	% Answer	Count
Very likely		10.93% ■	11.54%	33
Quite likely		13.91% ■	14.69%	42
Neutral		25.50% ■	26.92%	77
Unlikely		15.56% ■	16.43%	47
Very unlikely		17.88% ■	18.88%	54
Don't know		10.93% ■	11.54%	33
[No Response]		5.30% ■	--	16
	Total	100.00%	100.00%	302

Question responses: 163 (53.97%)

If yes to 'Do you have a diesel car that is older than September 2014': If cheaper resident parking and controlled parking zone parking was introduced for cars that complied with modern pollution standards, would you be likely to purchase a more environmentally friendly car?

Table. 3

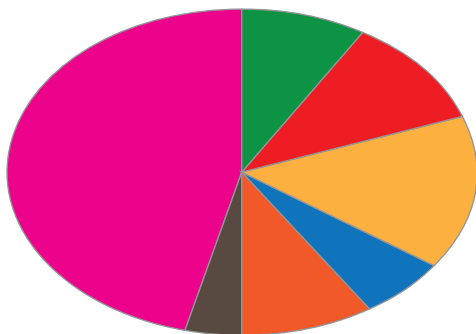


Table. 4

		% Total	% Answer	Count
Very likely		8.61% ■	15.95%	26
Quite likely		10.93% ■	20.25%	33
Neutral		15.23% ■	28.22%	46
Unlikely		6.29% ■	11.66%	19
Very unlikely		8.94% ■	16.56%	27
Don't know		3.97% ■	7.36%	12
[No Response]		46.03% ■	--	139
	Total	100.00%	100.00%	302

Additional consultation response from Lewisham Cyclist Group

Generally the group felt that the consultation questionnaire focused on questions around the motor car and didn't consider alternative active modes of travel such as walking and cycling, particularly as significant numbers of Lewisham residents and households do not have access to a motor car.

The cyclist group would have liked a question that might have identified how many people would choose to cycle if they had somewhere secure to store cycles.

The group stated that, we are currently working with the council in the preparation of a cycling strategy which considers pollution and public health. We would welcome the opportunity to discuss this issue further with council officers.

Response: The questionnaire focus was to pick up specific areas of the GLA Air Quality Action Matrix, where residents could have an input into shaping the actions (see Appendix 3). The AQAP has identified one of the four Air quality priorities in Lewisham as 'Expanding the Council's Sustainable Transport Infrastructure' see 2.2 of the AQAP (Appendix B). This includes work being carried out as part of the 'North Lewisham Links Project' and the 'Quiet Ways' project, both of which are providing infrastructure for cycling and walking (active modes of transport). It has therefore considered the concerns raised by the cyclists group but it is accepted that the specific questions didn't seek to find out how many more people would like to choose an active mode of travel and what would help them to do so. The response however has been shared with our Transport Team as they develop the cycling strategy.

As a result of discussion with the Transport team and the consultation response a further two actions were added specifically relating to cycling. Action 39 to develop a 'stand-alone' Cycling Strategy for the borough and Action 40 to increase cycle parking (see Appendix B).

Statutory Consultation Responses

Greater London Authority and Transport for London

Dear Chris,

Thank you for the opportunity to comment on your Air Quality Action Plan (AQAP). This response represents a combined response between the GLA and TfL.

Thank you for the acknowledgement of the LLAQM templates resources and support in the forward from your Cabinet Member, Cllr Onikosi. I'm very glad that we have been able to be of help!

The report provides a very good level of local information, especially with regards to existing and planned air quality projects, and it is good that you added additional local projects into the action plan alongside the Matrix actions.

We have a number of specific points:

- Suggest the maps on page 9 and 10 should be shrunk and rotated so that they are orientated the same way as the rest of the document.
- It is very positive that you are looking to allocate S106 funding for action in focus areas. We look forward to the outcome of your review of focus areas in April 2017.
- The pie charts look a bit stretched – they seem like they might need reformatting.
- Suggest that (certainly for the online version) the action table is either condensed to portrait or that the orientation of the document is changed in this section to landscape so that the table is the correct way round.
- Action 1 – the statement that it will be monitored via the “good practice guidance” is not clear – what does this mean?
- Action 2 and most of the other actions. With regards to monitoring it would be useful to state what internal processes will be in place to monitor these. For example, for Action 2 could it be “number of NRMM conditions recorded, and all sites checked on the NRMM database once construction begins” or similar?
- Actions - It would be beneficial if some (if not all) of the actions had specific targets/measurables/objectives against them, so it will be clear what you aim to deliver as well as how you aim to deliver them.
- Finally, we suggest it would be good if you also considered/added an action around the new opportunity to work with TfL, GLA and London Councils to deliver additional charging points and ultra low emission car club vehicles through the Go Ultra Low City scheme funding from OLEV. Please do let me know if you would like more information on this.

Response: All changes were considered at the September AQAP Steering Group and relevant changes incorporated within the draft AQAP.

Statutory Consultation Responses (Cont)

Environment Agency

(copy of response is available through the Environmental Protection Team):

The EA suggested adding an action to identify and manage the impact of growth and regeneration on waste management and industrial process regulated under the Environmental Permitting Regulations. This was for the purpose of managing the impact of the air quality emissions from EA managed sites.

Response: This action was not incorporated within the AQAP, as it is predominantly relating to Planning Policy and EA management of emissions from their own regulated sites.

The EA suggested adding an action to review and enforce emission management control techniques at facilities the Council regulates under the Environmental Permitting Regulations.

Response: The contribution to the background levels of air pollution from processes regulated by the Council is minimal. Information on Part B processes in Lewisham are provided to DEFRA on a yearly basis in order that their emissions can be included in the London Air Emission Inventory (LAEI) database. The majority of Part B processes in the Borough are dry cleaning installations and petrol filling stations. Lewisham will continue to carry out regular and detailed inspections to ensure that emissions from Part B processes do not exceed national air quality objectives and any emissions produced are minimised as far as is practicably possible. This will however be done through the Environmental Permitting Regulations as it isn't considered necessary to include as an additional action within this new draft AQAP.

The EA requested details and rational within the AQAP on air quality monitoring being undertaken.

Response: This draft AQAP has been produced to identify actions to reduce emissions, particularly Nitrogen Dioxide. The monitoring results from Lewisham's air quality monitoring network is required to be submitted on a yearly basis to the GLA as part of the LLAQM process via the Annual Status Report (ASR).

Appendix B

Draft Air Quality Action Plan for Mayor and Cabinet approval

London Borough of Lewisham Draft air quality action plan



2016–2021



Document for Mayor and Cabinet approval

Cornmill Gardens: Image courtesy of Bill Green Photography, used with permission

Page 53

London Borough of Lewisham

Draft Air Quality Action Plan (2016–2021)

Summary

This draft Air Quality Action Plan (AQAP) has been produced as part of our duty to London Local Air Quality Management. It outlines the action we will take to improve air quality in the London Borough of Lewisham between 2016–2021.

This draft action plan, once approved, will replace the previous action plan which was issued in 2008 with yearly updated progress on actions reported to DEFRA. Highlights of successful projects delivered through the past action plan include:

- Plans for the expansion of the electric vehicle charging points throughout the borough,
- 20 mph speed limit being introduced on all of Lewisham’s highways,
- The North Lewisham links project which is improving walking and cycling routes across Deptford and New Cross, which also includes the Quietways project (cycle routes through quieter side streets and parks, aimed at encouraging less-confident cyclists)
- Planning Policy that is providing car-free developments
- Reducing our own emissions in our fleet vehicle selection.
- Lewisham has also been raising awareness on this important issue through school programmes and a public art project.

Air pollution is associated with a number of adverse health impacts, it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas^{1,2}.

The annual health costs to society of the impacts of air pollution in the UK is estimated to be roughly £15 billion³. The London Borough of Lewisham is committed to reducing the exposure of people in Lewisham to poor air quality in order to improve health.

¹ Environmental equity, air quality, socioeconomic status and respiratory health, 2010.

² Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006.

³ Defra. Air Pollution: Action in a Changing Climate, March 2010

We have developed actions that can be considered under six broad topics:

- Emissions from developments and buildings: emissions from buildings account for about 15% of the NO_x emissions across London so are important in affecting NO₂ concentrations;
- Public health and awareness raising: increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution;
- Delivery servicing and freight: vehicles delivering goods and services are usually light and heavy duty diesel-fuelled vehicles with high primary NO₂ emissions;
- Borough fleet actions: our fleet includes light and heavy duty diesel-fuelled vehicles such as mini buses and refuse collection vehicles with high primary NO₂ emissions. Tackling our own fleet means we will be leading by example;
- Localised solutions: these seek to improve the environment of neighbourhoods through a combination of measures; and
- Cleaner transport: road transport is the main source of air pollution in London. We need to incentivise a change to walking, cycling and ultra-low emission vehicles (such as electric) as far as possible.

Our priorities are:

- to control emissions from new developments, through Planning and enforcement, including construction (sites and traffic). Lewisham will, through a Mayor's Air Quality Funded (MAQF) project, produce and implement a Zonal Construction Logistics Plan for the developments taking place in the area around the Evelyn Street corridor. This is a GLA focus area (further details on this MAQF can be found in 2.1) and an Opportunity Area within the London Plan.
- to work with partners, i.e. Blue Point and TfL to increase the number of electric vehicle charging points accessible to residents and businesses within the borough, see 2.2.
- to work with Public Health in awareness raising, through school projects and establishing links with local businesses, see 2.3.
- to work with the GLA and other local boroughs in new air quality initiatives/opportunities, where appropriate, see 2.4.

You will see in this report that we have worked hard to engage with stakeholders and communities which can make a difference to air quality in the borough. We would like to thank all those who have worked with us in the past and we look forward to working with you again as well with new partners as we deliver this new action plan over the coming years.

In this AQAP we outline how we plan to effectively use local levers to tackle air quality issues within our control.

However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as Euro standards, national vehicle taxation policy, taxis and buses), and so we will continue to work with and lobby regional and central government on policies and issues beyond Lewisham's influence.

Responsibilities and commitment

This draft AQAP was prepared by the Environmental Protection Team of Lewisham Council with the support and agreement of the following teams and departments: Development Control, Planning Policy, Project Management, GreenScene, Public Health, Procurement and Legal, Energy and Efficiency, Travel Demand Management, Fleet Services, Transport Planning (including Sustainable Transport).

Once approved the AQAP will be subject to an annual review, appraisal of progress. Progress each year will be reported in the Annual Status Reports produced by the London Borough of Lewisham, as part of our statutory London Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Christopher Howard at:

E-mail: Christopher.howard@lewisham.gov.uk and
Environmentalprotection@lewisham.gov.uk

Tel: 020 8314 6418

Address: London Borough of Lewisham,
Environmental Health,
9 Holbeach Road,
Catford, SE6 4TW

Contents

Abbreviations	6
Foreword	7
Introduction	8
1 Summary of current air quality in London Borough of Lewisham	8
1.1 AQMAs and Focus areas	12
2 London of Borough of Lewisham’s Air Quality Priorities	17
2.1 Minimising emissions from New Developments	17
2.2 Expanding the Council’s Sustainable Transport Infrastructure	18
2.3 Raising Public Health and Awareness	18
2.4 Collaboration with the GLA and other London Boroughs on Air Quality Initiatives	19
3 Development and Implementation of London Borough of Lewisham AQAP	20
3.1 Consultation and Stakeholder Engagement	20
3.2 Steering Group	20
4 AQAP Progress	21
Tables	
Table 3.1 Consultation Undertaken	20
Table 4.1 Air Quality Action Plan	22

Abbreviations

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NRMM	Non-Road Mobile Machinery
PM ₁₀	Particulate matter less than 10 micron in diameter
PM _{2.5}	Particulate matter less than 2.5 micron in diameter
TEB	Transport Emissions Benchmark
TfL	Transport for London

Foreword



Through this Air Quality Action Plan, Lewisham Council is working to bring improvements to air quality within its borough. Air Quality is a London wide issue primarily affected by road transport.

