

Sustainable Development Select Committee Agenda

Thursday, 19 July 2018

7.00 pm,

Committee room 3

Civic Suite

Lewisham Town Hall

London SE6 4RU

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This meeting is an open meeting and all items on the agenda may be audio recorded and/or filmed except for item six – appendix four on the Agenda. For legal reasons, that item will be considered in private with the press and public excluded.

Part 1

Item		Pages
1.	Election of the Chair and Vice-Chair	3 - 4
2.	Minutes of the meeting held on 22 March 2018	5 - 14
3.	Declarations of interest	15 - 18
4.	Responses from Mayor and Cabinet There are none.	
5.	Select Committee work programme	19 - 76
6.	Catford regeneration programme update	77 - 368
7.	Air quality action plan update	369 - 476
8.	Lewisham Local Plan	477 - 496
9.	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 Thursday, 19 July 2018.

Ian Thomas, Chief Executive
Tuesday, 10 July 2018

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

Sustainable Development Select Committee		
Title	Confirmation of the Chair and Vice-Chair of the Sustainable Development Select Committee	
Contributor	Chief Executive (Head of Business and Committee)	Item 1
Class	Part 1 (open)	19 July 2018

1. Summary

- 1.1 Further to the annual general meeting of Council on 23 May 2018 and the succeeding meeting of the Overview and Scrutiny Committee, this report informs the Select Committee of the appointment of a Chair and Vice Chair of the Sustainable Development Select Committee.

2. Purpose of the report

- 2.1 To issue directions to the Select Committee regarding the election of its Chair and Vice-Chair.

3. Recommendations

- 3.1 The Select Committee is recommended to:
- (i) Confirm the election of Councillor Liam Curran as Chair of the Sustainable Development Select Committee.
 - (ii) Confirm the election of Councillor Patrick Codd as Vice-Chair.

4. Background

- 4.1 On 23 May 2018, the annual general meeting of the Council considered a report setting out an allocation of seats on committees to political groups on the Council in compliance with the requirements of the Local Government and Housing Act 1989.
- 4.2 The constitutional allocation for both chairs and vice chairs of select committees is:

Labour: 6

5. Financial Implications

- 5.1 There are no financial implications arising from the implementation of the recommendation in this report.

6. Legal Implications

6.1 Select Committees are obliged to act in accordance with the Council's Constitution.

Background papers

Council AGM 23 May 2018 - agenda and papers are available on the Council website here: <https://tinyurl.com/ybblolsv> or on request from **Kevin Flaherty**, Head of Business and Committee (020 8314 9327)

Overview and Scrutiny Committee 23 May 2018 agenda and papers are available online here: <https://tinyurl.com/y998en2z> or on request.

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

Agenda Item 2

MINUTES OF THE SUSTAINABLE DEVELOPMENT SELECT COMMITTEE

Thursday, 22 March 2018 at 7.00 pm

PRESENT: Councillors Liam Curran (Chair), Mark Ingleby (Vice-Chair), Sophie McGeevor and James-J Walsh

APOLOGIES: Councillors Andre Bourne, Suzannah Clarke, Amanda De Ryk and Eva Stamirowski

ALSO PRESENT: Councillor Alan Hall (Chair of Overview & Scrutiny Committee), Timothy Andrew (Scrutiny Manager), Denise Atkinson (Local Labour and Business Co-ordinator), Fenella Beckman (Head of Economy and Partnerships), Kplom Lotsu (SGM Capital Programmes), Simon Moss (Service Group Manager, Highways and Transport), Jake Nembhard (Research and Project Officer), Martin O'Brien (Climate Resilience Manager) and Michael Woodhead (Chair) (The Cinderella Campaign)

1. Minutes of the meeting held on 18 January 2018

- 1.1 The Chair noted that the Committee had previously discussed the work that had been carried out by Ian Chalk architects on future options for the development of the Broadway theatre.
- 1.2 **Resolved:** that the minutes of the meeting held on 18 January be agreed as an accurate record.

2. Declarations of interest

- 2.1 During the course of the meeting the following interests were declared:
 - Councillor Walsh declared a personal interest in relation to item six as an employee of South Bank University's students' union.
 - Councillor Curran declared a personal interest in relation to item eight as the Director of the Baring Hall trust.
 - Councillor Ingleby declared a personal interest in relation to item eight as a member of the Grove Park nature reserve.

3. Responses from Mayor and Cabinet

- 3.1 There were none.

4. A vision for rail

- 4.1 Simon Moss (Service Group Manager, Transport and Highways) introduced the report, the following key points were noted:
 - It was hoped that the document would draw together ideas that had been raised as the Council responded to various consultations recently.
 - The document was still a work in progress and could be added to or amended as things changed.
 - The vision drew on the work for the Lewisham interchange study, which would gain increasing significance as the plans for the extension of the Bakerloo line progressed.
 - Much of the work used to inform the development of the vision had been drawn from existing sources (such as Transport for London (TfL) and Network Rail) rather than by the Council.

- Lewisham had an expansive rail network but there were questions about the network's fitness for purpose given the level of development anticipated to take place in the borough.
- One of the recent key changes officers wanted to capture was the development of the Mayor of London's transport strategy, which strongly featured Lewisham.
- In the Mayor's strategy, Lewisham station was highlighted as one of the four key regional interchanges.
- Ambitions for a Brockley interchange were also included in the strategy. This was positive because future plans might lead to a link between the Overground network and the rail network.
- The vision also included a number of goals, including the ambition to: provide better links; ensure sufficient rail capacity; provide rail capacity between all areas of the borough and employment areas; improve rail access to and from growth areas; improve rail connectivity across the borough (especially east/west links); improve the quality and accessibility (particularly relating to step-free access) of stations and to improve connectivity between stations and their local areas.
- The report also included ambitions for rail enhancements, including: potential 'metroisation' of services, which might streamline links and improve rail frequencies.
- Ambitions for the Bakerloo line and the potential extension of the Overground to Lewisham were also included.

4.2 Simon Moss responded to questions from the Committee, the following key points were noted:

- Officers had asked TfL to consider the potential for the relocation of Lower Sydenham station (towards Bell Green) in past responses to consultations on the Bakerloo line.
- Officers has drawn on the 'turning south London Orange' work to develop the vision, but greater focus was being placed on the potential for 'metroisation' of the railway.
- Selections from the Mayor's transport strategy had been included in the vision, including the Mayor's ambition to increase capacity on the Overground network by up to 50% through improved signalling and increased frequencies.
- There were some aspects of the 'turning South London Orange' work which were a cause for concern, including the threat to the spur of the Overground that extended to New Cross.
- Officers would contact TfL to discuss the options for 24 hour operation of the Docklands Light Railway (DLR).
- There were a number of significant capacity improvement proposals for the DLR.
- It was recognised that the document was not a holistic view of public transport services in the borough.
- Officers in highways and transport were working with the planning department to help develop the transport assessment for the new local plan.
- Work was taking place to develop the new local implementation plan, this would include consultation with stakeholders and the public.
- It was agreed that in the south of the borough there was a lack of public transport options, there was currently work taking place to extend the 225 bus route in the south of the borough. Options were also being considered for potential improvements that could be delivered at the same time as the second phase of the Bakerloo line extension to Hayes

- It was recognised that there were a number of potential opportunities for interchanges and connections in the borough.
- It was recognised that there were issues with estimations of capacity and overcrowding on the rail network.
- Further consideration would be given to the potential dates of implementation and activity in the vision. Officers were cautious about committing to delivery dates given that the Council was not in control of the development or delivery of rail services.

4.3 In the Committee discussion, the following key points were also noted:

- Members emphasised the importance to take a holistic overview of public transport in the borough, ensuring that: the expected increase in development; possible reduction in bus frequencies and the implementation of the ultra-low emission zone were taken into account.
- There was concern about the provision of station facilities, particularly for disabled travellers.
- There were also concerns about the provision of public toilets at stations.
- Members were concerned about the impact of reducing early morning and night time transport services (like night busses) in favour of operating the night tube or night time rail services.
- The Committee highlighted existing poor level of public transport services in the south of the borough.
- The Committee was extremely supportive of the potential to extend the Bakerloo line to Catford via the Hayes line to Bromley.

4.4 Michael Woodhead (Chair of the Cinderella line campaign) addressed the Committee, the following key points were noted:

- The campaign was pleased to see the vision for rail.
- There was concern about the data used to calculate capacity figures on the network. Especially on the Catford loop line- because it had been shown that a limited set of data was used to estimate passenger numbers in the absence of ticket barriers on the route.
- The intention to ensure step free access should be broadened to cover all accessibility impairments. It should also include work to ensure that train operators committed to minimising the gap between the train and platform edge.
- On 'metroisation', the campaign believed that options for a range of terminus stations in central London should be protected.

4.5 **Resolved:** the Committee agreed to share its views with Mayor and Cabinet as follows –

- The Committee welcomes the newly developed vision for rail, however it would like to see lobbying for the extension of the Bakerloo line to Hayes become a priority for the Council.
- The Committee recommends that considerations about accessibility be broadened to include a wider range of issues, not just step free access (to include braille signage and support for people with cognitive impairments). The Committee also recommends that support for the provision of accessible public toilets at stations be included in the vision for rail.
- The Committee welcomes the ambition to improve Lewisham's stations but it recommends that officers should be tasked with undertaking a station by station analysis of options for land that could

be safeguarded for future public transport, cycling and pedestrian accessibility.

- The Committee recommends that the proposal for the relocation of Lower Sydenham station be included in the vision.
 - The Committee supports the possible future transfer of services from rail operators to TfL and recommends that this be included in the vision for rail.
 - The Committee recommends that further consideration be given to the impact of rail changes on different socio-economic groups in the borough, with consideration given to affordable options for Lewisham residents to access their places of work.
 - The Committee believes that reference should be made in the vision to the night time economy in the borough, including both the benefits to the economy and the importance of cultural activities.
 - The Committee would welcome further information about timelines and potential dates for action and implementation to be included in the vision.
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- It was also agreed that, the Committee would ask the transport liaison committee to consider the recent incident at Lewisham station during poor weather during which passengers were forced to walk on the rail tracks.

5. Catford town centre regeneration: quarterly update

5.1 Kplom Lotsu (Service Group Manager, Capital Programmes) introduced the report, the following key points were noted:

- The tender for a masterplanner for Catford was currently open.
- A recent event had been held for potential masterplanners to visit the borough and to meet with officers. There were around a hundred attendees at the event.
- A timeline for further scrutiny of the masterplanning process had been developed.
- The Commonplace platform was still being used to capture the views of local people. Further targeted engagement activities were taking place to reach younger and older people - as well as people from black and minority ethnic backgrounds.
- A new food market was being launched in Catford. Local businesses were being encouraged to take part.
- A new newsletter had also recently been launched for local businesses.
- The Council was working with Transport for London (TfL) to move forward plans for the realignment of the south circular.
- Topographical surveys had recently been completed, which would enable the next stage of the development to take place.
- It was intended that plans would reach the detailed design stage before the end of the year (the plan was still for work to begin on site in 2021).
- TfL estimated that the cost of the realignment would be £42m (though it was hoped that this would reduce when detailed plans were developed).
- A similar road realignment had cost £22/23m in Stratford.
- The expectation was that half of the cost would be met locally.
- The Council had secured £10m in funding from the Government's 'housing infrastructure fund'. The terms of the funding were not yet available.
- Work on the theatre was also continuing. It was anticipated that the conservation management plan would be completed in the near future.

- The conservation plan would underpin bids for heritage lottery funding or applications to other sources of funding.

5.2 Kplom Lotsu responded to questions from the Committee, the following key points were noted:

- The work carried out by Ian Chalk architects had been included in development of plans for the Broadway theatre.
- Officers recognised the high ambitions that the Council and community had for the future of the theatre.
- The intention of the conservation management plan was to ensure that all options for the future of the theatre were explored.
- Widening of the south circular where it crossed the Hayes line was not currently included in plans for the realignment of the road.
- Options were being considered for the development of the Catford stations. There might be the potential to relocate the pedestrian access from the road to enable the widening of the roadway.
- The difficult pinch point on the road in to Catford was where the south circular passed under the Catford (Thameslink) line.
- There were plans for the two stations to be linked and options for the improvement of infrastructure around the stations would be included as part of this work.
- Officers would return to the Committee at regular stages in the masterplanning process to seek further opinions on the developing vision for Catford as a civic hub, as well as to test ideas.
- The redevelopment of Catford was one of the biggest mixed use town centre redevelopment opportunities in the country.
- The Catford team was grateful to the Committee for the support and guidance it had received.

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

- The Committee commended the quality and scope of the engagement activities being carried out by the Catford programme team.
- There was good work taking place with local businesses.
- The community in Catford had been inspired by the quality of engagement activities.
- Further work needed to take place on developing the corporate vision for the civic centre that would be provided in Catford, which would distinguish the offer in Catford from that in Lewisham and other local centres. This might include work with other public services as well as the community and voluntary sector or the higher education sector.

5.4 **Resolved:** that the report be noted. The Committee thanked Kplom Lotsu and his team for their work on the Catford regeneration.

6. Implementation of the work and skills strategy

6.1 Fen Beckman (Head of Economy and Partnerships) introduced the report, the following key points were noted:

- The report provided an annual update on the implementation of the work and skills strategy.
- The employment programme that had been developed with the boroughs of Lambeth and Southwark was nearing completion. Through the programme more than 335 residents had been supported into work (114) from Lewisham.
- The Lewisham Construction hub had been launched.

- A great deal of work had taken place with Lewisham's partners, including: Phoenix Housing, Lewisham Homes and Job Centre Plus.
- New relationships were being developed with other partners, including South Bank University.
- The apprenticeship programme continued to deliver a range of high quality placements for residents.
- Two years ago the age limit for apprenticeships had been increased to include people over the age of 25. People from this age group now accounted for half of the applications to the programme.
- Links were being developed with Central London Forward, to make the most of the opportunities from the work and health programme.
- One area of key focus in the coming year would be developing the construction hub and integrating its work with partners.
- Work needed to take place to re-establish links with Lewisham College.
- A new work and skills strategy would be developed in the coming year. It was hoped that the Sustainable Development Select Committee (following the election) would consider the draft strategy.

6.2 Fen Beckman, Jake Nembhard (Research and Project Officer) and Denise Atkinson (Local Labour and Business Scheme Programme Manager) responded to questions from the Committee, the following key points were noted:

- Work was taking place to develop a new 'Lewisham skills providers forum' – that would enable partners to share information and updates about initiatives taking place in the borough. The forum would also act as a catalogue of information about providers in the borough.
- The Lewisham Construction hub sent out alerts for job opportunities and made use of social media, where this was appropriate.
- Officers understood that there were a variety of ways for residents to be engaged in opportunities for work.
- One example was a project managed by the team in Lewisham Shopping centre, which was a joint initiative between the Council, the shopping centre and job centre plus to help young people learn customer service skills, access advice and gain job opportunities.
- Officers were working with university partners, including Goldsmiths, to ensure that there were opportunities for students and that the construction hub was being supported.

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

- The Committee commended the volume and high quality of work being carried out by Fen Beckman and her team.
- There were differing opinions in the Committee about the value of using the Lewisham Council to target jobs and employment initiatives at people looking for work.
- Some work was needed to ensure that people could access the right advice, training and skills opportunities to ensure that they could make the most of opportunities in the labour market.
- The team should work with the Catford programme to determine whether there were opportunities for employment initiatives to be set up in the town centre.

6.4 **Resolved:** that the work of officers be commended. It was also agreed that the Committee would put forward the new work and skills strategy as an item for scrutiny in the new administration.

The Committee also agreed to refer its views to Mayor and Cabinet as follows:

- The Committee recommends that more resources be made available to enhance the scope and scale of the Council's work and skills activities online. The Committee believes that a marketing budget should also be made available to support this work.

7. Home energy conservation

7.1 Martin O'Brien (Climate Resilience Manager) introduced the report, the following key points were noted:

- Local authorities were in a unique position to work on fuel poverty. This was particularly important given that there was very limited central government funding for work on fuel poverty.
- There were many people living in homes with sub-standard (or none existent) heating.
- The Council had the ability to work with housing, social care, public health and partners in the community to improve residents' lives.
- Many local authorities had given up on carrying out work in this area.
- The home energy conservation act was the only statutory requirement on local authorities in this area of work. It required local authorities to produce a statement every two years about the work that they were carrying out, but it did not prescribe what that work should be.
- Funding for fuel poverty had been a challenge in Lewisham, however this had recently begun to change, partly as a result of work by the Greater London Authority (GLA).
- Lewisham was leading a partnership of London boroughs and community partners to deliver an advice and referral partnership across the south east. Officers had also been able to access funding for vulnerable residents from the GLA and combine it with funding from the energy company obligation to provide up to £7000 for households in fuel poverty (for heating, insulation and support services).
- Work was also taking place with the GLA and Veolia to progress a heat network from the South East London Combined Heat and Power Plant (SELCHP).
- A community energy fund would be launched to provide small grants and funding for local groups to run localised initiatives and install renewable energy.
- Work was taking place to engage with vulnerable residents in order to ensure that they could access the available funding.

7.2 Martin O'Brien responded to questions from the Committee, the following key points were noted:

- There was one officer working full time on home energy conservation.
- There was good news about the amount of investment that had been accessed for residents.
- Carbon emissions had reduced in Lewisham since 2005. The figures were produced by central government and covered a range of activities. The Council could not claim that it was responsible for the reduction in emissions – but it had contributed to the decrease.
- There was lots of work taking place across the country to develop local authority led energy suppliers or supply deals. This was challenging for local authorities to do well.
- There had been huge growth in the number of small energy suppliers.

- The implementation of smart meters should help people on pre-payment to control their energy costs.
- Previously, energy company obligation funding had only been targeted at people on benefits. The government had introduced flexible eligibility and given local authorities a role in designating vulnerable households.
- The Council had made 50 declarations (for Lewisham, Greenwich and Bexley) using data to identify the types of property that would benefit from the funding and aligning this with people who were eligible for the funding.
- The Council had initiated a scheme with South East London Community energy to engage with vulnerable households and to ensure that they could access the funding that was available.
- It was hoped that the scheme would be self-financing.
- The flexible approach to identifying and allocating households in need meant that there were a number of ways that the Council could support vulnerable households.
- The Council's main aim was to use frontline staff to identify and support households in need.
- Officers would work with the team that were developing the new casework system for councillors to determine whether there were ways that councillors could refer casework to the south east London partnership scheme.
- Officers recognised that they needed to access external funding to carry out work.
- Fuel poverty was a public health issue and quality heating acted as preventative medicine – which could save the local health service money by reducing the use of health services.

7.3 **Resolved:** the Committee agreed that it would share its views with Mayor and Cabinet, as follows –

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

8. **Select Committee work programme and end of administration review**

8.1 The Committee discussed the work programme for 2018-19 and put forward the following suggestions:

- The assets of community value process, with a specific focus on the Baring Hall hotel and preserving local pubs.
- Beckenham Place Park.
- The Catford town centre regeneration (including the forthcoming conservation assessment for the Broadway theatre).
- The development of the local implementation plan.
- Work and skills strategy.