There are actions that the Council can make which are detailed in this Plan, but since air quality is a London wide problem it requires a regional response with appropriate and effective action in order to bring a sustainable resolution. It is therefore with great anticipation that we await the outcome of the London Mayor's consultation proposals for tackling air quality in London which includes extending the Ultra-Low Emission zone (ULEZ) to include parts of the London borough of Lewisham. If implemented, the ULEZ will control the vehicles entering Lewisham, where higher air quality standards for vehicles will be required. Lewisham welcomes this as an approach to reduce air pollution in areas the Council has already identified as Air Quality Management Areas. As much of the pollution comes from Transport for London (TfL) managed roads this is an important step for the Greater London Authority (GLA) to pursue. There will undoubtedly be future media communication from the GLA on the timescale for introducing the ULEZ, the extent and the implications on those of us that live, work, learn and visit the London Borough of Lewisham.

This document sets out the Council's action plan in order to improve air quality within the Borough; it considers all the areas under Lewisham's control. We are seeking to minimise emission from new developments, through effective planning. We have been successful in winning a London Mayor's Air Quality Fund bid for 2016-2019 to fund a project that will manage the construction traffic in an area where there is large scale planned development. We are expanding the Council's sustainable transport infrastructure, improving links for walking and cycling and increasing the number of electric vehicle charging points within the borough. We are raising public health and awareness, working with Public Health, Lewisham is providing a joined up approach, recognising that air quality within the borough is an important health determinant. It is also important that Lewisham continues to collaborate with the GLA and other London boroughs on air quality initiatives in order to maximise the work and funding available ensuring best practice and innovation.

Finally this Air Quality Action Plan, which runs for a five year period 2016-2021, is a working document and within the time period there will be further actions added. These actions and progress made are reported on a yearly basis to the GLA. We have used their template and documentation in producing this document and acknowledge with thanks their valuable contribution to this plan.

A handwritten signature in black ink, appearing to read 'Onikosi'.

Cllr Onikosi, Cabinet Member Public Realm

Introduction

This report outlines the actions that London Borough of Lewisham will deliver between 2016-2020 in order to reduce concentrations of pollution, and exposure to pollution; thereby positively impacting on the health and quality of life of residents and visitors to the borough.

It has been developed in recognition of the legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the London Local Air Quality Management statutory process⁴.

1. Summary of current air quality in London Borough of Lewisham

The UK Air Quality Strategy (AQS), released in July 2007, provides the overarching strategic framework for air quality management in the UK and contains national air quality standards and objectives established by the Government to protect human health. The AQS objectives take into account EU Directives that set limit values which member states are legally required to achieve by their target dates.

London Borough of Lewisham is meeting all of the national AQS objectives other than for the gas Nitrogen Dioxide (NO₂). Lewisham is meeting the current objectives for Particulate Matter (PM₁₀ and PM_{2.5}) but as this pollutant is damaging to health at any level, this remains a pollutant of concern.

The following Figures, 1 to 3 present the modelled air quality in the borough. The figures are based on the London Atmospheric Emissions Inventory (LAEI) 2013 data which is the latest version. The Nitrogen Dioxide and Particulate, PM₁₀ Limit, of 40 µg/m³ annual mean is shown on Figure 1 and Figure 2 respectively and colours below the limit line show levels of exceedance. There are currently no statutory limit values for PM_{2.5} however an annual mean objective of 25 µg/m³ by 2020 has been proposed by the government.

⁴ LLAQM Policy and Technical Guidance.

www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-boroughs

London Borough of Lewisham
Annual Mean NO₂ concentrations 2013

LAEI 2013

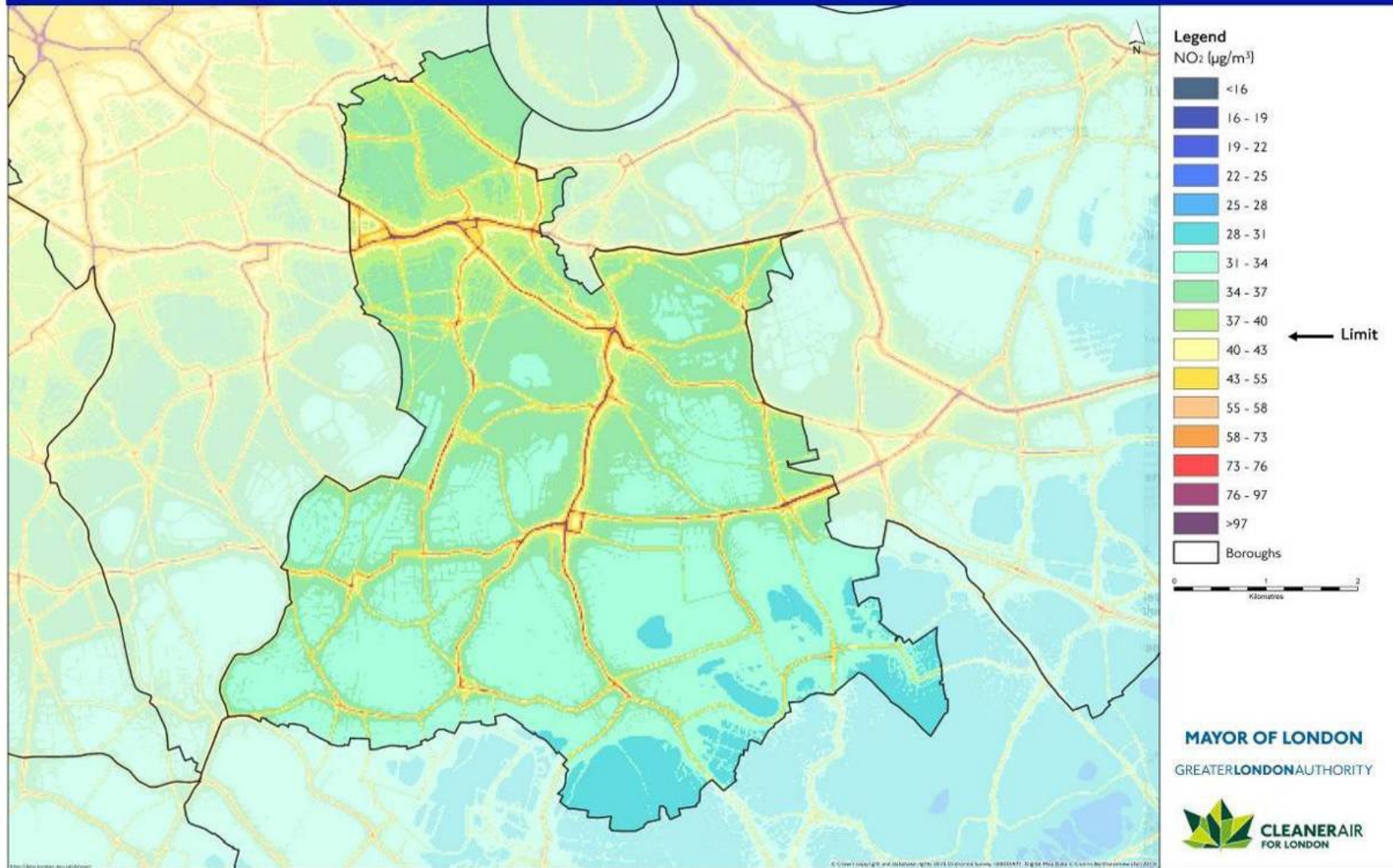


Figure 1 Modelled map of annual mean NO₂ concentrations (from the LAEI 2013)

London Borough of Lewisham
Annual Mean PM₁₀ concentrations 2013

LAEI 2013

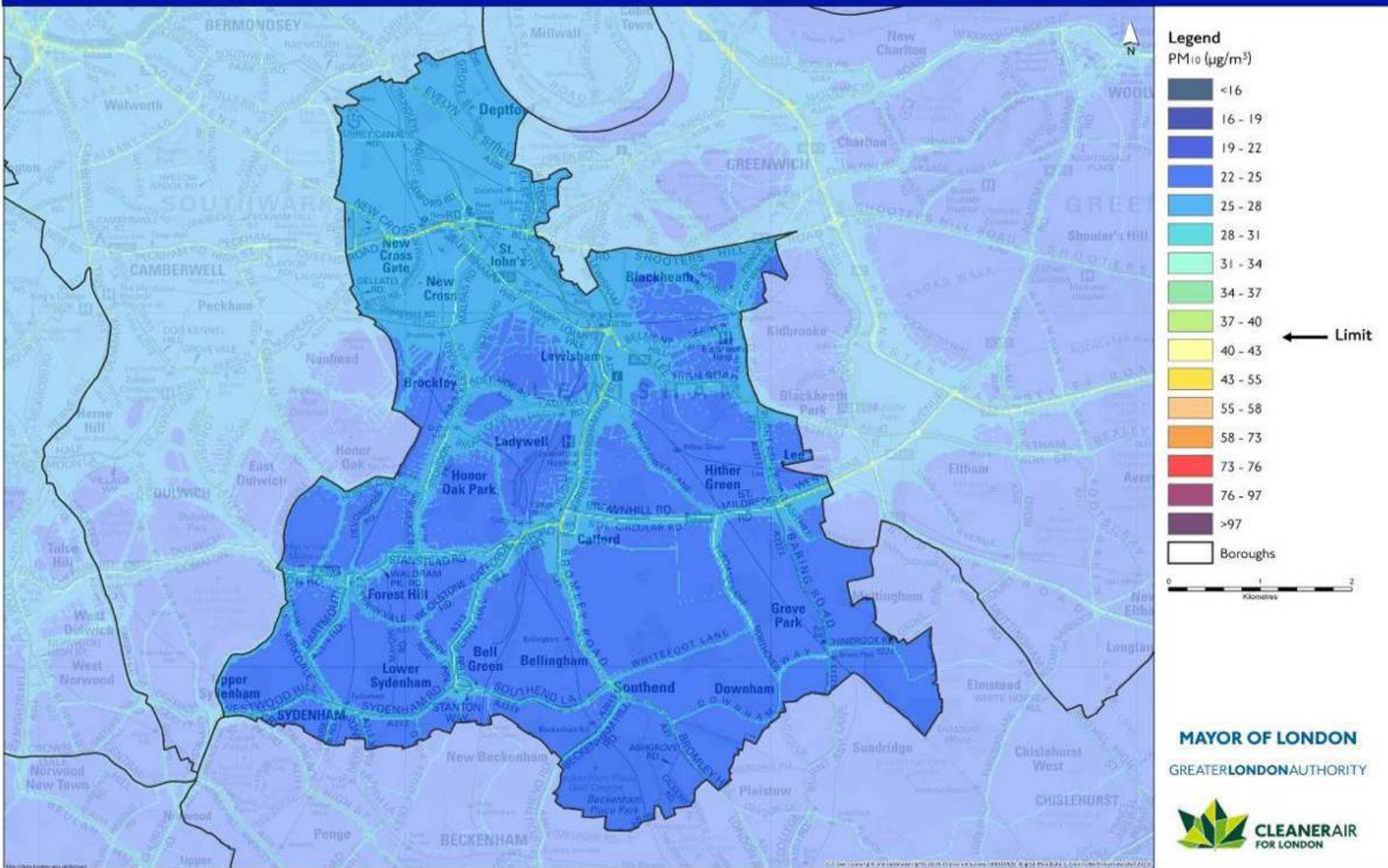


Figure 2 Modelled map of annual mean PM₁₀ (from the LAEI 2013)