8.2 In the Committee's discussion, concerns were also raised about the Baring Hall hotel's asset of community value status. It was noted that a recent decision had removed a portion of the Baring Hall Hotel's site from listing as a community asset, which, it was believed, might threaten the status of the pub business on the site.

8.3 **Resolved:** that the Committee's suggestions be put forward to the work programme for the next municipal year.

9. Items to be referred to Mayor and Cabinet

9.1 **Resolved:** that the Committee's views on: the vision for rail; work and skills and home energy conservation be referred to Mayor and Cabinet.

The meeting ended at 9.45 pm

Chair:

Date:

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Sustainable Development Select Committee		
Title	Declaration of interests	
Contributor	Chief Executive	Item 3
Class	Part 1 (open)	2018

Declaration of interests

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

1. Personal interests

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

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

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

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

(b) and either

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

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

3. Other registerable interests

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

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

4. Non registerable interests

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

5. Declaration and Impact of interest on members' participation

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

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

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

6. Sensitive information

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

7. Exempt categories

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

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

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Sustainable Development Select Committee		
Title	Select Committee work programme 2018-19	
Contributor	Scrutiny Manager	Item 5
Class	Part 1 (open)	19 July 2018

1. Purpose

- 1.1. To ask Members to agree an annual work programme for the Sustainable Development Select Committee.

2. Summary

- 2.1. This report:

1. Provides the context for setting the Committee's work programme for the year.
2. Asks members to decide on the Committee's priorities for the 2018-19 municipal year.
3. Informs members of the process for Business Panel approval of the work programme.
4. Sets out how the work programme can be monitored, managed and developed.

3. Recommendations

- 3.1. The Select Committee is asked to:

- Note the meeting dates and terms of reference for the Public Accounts Select Committee.
- Consider the provisional work programme at appendix B.
- Consider adding further items to the work programme, taking into consideration the criteria for selecting topics; information about local assembly priorities and items already added to the provisional work programme.
- Note the key decision plan, attached at appendix H, and consider any key decisions due to be made by the Mayor, which may require further scrutiny.
- Agree a work programme for the municipal year 2018-19.
- Review how the work programme can be developed, managed and monitored over the coming year.

4. Meeting dates

- 4.1. The following Committee meeting dates for the next municipal year were agreed at the Council AGM on 23 May 2018:

- 19 July 2018
- 13 September 2018 (it has subsequently been agreed that this will be changed to 12 September)

- 29 October 2018
- 12 December 2018
- 30 January 2019
- 04 March 2019

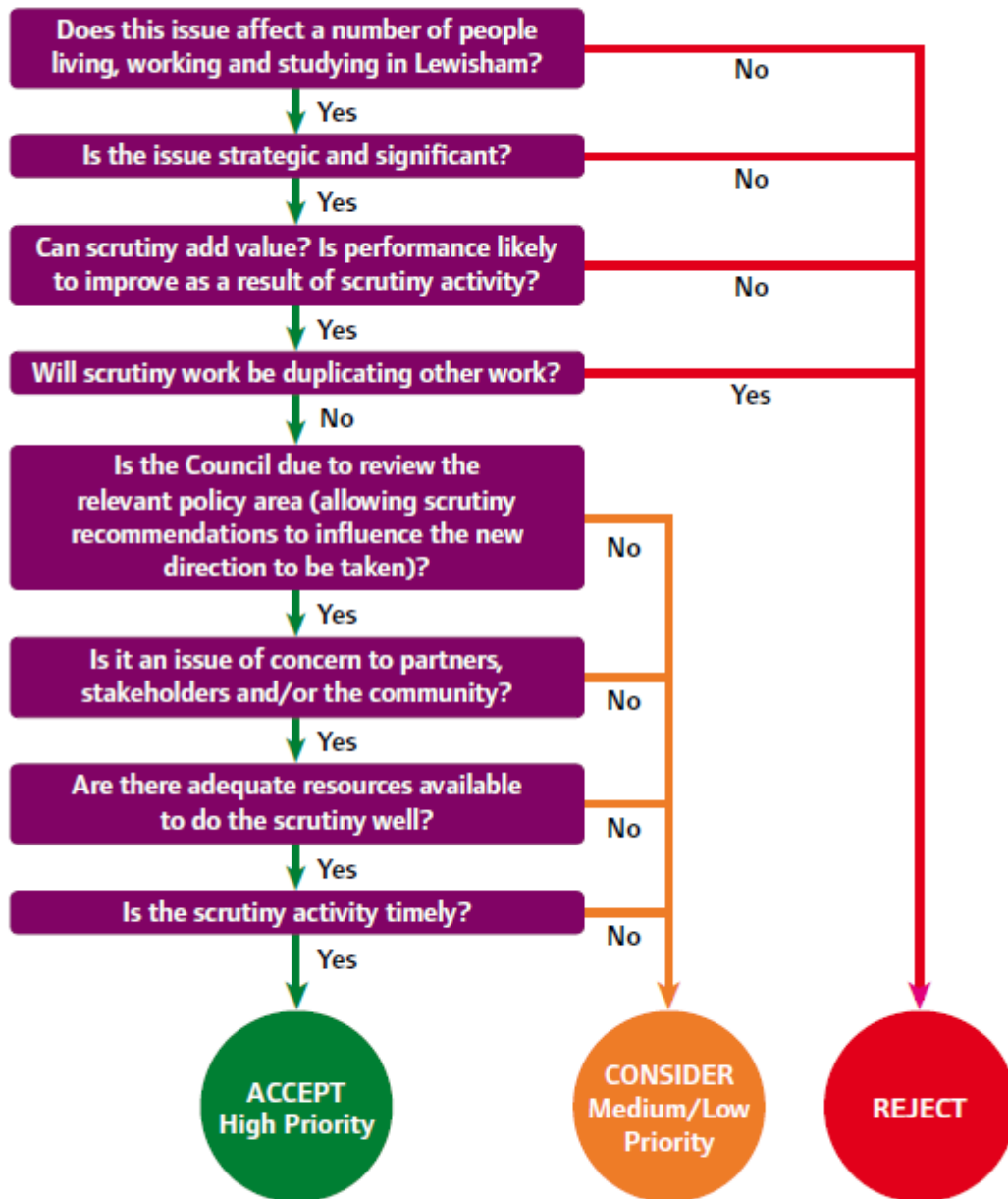
5. Context

- 5.1. The Committee's terms of reference are set out in appendix A. The Sustainable Development Select Committee's role is to promote the principals of sustainability and the Council effective use of its natural resources.
- 5.2. The Sustainable Development Select Committee has a role in reviewing and commenting on the Council's policy framework as it relates to planning and development management. The Committee also has a responsibility for ensuring that the activities of the Council protect the natural environment. Most frequently, this relates to the Council's work to improve air quality, deal with refuse and recycling and enhance sustainable means of transport.
- 5.3. To ensure the effective scrutiny of issues, the Committee can invite expert witnesses to provide evidence to the Committee on specific topics. While many witnesses welcome the chance to speak to the Committee, they are not obliged to attend (as opposed to officers of the Council and decision makers).

6. Deciding on items to add to the work programme

- 6.1. When deciding on items to include in the work programme, the Committee should have regard to:
 - items the Committee is required to consider by virtue of its terms of reference;
 - the criteria for selecting topics;
 - the capacity for adding additional items;
 - the context for setting the work programme - the key services, programmes and projects which fall within the committee's remit;
 - suggestions already put forward.
- 6.2. The following flow chart, based on the Centre for Public Scrutiny advice for prioritising topics for scrutiny should help members decide which items should be added to the work programme:

Scrutiny work programme – prioritisation process



7. Different types of scrutiny

- 7.1. It is important to agree how each work programme item will be scrutinised. Some items may only require an information report to be presented to the committee and others will require performance monitoring data or analysis to be presented. Typically, the majority of items take the form of single meeting items, where members:
- (a) agree what information and analysis they wish to receive in order to achieve their desired outcomes;
 - (b) receive a report presenting that information and analysis;
 - (c) ask questions of the presenting officer or guest;
 - (d) agree, following discussion of the report, whether the Committee will make recommendations or receive further information or analysis before summarising its views.
- 7.2. For each item the committee should consider what type of scrutiny is required and whether the item is high or medium/low priority (using the prioritisation process). Allocating priority to work programme items will enable the committee to decide which low and medium priority items it should remove from its work programme, when it decides to add high priority issues in the course of the year.

In-depth review

- 7.3. Some items might be suitable for an in-depth review, where the item is scrutinised over a series of meetings. Normally this takes four meetings to complete:
- Meeting 1: Scoping paper (planning the review)
 - Meetings 2 & 3: Evidence sessions
 - Meeting 4: Agreeing a draft report and recommendations
 - The report is then sent to Mayor and Cabinet for consideration and response.
- 7.4. If the committee would like to designate one of its work programme items as an in-depth review, this should be done at the first meeting of the municipal year to allow sufficient time to carry out the review. A scoping paper for the review will then be prepared for the next meeting.
- 7.5. To carry out the review, the Committee can use a range of investigative routes. In previous administrations scrutiny committees have: invited expert witnesses and specialists to meetings; tasked Council officers with providing analysis or detailed information about their service areas; carried out visits or fact finding trips; asked individual members or the committee's scrutiny manager to report on meetings, events and visits; consulted with members of the public or special interest groups.

8. The Committee's areas of focus in the 2014-18 administration

- 8.1. Over the four years of the last administration, the Committee considered a broad range of issues and considered a number of topics in-depth. A summary of this work is included in (appendix G) and members are asked to give this due consideration when deciding on the programme for 2018-19.
- 8.2. It should be noted that all of Lewisham's select committees devoted time to scrutiny of the Council's savings programme in the last administration. However, due to the nature of the savings proposals put forward, the Committee did not have to allocate a significant amount of meeting time to consideration of savings proposals. This does not mean that this will be the case in the new administration so the Committee will need to be mindful of this when setting its work programme.
- 8.3. Regeneration of Catford has been a significant area of focus for the Committee over the past four years. The Committee has drawn on its knowledge of sustainable transport and environmental quality issues as well as its previous work on community infrastructure and sustainable design to support the development of the master plan for the town centre.
- 8.4. It was the Committee's consistent lobbying that led to the decision finally being taken to relocate the south circular. Through a series of referrals and representations to Mayor and Cabinet the Committee ensured that the redevelopment of Catford has remained a key issue for the Council. The Committee's efforts will also lead to the delivery of greatly improved cycling and sustainable transport infrastructure for the town centre regeneration.
- 8.5. In the last administration, the Committee carried out scrutiny of the systems and programmes in place to deliver key Council services - such as asset management. It has also looked outward – at the delivery of services to local people in order to ensure that the Council is responding effectively to comments and complaints. The best example of this is in its regular review of parking, refuse and recycling services in the borough.
- 8.6. Cycling and pedestrian infrastructure was also an important issue for the Committee in the 2014-18 administration. The Committee's support of, and work with, Lewisham cyclists led to the successful development of a cycling strategy for the borough.
- 8.7. Through the 'modern roads' and 'high street' reviews the Committee emphasised the importance of supporting community infrastructure and healthy streets in the borough. The Committee's views on the implementation of 20mph speed limits in the borough were incorporated into plans delivered by officers and its views on high streets led to the renewed consideration of key planning issues by Lewisham's Planning department.

Referrals

- 8.8. Once they have considered an issue, scrutiny committees have the option to refer their views to Mayor and Cabinet in the form of a formal referral. The Chair, or a nominated member, of the Committee can attend the relevant meeting of Mayor and Cabinet to present the referral and add additional context to the Committee's views.
- 8.9. The Council's constitution states that Mayor and Cabinet should produce a response within two months. The relevant Cabinet Member, or a senior officer, might attend the scrutiny meeting at which the response is discussed in order to introduce the response from Mayor and Cabinet and to answer questions. A record of the Sustainable Development Select Committee referrals, and the responses from Mayor and Cabinet, are available online here: <https://tinyurl.com/ybl37yjl>
- 8.10. Regeneration of Catford has been the principal issue that the Committee highlighted to Mayor and Cabinet. Over a series of referrals, the Committee has reiterated key issues for consideration by the executive and secured agreement for the ongoing close involvement of the select committee in consultation and decision making.

9. Provisional 2018-19 work programme

- 9.1. The Scrutiny Manager has drafted a provisional work programme for the Committee to consider. It is attached at appendix B and it includes:
- items suggested by the Committee in the course of the previous year- and at the last meeting of the previous municipal year.
 - items suggested by Council officers.
 - those items that the select committee is required to consider by virtue of its terms of reference
 - monitoring of the recommendations of recent reviews.
- 9.2. The Committee should also give consideration to:
- issues of importance to Local Assemblies (appendix C);
 - decisions due to be made by Mayor and Cabinet (appendix H).

suggestions from the Committee

- 9.3. At its last meeting of the 2017-18 municipal year, the committee put forward the following suggestions for scrutiny topics for this year:
- Pubs/Assets of community value
 - The regeneration of Beckenham Place Park
 - Catford (Broadway Theatre, including the heritage assessment)
 - Development of the local implementation plan
 - Parks/work with user groups

- Accessibility of public spaces/public services

suggestions from officers

- 9.4. Officers were invited to suggest additional items for the work programme, in view of the activity that will be taking place over the course of the next municipal year. These suggestions have been provisionally added into the work programme attached at appendix B.
- 9.5. There were two suggestion from officers:
- The inclusion of information about Lewisham's electric vehicle charging strategy in the air quality update
 - The planning service annual monitoring report
- 9.6. It is up to the Committee to agree this provisional work programme and decide which additional items should be added.

issues arising as a result of previous scrutiny

- Fire safety in tall buildings

Following the catastrophic fire at Grenfell Tower, Overview and Scrutiny in Lewisham sought reassurance that homes in Lewisham's tall buildings were safe for residents. Lewisham's Housing and full Overview and Scrutiny Committees were involved in the Scrutiny of safety standards in Lewisham alongside the Sustainable Development Select Committee. Sustainable Development Committee took the lead on reviewing Lewisham's building control processes and ensuring that key information about Lewisham's tall buildings was published. The Committee may want to revisit this work in 2018-19.

- Pubs

Community venues, high streets and local infrastructure have all been issues of importance for the Committee. One of its key interests has been pubs, both as businesses and as historic buildings. The Committee's work in the 2010-2014 administration led to the development of a model policy for the protection of pubs by Lewisham's planning department. In 2017, the Council carried out a review of its policy and determined that it was currently sufficient for the protection of the borough's pubs. The Committee may wish to revisit its previous work and make its own determination about the success of the policy.

those items that the select committee is required to consider by virtue of its terms of reference

- the annual parking report
- Implementation of the work and skills strategy
- Lewisham Future Programme

Through the Lewisham Future Programme, the Council has identified a number of areas from which it will deliver significant savings. Officers have

committed to regular interactions with Members in order to facilitate scrutiny of the specific savings proposals arising from the major change programmes. The Select Committee will need to retain capacity in its work programme to consider these as is necessary.

monitoring of the recommendations of recent reviews

- regeneration of Catford

10. Approving, monitoring and managing the work programme

- 10.1. In accordance with the Overview and Scrutiny Procedure rules outlined in the Council's constitution, each select committee is required to submit their annual work programme to the Overview and Scrutiny Business Panel. The Business Panel will meet in July 2018 to consider provisional work programmes and agree a co-ordinated Overview and Scrutiny work programme, which avoids duplication of effort and which facilitates the effective conduct of business.
- 10.2. The work programme will be reviewed at each meeting of the Committee. This allows urgent items to be added and items which are no longer a priority to be removed. Each additional item added should first be considered against the criteria outlined above. If the Committee agrees to add additional items because they are high priority, it must then consider which medium/low priority items should be removed in order to create sufficient capacity. The Committee has six scheduled meetings this municipal year and its work programme needs to be achievable in terms of the amount of meeting time available.
- 10.3. Previously, members of some committees have requested additional guidance about prioritising and managing their work programmes. In 2018-19 it will be particularly important for committees to closely manage their workloads and to ensure that all councillors (those that are new and those that are returning) are clear about the way in which each committee will operate over the course of the year. The Council's constitution sets out the procedure rules for overview and scrutiny committees (see part IV, section E) however, the following issues have been noted as key areas for agreement in the 2014-18 administration:
 - the length of meetings;
 - the number of items scheduled for each meeting
 - the order of items at meetings;
- 10.4. At each meeting of the Committee, there will be an item on the work programme presented by the Scrutiny Manager. When discussing this item, the Committee will be asked to consider the items programmed for the next meeting. Members will be asked to outline what information and analysis they would like in the report for each item, based on the outcomes they would like to achieve, so that officers are clear on what they need to provide. The discussion also provides the opportunity for the Committee to manage and prioritise its work programme for future meetings.

Length of meetings

- 10.5. Provision is made for Committee meetings to last for two and a half hours. If the items scheduled for the meeting are not completed within this time the Committee may decide suspend the Council's standing orders in order to complete Committee business. The Council's constitution also provides the option for meetings to be adjourned by the Chair until a later date (with limitations). The suspension of standing orders and any decision to adjourn a meeting are matters for members of the Committee and the Chair.
- 10.6. The length of each item at Committee meetings will vary based on a number of factors – including the complexity of the subject under scrutiny; the number of issues identified by members and the range of questions put to officers and guests.

The number of items scheduled for each meeting

- 10.7. The terms of reference of the Committee are broad and there are many areas of service delivery and budgetary management that the Committee could scrutinise. The prioritisation process set out above (at paragraph 6.2) is designed to help the Committee decide whether it should add items to its work programme.
- 10.8. Where the committee identifies issues of interest that are low priority because:
- they are not due to be reviewed by the Council;
 - there are inadequate resources available to carry out the scrutiny effectively;
 - the issue has recently been reviewed by others;
- then members may wish to make a request to receive a briefing – or task the relevant scrutiny manager to identify sources of further information for circulation to the Committee by email in order to provide context for future discussions.
- 10.9. It is for members of the Committee to decide how many items should be scheduled for the meeting. However, giving consideration to the time available and the length of previous meetings of the Committee, Members may wish to schedule three items for each meeting, leaving space available for responses to consultations and other urgent business.

The order of items at meetings

- 10.10. The Council's standing orders require that the minutes of previous meetings, declarations of interest and responses to select committees from Mayor and Cabinet are considered as the first items on select committees' order of business. At the beginning of the municipal year – it is also necessary for a committee to decide on a chair and vice chair and to set a programme of business for the coming year at the earliest opportunity.
- 10.11. It has become standard practice for committees to consider items presented by guests and officers from partner organisations at the beginning of each

agenda. This allows these speakers and presenters to be released from the meeting at the earliest opportunity.

10.12. The Committee has been asked to allocate a level of priority to each of the items on its work programme. Following the consideration of standing items and taking into account invitations to guests and external witnesses as well as the complexity and length of the reports on the agenda, work programmes are ordered by priority (from high to low).

10.13. Decisions about agreeing the order of business and changing the priority of items for discussion are made by the Chair, with the agreement of the Committee, where possible.

11. Financial Implications

11.1. There may be financial implications arising from some of the items that will be included in the work programme (especially reviews) and these will need to be considered when preparing those items/scoping those reviews.

12. Legal Implications

12.1. 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.

13. Equalities Implications

13.1. 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.

13.2. 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.

13.3. There may be equalities implications arising from items on the work programme and all activities undertaken by the Committee will need to give due consideration to this.

Background Documents

Lewisham Council's Constitution

Appendices

Appendix A – Committee's terms of reference

Appendix B – Provisional work programme

Appendix C – Local assembly priorities

Appendix D – Areas of the Council scrutinised by the Select Committee

Appendix E – Centre for Public Scrutiny criteria for selecting scrutiny topics

Appendix F – How to carry out reviews

Appendix G – End of administration review

Appendix H – Notice of forthcoming executive decisions

Appendix A

The following roles are common to all select committees:

(a) General functions

To review and scrutinise decisions made and actions taken in relation to executive and non-executive functions

To make reports and recommendations to the Council or the executive, arising out of such review and scrutiny in relation to any executive or non-executive function

To make reports or recommendations to the Council and/or Executive in relation to matters affecting the area or its residents

The right to require the attendance of members and officers to answer questions includes a right to require a member to attend to answer questions on up and coming decisions

(b) Policy development

To assist the executive in matters of policy development by in depth analysis of strategic policy issues facing the Council for report and/or recommendation to the Executive or Council or committee as appropriate

To conduct research, community and/or other consultation in the analysis of policy options available to the Council

To liaise with other public organisations operating in the borough – both national, regional and local, to ensure that the interests of local people are enhanced by collaborative working in policy development wherever possible

(c) Scrutiny

To scrutinise the decisions made by and the performance of the Executive and other committees and Council officers both in relation to individual decisions made and over time

To scrutinise previous performance of the Council in relation to its policy objectives/performance targets and/or particular service areas

To question members of the Executive or appropriate committees and executive directors personally about decisions

To question members of the Executive or appropriate committees and executive directors in relation to previous performance whether generally in comparison with service plans and targets over time or in relation to particular initiatives which have been implemented

To scrutinise the performance of other public bodies in the borough and to invite them to make reports to and/or address the select committee/Business Panel and local people about their activities and performance

To question and gather evidence from any person outside the Council (with their consent)

To make recommendations to the Executive or appropriate committee and/or Council arising from the outcome of the scrutiny process

(d) Community representation

To promote and put into effect closer links between overview and scrutiny members and the local community

To encourage and stimulate an enhanced community representative role for overview and scrutiny members including enhanced methods of consultation with local people

To liaise with the Council's ward assemblies so that the local community might participate in the democratic process and where it considers it appropriate to seek the views of the ward assemblies on matters that affect or are likely to affect the local areas, including accepting items for the agenda of the appropriate select committee from ward assemblies.

To keep the Council's local ward assemblies under review and to make recommendations to the Executive and/or Council as to how participation in the democratic process by local people can be enhanced

To receive petitions, deputations and representations from local people and other stakeholders about areas of concern within their overview and scrutiny remit, to refer them to the Executive, appropriate committee or officer for action, with a recommendation or report if the committee considers that necessary

To consider any referral within their remit referred to it by a member under the Councillor Call for Action, and if they consider it appropriate to scrutinise decisions and/or actions taken in relation to that matter, and/or make recommendations/report to the Executive (for executive matters) or the Council (non-executive matters).

(e) Finance

To exercise overall responsibility for finances made available to it for use in the performance of its overview and scrutiny function.

(f) Work programme

As far as possible to draw up a draft annual work programme in each municipal year for consideration by the overview and scrutiny Business Panel. Once approved by the Business Panel, the relevant select committee will implement the programme during that municipal year. Nothing in this arrangement inhibits the right of every

member of a select committee (or the Business Panel) to place an item on the agenda of that select committee (or Business Panel respectively) for discussion.

The Council and the Executive will also be able to request that the overview and scrutiny select committee research and/or report on matters of concern and the select committee will consider whether the work can be carried out as requested. If it can be accommodated, the select committee will perform it. If the committee has reservations about performing the requested work, it will refer the matter to the Business Panel for decision.

The Sustainable Development Select Committee has specific responsibilities for the following:

(a) To exercise all the functions and roles of the overview and scrutiny committee in relation to the following matters:

- to examine issues relating to the protection of the environment including 'green' issues such as the conservation of natural resources, energy efficiency and conservation and/or the reduction of all types of pollution and make recommendations to the Mayor and Cabinet as appropriate;
- to comment and consult on and make recommendations to the Mayor and Cabinet in relation to the following:

i. sustainable development, economic development, business support, employment and training;

ii. the formulation of the Council's planning policies, (including the preparation of the Council's Local Development Framework and other local plans for the use and development of land, but excluding planning control and building control functions);

iii. highways, parking, traffic and transport, and urban regeneration;

iv. the environment including waste disposal, environmental health, street and market trading (but not the granting of licences and related matters);

v. public protection, refuse collection and disposal, street cleaning, consumer protection, cemeteries and crematoria;

vi generally to examine the performance of the Mayor and Cabinet in relation to these matters.

- the review and scrutiny of the exercise by risk management authorities of flood risk management and coastal erosion risk management affecting the area.

Appendix B

Provisional Sustainable Development Select Committee Work Programme 2018-19

Sustainable Development Select Committee work programme 2018-19

Programme of work

Work Item	Type of item	Priority	Strategic priority	Delivery deadline	19-Jul	13-Sep	29-Oct	12-Dec	30-Jan	04-Mar
Lewisham Future Programme	Performance monitoring	High	CP10	Ongoing			Savings			
Election of the Chair and Vice-Chair	Constitutional requirement	High	CP6	Jul						
Select committee work programme 2018/19	Constitutional requirement	High	CP6	Ongoing						
Catford Town Centre Regeneration	In-depth review	Medium	CP6	Mar						
In-depth review	In-depth review	High	CP6	Jan		Scope	Evidence	Evidence	Report & referral	
Implementation of the air quality action plan	Performance monitoring	Low	CP6	Jul						
Lewisham Local Plan update	Information item	Medium	CP6	Jul						
Pubs	Single meeting review	High	CP6	Sep		Evidence	Report			
Development of the local implementation plan	Standard item	High	CP6	Oct						
Planning key policies and procedures	Policy development	Medium	CP6	Dec						
Planning service annual monitoring report	Information Item	Medium	CP6	Dec						
Bakerloo line extension update	Policy development	Low	CP6	Dec						
Waste strategy implementation and performance monitoring	Performance monitoring	High	CP6	Jan						
Fire safety in tall buildings	Performance monitoring	High	CP6	Jan						
Annual parking report	Performance monitoring	Low	CP6	Mar						
Work and skills strategy implementation	Performance monitoring	Low	CP6	Mar						
Home energy conservation	Standard item	Low	CP6	Mar						

Appendix C - Assembly priorities

Bellingham

- Children and young people.
- Older people's issues
- Community events and festivals
- The promotion and development of Bellingham as a community

Blackheath

- Environment and Community.
- Provision for Older people, Young People and Children
- Parking, Streets and Waste.
- Crime and Anti-Social Behaviour

Brockley

- Creating a high-quality living environment – improving our local living environment and making Brockley a safer, cleaner and greener place to live, work and learn
- Connecting communities – bringing Brockley residents together and fostering a sense of community spirit, mutual understanding and respect, through community projects, events and activities

Catford South

Improving the Catford South Environment

Parking, Idling and CPZs
Improving Cycling Provision
General traffic issues in Catford South
Supporting Local Air Quality Campaigns

Improving Catford South for Residents

Fly-tipping, Litter and Bins
Greening through planting trees and flowers
Noise nuisance
Street cleaning

Developing more activities for Children and Young People in Catford South

Activity for Teenagers
Activity for Young Adults
Developing activity for under 5s
Activity for Children aged 6-12 years

Improving the Cultural offer in Catford South

Developing Community Events
Access to Theatre and Music
Night time offer for adults better
Access the Visual Arts Film

Increasing opportunities for Older People Catford South Community

Providing activities and events for older people
Dementia Friendly Community Work
Improving the health of Older People
Maintaining the Independence of older people

General things that matter to Catford South Residents

Volunteering Opportunities
Crime and Safety
Supporting Local Business
Employment and Training

Crofton Park

- Activities for older people
- Activities for younger people
- The environment
- Health and wellbeing
- Supporting community cohesion

Downham

- Cleaner, Greener, Safer Downham
- Older People & Intergenerational Projects
- Health & Wellbeing

Evelyn

- Provision for young people and children
- Provision for older people, people with disabilities and intergenerational activities
- Skills development and access to local employment opportunities
- Community support on anti-social behaviour, crime and drug issues
- Housing issues / developments and improving the built environment
- Community capacity building, cohesion and events.

Forest Hill

- Youth engagement and provision- looking for activities that will appeal and support new and existing schemes young people. These could include those that are Art, Music, Drama and Sports based. We are also keen to open up the criteria to include ideas around exciting intergenerational projects.
- Making Forest Hill more attractive - looking for proposals that will help to keep Forest Hill streets clean and appealing. This could include the planting of trees and flowers or a proposal that would increase street art or improve an area.
- Community events – looking for proposals around events that include celebrations, e.g Christmas or events that engage residents and local groups offering education and relevant information to the Forest Hill area, as well as being fun.
- Supporting local Traders – looking for proposals that could support and promote Forest Hill as a vibrant town centre and the Kirkdale area for local businesses.

Grove Park

- Improving the town centre
- Crime and antisocial behaviour
- Neighbourliness, community activities, events and cohesion
- Community facilities
- Parking, road safety & traffic calming

Ladywell

- Environment and landscape.
- Antisocial behaviour and crime.
- Local shops.
- Lack of youth and community facilities.
- Traffic.

Lee Green

- Safe healthy living – improving health services, crime reduction, improved environment, provision of outdoor spaces / exercise spaces, promote measures to reduce air pollution / promoting cleaner air.
- Roads and streets – road safety and traffic calming measures, road maintenance, cleaner streets, tree planting, rubbish collection, improved road use, provision of cycling tracks, addressing parking and CPZ issues.
- Leisure and amenities – improved parks and open spaces, more meeting spaces / community centres, provision of cycling tracks, improved shops, Leegate, provision of more local events.
- Services and infrastructure – better social housing, provision of jobs locally, more services for the elderly and young people, increased use and access to local use for recreational activities, more school spaces.

Lewisham Central

- Improving health and well-being.
- Cleaner, better environment.
- Better access to activities and facilities for children and young people.
- Better access to training and employment for all inhabitants of the ward.
- Promoting and improving community cohesion.

New Cross

- Unemployment and skills development
- Activities for older people and tackling social isolation
- Housing developments and the built environment
- Health, wellbeing and community safety

Perry Vale

- Children and Young People
- Unemployment and skills development
- Older people and intergenerational
- Crime and antisocial behaviour
- Environment and ecology

Rushey Green

- activities and opportunities for children (under 18) and young people (under 25)
- increasing opportunities for older people (55+)
- community cohesion – including events, activities and projects designed to create a sense of community in Rushey Green
- culture and the arts – with particular reference to improving the wellbeing of people in the Rushey Green Area
- improving your local area – including local 'streetscape', environment and ecology.

The Rushey Green Assembly is also committed to keeping residents informed about the ongoing improvements to Catford town centre.

Sydenham

- bringing our community together
- health and wellbeing
- vibrant high street
- clean and green
- crime and anti-social behaviour.

Telegraph Hill

- Unemployment and skills development
- Activities for older people
- Neighbourliness and tackling social isolation.
- Community safety, wellbeing and tackling anti-social behaviour.

Whitefoot

- Children, young people and youth work.
- Older people and transport.
- Creative arts (e.g. participatory art projects like storytelling, theatre, etc.)
- Healthy living, including fitness, wellbeing and mental health.
- Improved use in parks, play areas and green spaces

Appendix D – Further information about areas of the Council scrutinised by the Sustainable Development Select Committee

Resources and Regeneration

The Resources and Regeneration Directorate has two principal functions. Its regulatory function helps the Council meet its statutory requirements and corporate priorities through a range of professional and administrative support services, as well as support to the democratic and political process. It acts as an enabler, facilitating service delivery through a framework and structure of support, advice and guidance. In addition, the Directorate is committed to regenerating the borough, renewing the physical fabric of the borough, enhancing the overall economic well-being of Lewisham and working in partnership with others to create sustainable communities. Resources and Regeneration Directorate has six divisions providing a range of professional and administrative services. The following divisions are of particular relevance to the work of the Sustainable Development Select Committee:

Regeneration and Place – is committed to the optimisation of assets, working in partnership with others to regenerate the borough and create sustainable communities by:

- enabling and supporting the regeneration of Lewisham and helping to strengthen the local economy
- actively supporting the creation of safe, attractive, sustainable places and communities for the benefit of local people
- connecting people to economic, leisure and learning opportunities
- providing high quality, best practice stewardship of the Council's property asset
- delivering effective, value for money 'back office' functions which support the delivery of council and directorate priorities

Head of Regeneration and Place – Vacant

Service Group Managers – Regeneration and Place

- Property, Asset Strategy & Estates - Freddie Murray
- Commercial & Investment Delivery – Katherine Nidd
- Capital Programme Delivery - Kplom Lotsu
- Highways & Transport - Simon Moss

The Building Control function now sits in the Regeneration & Place division. The Building Control service operates on a trading account and competes with a multitude of private sector operators (Approved Inspectors) to provide approvals under Building Regulations.

- Civil / Structural Engineering Manager - Thiru Moolan

Planning - The planning system guides the future development and use of land in the long term public interest. This is achieved through a positive and proactive approach to shaping, considering, determining and delivering development

proposals. It is led by the Planning Service, working closely with those proposing developments and other stakeholders.

Head of Planning - Viv Evans (whilst Emma Talbot is on maternity leave)

Service Group Managers – Planning

- Strategic Planning (including Planning Policy, Design and Conservation and Section 106 & CIL) - David Syme
- Development Management (including Planning Enforcement) - Richard McEllistrum
- Land Charges - Alison Bradshaw

Customer Services

The Committee is also responsible for the scrutiny of some of the activities of these divisions in Customer Services:

Environment - The Division operates services from Wearside Service Centre and Hither Green Crematorium. It is split into six service groups as follows:

- Waste Management/ Waste collection services
- Street Cleansing
- Green Scene (includes Pest Control, Environment & Community Development and Parks and Open Spaces)
- Fleet Services
- Bereavement Services
- Markets

Head of Environment - Nigel Tyrell

Service Group Managers – Environment

- Waste Management/ Waste collection services - Michael Bryan
- Trade Waste - Pat Hollands
- Markets - Pat Hollands
- Street Cleansing and Clean Streets Enforcement - Gerry McAnaney
- Green Scene (includes Pest Control, Environment & Community Development and Parks and Open Spaces) - John Thompson
- Passenger & Fleet Services (including Door2Door) - Noel Everest
- Bereavement Services - Alison Beck

Public Services

The Public Services division is based in Laurence House with the Register office in Lewisham High Street. Public Services provide access to a wide range of fundamental customer services across the Council and are the front door to many services that our residents, citizens and customers may require. The Division comprises of eight service groups: Customer Service Centre, Revenues, Benefits, Emergency Planning, Parking, Business Support, Directorate Casework and

Independent Adjudicator. Public Services operates services from all Council Buildings. It is split into eight service groups as follows:

- Customer Service Centre (Telephony, Face to Face and Registration)
- Revenues (Council Tax, Business Rates, Debtors and Cashiers)
- Benefits (Housing Benefit, Council Tax Rebates and Concessionary Awards)
- Emergency Planning (Emergency Planning and Business Continuity)
- Parking
- Business Support
- Directorate Casework Team
- Independent Adjudicator

Head of Public Services - Ralph Wilkinson

Service Group Managers – Public Services:

- Customer Services Centre (Telephony, Face to Face and Registration) - Mark Ferris
- Revenues (Council Tax, Business Rates, Debtors and Cashiers) - Lorraine Richards
- Benefits (Housing Benefit, Council Tax Rebates and Concessionary Awards) - Mick Lear
- Emergency Planning (Emergency Planning and Business Continuity) - Jim Cook
- Parking - Jim Cook

Appendix E – Criteria for selecting topics

The Centre for Public Scrutiny (CfPS) has developed a useful set of questions to help committees prioritise items for scrutiny work programmes:

General questions to be asked at the outset:

- is there a clear objective for scrutinising this topic – what do we hope to achieve?
- does the topic have a potential impact for one or more section(s) of the population?
- is the issue strategic and significant?
- is there evidence to support the need for scrutiny?
- what are the likely benefits to the council and its customers?
- are you likely to achieve a desired outcome?
- what are the potential risks?
- are there adequate resources available to carry out the scrutiny well?
- is the scrutiny activity timely?

Sources of topics

The CfPS also suggest that ideas for topics might derive from three main sources: the public interest; council priorities; and external factors. These are described below.

Public interest

- issues identified by members through surgeries, casework and other contact with constituents
- user dissatisfaction with service (e.g. complaints)
- market surveys/citizens panels
- issues covered in media

Internal council priority

- Council corporate priority area
- high level of budgetary commitment to the service/policy area (as percentage of total expenditure)
- pattern of budgetary overspend
- poorly performing service (evidence from performance indicators/ benchmarking).