London Borough of Lewisham Annual Mean PM_{2.5} concentrations 2013

LAEI 2013

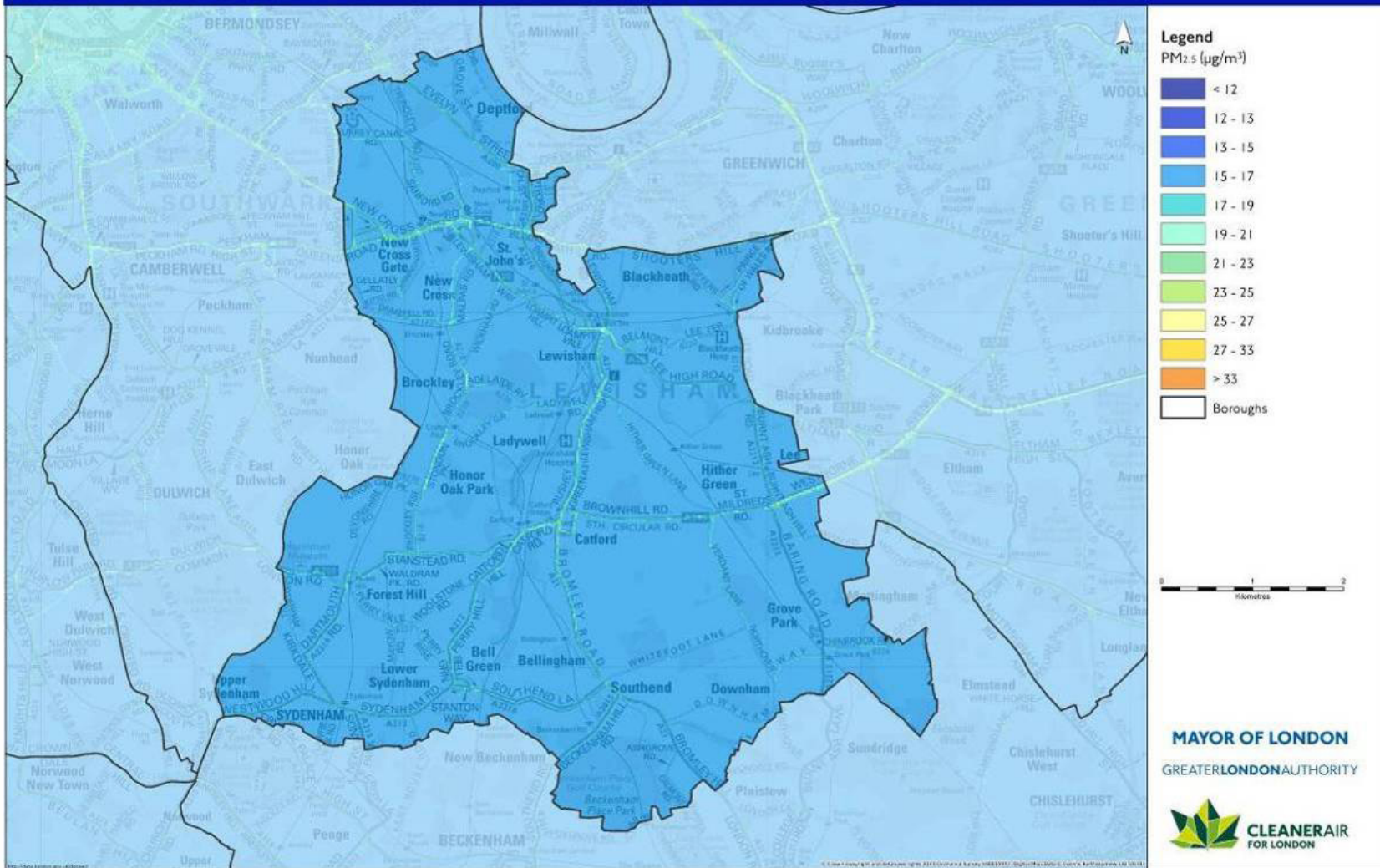


Figure 3 Modelled map of annual mean PM_{2.5} (from the LAEI 2013)

1.1 AQMAs and Focus areas

Air Quality Management Area (AQMA)s have been declared in the areas presented in Figures 4 below:

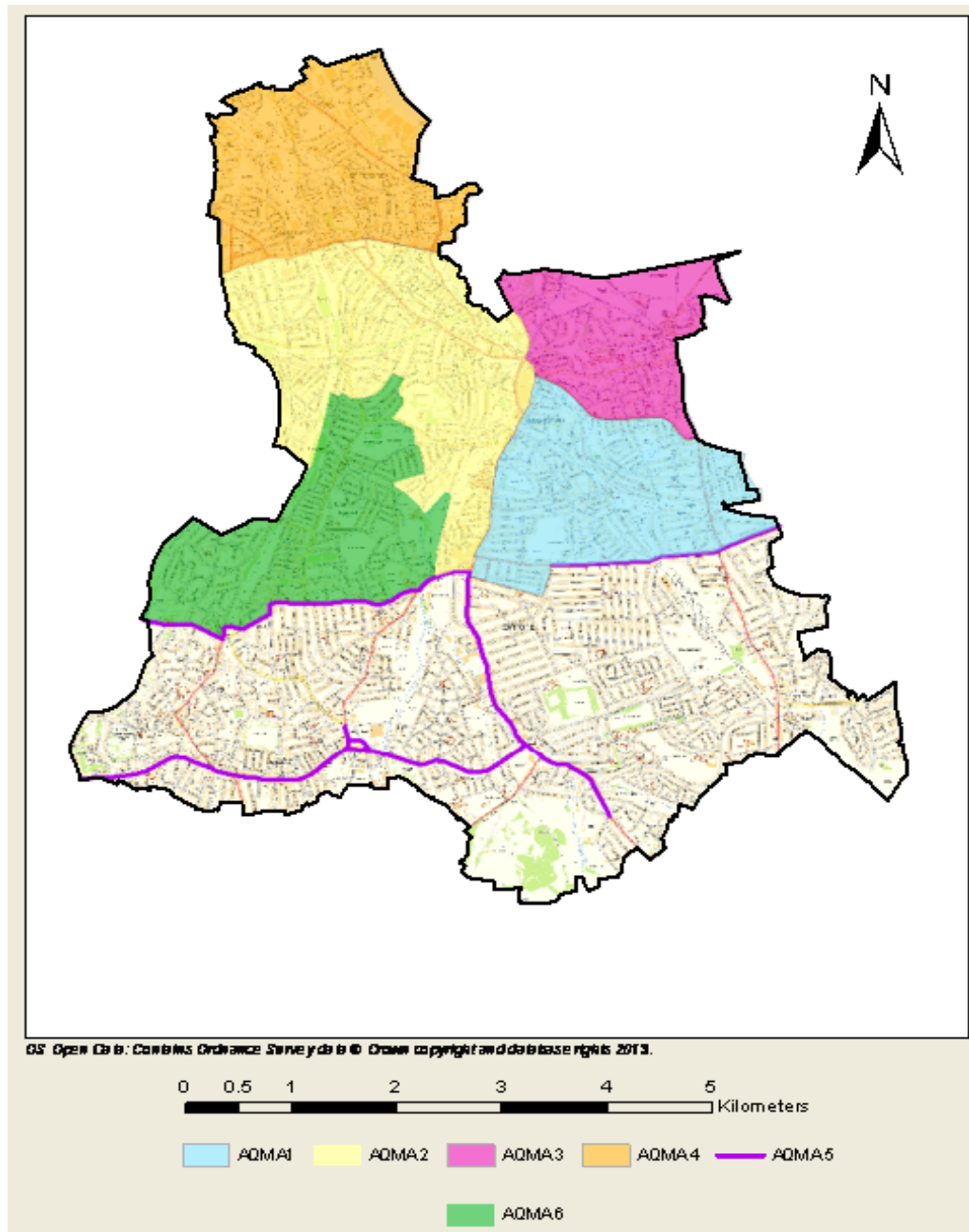


Figure 4: Air Quality Action Plan Areas

The AQMA has been declared for the following pollutant/s:

Nitrogen Dioxide because we are failing to meet the EU annual average limit of $40 \mu\text{g}/\text{m}^3$ for this pollutant at some of our monitoring stations and modelling indicates it is being breached at a number of other locations, and

Particulate Matter (PM₁₀) because although we are meeting EU Limits of 40 µg/m³ annual average, we are exceeding World Health Organisation air quality guideline of 20 µg/m³ annual average for this pollutant), and we have a formal responsibility to work towards reductions of PM_{2.5}, which is a fraction of PM₁₀. An air quality Focus Area is a location that has been identified as having high levels of pollution and human exposure. There are 8 focus areas in the borough as shown on Figure 5 below:

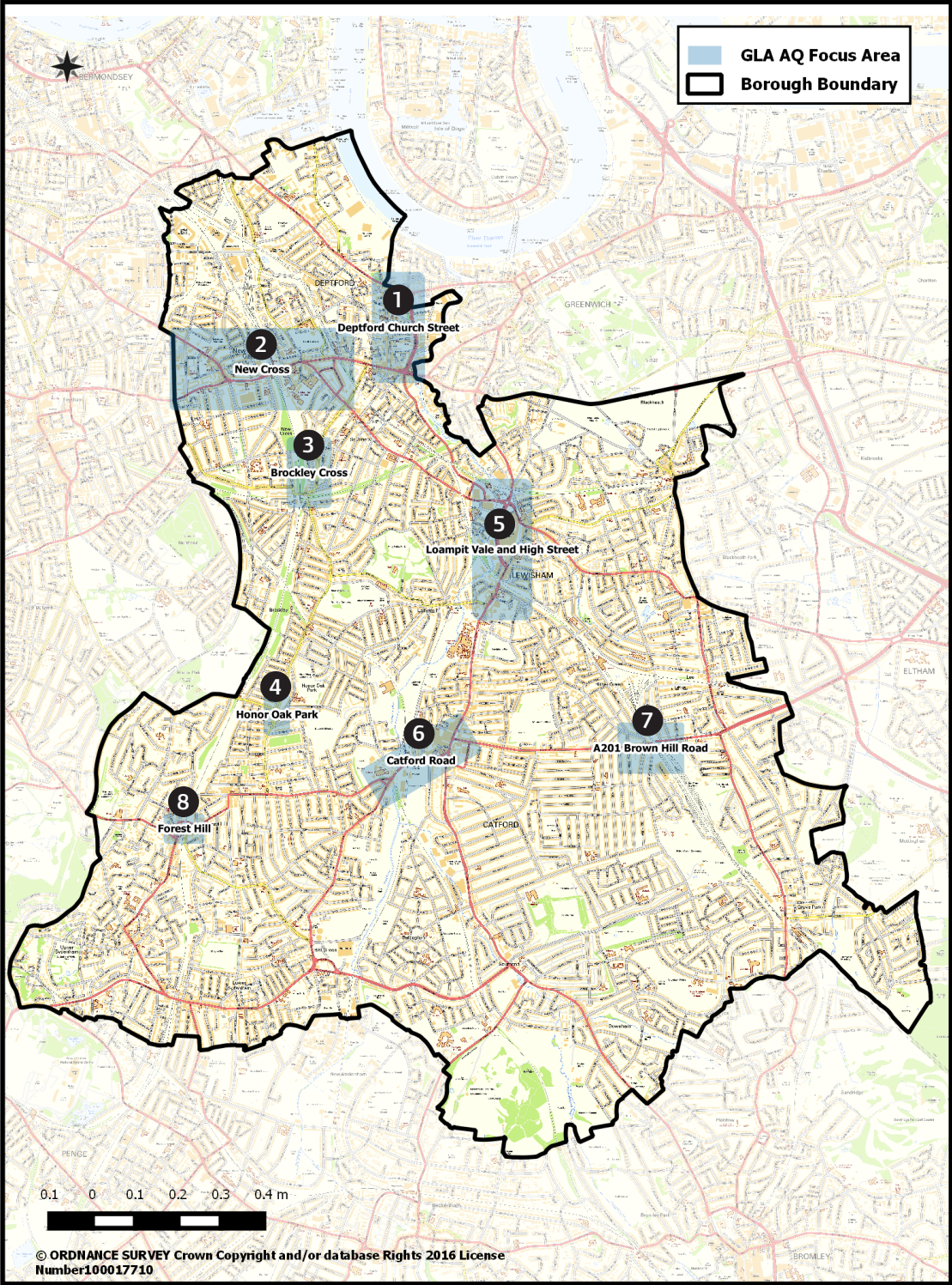


Figure 5: GLA Air Quality Focus Areas in Lewisham

As part of the Air Quality Action Plan, the Focus areas will be considered when reviewing specific actions. Currently 4 of the GLA AQ focus areas (1, 2, 3 and 4), have direct actions which are currently happening or are planned. Lewisham will report through the ASRs on further actions being incorporated within these designated areas, as and when available. There will be a review of all these areas by April 2017 with the potential of actions. This will need to take into account available funding and the Council will seek S106 funds for future actions in these areas.

1.2 Sources of Pollution in Lewisham

Pollution in Lewisham comes from a variety of sources. This includes pollution from sources outside of the borough, and, in the case of particulate matter, a significant proportion of this comes from outside of London and even the UK.

Of the pollution that originates in the borough the main sources of NO₂ are diesel vehicles and boilers, and the main sources of particulate matter are diesel vehicles and localised construction sites, including re-suspension. In relation to exposure, Figure 1 provides a more accurate picture, as this represents the ground level concentrations, with the road transport network identified as the main source.