External Factors

- Priority area for central government
- new government guidance or legislation
- issues raised by External Audit Management Letters/External Audit Reports
- key reports or new evidence provided by external organisations on key issue

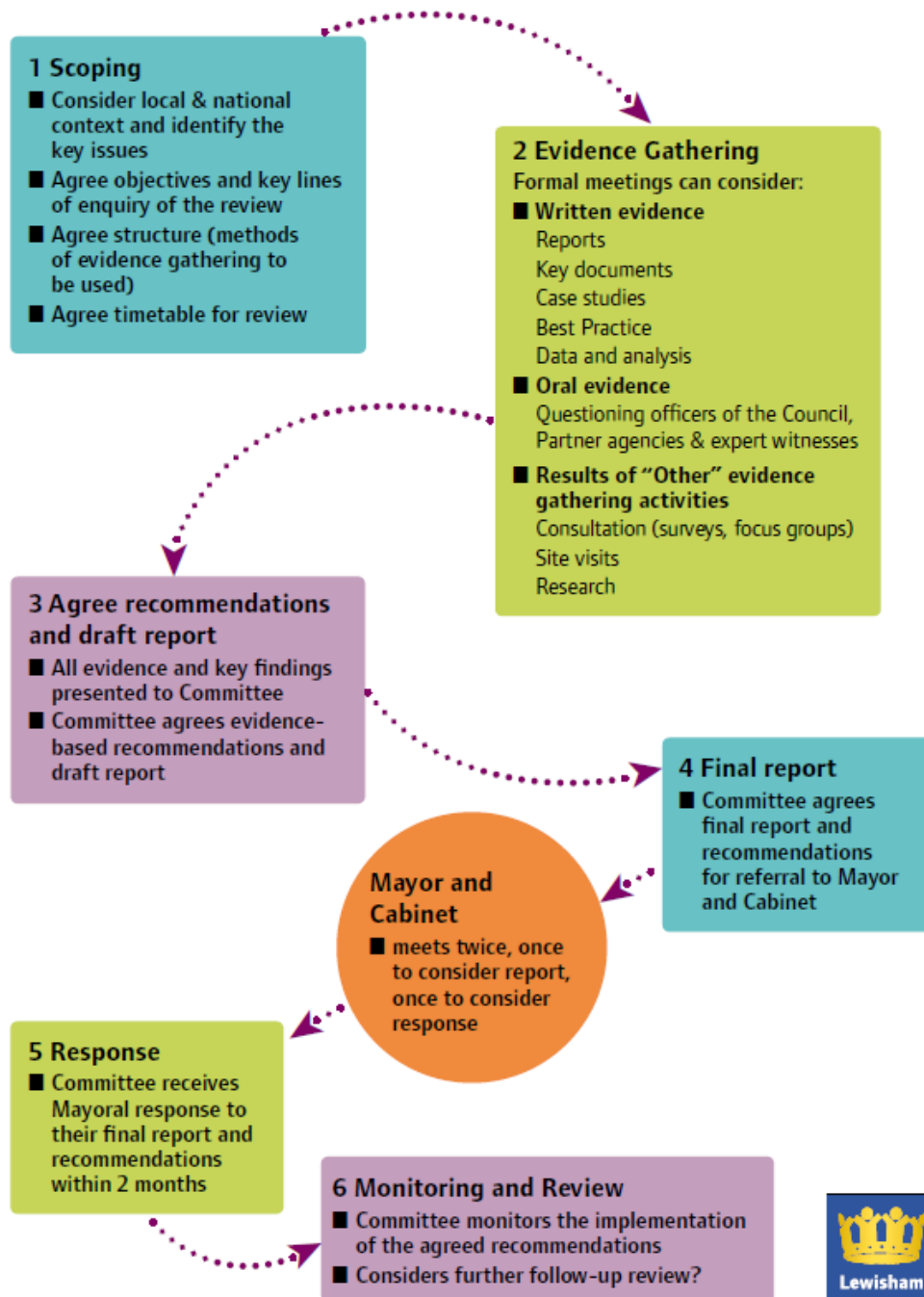
Criteria to reject items

Finally, the CfPS suggest some criteria for rejecting items:

- issues being examined elsewhere - e.g. by the Cabinet, working group, officer group, external body
- issues dealt with less than two years ago
- new legislation or guidance expected within the next year
- no scope for scrutiny to add value/ make a difference
- the objective cannot be achieved in the specified timescale

Appendix F

How to carry out an in-depth review



Overview and Scrutiny

Sustainable Development Select Committee end of administration report

Spring 2018

Membership of the Sustainable Development Select Committee 2014-18:

2014-15

Councillor Liam Curran (Chair)
Councillor James-J Walsh (Vice-Chair)
Councillor Obajimi Adefiranye
Councillor Bill Brown
Councillor Suzannah Clarke
Councillor Amanda De Ryk
Councillor Mark Ingleby
Councillor Stella Jeffrey
Councillor Helen Klier
Councillor Paul Upex

2015-16

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

2016-17

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

2017-18

Councillor Liam Curran (Chair)
Councillor Mark Ingleby (Vice-Chair)
Councillor Abdeslam Amrani
Councillor Andre Bourne
Councillor Suzannah Clarke
Councillor Amanda De Ryk
Councillor Sophie McGeevor
Councillor Eva Stamirowski
Councillor Paul Upex
Councillor James-J Walsh

Contents

1. Introduction.....	1
2. Overview.....	3
3. Policy development and pre-decision scrutiny.....	8
4. Holding decision makers to account.....	10
5. Performance monitoring.....	13
6. Responding to emerging issues.....	14
7. Future challenges.....	15
Appendix:.....	16

1. Introduction

- 1.1. Lewisham has 54 Councillors, representing 18 wards. Lewisham also has an executive mayor, who is elected by the whole borough.
- 1.2. Nine of Lewisham's Councillors are chosen by the Mayor to form his Cabinet.
- 1.3. 45 non-executive councillors are all members of the Overview and Scrutiny Committee. The Committee usually met four times in each year of this administration to consider cross cutting issues of strategic importance. Members of the Overview and Scrutiny Committee also form six select committees, which take on the responsibilities of the Overview and Scrutiny Committee for specific areas of work. In this administration, there have been six standing select committees, each has usually met eight times a year:
 - Children and Young People Select Committee
 - Healthier Communities Select Committee
 - Housing Select Committee
 - Public Accounts Select Committee
 - Safer Stronger Communities Select Committee
 - Sustainable Development Select Committee
- 1.4. This report provides a short summary the activities and achievements of the Sustainable Development Select Committee in the 2014-18 administration.
- 1.5. The Sustainable Development Select Committee has a responsibility for reviewing and developing policy in relation to environmental issues and infrastructure, as well as holding decision makers to account and monitoring the Council's performance. Throughout the course of this administration, the Committee has allocated time to respond to emerging issues and to review issues in depth. Each of the sections below sets out how the Committee has fulfilled its responsibilities over the past four years.
- 1.6. Over the course of the administration, the Committee has asked hundreds of questions of Council officers, guests and decision makers. It also has a formal option to send its views to the Council's executive Mayor and Cabinet through the use of referrals – to which the Executive is obliged to provide a written response. A link to the Committee's referrals is provided in the appendix.

2. Overview

2.1. Meetings

- The Committee met six times in 2014-15.
- It met eight times in 15-16, 16-17 and 17-18. It also held a joint meeting with members of the housing select committee to discuss the Council's progress with the housing action zones in Catford and New Bermondsey.
- In all there were 31 Committee meetings in 2014-18.
- The Committee has considered more than 200 reports totalling more than 4000 pages. The average length of an agenda was 150 pages.
- The Committee made more than 30 referrals to Mayor and Cabinet.

2.2. Terms of reference

2.3. Sustainable Development Select Committee's terms of reference are to exercise all the functions and roles of the overview and scrutiny committee in relation to the following matters:

- to examine issues relating to the protection of the environment including 'green' issues such as the conservation of natural resources, energy efficiency and conservation and/or the reduction of all types of pollution and make recommendations to the Mayor and Cabinet as appropriate;
- to comment and consult on and make recommendations to the Mayor and Cabinet in relation to the following:
 - i. sustainable development, economic development, business support, employment and training;
 - ii. the formulation of the Council's planning policies, (including the preparation of the Council's Local Development Framework and other local plans for the use and development of land, but excluding planning control and building control functions);
 - iii. highways, parking, traffic and transport, and urban regeneration;
 - iv. the environment including waste disposal, environmental health, street and market trading (but not the granting of licences and related matters);
 - v. public protection, refuse collection and disposal, street cleaning, consumer protection, cemeteries and crematoria;
 - vi. generally to examine the performance of the Mayor and Cabinet in relation to these matters.
- the review and scrutiny of the exercise by risk management authorities of flood risk management and coastal erosion risk management affecting the area.

2.4. Leadership

2.5. Councillor Liam Curran (Sydenham ward) has been the Chair of the Select Committee for the past four years. There have been three Vice Chairs: Councillor James-J Walsh, Councillor Suzannah Clarke and Councillor Mark Ingleby.

2.6. Deciding on the work programme

2.7. At the beginning of each year of the administration, the Committee considered a range of topics for its upcoming work programme. This was comprised of:

- items the Committee was required to consider by virtue of its terms of reference;
- issues of importance to residents;
- the capacity for adding items to each meeting;
- suggestions already put forward by Members;
- issues arising from previous scrutiny;
- follow up to Committee referrals and reviews.

2.8. The Committee considered, discussed and prioritised the work programme using:

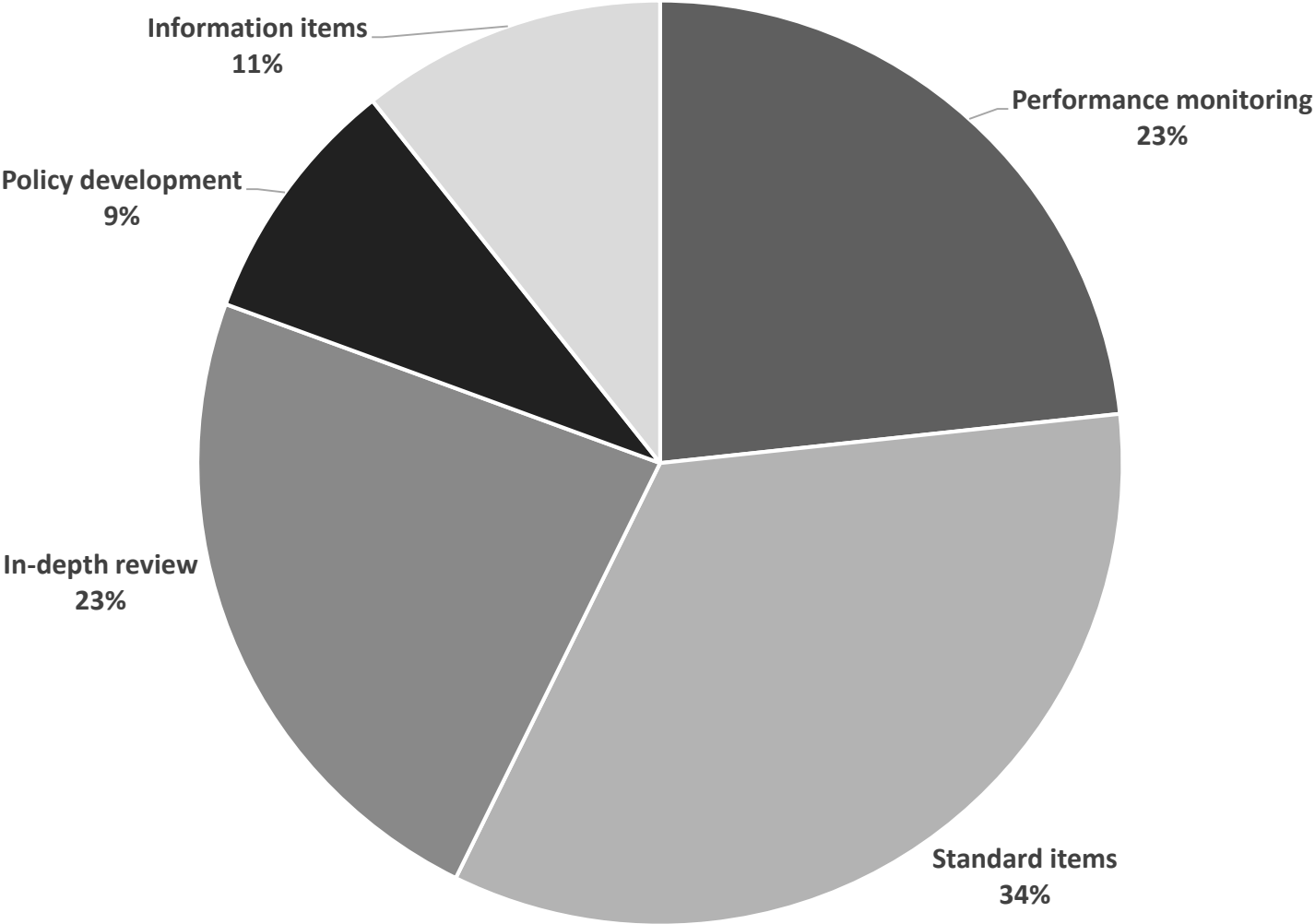
- the context for setting the work programme and advice from officers;
- criteria for selecting and prioritising topics developed from best practice.

2.9. At the end of each meeting the Committee reviewed the programme for upcoming meetings and decided on how the topics it had identified should be scrutinised. The Committee agreed at each meeting which items just required an information report to be provided to the Committee and which others required performance monitoring data or analysis to be presented. Typically, the majority of items took the form of single meeting items, where members:

- (a) agreed what information and analysis they wished to receive in order to achieve their desired outcomes;
- (b) received a report presenting that information and analysis;
- (c) asked questions of the presenting officer or guest;
- (d) agreed, following discussion of the report, whether the Committee would make recommendations or receive further information or analysis before summarising its views.

2.10. The chart below provides a breakdown of the different types of scrutiny the Committee has carried out in this administration. It is based on the number of agenda items that have been allocated to each of the different categories for each of the five types.

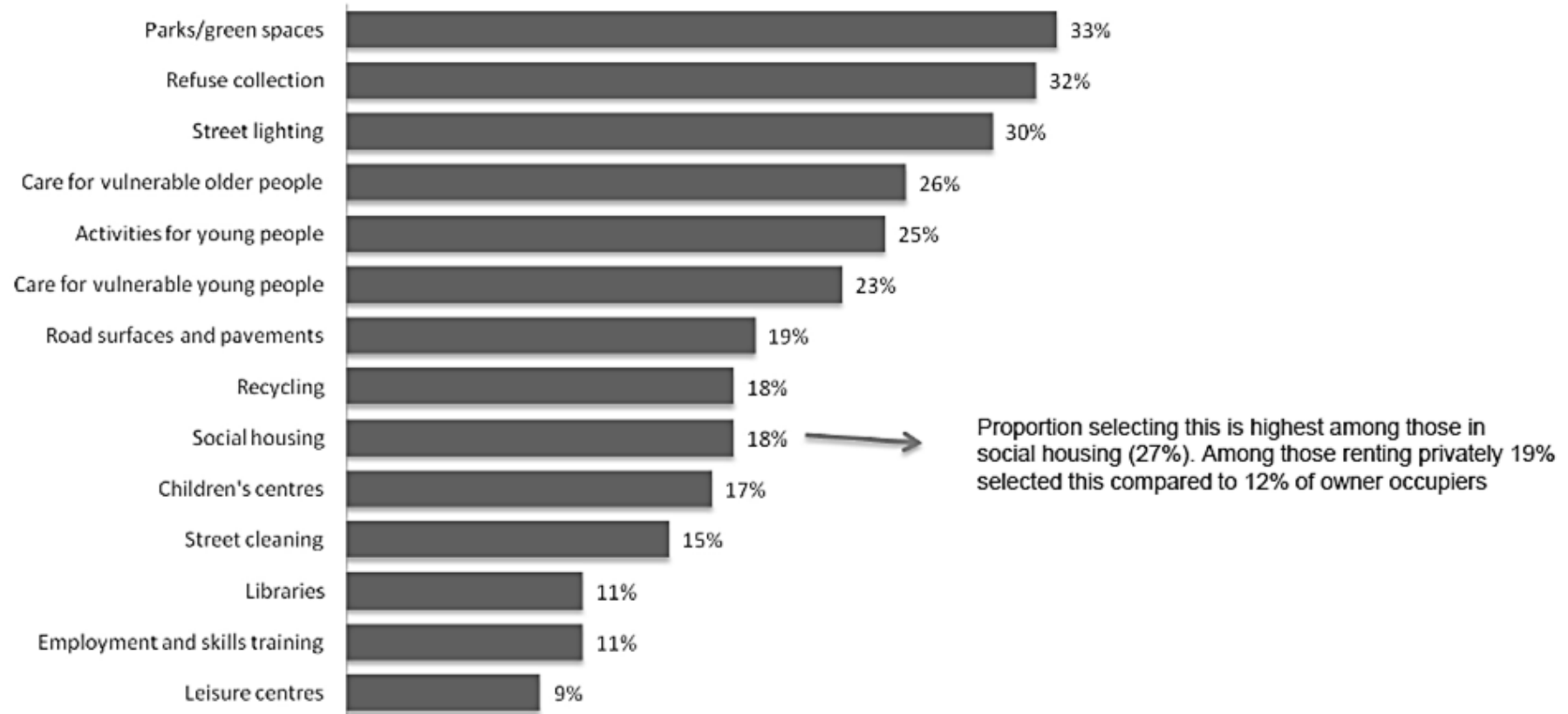
Different types of scrutiny 2014-18



2.11. Issues of importance to residents:

2.12. Councillors have substantial knowledge of the issues of importance in their wards. They are also closely involved in their local assembly meetings and local groups. Each year, when deciding on its work programme, Committee members drew on their local knowledge to inform the development of the work plan for the year. Also, it is worth noting that Lewisham's 2015 residents survey¹ identified that the top three services of importance to residents are within the Committee's remit:

Thinking about what you expect from Lewisham Council, which three services do you think it is MOST important for Lewisham Council to provide? (all responses)



¹ Residents survey 2015, online at: <http://tinyurl.com/yd4dydbo>

2.13. Guests at Committee meetings

2.14. There have been more than 25 guests, experts and witnesses for reviews at the Committee's meetings in this administration. They attended to give their views on issues of importance, or to provide the Committee with information or analysis about a specific topic. In the case of Cabinet Members and the Mayor, they may also have been at the meeting to answer questions about the overarching vision for a policy - or to answer questions about the delivery of a service.

Date	Name	Organisation	Item attended in relation to
20-Jan-15	Jeremy Leach	'20s Plenty For Us'	Modern Roads Review
20-Jan-15	Tom Platt	Living Streets	Modern Roads Review
20-Jan-15	Symon Knightswood	Living Streets (Lewisham)	Modern Roads Review
20-Jan-15	Stephen Hedley	London Air Quality Network	Modern Roads Review
20-Jan-15	Jane Davis	Lewisham Cyclists	Modern Roads Review
26-Nov-15	Anthony Benson	Allies and Morrison Urban Practitioners	Catford Regeneration Programme Review
26-Nov-15	Julian Kingston	The Lenox Project Community Interest Company	Build The Lenox
26-Nov-15	Helena Russell	The Lenox Project Community Interest Company	Build The Lenox
26-Nov-15	Sue Lawes	The Lenox Project Community Interest Company	Build The Lenox
26-Nov-15	David Aylward	The Lenox Project Community Interest Company	Build The Lenox
26-Nov-15	Rachel Onikosi	Cabinet Member for the Public Realm	Waste & Recycling Service consultation
14-Jan-16	Ian Chalk	Ian Chalk Architects	Catford Regeneration Programme Review
14-Jan-16	Tim Thomas	Transport for London	Catford Regeneration Programme Review
14-Jan-16	Carole Hope	Public	Beckenham Place Park Petition
14-Jan-16	Andrew Tonge	Public	Beckenham Place Park Petition
14-Jan-16	Jenny Kay	Public	Beckenham Place Park Petition
08-Mar-16	Edward Melconian	THCO	Asset Register Demonstration
29-Jun-16	Stewart Whitworth	Lewisham Cyclists	Lewisham Cyclist Cycling Strategy
14-Sep-16	Mayor Steve Bullock	Lewisham Council	Catford Regeneration Programme Review
08-Mar-17	Mole Meade	Communication Workers Union	Post Office changes
08-Mar-17	Peter Neech	Communication Workers Union	Post Office changes
14-Jun-17	Anne Crane	Transport for London Planning	Catford Town Centre Programme Review
20-Jul-17	Jereme McKaskill	Project Centre	Implementation of the Cycling Strategy
20-Jul-17	Lewisham cyclists	Lewisham Cyclists	Implementation of the Cycling Strategy

3. Policy development and pre-decision scrutiny

3.1. One of the Committee's important functions is to lead on the development of emerging Council policy and to make recommendations to Mayor and Cabinet with Committee views, recommendations, concerns and endorsements. The Committee has scrutinised the development of a broad range of Council policies and strategies over the past four years, some notable examples include:

3.2. Delivery of the Lewisham cycling strategy

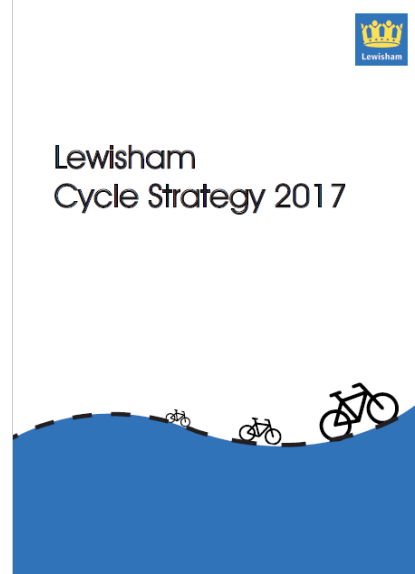
3.3. The Committee is extremely supportive of plans to improve cycling in Lewisham. The Council's cycling champion is a member of the Sustainable Development Select Committee and he is able to link the strategic work being undertaken by the Council to the work that is taking place at a grassroots level in the community.