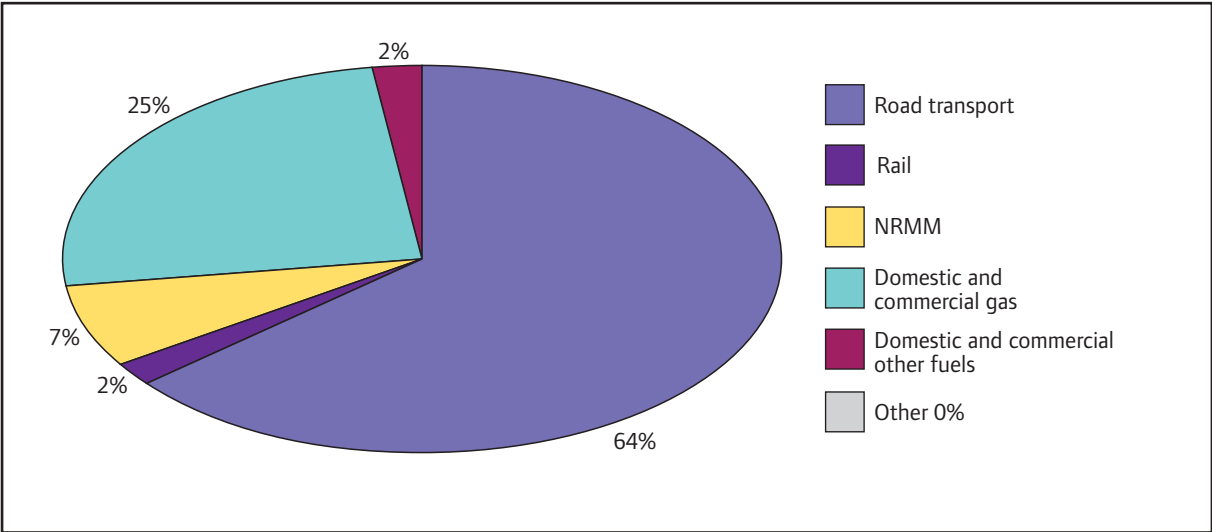


Figure 6a NO_x Emissions by source (from the LAEI 2013)
 This excludes industrial sources, as the Nitrogen Oxide emissions are dispersed at high level and will not have any significant contribution to residents exposure.

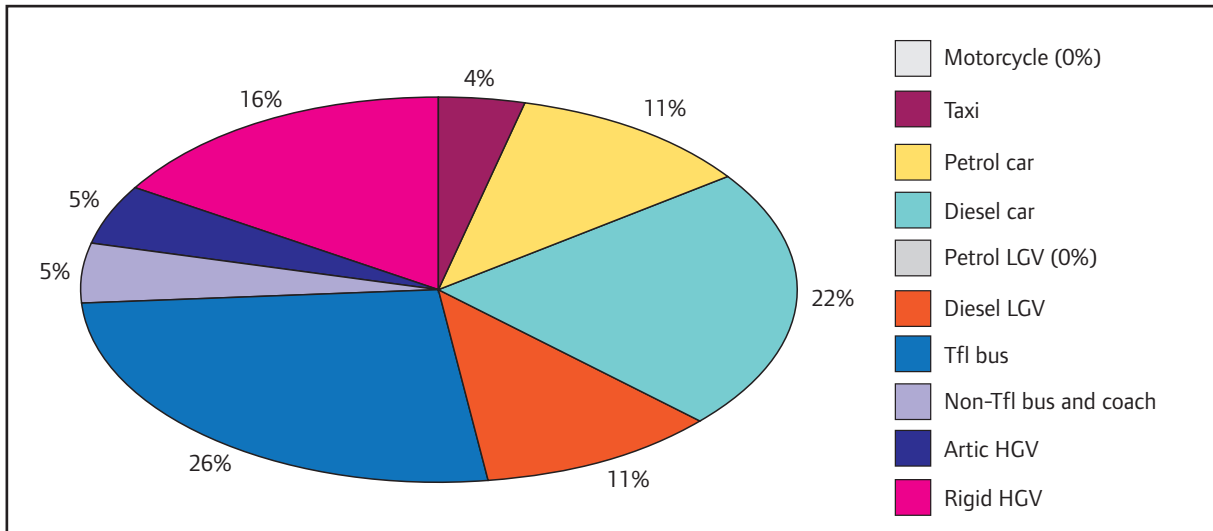


Figure 6b NOx Emissions by vehicle type (from the LAEI 2013)

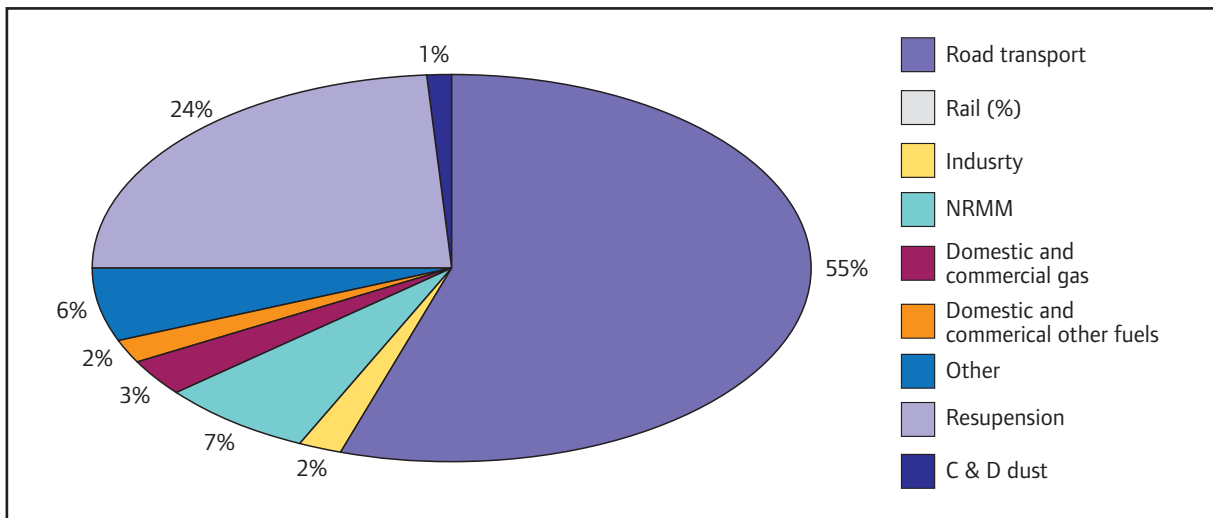


Figure 7a PM₁₀ Emissions by source (from the LAEI 2013)

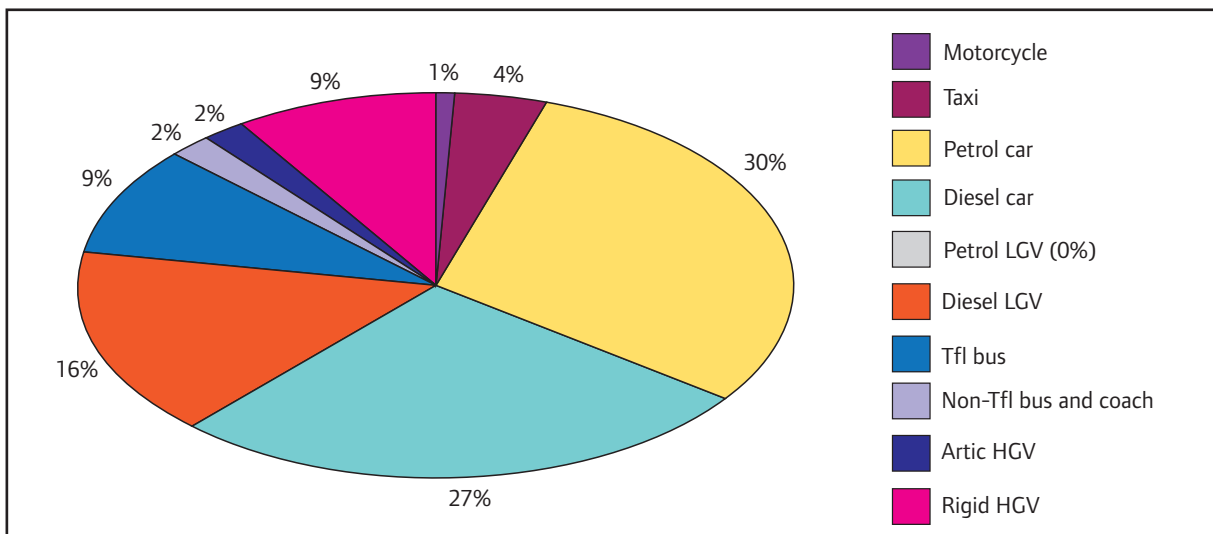


Figure 7b PM₁₀ Emissions by vehicle type with total emissions from brake, tyres and exhaust (from the LAEI 2013)

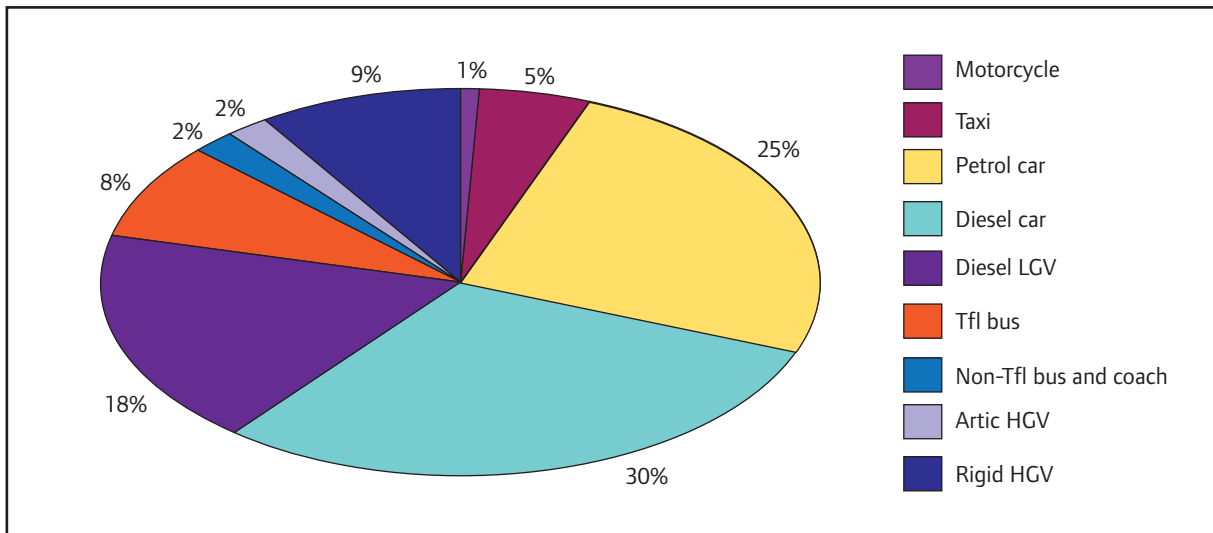


Figure 8a PM_{2.5} Emissions by source from the LAEI 2013)

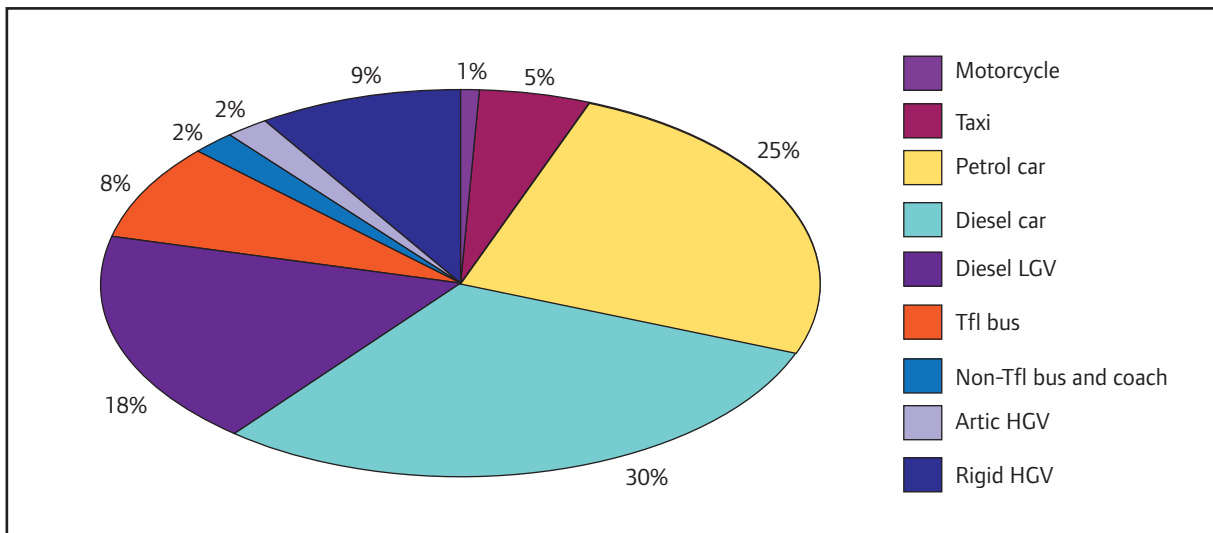


Figure 8b PM_{2.5} Emissions by vehicle type with total emissions from brake, tyres and exhaust (from the LAEI 2013)

2. London of Borough of Lewisham’s Air Quality Priorities

2.1 Minimising emissions from New Developments

The borough is currently undergoing significant regeneration with residential, commercial, utilities and transport network improvements, particularly in the Thames Gateway area. Strategically, the north of the borough forms part of the Thames Gateway, a nationally recognised growth area stretching east to the Kent and Essex coasts along the Thames Estuary.

In Lewisham’s Core Strategy⁵ one of the visions of the borough is that by 2026:

‘The north of the borough will have been transformed by the regeneration of large strategic sites that will provide new places for people to enjoy, and new facilities to support existing and new communities.’ 4.14 Lewisham Council’s Core Strategy

A major area of development for the next 4 year period of this AQAP will be the Evelyn St Corridor (which corresponds to the Deptford Church Street/Broadway/Evelyn Street and part of the New Cross GLA air quality focus area).

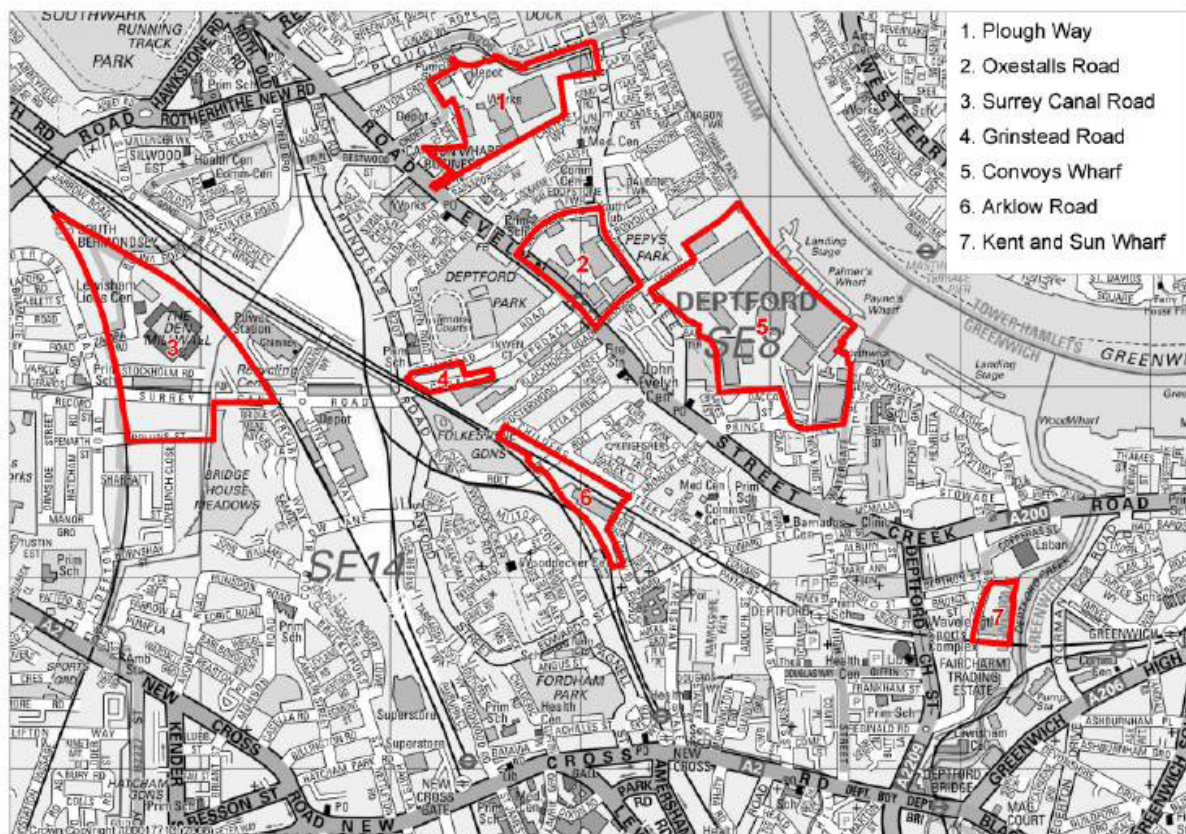


Figure 9 Anticipated redevelopment major locations in Evelyn St Corridor (Lewisham local development framework)

⁵ Lewisham Council’s Core Strategy, www.lewisham.gov.uk/myservices/planning/policy/Documents/CoreStrategyAdoptedVersion.pdf

Of the five strategic sites identified in the Council's core strategy, four are in the Evelyn Street Corridor area (providing 8,500 homes), along with Thames Tideway works and the potential Cycle Superhighway. It is also identified as an Opportunity Area within the London Plan.

A priority for this AQAP is therefore to provide development, through construction and build, which minimises emissions through effective planning policy, development control and environmental protection enforcement. As part of this priority Lewisham, through London's Mayor Air Quality Funding (MAQF), is seeking to establish, monitor and enforce a Zonal Framework Construction Logistics Plan for the Evelyn and New Cross area. This will seek to reduce the impact and emissions from vehicle movements to and from construction sites in the area.

2.2 Expanding the Council's Sustainable Transport Infrastructure

Lewisham is prioritising the reduction of emissions from road traffic and to that end supports the necessary infrastructure required to support the uptake of ultra low emission vehicles, and also to facilitate cycling, walking and the use of public transport. The Council is working with partners to increase the number of electric vehicle charging points accessible to residents and businesses within the borough. Lewisham currently has 10 EVCP locations (with 2 to 3 charging points per location) within the borough, assessable to all residents who are registered with Source London www.sourcelondon.net. This will be expanding by a further 14 locations, planned to be available from March 2017. Usage is continually reviewed and we are seeking resident's views on this as part of the public consultation that'll inform future implementation.

The North Lewisham Links Project is a programme of works aiming to improve walking and cycling routes across Deptford and New Cross (see Figure 10) in order to encourage residents to live more active lives and make better use of local amenities and public transport. It is also in the same area where the Council is seeking to deliver the, MAQF funded, Framework CLP. Additionally, changes are being planned to a 3km stretch in the north of the borough to make it more attractive to new or less-experienced cyclists, as part of the Quietway project which will connect Surrey Canal Road in the far north-west of the borough to Creekside in the far north-east.

2.3 Raising Public Health and Awareness

Lewisham has already produced a Joint Strategic Needs Assessment (JSNA) for Air Quality, which as part of this Action Plan will be periodically reviewed. The Public Health and Environmental Protection Teams will work together in raising awareness on air quality issues. As part of the last MAQF a public art project to raise awareness on air quality, in the Brockley and Crofton Park area has been developed and will be implemented by the end of 2016, www.tompearman.co.uk/brockley-corridor-arts. Also in the same area, a series of school lessons were taken, over 2015 raising awareness of air quality at 5 local primary schools.

We will continue to engage with schools and the local community and over the period of this Action Plan will also develop links with businesses.

2.4 Collaboration with the GLA and other London Boroughs on Air Quality Initiatives

Lewisham is part of the London Low Emission Construction Partnership, which is an MAQF project, which aims to reduce emissions from the construction industry. It is also part of the South London Cluster Group, where Local Authority Officers meet and considers cross borough working on air quality projects. We will seek to maintain and strengthen links with others, including the GLA, where it is of benefit to bringing improvement to the residents of Lewisham.

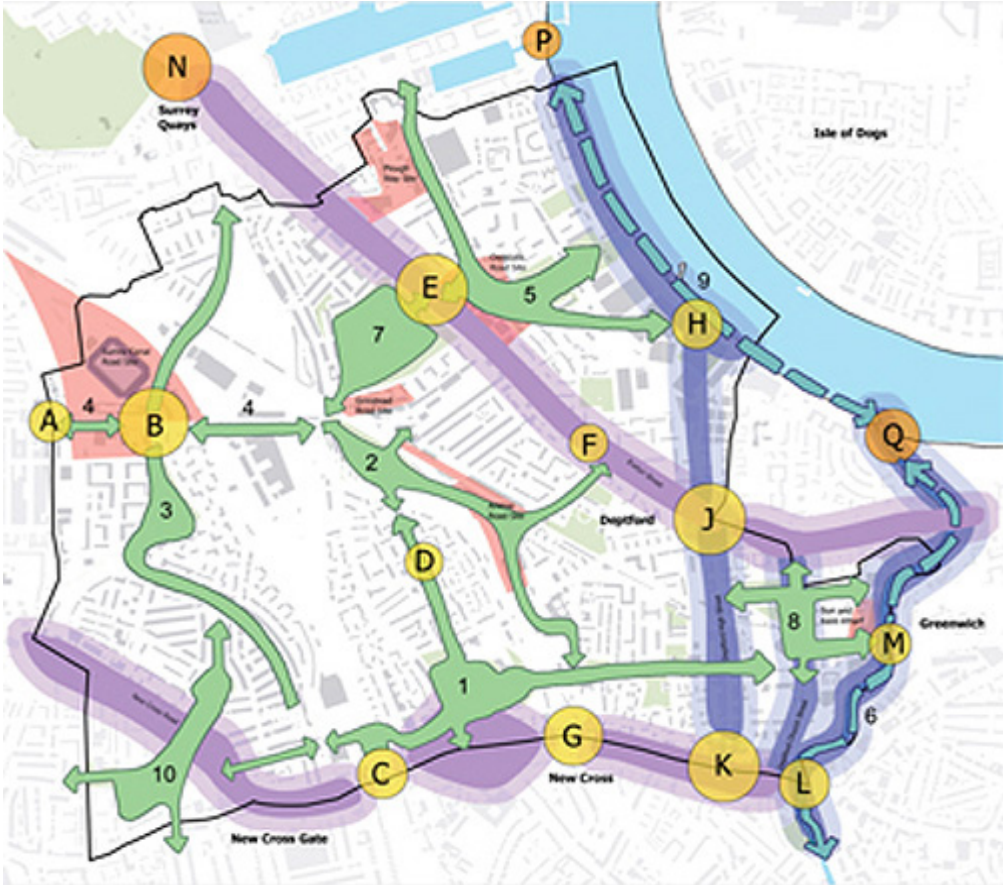


Figure 10: North Lewisham Links Project

Key

- 1. Kender To The Creek
- 2. Central Deptford
- 3. The Western Connection
- 4. Surrey Canal Road
- 5. Towards the river
- 6. Deptford Creek
- 7. Deptford Park
- 8. High Street to Creek
- 9. Riverside
- 10. New Cross Gate improvements

3. Development and Implementation of London Borough of Lewisham AQAP

3.1 Consultation and Stakeholder Engagement

In developing/updating the action plan we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 3.1. In addition we have undertaken the following stakeholder engagement:

- On line questionnaire to local residents and businesses to seek opinions on actions.
- Stall at Lewisham’s People’s Day event, used to obtain views from residents.
- Updated Lewisham’s website to raise Air Quality issues and engagement.

The response to our consultation stakeholder engagement is given in Appendix A.

Table 3.1 Consultation
As part of the consultation on this draft we will consult the following organisations

Consultee
the Secretary of State
the Environment Agency
Transport for London and the Mayor of London (who will provide a joint response)
all neighbouring local authorities
other public authorities as appropriate

3.2 Steering Group

The following teams were engaged through a Steering Group and specialist Working Groups: Development Control, Planning Policy, Project Management, GreenScene, Public Health, Procurement and Legal, Energy and Efficiency, Travel Demand Management, Fleet Services, Transport Planning (including Sustainable Transport).

The purpose of the meeting was to consider all the actions proposed by the GLA and to review the potential for incorporating these within Lewisham’s AQAP. The meetings were also used to highlight existing and potential future projects that are being carried out (or considered) by other teams which could have air quality benefits and scope for inclusion in this AQAP.