3.4. The Committee ensures that cycling provision is given careful consideration during the scrutiny of other issues on the work programme. In discussions about the future plans for the redevelopment of Catford the Committee has been consistent and clear that there should be high quality pedestrian and cycling infrastructure. The Committee's scrutiny of the air quality action plans and the delivery of Lewisham's 20mph speed limit have also provided opportunities for the Committee to voice its support for cycling.

3.5. On a number of occasions, the Committee has welcomed representatives of Lewisham cyclists to address the meeting. The group works to improve the uptake of cycling in the borough and to lobby for the development of quality cycling infrastructure. The group has developed a close relationship with Lewisham's cycling champion and the Committee has benefitted from their shared enthusiasm: <https://lewishamcyclists.co.uk/at-last-a-cycling-champion-for-lewisham/>

3.6. In its 2015 'modern roads' review the Committee identified cycling as of prime importance for the health and vitality of Lewisham's communities. Seven of the Committee's ten recommendations to Lewisham's Mayor and Cabinet related to the importance of cycling in the borough. The Committee's recommendations were agreed by Mayor and Cabinet – and they have led to the development of a range of important improvements for cyclists in Lewisham².

3.7. The joint efforts of the Lewisham Cyclists and the Cycling Champion led to the development of a new cycling strategy for Lewisham. The Committee has been instrumental in reviewing the progress of the strategy and holding officers to account for its ongoing improvement and submission to Mayor and Cabinet.



² See update to the Select Committee, March 2017 online here: <https://tinyurl.com/ybvm8mav>

3.8. Development of the air quality action plan

3.9. The Mayor of London's focus on improving air quality at regional level has been welcomed by the Committee. The Committee recognises that the Council needs to collaborate with partners in order to achieve its air quality objectives. It has also highlighted the role of political leadership in creating partnerships and developing coordinated responses to the issue of air quality. The appointment of an air quality champion by Mayor and Cabinet to sit on the Committee has been welcomed.

3.10. The Committee recognises that issues of air quality also relate to its work on transport and fuel poverty as well as the built and natural environment. Through its 'modern roads' review the Committee supported the provision of high quality cycling and pedestrian infrastructure as a means to improve air quality.

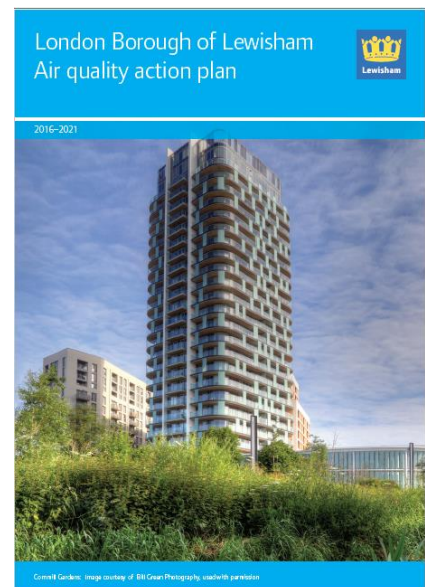
3.11. In December 2016, Mayor and Cabinet agreed a new air quality action plan³. Additions suggested by the Sustainable Development Select Committee on political leadership, electric vehicle charging points and an anti-idling campaign were incorporated into the action plan.

3.12. Ongoing improvements to planning policy

3.13. In each year of the administration the Committee has scrutinised the development of planning policy. A key issue in this administration has been the use of section 106 monies and the community infrastructure levy. The Committee has challenged officers to improve the process for allocating funding so that it is transparent and equitable. Officers have responded to this challenge by reviewing the process and developing new mechanisms for spending these funds.

3.14. The Committee has insisted that Councillors be closely involved in future plan making exercises in order to shape the vision for Lewisham. Correspondingly, officers have committed to regularly providing key dates for engagement and review of future planning policy.

3.15. The Committee has also used its influence to encourage the planning department to review the transparency of the viability assessment process for new developments. The Committee used examples from other London boroughs to argue that Lewisham's processes could be more open to scrutiny and that there should be a regular accounting of funds that had been reclaimed from developers following a reassessment of their planning liabilities.



³ London Borough of Lewisham- air quality action plan: <https://tinyurl.com/ybd7a43n>

4. Holding decision makers to account

4.1. The Committee allocated a quarter of its work programme in this administration to performance monitoring. The Committee's performance monitoring scrutiny takes a number of different forms. It might include challenging decision makers on the decisions they have taken or it might relate more closely to the development of policy and include scrutiny of the Council's delivery of services in a particular area. Some examples are:

4.2. Protecting pubs

4.3. The Committee recognises the importance of pubs as locations for the community to come together, to meet and to celebrate. It also acknowledges that there is important heritage value in pub buildings.

4.4. Nationally, pubs are facing a difficult operating environment. Changes in lifestyles and shopping habits as well as the demand for new development in combination with pub business models have resulted in the closure of many pubs.



4.5. The Committee's 2012 review led to comprehensive changes in the Council's approach to protecting pubs and other assets of community value and at the Committee's insistence, a stronger policy for protecting pubs was developed in order to avoid the loss of any viable businesses to development.

4.6. The Committee has kept its focus on the importance of pubs in this administration and it has received annual updates on the success of Lewisham's 'pubs planning policy', each time emphasising the importance of preserving local pubs. The most recent review of the policy⁴ by Lewisham's planning department indicated the policy was still 'robust and relevant'. This is an issue that the Committee is likely to revisit in the next administration.

4.7. The Catford town centre redevelopment;

4.8. The Council has ambitious plans to regenerate the town centre of Catford. These plans are intended to deliver major improvements to Catford's pedestrian and transport infrastructure while creating opportunities for new homes, shops and other amenities. In October 2015 the Sustainable Development Select Committee decided to carry out an in-depth review of the regeneration programme.

⁴ Pubs in Lewisham 2017: policy review - <https://tinyurl.com/ybrzpj2y>

4.9. During the course of its review, the Committee has received evidence from Council officers, officers from Transport for London, and local stakeholders. The Committee hoped to add further value to the ongoing process of decision-making and development in Catford by acting as a critical friend and challenging the approach taken by decision makers.



4.10. In the course of evidence gathering for the review, the Committee recognised that it would need to continue to monitor the performance of the programme over a longer period and as such, it resolved to receive quarterly updates on progress with the scheme. To date the Committee has made more than 30 recommendations in seven referrals to Mayor and Cabinet advising on the Committee's concerns and commenting on the overall progress with the scheme.

Sustainable Development Select Committee		
Title	Catford review end of year report	
Contributor	Secretary Manager	Appendix G
Class	Part 1 (open)	20 April 2017
1. Purpose		
1.1 To scrutinise the Committee's scrutiny of the Catford programme in the 2016-17 year.		
2. Recommendation		
2.1 It is recommended that the Committee:		
<ul style="list-style-type: none"> • Notes the content of the report; • Decides how it wants to scrutinise the Catford programme in 2017-18. 		
3. Summary		
3.1 London has significant demand for new homes and supporting infrastructure. The city's town centres, with their great quality transport links and local high streets are of primary importance to the future growth and vitality of London as a whole.		
3.2 Catford is a busy town centre in the heart of the London Borough of Lewisham. Its history as a hub of activity and a destination for entertainment was enhanced by good transport links with neighbouring areas and central London, as well as its supply of good homes and quality open spaces.		
3.3 Catford retains its fundamental strengths. Its connections to neighbouring areas and to central London still provide efficient ways to get in and out of the town centre and its homes and open spaces continue to provide choice and quality. Its diverse community is home to people from all across the world and it houses a significant proportion of South East London's workforce. However, the shopping experience and entertainment offer in the town centre have fallen behind many of London's other town centres.		
3.4 The centre of Catford is dominated by a 1960s shopping precinct, which incorporates an expansive multi-story carpark. Millford towers (the residential block above the precinct) is no longer considered to be fit for purpose. There are a number of vacant or underused spaces in the centre that have the potential to provide new homes for Lewisham's growing population, or new premises for Lewisham's businesses. The south circular (A205), which runs across the edge of the town centre provides access to other parts of South London and beyond but its layout makes travelling through the town centre difficult and time consuming as well as unpleasant and often dangerous for pedestrians and cyclists.		

4.11. The Committee has a particular interest in the quality and vibrancy of the public space in the newly developed Catford town centre. It has regularly reiterated its support for the development of a public square in the centre of Catford, which would frame the Broadway theatre as a centrepiece in the renewed town centre as well as providing a space for the community to come together.

4.12. The quality of public space is of principal importance to the Committee. Members have a vision of a town centre that is on a human scale – that provides opportunities for people not only to work and live, but also to relax. Currently, Catford town centre is dominated by the shopping centre, which it is agreed is no longer fit for purpose for businesses or for housing.

4.13. The town centre is also divided by the busy south circular, which is often congested and difficult to cross on foot. There is a lack of cycling routes across the town centre, which diminishes the potential for Catford to act as an accessible transport interchange for the surrounding areas. Accordingly, a specific focus for the Committee has been the options for the relocation of the south circular. The Committee repeatedly pushed for the decision about the relocation to be accelerated. It kept pressure on officers and decision makers to ensure that progress was being made⁵.

4.14. In July 2017, with the endorsement of the Committee, the Mayor made a decision to relocate the road to the south, thereby opening up the potential for public space and

⁵ See the Catford review summary report 2016/17: <https://tinyurl.com/ycqv65ov>

improved infrastructure in the town centre. Since then, the Committee has been closely involved in the development of the masterplanning process. In autumn 2017, members contributed towards the sustainability brief for the evolving masterplan.

4.15. The Committee plans to continue to engage with the local community, stakeholders and Council officers to drive the programme forward. It will also carry out further work to the end of the administration and in the next in order to assure the quality and community focus of the masterplanning process.

4.16. The redevelopment of Beckenham Place Park

4.17. The Council has embarked on a major programme of redevelopment and regeneration of the park – which is the largest green space in Lewisham. It was previously dominated by a golf course and under used by the community in its immediate vicinity.



4.18. The Committee has taken a close interest in the redevelopment and members have engaged closely with the community to understand how the park is being used as it reopens to local people.

4.19. Whilst the Committee is supportive of the redevelopment, it has also been consistent and purposeful in its scrutiny of the delivery programme. The Committee has sought assurances about the phasing of the redevelopment and, in particular, it has asked the Executive to assure itself that the programme has sufficient financial controls in place and that work is being done now to ensure that future operating costs for the park are being taken into consideration.

4.20. The Committee has also examined the decision making process that led to the choice to delay the work on the Mansion House. The Committee was concerned that delays in renovating the House would mean that there would be an ongoing delay in the opening of this heritage asset to the community. Officers appeared before the Committee to justify their decision making and to provide reassurances that creative interim uses had been developed for the use of the buildings in the park. Given its high profile and the scale of the development programme, this is likely to be an issue that the Committee will return to in the next administration.

5. Performance monitoring

5.1. Scrutiny regularly uses performance information and data to examine the effectiveness of services. In this administration there have been a number of issues that required the Committee to review initial proposals as well as results of consultation (where appropriate) before a change was implemented- and then to review the implementation of a scheme once it a decision had been taken.

5.2. Waste strategy

5.3. In 2017/8 the Council commenced the implementation of a new waste strategy. The Committee scrutinised the proposals for the delivery of the new waste and recycling service and it commented on the communications that were carried out to make residents aware of the change in services.

5.4. Through engagement with local communities -as well as casework and local assembly meetings- councillors received first hand feedback from residents about the delivery of the new service. Officers presented an update on the implementation of the new services at the Committee's meeting in January 2018. The Committee heard that there had been some initial problems with the implementation of the new service in a small number of cases. The Committee was assured that officers had received and responded to its concerns about the implementation of the new service as well as the management and handling of complaints and casework.

5.5. One of the principal aims of the service is to improve recycling rates. Once data becomes available the Committee will consider whether the Council is achieving its objectives.

5.6. Implementation of the borough wide 20mph zone

5.7. As part of its modern roads review the committee considered the programme for the implementation of the borough wide 20mph zone. Evidence for the review was received from road safety campaigners and Council officers. The Committee made a number of recommendations about the delivery of the scheme in order to ensure that it started successfully in September 2016 and remained so in the first year of its operation.

Programme timetable	Start	Finish
Planning/inception stage		
Data collection and analysis	May 2014	June 2015
Key stakeholder consultation	June 2015	Sep 2015
Review design guidelines, sign audits and design	Sep 2015	Mar 2016
Consultation and campaign messages	Jan 2015	Mar 2018
Delivery stage		
Traffic order applications	Mar 2016	July 2016
Implementation	Sep 2016	
Monitoring	Sep 2016	Mar 2018
Design options for roads with low compliance	Oct 2016	Oct 2017
Implementation of remedial measures	Jan 2017	Mar 2018

5.8. The Committee believes that Lewisham's roads should be safe and healthy for all residents. It is keen to ensure that cycling and pedestrian provision are considered in all new developments. The Committee continues to oversee the implementation of 20mph zones in the borough through to the implementation of adjustments and compliance measures in 2018.

6. Responding to emerging issues

6.1. Bakerloo line

6.2. The Committee is highly supportive of the plans for the extension of the Bakerloo line. Following from its consideration of options for the extension of the line in the last administration, it considered regular updates from officers and Transport for London about the development of the plans for the extension of the line to Lewisham and beyond. The Committee is supportive of the potential of the extension to bring benefits to the whole borough and to unlock new development in key locations.

6.3. The Committee has recommended that Mayor and Cabinet make it a priority to lobby the Mayor of London and Transport for London for the extension to continue to Catford town centre and onwards to Hayes (the current proposal is that the service would take over the operation of the national rail line beyond Catford). The Committee believes that the significant level of housing growth planned for Catford requires sufficient infrastructure to support it. The extension of the Bakerloo line would provide a sustainable means for the increased population of Catford to travel into central London for education, training and employment opportunities.

6.4. Changes to street lighting

6.5. The Committee was concerned about the limitations of the trial carried out to assess the impact of a streetlight dimming and trimming policy. Following from the joint private finance initiative with Croydon Council to provide new street lighting in both boroughs, an option became available through the use of new technology to reduce the brightness of individual street lights and to reduce lighting for set periods of time. As part of the drive for efficiency a new policy was developed to manage the process of reductions in lighting overnight.

6.6. The Committee reviewed the consultation exercise for the new policy. It was concerned that there would be a cumulative impact of dimming across an area. Accordingly, it requested that before a decision about the new policy was made, additional dimming trials should be carried out. The Committee's intervention ensured that there was a wider consideration of the potential issues arising from the timing and implementation of the programme before the Mayor was asked to make a decision about the implementation of the policy.

- 6.7. Fire safety in tall buildings
- 6.8. Following the devastating fire at Grenfell tower, which resulted in appalling loss of life and the destruction of the homes of an entire community, many councils commenced a programme of checking their tall buildings for hazardous cladding. In Lewisham officers moved quickly to assure residents that fire safety procedures were in place and that safety checks were up to date.
- 6.9. Following guidance from the Government, the Council assessed all buildings for dangerous cladding and where it was found, measures were put in place to keep residents safe.
- 6.10. The Housing, Overview and Scrutiny and the Sustainable Development Select Committee considered a detailed report from officers on the fire safety work taking place in the borough. The Committee welcomed the report – but it sought to ensure that additional information was made available about the Council’s responsibility for building control.
- 6.11. As a result of the Committee’s scrutiny, officers have provided additional information about the work of the Council’s building control functions as well as further updates on the work that has been carried out to assess the compliance of tall buildings in the borough. The Committee is concerned about the lack of information available in relation to some privately owned buildings as well as those managed by registered social landlords. The Committee has asked the Housing Committee to consider whether there are options open to the Council to encourage private landlords and registered providers to share information with the Council.

7. Future challenges

- 7.1. The Council has been on a decade long programme of reductions in resources as a result of ongoing government austerity. In order to deliver the scale of the savings required, and to give consideration to the broader implications of changes in services, the Council established the Lewisham Future Programme. The programme board has led on the identification and delivery of cross-cutting and thematic reviews to achieve the savings required. Since 2010, the Council has delivered savings of £160.6m whilst reorganising services and meeting increased demand.
- 7.2. An additional £4.8m of savings are proposed for 2018/9 and in the years to 2020 it is estimated that further savings of £35m will be required, which will bring savings over the decade since 2010 to almost £200m. However, savings are becoming more difficult to achieve and the Council’s reserves have been used to balance the budget for the past four years.
- 7.3. Despite the level of savings already delivered and the Lewisham Future Programme’s systematic approach to identifying and delivering savings from cross cutting areas of activity, the Council’s progress with delivering savings has slowed. This has been combined with directorate overspends for a number of Council services. Projections for the end of the 2017/18 financial year are that the budget will be overspent by £13m, with more than half of this amount relating to savings that have been agreed but not delivered.