It was a good opportunity to build relationships between teams, and for responsibility for different actions to be owned by relevant teams. This will assist with the yearly reporting of actions and it is anticipated that the Steering Group will meet on a 6 monthly basis to provide input and feedback and ensure communication channels are maintained.

The challenge was in providing realistic monitoring criteria that can be managed resource wise and will be working with GLA in refining this aspect during the Action Plan period.

4. AQAP Progress

Table 4.1 shows the London Borough of Lewisham's AQAP. It contains:

- a list of the actions that form part of the plan;
- the responsible individual and departments/organisations who will deliver this action;
- estimated cost to the council;
- expected benefit in terms of emissions and concentration reduction;
- the timescale for implementation; and
- how progress will be monitored.

Table 4.1 Air Quality Action Plan

The actions have been grouped into six categories: Emissions from developments and buildings; Public health and awareness raising; Delivery servicing and freight; Borough fleet actions; Localised solutions; and Cleaner transport.

Action category	Action ID	Action description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Further information
Emissions from developments and buildings	1	Ensuring emissions from construction are minimised	Planning and Environmental Protection and Transport Team	Ongoing resource required from Transport and Environmental Protection to review and make recommendations regarding the discharge of conditions. Planning Officer time taken to discharge conditions.	n/a (Benefits potentially significant but unquantifiable)	Already in operation. Impact of reduction will be ongoing.	Number of applications for the discharge of the Construction Logistics Plan and the Construction Environmental Management Plan approved	Local Policy and Local List requirement.
Emissions from developments and buildings	2	Ensuring enforcement of Non Road Mobile Machinery (NRMM) air quality policies	Planning and Environmental Protection Team	Ongoing resource required from Environmental Protection to review. Planning Officer time taken to condition	n/a (Benefits potentially significant but unquantifiable)	Condition already introduced. Impact of reduction will be ongoing.	Number of NRMM conditions recorded, and all sites checked on the NRMM database once construction begins	Only used for Major sites.
Emissions from developments and buildings	3	Enforcing alternative clean and efficient energy supplies (to replace Enforcing CHP and biomass air quality policies)	Planning	Ongoing resource required from Sustainable Energy and Planning Team.	n/a (Benefits potentially significant but unquantifiable)	In operation however continuing to consider best practice and alternative heat and power supplies	Abatement conditions review via planning. Report back to GLA through ASRs	Only used in limited circumstances, where the tests for conditions are met.

Action category	Action ID	Action description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Further information
Emissions from developments and buildings	4	Enforcing Air Quality Neutral policies	Planning	Ongoing resource required from Environmental Protection and Planning Team.	n/a (Benefits potentially significant but unquantifiable)	Already in operation. Impact of reduction will be ongoing.	Report back to GLA through ASRs	Considered on a site by site basis as new development is proposed. (Core Strategy Policy 12)
Emissions from developments and buildings	5	Ensuring adequate, appropriate, and well located green space and infrastructure is included in new developments	Planning	Ongoing resource required from Parks to review and make recommendations regarding the discharge of conditions. Planning Officer time taken to discharge conditions.	n/a (Benefits potentially significant but unquantifiable)	Considered as part of the design of schemes that come forward. New green space and infrastructure will be as a result of good design and place making.	Through conditions the implementation and long term management and maintenance of landscaping and green roofs within development	Urban greening strategies. Considered on a site by site basis as new development is proposed. (Core Strategy Policy 12)
Emissions from developments and buildings	6	Ensuring that Smoke Control Zones are appropriately identified and fully promoted and enforced	Environmental Protection Team	Ongoing resource from EP Team	2	Whole of borough is already a Smoke Control Area. (Smoke Control Order 2010)	Respond and report on complaints and action taken.	There was specific publicity promotion at the time of the order in 2010, will review in April 2017 further publicity.

Action category	Action ID	Action description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Further information
Emissions from developments and buildings	7	Promoting and delivering energy efficiency retrofitting projects in workplaces and homes, including through using the GLA RE:NEW and RE:FIT programmes, where appropriate, to replace old boilers / top-up loft insulation in combination with other energy conservation measures.	Energy Efficiency	Ongoing resource from Energy Efficiency Team	1	Ongoing. Review date of April 2017 for potential project.	The biannual Home Energy Conservation Act report is due in 2017 which will provide progress on measures and report back to GLA in ASRs.	Lewisham Council Corporate Sustainability Use of Resources Statement is provided on a periodic basis and could be used to provide input to monitoring.
Emissions from developments and buildings	7A	Introduce a requirement for a minimum EPC rating for privately rented sector HMOs covered by both the mandatory and additional licensing schemes	Private Sector Housing (Environmental Health Residential)	Ongoing resource for Private Sector Housing (Environmental Health Residential)	2	April 2017, with monitoring of action considered after this date.	tbc	
Emissions from developments and buildings	7B	Introduce a requirement for any works covered by the Disabled Facilities Grant or discretionary housing improvement grants to meet level D EPC rating in privately owned accommodation	Private Sector Housing (Grants)	Ongoing resource for Private Sector Housing (Grants)	2	December 2016, with monitoring of action considered after this date.	tbc	

Action category	Action ID	Action description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Further information
Public health and awareness raising	8	Ensure that Directors of Public Health (DsPHs) have been fully briefed on the scale of the problem in your local authority area; what is being done, and what is needed. A briefing should be provided.	Environmental Protection and Public Health Team		n/a (Benefits potentially significant but unquantifiable)	Already provided as part of the consultation for this document	Health Protection Committee will be required to sign off all Annual Status Reports	
Public health and awareness raising	9	Public Health Teams should be supporting engagement with local stakeholders (businesses, schools, community groups and healthcare providers). They should be asked for their support via the DsPH when projects are being developed.	Public Health Team	Ongoing resource for Public Health and other teams involved	n/a (Benefits potentially significant but unquantifiable)	Different initiatives being considered and developed over period of Action Plan.	Report back on projects to GLA through ASRs	
Public health and awareness raising	10	Director of Public Health to have responsibility for ensuring their Joint Strategic Needs Assessment (JSNA) has up to date information on air quality impacts on the population	Public Health and Environmental Protection	Ongoing resource for Public Health and Environmental Protection Team	n/a (Benefits potentially significant but unquantifiable)	Already have a JSNA.	Health Protection Committee will review at time of sign off, for the Annual Status Report.	

Action category	Action ID	Action description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Further information
Public health and awareness raising	11	Strengthening co-ordination with Public Health by ensuring that at least one Consultant-grade public health specialist within the borough has air quality responsibilities outlined in their job profile	Public Health Team	Ongoing resources for Public Health Team	n/a (Benefits potentially significant but unquantifiable)	This is part of the health protection remit of one of the Consultants in Public Health.	Health and Wellbeing Strategy delivery plan will be reviewed for 2018 – 2020 to incorporate air quality.	
Public health and awareness raising	12	Director of Public Health to sign off Statutory Annual Status Reports and all new Air Quality Action Plans	Public Health Team	Ongoing resources for Public Health Team	n/a (Benefits potentially significant but unquantifiable)	Will be signed off at Health Protection Committee.	Through Health Protection Committee	
Public health and awareness raising	13	Ensure that the Head of Transport has been fully briefed on the Public Health duties and the fact that all directors (not just Director of Public Health) are responsible for delivering them, as well as on air quality opportunities and risks related to transport in the borough. Provide a briefing which can be disseminated amongst the Transport team.	Environmental Protection and Public Health Team	Ongoing resources for Environmental Protection and Public Health Team	n/a (Benefits potentially significant but unquantifiable)	Already implemented as part of consultation for this document.	The Steering Group will meet on a 6 monthly basis to provide ongoing briefing,	

Action category	Action ID	Action description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Further information
Public health and awareness raising	14	Engagement with businesses – Delivery and Servicing Plans (DSP) delivered through Planning process	Environmental Protection/ Public Health/ Transport/ Planning	Dependent on project initiated	3	DSP Condition already introduced. Impact of reduction will be ongoing. Different initiatives being considered and developed over period of Action Plan.	Number of applications for the discharge of the DSP condition approved. Report back on future projects to GLA through ASRs	
Public health and awareness raising	15	Promotion of availability of airTEXT	Environmental Protection Team	Ongoing resources for Environmental Protection Team.	3	Reviewing opportunities for communication by April 2017.	Report back on projects to GLA through ASRs	See consultation response
Public health and awareness raising	16	Encourage schools to join the TfL STARS accredited travel planning programme by providing information on the benefits to schools and supporting the implementation of such a programme	Sustainable Transport Team	LiP funding from the LIP (TfL)	2	Already in operation with 80% of schools in the borough having an accreditation in 15/16	Report back on projects to GLA through ASRs	
Public health and awareness raising	17	Air quality at schools – offer an air quality/ sustainability play for year 6 pupils at 28 schools.	Environmental Protection and Sustainable Transport Team	£12,000 LiP funded	3	Review ongoing opportunities for School engagement through action plan period.	Report back on projects to GLA through ASRs	

Action category	Action ID	Action description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Further information
Delivery servicing and freight	18	Update local authority Procurement policies to include a requirement for suppliers with large fleets to have attained silver Fleet Operator Recognition Scheme (FORS) accreditation	Procurement Team	Ongoing resources for Procurement Team	3	Already part of policy. Review of PPQ and ITT by April 2017 for implementation.	Report back on review and outcomes to GLA through ASRs	
Delivery servicing and freight	19	Update Procurement policies to ensure sustainable logistical measures are implemented (and include requirements for preferentially scoring bidders based on their sustainability criteria)	Procurement Team	Ongoing resources for Procurement Team and Energy Efficiency	3	Asset Management Strategy 2015-2020 produced. Procurement to review by April 2017	Report back on review and outcomes to GLA through ASRs	
Delivery servicing and freight	20	Re-organisation of freight to support consolidation (or micro-consolidation) of deliveries, by setting up or participating in new logistics facilities, and/ or requiring that council suppliers participate in these	Transport and Procurement Team	Ongoing resources for Transport and Procurement Team	3	Review construction freight consolidation by April 2017 for MAQF area. Review sites available for Council suppliers by April 2017	Report back on review and outcomes to GLA through ASRs	
Delivery servicing and freight	21	Virtual Loading Bays and priority loading for ultra-low emission delivery vehicles	Parking Team	Ongoing resources for Parking Team	1	To be considered at next Parking review in 2017	tbc	

Action category	Action ID	Action description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Further information
Borough fleet actions	22	Join the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet and obtain Gold accreditation	Fleet (S.G.M Environment) Team	Ongoing resources for Fleet Team	2	Applied for FORS membership. Reviewing accreditation April 2017	Report back on review and outcomes to GLA through ASRs	
Borough fleet actions	23	Increasing the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the boroughs' fleet	Fleet (S.G.M Environment) Team	High Costs	3	Working with LoCITY to increase the availability and uptake of low emission commercial vehicles.	Report back on review and outcomes to GLA through ASRs	
Borough fleet actions	24	Accelerate uptake of new Euro VI vehicles in borough fleet	Fleet (S.G.M Environment) Team	High Costs	3	49 trucks to be changed to Euro 6 by April 2017.	Report back on review and outcomes to GLA through ASRs	
Borough fleet actions	25	Smarter Driver Training, or equivalent, for drivers of vehicles in Borough Own Fleet i.e. through training of fuel efficient driving and providing regular re-training of staff	Fleet (S.G.M Environment) Team	Ongoing resources for Fleet Team	3	Already provided through 'Safe City Driving' course.	Report back on review and outcomes to GLA through ASRs	

Action category	Action ID	Action description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Further information
Localised solutions	26	Improvement and Introduction of green spaces in new developments through the Planning process by conditions and S106 obligations.	Planning	Ongoing resource required from Parks to review and make recommendations regarding the discharge of conditions. Planning Officer time taken to discharge conditions.	2	Already in operation. Impact of reduction will be ongoing.	Greenspace provision is proportionate to scale of development and will be monitored through the approval & discharge of conditions & obligations.	Urban greening strategies. Considered on a site by site basis as new development is proposed. (Core Strategy Policy 12)
Localised solutions	27	Low Emission Neighbourhoods (LENs)	Environmental Protection for review	High	1	Not being considered for this Action Plan, unless specific resources made available	To be reviewed for future Round 3 MAQF bidding 2019-2022	
Cleaner transport	28	Discouraging unnecessary idling by vehicles near schools	Environmental Protection and Sustainable Transport Team	Ongoing resource required from Environmental Protection Team and £3,000 from Road Safety and Sustainability Team	2	Run an 'anti idling' poster competition at 15 priority schools and provide each participating school with a road side banner for a summer campaign by April 2017.	Report back on review and outcomes to GLA through ASRs	
Cleaner transport	29	Speed control measures e.g. lowering the legal speed limit to 20mph in built up residential areas	Transport Team	Ongoing resource from Transport Team	2	All Lewisham Roads to introduce 20 mph zone September 2016	No plans for monitoring	

Action category	Action ID	Action description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Further information
Cleaner transport	30	Expanding car clubs and increasing the proportion of electric, hydrogen and ultra low emission vehicles in Car Clubs	Transport/ Parking and Planning Team	Ongoing resource from Parking Team	2	Increasing number of car club bays through Planning process. Work with car clubs towards compliment of electric vehicles. Review April 2017.	Report back on review and outcomes to GLA through ASRs	Introduced as part of Travel Plans for new development
Cleaner transport	31	Very Important Pedestrian Days (e.g. no vehicles on certain roads on a Sunday) and similar initiatives	Sustainable Transport and Environmental Protection	Ongoing resource required from Sustainable Transport and Environmental Protection Team	2	Review opportunities through community groups by April 2017.	tbc after April 2017 review date	
Cleaner transport	32	Free or discounted parking charges at existing parking meters for zero emission cars	Parking Team	High	2	Only achieved through the cashless meter's model. To be considered at next Parking review in 2017	tbc	
Cleaner transport	33	Free or discounted residential parking permits for zero emission cars	Parking Team	Ongoing resource from Parking Team	3	Discounted residential parking permits already available for zero emission vehicles.	The annual parking report provides a % against total permits issued and will be reported to GLA through ASRs	

Action category	Action ID	Action description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Further information
Cleaner transport	34	Surcharge on diesel vehicles below Euro 6 standards for Resident and Controlled Parking Zone permits	Parking Team	Ongoing resource from Parking Team	3	To be considered at next Parking review in 2017	tbc	
Cleaner transport	35	Installation of residential electric charge points	Planning, Parking and Transport Team	Ongoing resource from Planning, Parking and Transport	1	For all planning major site developments 20% active charging points and 20% passive installed. Through Source London, Blue Point maintain EVCPs and expanding network from 10 sites. By April 2017 to include at least an additional 14 locations.	Report back on review and outcomes to GLA through ASRs	Local Policy and Local List requirement.
Cleaner transport	36	Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV)	Transport and Parking Team	Ongoing resource from Transport and Parking	2	Already in communication with TfL in potential for establishing points.	Report back on progress to GLA through ASRs	

Action category	Action ID	Action description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Further information
Cleaner transport	37	Reprioritisation of road space; reducing parking at some destinations and or restricting parking on congested high streets and A roads to improve bus journey times, cycling experience, and reduce emissions caused by congested traffic	Transport and Parking Team	Ongoing resource from Transport and Parking	2	The proposed Controlled Parking Zone (CPZ) Programme will be approved annually at Executive Director level in line with its Parking policy. Cycle superhighway 4, Evelyn street corridor, developing designs 2016-18 for delivery 2018/19	Lewisham's Annual Parking Report will provide progress and delivery of CPZs and will be reported to GLA through ASRs. Cycle superhighway reported to TfL through a LiP yearly report	
Cleaner transport	38	Provision of infrastructure to support walking and cycling	Transport and Planning	Ongoing resource from Transport and Planning. LiP funding.	1	Already have an existing programme for provision. See 2.2 for details. Quietway cycle routes along existing local cycle network alignments 21 and 22, upgrading to encourage new and less confident cyclists development 2016/17 build 2018	Reported to TfL through a LiP yearly report.	

Action category	Action ID	Action description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Further information
Cleaner transport	39	Develop a 'stand-alone' Cycling Strategy for the borough.	Transport	Ongoing resource from Transport.	1	Being developed 2016/17 and published in 2018	Internal reporting and LiP yearly reporting.	Focus on specific cycling related projects and issues
Cleaner transport	40	Increasing cycle parking	Transport	£100,000 Annual Lip funding	1	Ongoing. Already being provided but will be increased year on year.	Internal reporting and LiP yearly reporting on increase in parking	Residential, community and Rail station parking
GLA AQ FOCUS AREA 1 & 2 Cleaner Transport	41	Development of a Zonal Construction Logistic Framework for the Evelyn Street Corridor (including New Cross area)	Environmental Protection, Transport and Planning	£305,250 over 3 years 2016-2019. funded through MAQF R2 and part match funded by Lewisham Transport	1	Quarterly review with GLA on progress. Air Quality benefits to be quantified during progress.	Report back on progress to GLA through ASRs	
GLA AQ FOCUS AREA 3 & 4 Public health and awareness raising	42	Provision of public art along the Brockley Corridor to raise awareness on air quality (also bordering Honour Oak Park)	Culture Development, Environmental Protection and Planning	£17,000 provided as part of the MAQF R1 fund	2	Consultation with Local Assembly and local community, to be installed by the end of 2016	Report back on progress to GLA through ASRs	

Action category	Action ID	Action description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Further information
GLA AQ FOCUS AREA 3 Cleaner Transport	43	Road Layout changes along the Crofton Park area of the Brockley corridor	Transport, Environmental Protection	Originally part of the MAQF R1 funding, but now through Local Transport Fund	2	Works planned for 2017/18	Report back on progress to GLA through ASRs	

Actions for the other GLA Air quality Focus Areas will be reviewed in April 2017 and reported to GLA through ASRs (see page 14 for further information).

Magnitude of Air Quality Benefits

High = 1 Medium = 2 Low = 3

Appendix C

GLA Air Quality Actions included in their Matrix

Action	Measure
Emissions from developments and buildings	
1	Ensuring emissions from construction are minimised
2	Ensuring enforcement of Non Road Mobile Machinery (NRMM) air quality policies
3	Enforcing CHP and biomass air quality policies
4	Enforcing Air Quality Neutral policies
5	Ensuring adequate, appropriate, and well located green space and infrastructure is included in new developments
6	Ensuring that Smoke Control Zones are appropriately identified and fully promoted and enforced
7	Promoting and delivering energy efficiency retrofitting projects in workplaces and homes using the GLA RE:NEW and RE:FIT programmes to replace old boilers /top-up loft insulation in combination with other energy conservation measures.
Public health and awareness raising	
8	Ensure that Directors of Public Health (DsPHs) have been fully briefed on the scale of the problem in your local authority area; what is being done, and what is needed. A briefing should be provided.
9	Public Health Teams should be supporting engagement with local stakeholders (businesses, schools, community groups and healthcare providers). They should be asked for their support via the DsPH when projects are being developed.
10	Director of Public Health to have responsibility for ensuring their Joint Strategic Needs Assessment (JSNA) has up to date information on air quality impacts on the population
11	Strengthening co-ordination with Public Health by ensuring that at least one Consultant-grade public health specialist within the borough has air quality responsibilities outlined in their job profile (as part of a wider role, not a dedicated air quality post)
12	Director of Public Health to sign off Statutory Annual Status Reports and all new Air Quality Action Plans
13	Ensure that the Head of Transport has been fully briefed on the Public Health duties and the fact that all directors (not just Director of Public Health) are responsible for delivering them, as well as on air quality opportunities and risks related to transport in the borough. Provide a briefing which can be disseminated amongst the Transport team.
14	Engagement with businesses
15	Promotion of availability of airTEXT
16	Encourage schools to join the TfL STARS accredited travel planning programme by providing information on the benefits to schools and supporting the implementation of such a programme
17	Air quality at schools

Action	Measure
Delivery servicing and freight	
18	Update local authority Procurement policies to include a requirement for suppliers with large fleets to have attained silver Fleet Operator Recognition Scheme (FORS) accreditation
19	Update Procurement policies to ensure sustainable logistical measures are implemented (and include requirements for preferentially scoring bidders based on their sustainability criteria)
20	Re-organisation of freight to support consolidation (or micro-consolidation) of deliveries, by setting up or participating in new logistics facilities, and/or requiring that council suppliers participate in these
21	Virtual Loading Bays and priority loading for ultra-low emission delivery vehicles
Borough fleet actions	
22	Join the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet and obtain Gold accreditation
23	Increasing the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the boroughs' fleet
24	Accelerate uptake of new Euro VI vehicles in borough fleet
25	Smarter Driver Training for drivers of vehicles in Borough Own Fleet i.e. through training of fuel efficient driving and providing regular re-training of staff
Localised solutions	
26	Green Infrastructure
27	Low Emission Neighbourhoods (LENs)
Cleaner transport	
28	Discouraging unnecessary idling by taxis, coaches and other vehicles (e.g. through anti-idling campaigns or enforcement activity)
29	Speed control measures e.g. lowering the legal speed limit to 20mph in built up residential areas
30	Increasing the proportion of electric, hydrogen and ultra low emission vehicles in Car Clubs
31	Very Important Pedestrian Days (e.g. no vehicles on certain roads on a Sunday) and similar initiatives
32	Free or discounted parking charges at existing parking meters for zero emission cars
33	Free or discounted residential parking permits for zero emission cars
34	Surcharge on diesel vehicles below Euro 6 standards for Resident and Controlled Parking Zone permits
35	Installation of residential electric charge points
36	Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV)
37	Reallocation of road space; reducing parking at accessible destinations and/or restricting parking on congested high streets and busy roads to improve bus journey times, cycling experience, and reduce emissions caused by congested traffic
38	Provision of infrastructure to support walking and cycling

This page is intentionally left blank

Agenda Item 6

Sustainable Development Select Committee		
Title	Select Committee work programme	
Contributor	Scrutiny Manager	Item 6
Class	Part 1 (open)	25 October 2016

1. Purpose

To advise Members of the proposed work programme for the municipal year 2016-17 and to decide on the agenda items for the next meeting.

2. Summary

- 2.1 At the beginning of the new administration, each select committee drew up a draft work programme for submission to the Business Panel for consideration.
- 2.2 The Business Panel considered the work programmes of each of the select committee on 24 May 2016 and agreed a co-ordinated overview and scrutiny work programme. However, the work programme can be reviewed at each Select Committee meeting so that Members are able to include urgent, high priority items and remove items that are no longer a priority.

3. Recommendations

3.1 The Committee is asked to:

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

4. The work programme

4.1 The work programme for 2016-17 was agreed at the Committee's meeting on 18 April 2016.

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

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

5. The next meeting

5.1 The following reports are scheduled for the meeting on 29 November:

Agenda item	Review type	Link to Corporate Priority	Priority
Planning enforcement	Policy Development	Clean, green and liveable	Medium
Planning obligations and regulations	Standard item	Clean, green and liveable	Medium
Planning key policies and procedures	Policy development	Clean, green and liveable	Medium
Planning annual monitoring report	Performance monitoring	Clean, green and liveable	Medium
Annual parking report	Performance monitoring	Inspiring efficiency, effectiveness and equity	Medium
Modern roads review update	In-depth review	Clean, green and liveable	Medium

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

6. Financial implications

There are no financial implications arising from 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