- 7.4. The medium term financial outlook for local government is one of uncertainty. In the summer of 2017 the Public Accounts Select Committee considered the Council's medium term financial strategy, which identified a number of areas of uncertainty and risk in the years to 2022. The Committee noted that the likelihood and impact of these risks remained uncertain:
- Government policy and funding changes;
 - Development and changes for London via the London devolution agenda;
 - Employment and business prospects impacting on the local tax take; and
 - Demographic change and the wider social implications resulting from the above.
- 7.5. Officers project that into the next decade, beyond 2020, approximately £10m per year of savings will be required in order to balance the Council's budget. As scrutiny committees consider their programmes of work for the 2018-22 administration, they will need to give close consideration to the areas of Council spending which fall within their remit, for the Sustainable Development Select Committee this includes asset management and environmental services, both of which were identified by the Lewisham Future Programme as the potential source of significant savings.
- 7.6. Over the course of the administration the Committee has heard that there are potential savings to be generated from the use of the Council's assets, as well as potential sources of income. The Committee was insistent on the completion and publication of the Council's register of assets. In the next administration the Committee might consider taking this work further and exploring new ways for the Council can maximise the use of its assets.
- 7.7. Scrutiny will continue to play an important role in the future of the Council's waste and recycling services. The Committee has recognised that as the Council's agreement with the South East London Combined Heat and Power plant for the incineration of waste is renegotiated the reduction and reuse of waste will become increasingly important. The Committee has a role to act as an advocate between Lewisham's communities and the Council. The decisive use of this role in the new administration will be vital.

Appendix:

Appendix A – scrutiny committee terms of reference

Appendix B – a full record of the Committee's referrals - and responses from Mayor and Cabinet 2014-18 is available online here: <https://tinyurl.com/ybl37yjl>

Appendix A

The following roles are common to all select committees:

(a) General functions

To review and scrutinise decisions made and actions taken in relation to executive and non-executive functions

To make reports and recommendations to the Council or the executive, arising out of such review and scrutiny in relation to any executive or non-executive function

To make reports or recommendations to the Council and/or Executive in relation to matters affecting the area or its residents

The right to require the attendance of members and officers to answer questions includes a right to require a member to attend to answer questions on up and coming decisions

(b) Policy development

To assist the executive in matters of policy development by in depth analysis of strategic policy issues facing the Council for report and/or recommendation to the Executive or Council or committee as appropriate

To conduct research, community and/or other consultation in the analysis of policy options available to the Council

To liaise with other public organisations operating in the borough – both national, regional and local, to ensure that the interests of local people are enhanced by collaborative working in policy development wherever possible

(c) Scrutiny

To scrutinise the decisions made by and the performance of the Executive and other committees and Council officers both in relation to individual decisions made and over time

To scrutinise previous performance of the Council in relation to its policy objectives/performance targets and/or particular service areas

To question members of the Executive or appropriate committees and executive directors personally about decisions

To question members of the Executive or appropriate committees and executive directors in relation to previous performance whether generally in comparison with service plans and targets over time or in relation to particular initiatives which have been implemented

To scrutinise the performance of other public bodies in the borough and to invite them to make reports to and/or address the select committee/Business Panel and local people about their activities and performance

To question and gather evidence from any person outside the Council (with their consent)

To make recommendations to the Executive or appropriate committee and/or Council arising from the outcome of the scrutiny process

(d) Community representation

To promote and put into effect closer links between overview and scrutiny members and the local community

To encourage and stimulate an enhanced community representative role for overview and scrutiny members including enhanced methods of consultation with local people

To liaise with the Council's ward assemblies so that the local community might participate in the democratic process and where it considers it appropriate to seek the views of the ward assemblies on matters that affect or are likely to affect the local areas, including accepting items for the agenda of the appropriate select committee from ward assemblies.

To keep the Council's local ward assemblies under review and to make recommendations to the Executive and/or Council as to how participation in the democratic process by local people can be enhanced

To receive petitions, deputations and representations from local people and other stakeholders about areas of concern within their overview and scrutiny remit, to refer them to the Executive, appropriate committee or officer for action, with a recommendation or report if the committee considers that necessary

To consider any referral within their remit referred to it by a member under the Councillor Call for Action, and if they consider it appropriate to scrutinise decisions and/or actions taken in relation to that matter, and/or make recommendations/report to the Executive (for executive matters) or the Council (non-executive matters)

(e) Finance

To exercise overall responsibility for finances made available to it for use in the performance of its overview and scrutiny function.

(f) Work programme

As far as possible to draw up a draft annual work programme in each municipal year for consideration by the overview and scrutiny Business Panel. Once approved by the Business Panel, the relevant select committee will implement the programme during that municipal year. Nothing in this arrangement inhibits the right of every member of a select committee (or the Business Panel) to place an item on the agenda of that select committee (or Business Panel respectively) for discussion.

The Council and the Executive will also be able to request that the overview and scrutiny select committee research and/or report on matters of concern and the select committee will consider whether the work can be carried out as requested. If it can be accommodated, the select committee will perform it. If the committee has reservations about performing the requested work, it will refer the matter to the Business Panel for decision.

The Sustainable Development Select Committee has these specific terms of reference:

(a) To exercise all the functions and roles of the overview and scrutiny committee in relation to the following matters:

- to examine issues relating to the protection of the environment including 'green' issues such as the conservation of natural resources, energy efficiency and

conservation and/or the reduction of all types of pollution and make recommendations to the Mayor and Cabinet as appropriate;

- to comment and consult on and make recommendations to the Mayor and Cabinet in relation to the following:
 - i. sustainable development, economic development, business support, employment and training;
 - ii. the formulation of the Council's planning policies, (including the preparation of the Council's Local Development Framework and other local plans for the use and development of land, but excluding planning control and building control functions);
 - iii. highways, parking, traffic and transport, and urban regeneration;
 - iv. the environment including waste disposal, environmental health, street and market trading (but not the granting of licences and related matters);
 - v. public protection, refuse collection and disposal, street cleaning, consumer protection, cemeteries and crematoria;
 - vi generally to examine the performance of the Mayor and Cabinet in relation to these matters.

- the review and scrutiny of the exercise by risk management authorities of flood risk management and coastal erosion risk management affecting the area.

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FORWARD PLAN OF KEY DECISIONS

Forward Plan July 2018 - October 2018

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
December 2017	Oracle Financials archiving	06/06/18 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and		
May 2018	Memorandum of Understanding with Veolia on Heat Network Development	06/06/18 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and		
May 2018	Instrument of Government Torridon Primary School	06/06/18 Mayor and Cabinet	Sara Williams, Executive Director, Children and Young People and		
May 2018	Community Infrastructure Levy Preliminary Draft Charging Schedule	06/06/18 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and		
March 2018	Substance Misuse Detoxification Contract Award Adults	06/06/18 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Janet Daby		
May 2018	Sydenham Park Footbridge - asset Protection Agreement with NR to replace Bridge Span	19/06/18 Overview and Scrutiny Business Panel	Janet Senior, Executive Director for Resources & Regeneration and		
March 2018	Permission to consult on designation and adoption Christmas Estate Conservation Area, Article 4 direction and appraisal	27/06/18 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and		
January 2018	CRPL Business Plan	27/06/18 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		
September 2017	Agreed Syllabus Review	27/06/18 Mayor and Cabinet	Sara Williams, Executive Director, Children and Young People and Councillor Paul Maslin		
May 2018	Annual Lettings Plan 2018/19	27/06/18 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and		
May 2018	Deptford Southern Housing Sites	27/06/18 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Paul Bell, Cabinet Member for Housing		
May 2018	Catford Regeneration Programme Appointment of Masterplanner	27/06/18 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Mayor Damien Egan, Mayor		
May 2018	Financial Outturn 2017/18	27/06/18 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and		
March 2018	Laurence House Building Management System Upgrade Contract award	10/07/18 Overview and Scrutiny Business Panel	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith		
May 2018	Capita CST Contract	10/07/18 Overview and Scrutiny Business Panel	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
May 2018	School Minor Capital Works Programme 2018/19	11/07/18 Mayor and Cabinet	Sara Williams, Executive Director, Children and Young People and Councillor Chris Barnham, Cabinet Member for School Performance		
June 2018	Ethical Care Charter	11/07/18 Mayor and Cabinet	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Deputy Mayor		
May 2018	Financial Forecasts 2018/19	11/07/18 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Amanda De Ryk, Cabinet Member for Finance, Skills and Jobs (job share)		
June 2018	20mph Boroughwide Speed Limit Update on Progress	11/07/18 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Sophie McGeevor, Cabinet Member for Parks, Neighbourhoods and Transport (job share)		
January 2018	Corporate water supplies	11/07/18 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Jonathan		

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
			Slater, Cabinet Member for Community Sector		
May 2018	Excalibur Phase 3 Land assembly Parts 1 & 2	11/07/18 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Paul Bell, Cabinet Member for Housing		
May 2018	Medium Term Financial Strategy	11/07/18 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Amanda De Ryk, Cabinet Member for Finance, Skills and Jobs (job share)		
May 2018	CAMHS Savings	11/07/18 Mayor and Cabinet	Sara Williams, Executive Director, Children and Young People and		
May 2018	New Homes Programme	11/07/18 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Paul Bell, Cabinet Member for Housing		
January 2018	Council Tax discretionary discount review update	11/07/18 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Amanda De Ryk, Cabinet Member for Finance, Skills and Jobs (job share)		

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
February 2018	Secretary of State Approval Milford Towers lease	11/07/18 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Alan Smith		
May 2018	Contract award for SEND Projects Phase 1	11/07/18 Mayor and Cabinet	Sara Williams, Executive Director, Children and Young People and Councillor Chris Barnham, Cabinet Member for School Performance		
May 2018	Oracle Cloud Phase 2	11/07/18 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member for Democracy, Refugees & Accountability		
June 2018	Lewisham Homes Governance Update	11/07/18 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and Councillor Paul Bell, Cabinet Member for Housing		
June 2018	Fostering Statement of Purpose	11/07/18 Mayor and Cabinet	Sara Williams, Executive Director, Children and Young People and Councillor Chris Barnham, Cabinet Member for School Performance		

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
June 2018	Adoption Statement of Purpose	11/07/18 Mayor and Cabinet	Sara Williams, Executive Director, Children and Young People and Councillor Chris Barnham, Cabinet Member for School Performance		
May 2018	Gypsy and Traveller Local Plan	18/07/18 Council	Janet Senior, Executive Director for Resources & Regeneration and		
May 2018	Amendments to the Constitution	18/07/18 Council	Kath Nicholson, Head of Law and		
May 2018	Agreed Syllabus Review and Syllabus Launch	18/07/18 Council	Sara Williams, Executive Director, Children and Young People and		
May 2018	Community Infrastructure Levy Preliminary Draft Charging Schedule	18/07/18 Council	Janet Senior, Executive Director for Resources & Regeneration and		
May 2018	CRPL Business Plan 2018/19	18/07/18 Council	Janet Senior, Executive Director for Resources & Regeneration and		
May 2018	Audit of Annual Accounts	18/07/18 Council	Janet Senior, Executive Director for Resources & Regeneration and		
June 2018	Members Remuneration	18/07/18 Council	Kath Nicholson, Head of Law and Mayor Damien Egan, Mayor		

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
June 2018	Democracy Review	18/07/18 Council	Janet Senior, Executive Director for Resources & Regeneration and Councillor Kevin Bonavia, Cabinet Member for Democracy, Refugees & Accountability		
June 2018	Secretary of State Approval Milford Towers lease	18/07/18 Council	Kevin Sheehan, Executive Director for Customer Services and Councillor Paul Bell, Cabinet Member for Housing		
May 2018	Contract Award Lewisham Library Roof	24/07/18 Overview and Scrutiny Business Panel	Janet Senior, Executive Director for Resources & Regeneration and		
March 2018	Demolition Contract Award for SEND school expansion projects	24/07/18 Overview and Scrutiny Education Business Panel	Sara Williams, Executive Director, Children and Young People and Councillor Paul Maslin		
May 2018	Stillness School Kitchen and Dining Hall Contract	24/07/18 Overview and Scrutiny Education Business Panel	Sara Williams, Executive Director, Children and Young People and Councillor Chris Barnham, Cabinet Member for School Performance		
June 2018	Contract Award New Woodlands School	24/07/18 Overview and	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
		Scrutiny Education Business Panel	Young People and Councillor Chris Barnham, Cabinet Member for School Performance		
May 2018	Lewisham Homes Business Plan	19/09/18 Mayor and Cabinet	Kevin Sheehan, Executive Director for Customer Services and		
May 2018	Lewisham Park CAA and Article 4 Direction	19/09/18 Mayor and Cabinet	Janet Senior, Executive Director for Resources & Regeneration and		
May 2018	2 PCSA Contract Awards for Stage 1 of two SEND school expansion projects	02/10/18 Overview and Scrutiny Education Business Panel	Sara Williams, Executive Director, Children and Young People and Councillor Chris Barnham, Cabinet Member for School Performance		
May 2018	Demolition Contract Award for SEND School Expansion Projects	02/10/18 Overview and Scrutiny Education Business Panel	Sara Williams, Executive Director, Children and Young People and Councillor Chris Barnham, Cabinet Member for School Performance		
May 2018	Secretary of State Approval Milford Towers	03/10/18 Council	Janet Senior, Executive Director for Resources & Regeneration and		
May 2018	Response to Lewisham Poverty Commission	10/10/18 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
			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

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Sustainable Development Select Committee		
Title	Catford Regeneration Programme –Update	Item No. 5
Contributors	Kplom Lotsu - SGM Capital Programme Delivery	
Class	Part 1 (open) - Appendix 4 Part 2 (exempt)	19 July 2018

1. Purpose of paper:

- 1.1. Sustainable Development Select Committee (SDSC) has requested regular updates on the progress of the Catford Regeneration Programme.

2. Recommendations:

- 2.1. The Select Committee is asked to note the content of the update.

3. Background:

- 3.1. SDSC has requested regular updates on the progress of the Catford Regeneration Programme. The previous update report was provided on 22nd March 2018.

3.2. Programme Update

3.2.1. Masterplan

The Masterplan contract award was taken to Mayor & Cabinet for approval on 27th June 2018, following a very successful and competitive procurement process. The successful tender recommended for contract award is from an internationally acclaimed practice, leading a highly talented multidisciplinary team of architects, urban designers, sustainability and transport consultants. The team demonstrated a broad and deep experience, with 18 current projects and 20,000 homes in pipeline. They are both visionary and credible, with a proactive stakeholder approach. Their people-focused design for roads was particularly appropriate to the South Circular road. They also demonstrated their expertise in programming and curating.

The Masterplan contract is due to be completed in Spring 2019. During the masterplanning process, the programme team intend to report appropriately to SDSC, who will be monitoring the progress of the masterplanning work. It is expected that the masterplanner will present to SDSC as part of one of the upcoming reports. The completed masterplan will be subject to Mayor and Cabinet sign off prior to adoption.

3.2.2. Engagement

Team Catford is leading on the engagement, place-making and meanwhile use activities on behalf of the Council. The team of nine who all live in the borough,

mostly Catford, are encouraging everyone who lives, works, socialises, commutes or runs a business to have their say.

The data compiled from the Commonplace public online engagement platform has reached over 1,600 comments. It has been analysed and categorised and, alongside feedback obtained at the various face-to-face public engagement events, will be given to the appointed masterplanner to inform the creation of a masterplan that is truly rooted in the documented aspirations of the local community. The engagement team has also been pro-actively looking at creative ways to increase engagement with demographic groups so far underrepresented in the engagement process, particularly BAME, older and younger people. Events have included attending local school fairs, senior citizens day groups and Team Catford's youngest member Charisse Chikwere curating a new stage called Young & Vocal at People's Day. Engagement and the use of Commonplace will continue throughout the masterplanning contract.

The Catford Food Market, Catford Vegan Festival and Catford Jazz Festival are planned for the next few weeks as well as a pop up cinema on Catford Broadway and children's activities during the summer holidays.

Quarterly business and community newsletters have been launched as well as 17 Catford Broadway – a meanwhile use space that Team Catford and the appointed Masterplanners will use a base to consult from.

SDSC can now access the latest updates via Team Catford's website, www.teamcatford.com as well as follow Team Catford on Twitter, Facebook, Instagram and Vimeo. They can also find out more about the monthly food market www.catfordfoodmarket.com.

3.2.3. TfL - Road Realignment

TfL is continuing to work with the Catford programme team and has now embarked on the next stage of design development, Feasibility, which is being managed by TfL's Transformational Schemes Sponsorship team through 2018. TfL have now appointed a Project Sponsor to manage the project. Topographical surveys of the land affected by the road scheme have now been undertaken by TfL to inform their technical designs. Feasibility design is jointly funded by TfL and LB Lewisham, and a formal funding agreement has now been signed by both parties, demonstrating the collaborative working relationship that has defined this project to date. A public sector infrastructure steering group has been initiated, with representation from Lewisham, TfL, the GLA and Network Rail, to guide the road scheme as it progresses and to continue to ensure a joined-up approach is taken.

The DCLG is currently analysing the detail of the proposal for Housing Infrastructure Funding to help fund the cost of delivering the new road, and the Catford Programme team is awaiting confirmation of terms and conditions related to the £10M funding award.

3.2.4. Meanwhile Use & Development

Supersets, CRPL's new tenants in Thomas Lane Depot, have provided an update on their progress so far, in transforming the derelict warehouse into a thriving set-building business – attached at **Appendix 1**.

A planning application to renovate and redevelop 17-18 The Broadway has now been submitted, with a decision due by 6th August. No objections were received during the statutory consultation period. Some images of the planned development are attached at **Appendix 2**. The two shop units will be fully refurbished to provide A1-A3 use provision for commercial tenants, while the 2 flats above will be redeveloped and reconfigured to provide 5 flats for private rent, to meet CRPL regeneration and income objectives.

A further planning application is expected to be submitted in July, for the change of use of a significant space within the Catford Centre, from retail use to leisure and entertainment use. Members will be updated in due course with the detail.

The Programme Team and CRPL are currently agreeing lease terms on the Brookdale Club with a prospective tenant, who wishes to operate it as a music function venue. Property Guardians will be moving into the property in the meantime to keep it secure.

The Programme Team continue to work closely with CRPL, to support the use of their assets in attaining the objectives of the Catford Regeneration Programme. A CRPL Asset Manager has recently been appointed to focus solely on managing CRPL assets, as the Programme Team recognised the need for additional resource to be provided in this area.

3.2.5. Broadway Theatre

The Conservation Management Plan (CMP), accompanying Gazetteer and Options Report have all now been completed by Purcell Architects, see **Appendices 3 and 4**. Appendix 4 is attached as a confidential document and the reason for that is provided below.

These documents are very valuable in guiding both the minor works programme and setting the scene for a Heritage Lottery Fund Bid. The documents will also be key in informing the development of the Catford Masterplan and the role the theatre will play in the town centre going forward. A Conservation Architect will be retained by the Programme Team to advise on the minor works programme, to ensure high quality designs meet listed building requirements, and also to act as a champion for the theatre's heritage in relation to the Masterplan development.

Officers have now met with the Theatres Trust to share the CMP and Options Report and gain advice on how best to take the Heritage Lottery Fund (HLF) bid forward now that these crucial documents are completed. The next challenge, taking on board the advice from the Theatres Trust, will be to build a sustainable long-term business plan for the theatre operations. This alongside the CMP, will be essential to inform a successful bid to the HLF, which is an increasingly highly

competitive process, with only the best of the best bids being successful in achieving funding. The Theatres Trust advised officers that the Council should only submit a bid when they are completely confident that it is of the highest quality possible, demonstrably deliverable and financially sustainable in the long term.

4.6.1 Programme of Key Dates

The list of key dates is set out in the table below.

July 2018	Contract awarded for Masterplan
October 2018	SDSC – Masterplan Update and Review
November 2018	M&C – Masterplan Update
March 2019	SDSC – Masterplan Final Review
April 2019	Masterplan Completed
May 2019	M&C Approve Masterplan

For further information please contact Jessie Lea, Senior Programme Manager – Catford Programme, Capital Programme Delivery: jessie.lea@lewisham.gov.uk

APPENDICES

- Appendix 1:** Supersets Update
Appendix 2: 17-18 The Broadway plans and images
Appendix 3: Broadway Theatre Conservation Management Plan, Gazetteer
Appendix 4: Options Report with Costings (CONFIDENTIAL)

Exclusion of the press and public for the consideration of appendix 4:

It is recommended that under Section 100 (A)(4) of the Local Government Act 1972, the public be excluded from the meeting during discussion of this item because it involves the likely disclosure of exempt information as defined in paragraph 3 of part 1 of Schedule 12A of the Act as set out below

It includes information relating to the financial or business affairs of any particular person (including the authority holding that information).

CREATIVE COMMUNITY SPACE FOR CATFORD – PROJECT UPDATE

It's been six months since we received the keys to the Thomas Lane Depot, and we felt that it would be a great moment to look back and celebrate our first few months in Catford. After receiving planning permission, we worked with local architects, LJT, to plan and deliver extensive works to renovate the derelict building.

In case you didn't see our lovely building when it was less lovely, here's what you missed:



Since those photos were taken, we've:

- Cleared the grounds and replaced the roof
- Demolished the old office/toilet block and rebuilt the office including a first floor extension
- Fitted new electrics; plumbing; fire and burglar alarm systems; security doors and a shiny new shutter
- Painted inside and out (including the internal floors)



Supersets

scenery construction

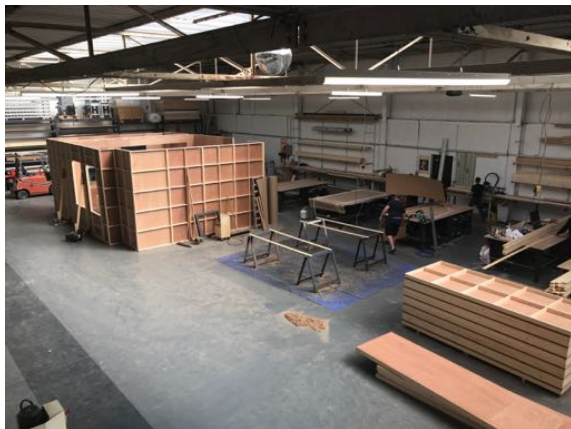
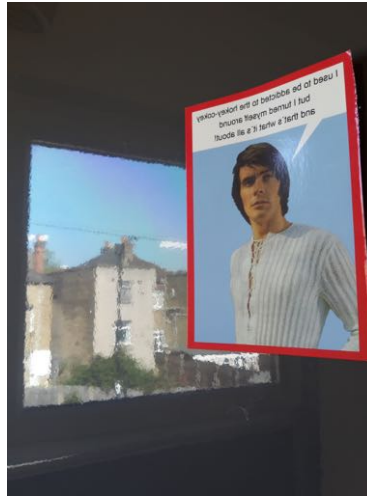


Once the renovations were complete, we moved all of our workshop equipment on site and set up our new offices. With the essential additions of our mirror ball, bubble machine and phone-booth tea station, our workshop was ready to move in to!



Supersets

scenery construction



And so, with the first phase complete, it was time to get to work on some of the exciting projects planned for phase two! We've recruited local staff; hosted two local students on industry placements and set the ball rolling for our first scenery construction apprenticeship program; welcomed the first users of our community workspace initiative – the amazing Lewisham Youth Theatre, and all of this while continuing to create film and television sets both in the UK and abroad.

Those of you who are familiar with our crowdfunding campaign will know that our plans for the Depot are divided into several parts with a range of timescales for completion. As well as working with local residents to develop our outside space even further, our plans also included creating job opportunities and work placements, and offering workspace to local people.

Job opportunities:

We decided to start by building capacity within Supersets, and we did this by creating a new job opening in our company office, which we were delighted to fill with a local resident. We're committed to providing further opportunities and will soon be advertising roles through the 'Current Opportunities' page on our website: www.supersets.co.uk. In the meantime, if you'd

Supersets

scenery construction

like to register your interest for future roles with Supersets, please email your CV to workwithus@supersets.co.uk.

Work experience and training:

We've also given a warm welcome to George, a student from Goldsmiths University who came to us for an industry work placement. During his time with us, he worked hard assisting on a set build in the workshop and then seeing it through to the installation at a London television studio. If you'd like to apply for a similar work placement opportunity, please email training@supersets.co.uk to register your interest. We're also delighted to have just signed up our first apprentice who will be joining us from September.



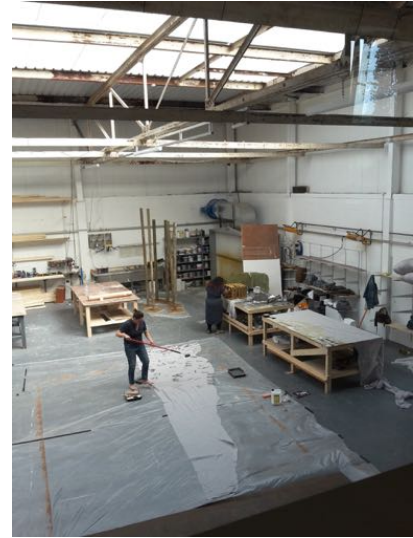
Creative workspace:

Our community workspace initiative is also underway! We are delighted to be offering ad-hoc workspace, and last week we hosted the wonderful Lewisham Youth Theatre who are busy creating sets for their forthcoming Shakespeare productions of 'A Midsummer Night's Dream' and 'The Tempest'. It's been fantastic to share resources with such a great group of people and to get feedback including '*Excellent working environment, friendly staff and great hospitality*'. We look forward to more collaborations in the future! To register your interest in our ad hoc creative workspace, please contact workspace@supersets.co.uk



Supersets

scenery construction



...and then there's the set building:

Yes, we've been busy with our day job too - creating large and small sets, both in the UK and overseas. Although our recent work isn't airing just yet (we'll be sure to tell you when it is), some of our previous work is – check out 'Britain's Best Home Cook' and 'Masterchef the Professionals' on the BBC, and 'High and Dry' on Channel 4 - a comedy about being marooned on a desert island following a plane crash, which saw our carpenters jetting off from South East London to the slightly less picturesque Seychelles...



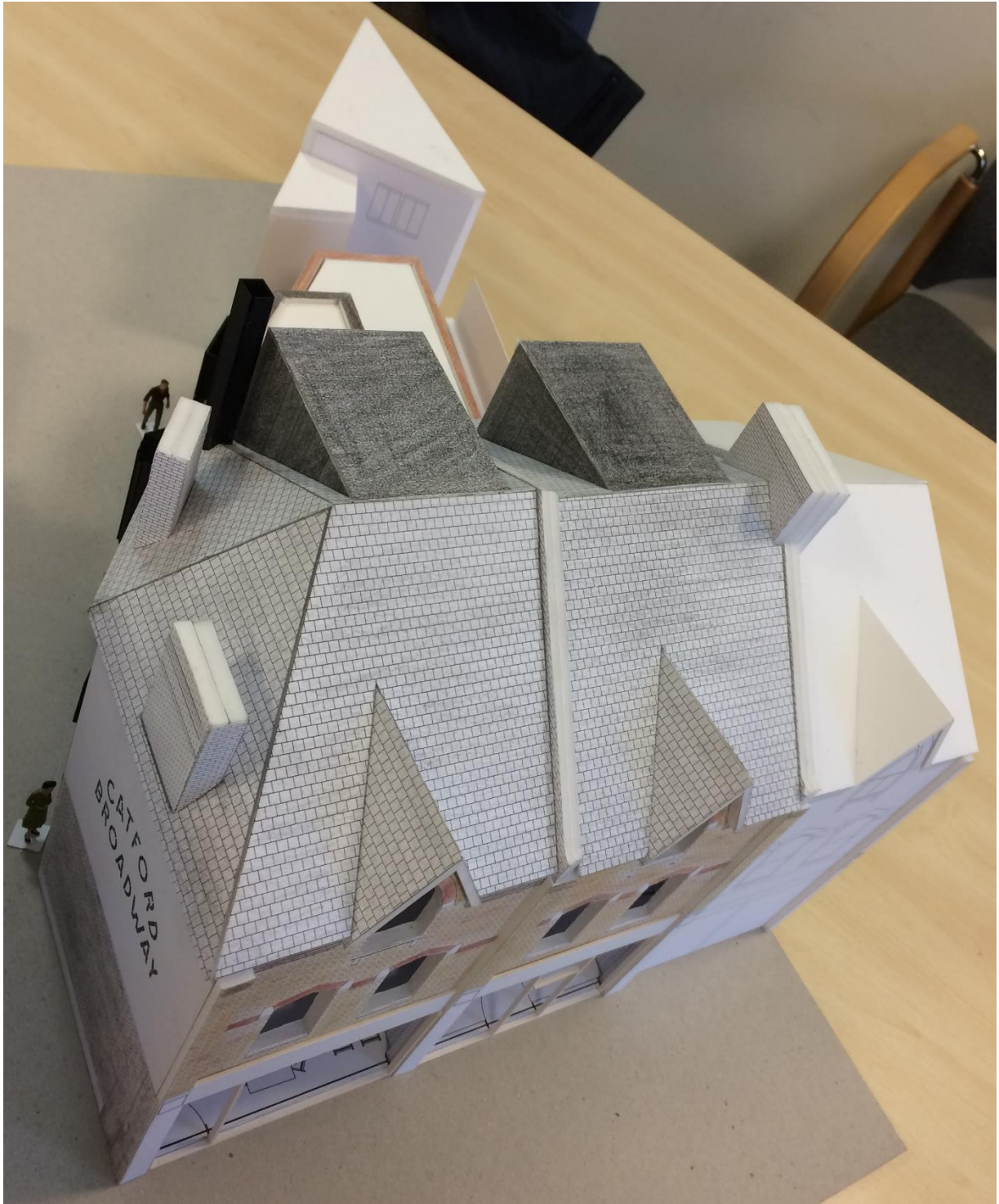
So we're off to a flying start, and with Catford making us so welcome, we've got lots more projects in the planning and development stages. We'd like to take this opportunity to say thank you again to everyone in the community that threw such fantastic support behind our crowdfunding campaign. We can't wait to share more very soon, but for now, we're keeping some things top secret at Supersets... watch this space!

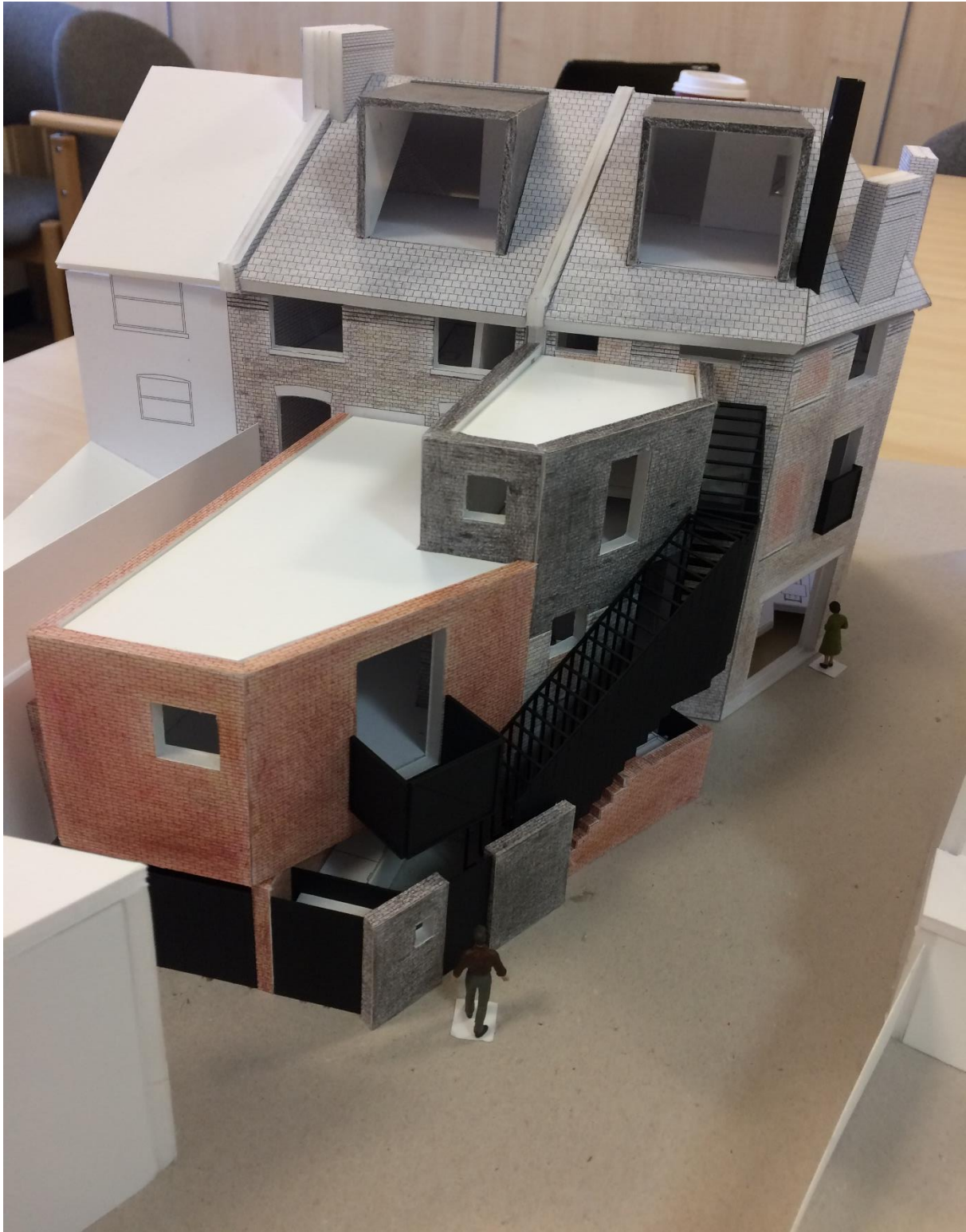
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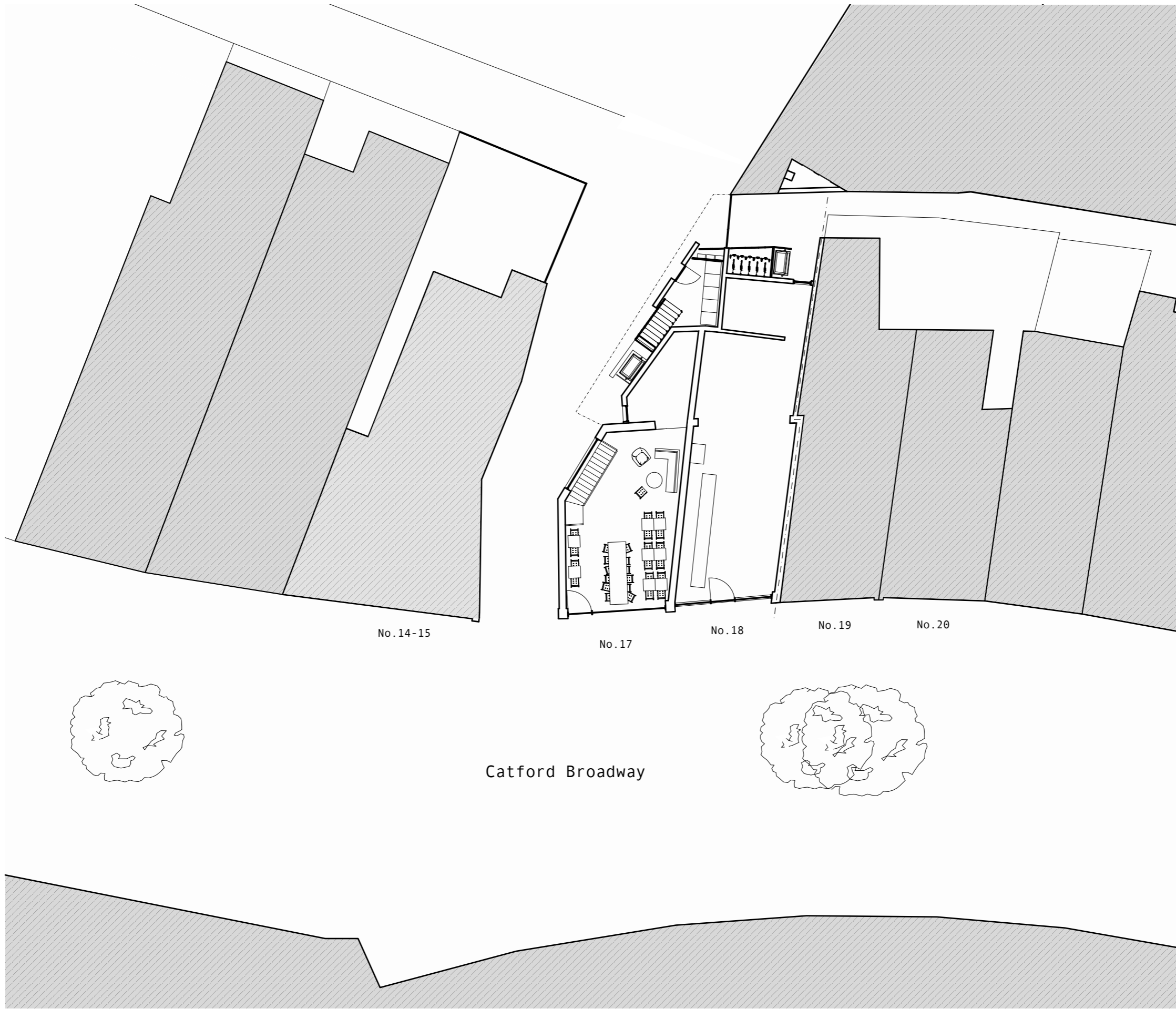
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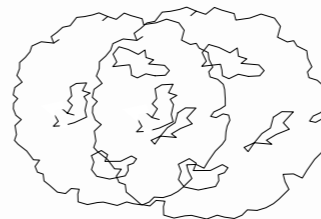
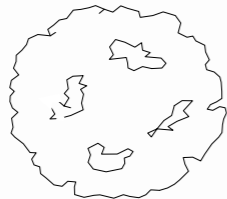
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Catford Broadway