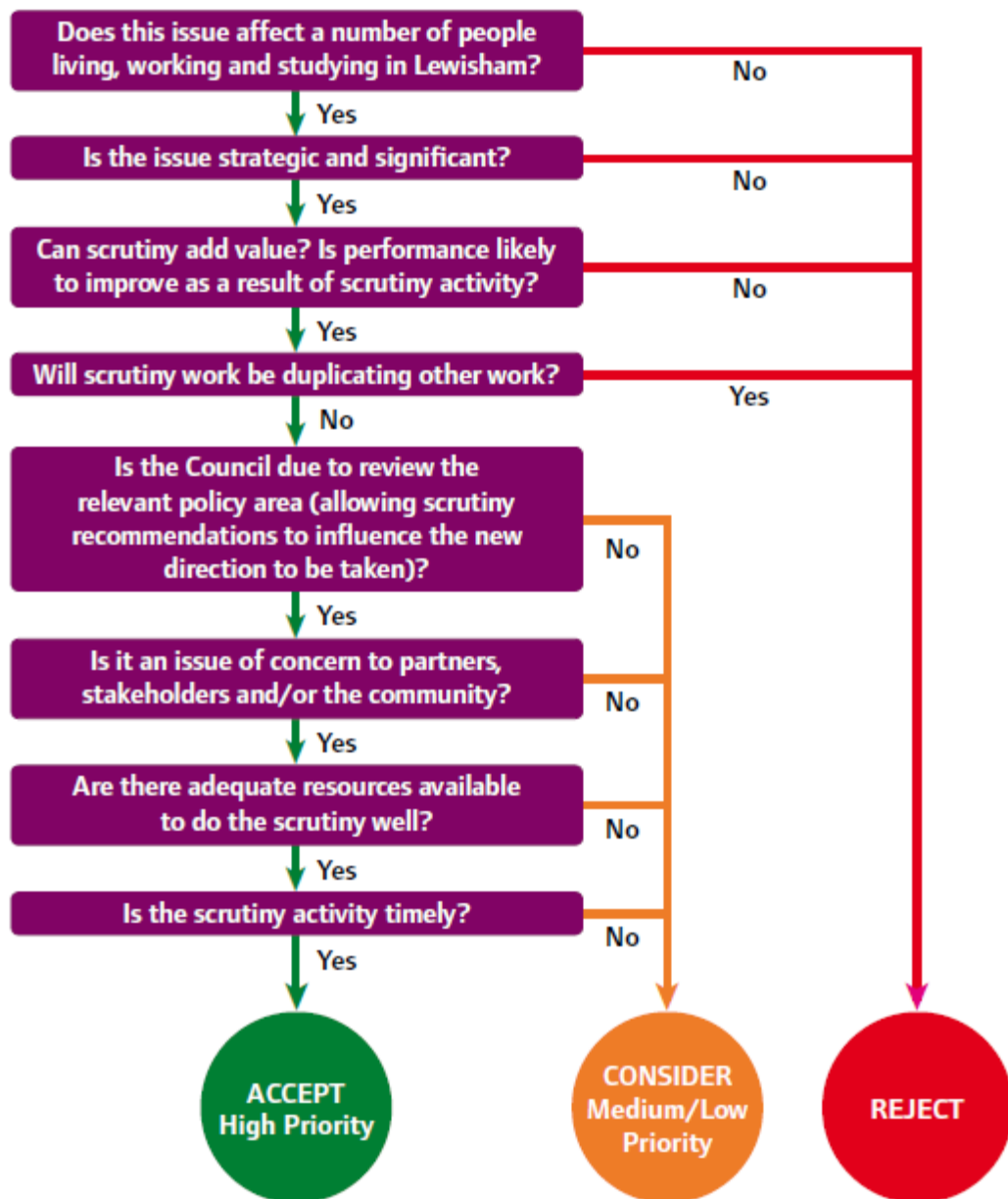
The date of the next meeting is Tuesday 29 November 2016

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 2016-17

Programme of work

Work Item	Type of item	Priority	Strategic Priority	Delivery deadline	18-Apr-16	12-May-16	29-Jun-16	14-Sep-16	25-Oct-16	29-Nov-16	24-Jan-17	08-Mar-17
Election of the Chair and Vice-Chair	Constitutional requirement	High	CP6	Apr	Completed							
Select Committee work programme 2016/17	Constitutional requirement	High	CP6	Ongoing	Ongoing							
Street lighting - proposals for variable lighting as part of improving efficiency	Performance monitoring		CP3	Apr	Ongoing	Ongoing						
Modern Roads review - M&C response and update	In-depth review		CP 3	Apr	Ongoing					6 month update		
Catford Town Centre Regeneration quarterly updates	Performance Monitoring		CP3	Ongoing		Ongoing		Ongoing			Proposed	
Lewisham Community Trust - use of section106 and CIL	Policy development		CP3, CP 5	May		Ongoing						
High Streets review - M&C response and update	In-depth review		CP 5	Jun			Ongoing				6 month update	
Catford Regeneration Programme Review interim report	In-depth review		CP3	Jun			Report					
Asset Management System (AMS) and Asset Register Update	Performance monitoring		CP3	Jun			Ongoing					
Waste Strategy communications plan	Performance monitoring		CP3	Jun			Ongoing					
Lewisham Future Programme	Standard item		CP 10	Ongoing				Ongoing				
Lewisham Cyclists' cycling strategy	Policy development		CP3	Jun			Ongoing					
Housing action zones	Standard item		CP6	Oct					Outstanding			
Planning obligations and regulations - Update	Performance monitoring		CP3, CP5	Oct						Proposed		
Planning key policies and procedures	Policy development		CP10	Oct						Proposed		
Annual parking report	Information item		CP 3, CP5	Oct						Proposed		
Air quality action plan	Information item		CP3	Oct					Outstanding			
Planning enforcement	Performance monitoring, policy development		CP10	Nov						Proposed		
Planning service annual monitoring report	Information Item		CP3, CP 5	Nov						Proposed		
Work and skills strategy implementation	Standard item		CP5	Jan							Proposed	
Sustainable energy	Standard item		CP 3	Jan							Proposed	
Waste strategy implementation and performance monitoring	Performance monitoring		CP 3	Mar								Proposed

Completed	Item completed
Ongoing	Item ongoing
Outstanding	Item outstanding
Proposed	Proposed
Added	Item added

Meeting Dates:			
1) Mon	18-Apr	5) Tues	25-Oct
2) Thu	12-May	6) Tues	29-Nov
3) Wed	29-Jun	7) Tues	24-Jan
4) Wed	14-Sep	8) Wed	08-Mar

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

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

FORWARD PLAN OF KEY DECISIONS

Forward Plan November 2016 - February 2017

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
August 2016	Recommendations of the Broadway Theatre Working Group	19/10/16 Mayor and Cabinet	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member for Health, Wellbeing and Older People		
August 2016	Deptford Reach Development	19/10/16 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
August 2016	Financial Forecasts 2016/17	19/10/16 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
August 2016	Heathside & Lethbridge Phase 5 Compulsory Purchase Order	19/10/16 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
August 2016	Heathside & Lethbridge Phase 6 Parts 1 & 2	19/10/16 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
August 2016	Private Rented Sector Discharge Policy	19/10/16 Mayor and Cabinet	Kevin Sheehan, Executive Director for		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			Customer Services and Councillor Damien Egan, Cabinet Member Housing		
August 2016	Treasury Management Mid-Year Update	19/10/16 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
August 2016	Update on action plan following Education Commission Report	19/10/16 Mayor and Cabinet	Sara Williams, Executive Director, Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
August 2016	Family Support Service Contract Award	19/10/16 Mayor and Cabinet (Contracts)	Sara Williams, Executive Director, Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
August 2016	Footways Contract Award	19/10/16 Mayor and Cabinet (Contracts)	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
September 2016	Supported Living Services to Adults with Learning Disabilities Call-Off contracts	19/10/16 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			Councillor Chris Best, Cabinet Member for Health, Wellbeing and Older People		
September 2016	Children and Young People's Personalised Care and Support Preferred Provider Framework Contract Extension	19/10/16 Mayor and Cabinet (Contracts)	Sara Williams, Executive Director, Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
August 2016	Re-Procurement Managed Service Interpretation, Translation and Transcription Services Contract award	01/11/16 Overview and Scrutiny Business Panel	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
May 2016	Annual Complaints Report	09/11/16 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Joe Dromey, Cabinet Member Policy & Performance		
April 2016	Autistic Spectrum Housing	09/11/16 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
September 2016	Catford Regeneration Programme Update	09/11/16 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			Councillor Alan Smith, Deputy Mayor		
August 2016	Discretionary Rate Relief Review	09/11/16 Mayor and Cabinet	Aileen Buckton, Executive Director for Community Services and Councillor Kevin Bonavia, Cabinet Member Resources		
February 2016	Disposal of Copperas Street Depot Creekside	09/11/16 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
	Lewisham Homes Business Plan and Articles	09/11/16 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
January 2016	New Bermondsey Housing Zone Bid Update	09/11/16 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
	Private Rented Sector: Additional Licensing Scheme for Houses in Multiple Occupation above/below commercial premises	09/11/16 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
August 2016	Regionalising Adoption	09/11/16 Mayor and Cabinet	Sara Williams, Executive Director, Children and		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
September 2016	Restoration and Re-Purposing of Buildings within Beckenham Place Park	09/11/16 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Rachel Onikosi, Cabinet Member Public Realm		
August 2016	Review of National Non Domestic Rates - Discretionary Discount Scheme for Businesses Accredited to Living Wage Foundation	09/11/16 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Kevin Bonavia, Cabinet Member Resources		
May 2016	Schools with License deficits	09/11/16 Mayor and Cabinet	Sara Williams, Executive Director, Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
August 2016	Carriageway Resurfacing Contract Award	09/11/16 Mayor and Cabinet (Contracts)	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
	Options for a new Enterprise Resource Planning solution for	09/11/16 Mayor and Cabinet	Janet Senior, Executive Director for Resources &		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
	Lewisham	(Contracts)	Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
August 2016	Deptford High Street (North) Contract Award	22/11/16 Overview and Scrutiny Business Panel	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
August 2016	Consultant Appointment 2016 Schools Minor Works Contract	22/11/16 Overview and Scrutiny Education Business Panel	Sara Williams, Executive Director, Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
August 2016	Deptford Parish Council Petition and Community Governance Terms of Reference	23/11/16 Council	Kath Nicholson, Head of Law and Councillor Kevin Bonavia, Cabinet Member Resources		
May 2016	Main Grants Programme 2017-18 Appeals Against Proposals	30/11/16 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Joan Millbank, Cabinet Member Third Sector & Community		
	Air Quality Action Plan	07/12/16 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Rachel Onikosi, Cabinet Member		

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
			Public Realm		
September 2016	Ashmead Primary School Expansion: Results of Consultation	07/12/16 Mayor and Cabinet	Sara Williams, Executive Director, Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
May 2016	2017-18 Council Tax Reduction Scheme	07/12/16 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Kevin Bonavia, Cabinet Member Resources		
	356 Stanstead Road - Property Acquisition	07/12/16 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Damien Egan, Cabinet Member Housing		
August 2016	The Wharves Deptford - Compulsory Purchase Order Resolution	07/12/16 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith, Deputy Mayor		
	Waste & Recycling Services Update	07/12/16 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Rachel Onikosi, Cabinet Member Public Realm		

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
August 2016	Contract Extensions for Accommodation Based Services and Floating Support Service	07/12/16 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member for Health, Wellbeing and Older People		
	Managed Service Contract for the procurement of their agency workers	07/12/16 Mayor and Cabinet (Contracts)	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
August 2016	Fusion Leisure Contract Variation	07/12/16 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member for Health, Wellbeing and Older People		
May 2016	Main Grants Programme 2017-18 Allocation of Funding	07/12/16 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Joan Millbank, Cabinet Member Third Sector & Community		
May 2016	Re-procurement of Existing Core Contract Adult Substance Misuse Services and Budget Setting for Substance Misuse Services	07/12/16 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Janet Daby, Cabinet Member Community Safety		

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
August 2016	Prevention Inclusion and Public Health Commissioning Contract Award	07/12/16 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Cabinet Member for Health, Wellbeing and Older People		
August 2016	School Minor Works Programme 2017	07/12/16 Mayor and Cabinet (Contracts)	Sara Williams, Executive Director, Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
	2016 School Minor Works Contact Consultancy Appointment	13/12/16 Overview and Scrutiny Education Business Panel	Sara Williams, Executive Director, Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
September 2016	Lewisham Music Business Plan and Transfer Terms	11/01/17 Mayor and Cabinet	Sara Williams, Executive Director, Children and Young People and Councillor Paul Maslin, Cabinet Member for Children and Young People		
August 2016	Community Premises Management Contract Permission to Tender	11/01/17 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Joan Millbank, Cabinet Member Third		

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
			Sector & Community		
May 2016	Council Tax Reduction Scheme 2017-18	18/01/17 Council	Kevin Sheehan, Executive Director for Customer Services and Councillor Kevin Bonavia, Cabinet Member Resources		
	Animal Welfare Charter	08/02/17 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Rachel Onikosi, Cabinet Member Public Realm		
	Budget Update	15/02/17 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member Resources		
May 2016	Council Budget 2017-18	22/02/17 Council	Kevin Sheehan, Executive Director for Customer Services and Councillor Kevin Bonavia, Cabinet Member Resources		
August 2016	Community Premises Management Contract Award	19/04/17 Mayor and Cabinet (Contracts)	Aileen Buckton, Executive Director for Community Services and Councillor Joan Millbank, Cabinet Member Third Sector & Community		

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