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T. PURUTA
ARCHITECTS

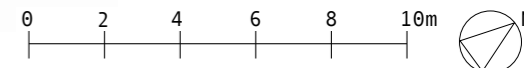
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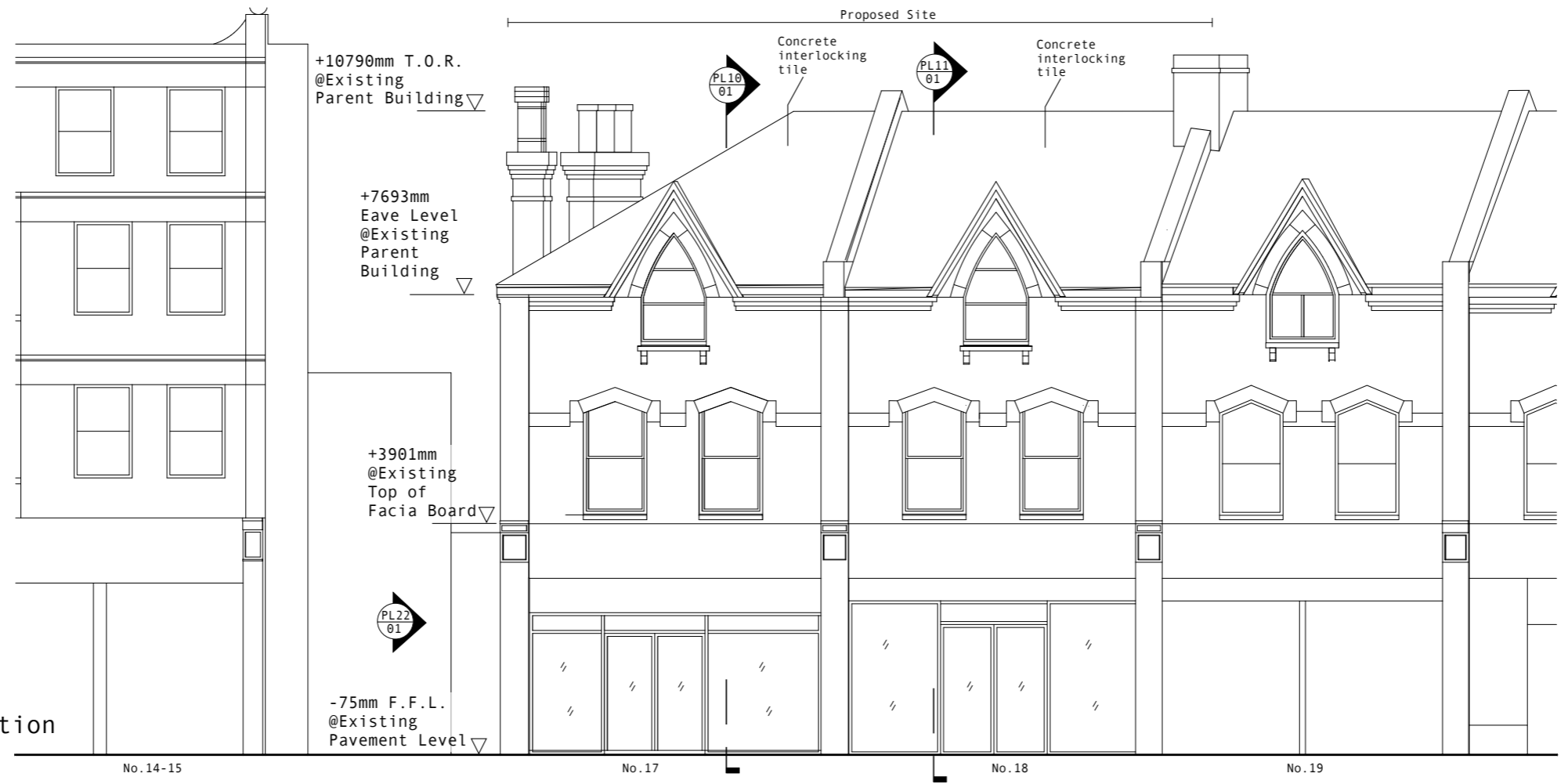
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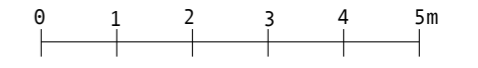
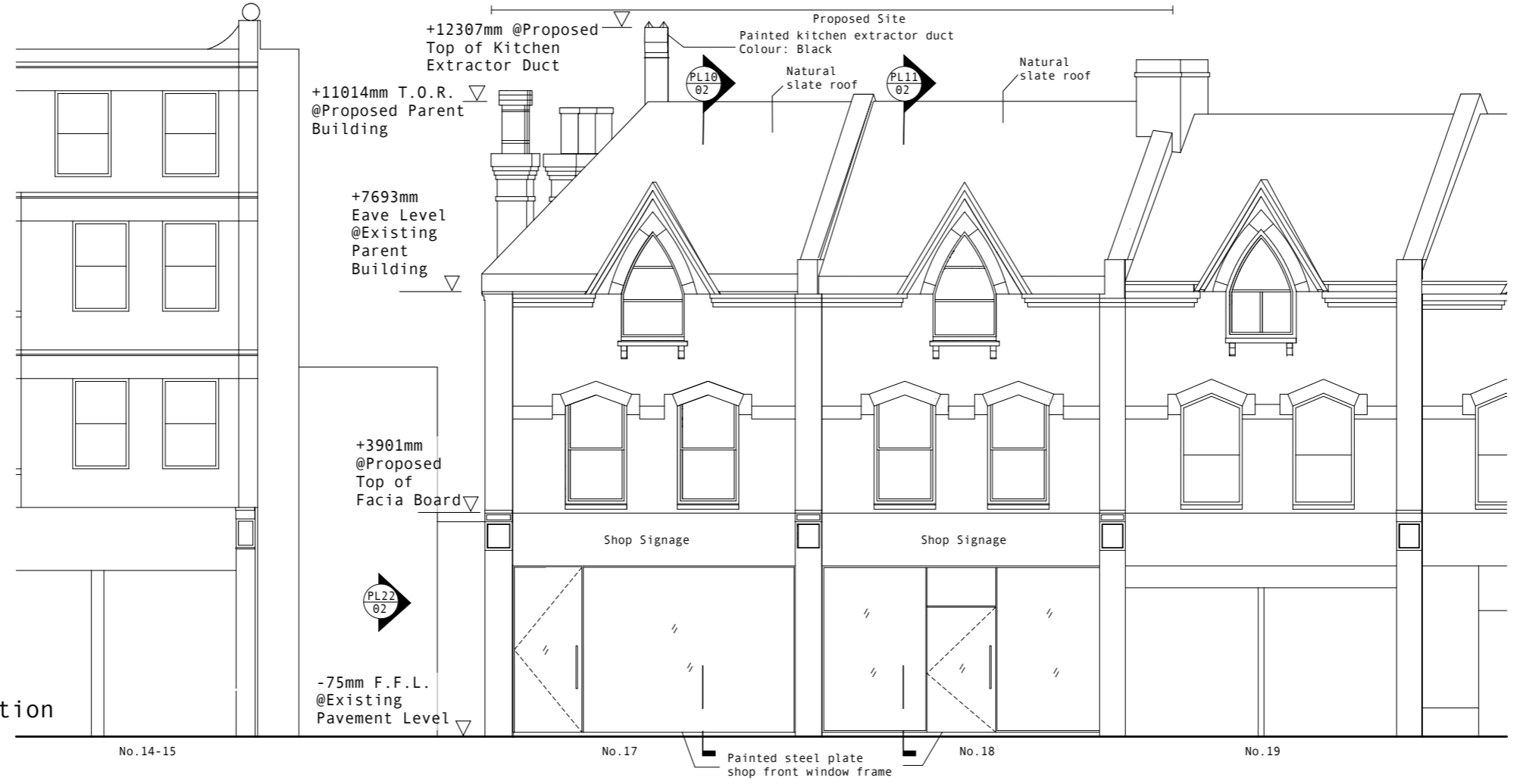


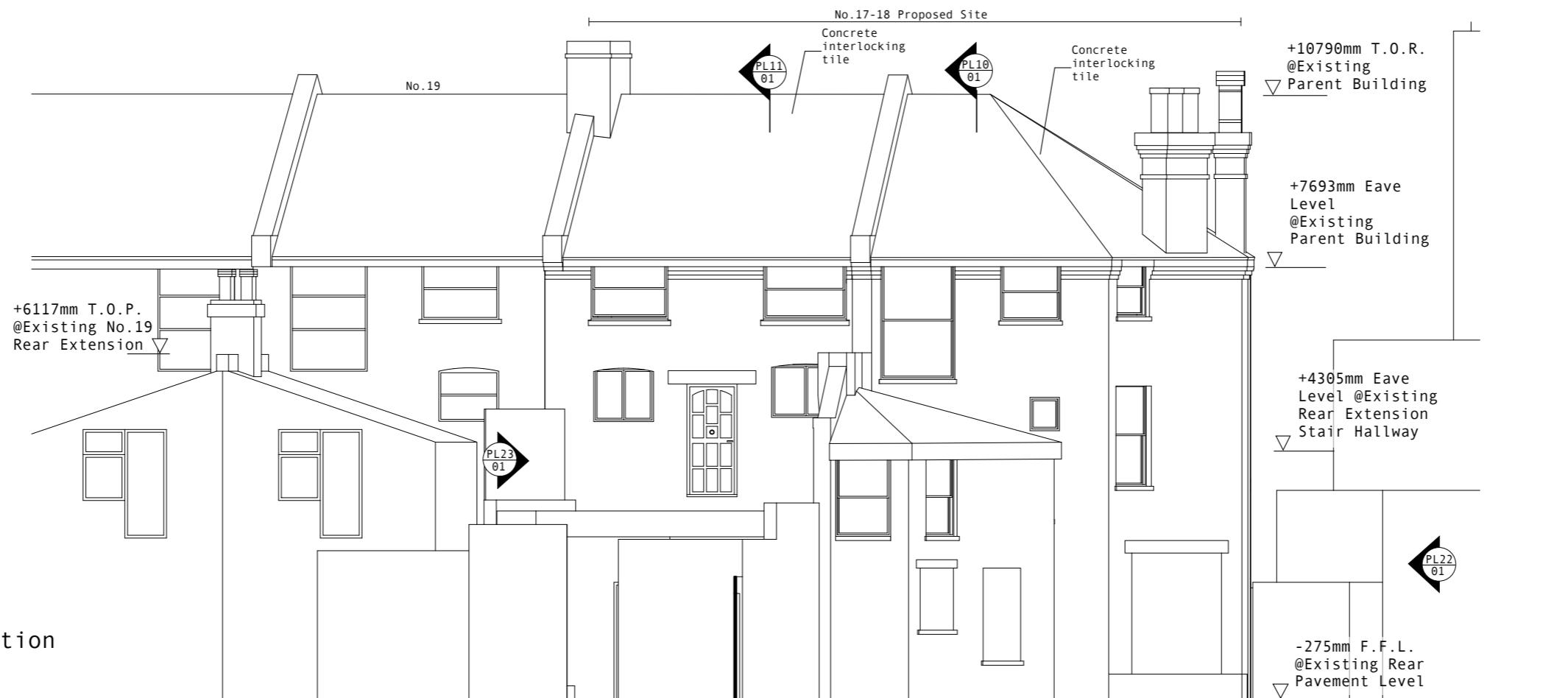
Page 01

1. Existing Front Elevation
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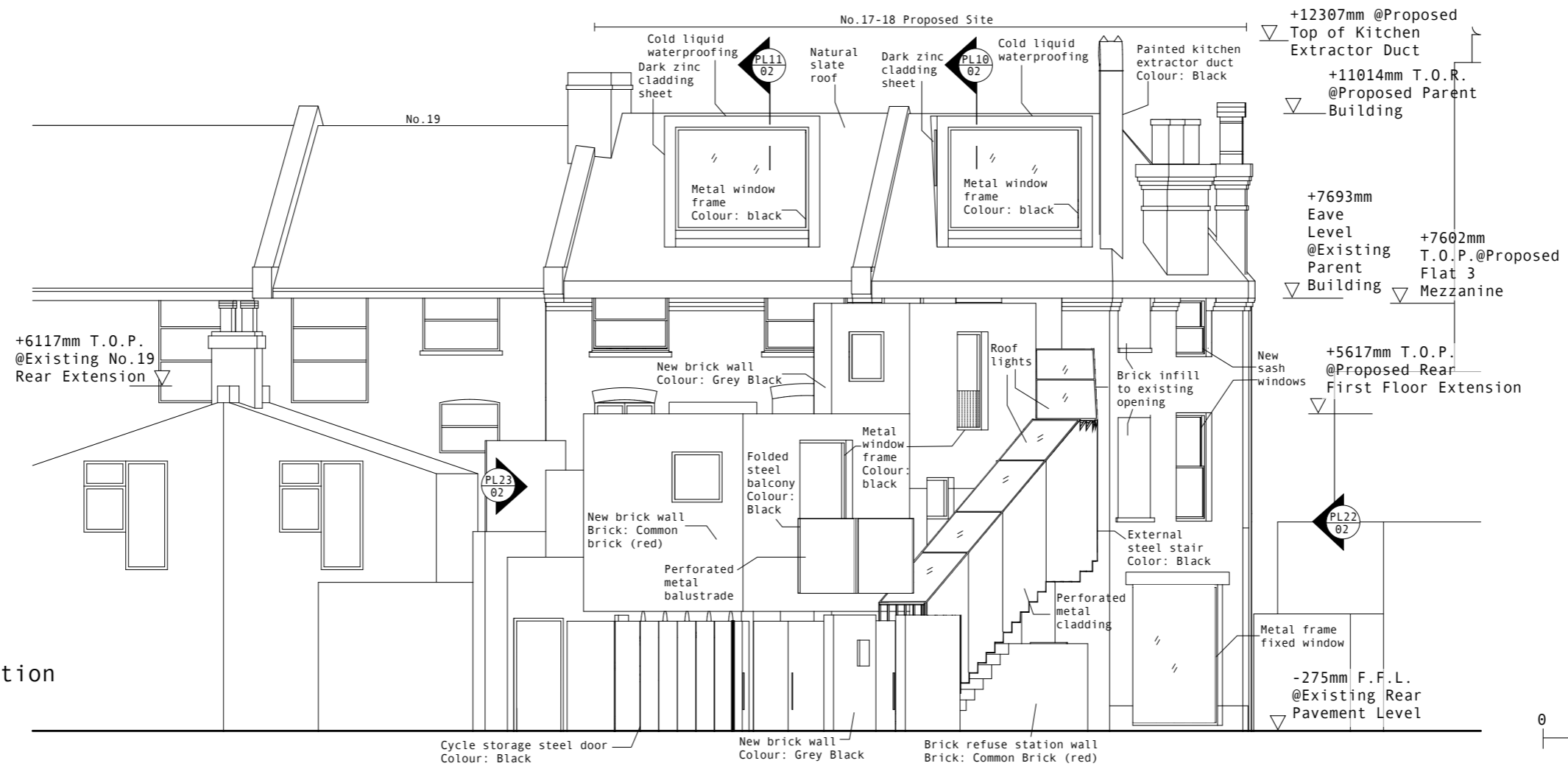


2. Proposed Front Elevation
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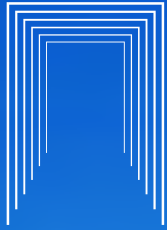
1. Existing Rear Elevation
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2. Proposed Rear Elevation
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PURCELL

BROADWAY THEATRE, CATFORD
CONSERVATION MANAGEMENT PLAN
ISSUE 01: FINAL
JULY 2018



Jon Wright

On behalf of Purcell ©

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July 2018
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BROADWAY THEATRE, CATFORD: CONSERVATION MANAGEMENT PLAN

CONTENTS

EXECUTIVE SUMMARY	04	3.0 HISTORIC DEVELOPMENT	33	6.0 ISSUES, RECOMMENDATIONS AND ACTIONS	90
1.0 INTRODUCTION	06	3.1 Prehistory and Early Land Use	33	6.1 Overview	90
1.1 The Broadway Theatre	06	3.2 Early to Mid-Nineteenth Century	34	6.2 Site Management	91
1.2 The Vision	06	3.3 Late Nineteenth Century	35	6.3 Use	92
1.3 Purpose and Scope of the CMP	06	3.4 Early Twentieth Century	36	6.4 Visitor Experience	94
1.4 Structure of the Document	08	3.5 Mid to Late Twentieth Century	49	6.5 Funding	96
1.5 Existing Sources	09	3.6 Twentieth Century	51	6.6 Theatre Operation Back of House	98
1.6 Gaps in Knowledge	09	3.7 The Twenty-First Century	58	6.7 Universal Access	100
1.7 Acknowledgements	09	3.8 Heritage Context	59	6.8 Signage and Interpretation	101
1.8 Abbreviations	09	3.9 Historic and Architectural Context of Broadway Theatre – Conclusion	62	6.9 Building Services	102
1.9 Consultation	09	3.10 Historic Development Plans	62	6.10 Maintenance and Repair	104
1.10 Adoption and Review	09			6.11 Public Realm	106
2.0 UNDERSTANDING THE SITE	10	4.0 SIGNIFICANCE	68	BIBLIOGRAPHY	107
2.1 Site Overview	10	4.1 Criteria for Assessment	68		
2.2 Setting and Context	11	4.2 Significance Summary – Overall	69	APPENDICES	
2.3 Site Descriptions	19	4.3 Significance Assessment	70	A: List Descriptions	108
2.4 Legislative and Policy Framework	32	4.4 Significance Plans	75		
		5.0 CONSERVATION FRAMEWORK	87		
		5.1 The Conservation Framework	87		
		5.2 Defining Conservation	87		
		5.3 Conservation Policies	88		
		5.4 Heritage Best Practice	89		

BROADWAY THEATRE CONSERVATION MANAGEMENT PLAN

EXECUTIVE SUMMARY

INTRODUCTION

The Broadway Theatre was originally designed as the *Lewisham Theatre and Department of Environmental Service* in 1932 as an extension to the old Town Hall of 1875. Occupying an important and highly-visible site in the centre of Catford, the building has a curved stone façade with hipped roof and two stage domed octagonal steeple. The theatre itself, is situated in the rear range and is arranged on a north-south axis with its main façade facing the Catford Road (South Circular) to the south. Both inside and out, the building is decorated in a variety of styles, including Art Deco, Tudor and Gothic and overall it has Classical composition – it is a stylistically rich and unique building as a result. The auditorium of the theatre is impressive and features retractable seating at stalls level and an upper circle, which combined, can seat over 350 people. The building is physically connected to the 1960s Council office block extension and forms the most historic component of a suite of civic building on both sides of the Catford Road. Broadway Theatre is an interwar building of note and one of a number of important 1930s town halls in London. For its architectural and cultural value, it is listed Grade II.

SUMMARY HISTORY

The general area of Catford was developed from agricultural land in the nineteenth century. By 1810, the areas known as Perry Hill and Rushey Green were being developed. The associated housing that typified the nineteenth century expansion of the capital into more rural areas continued to the middle part of the century, assisted greatly by the new transport links that connected the area to central London. In 1874, the land on which the Broadway Theatre now sits, was acquired by the Lewisham District Board of Works. The original Town Hall was completed in 1875 and by that time, the expansion of rail links had facilitated a huge rise in the number of residential development in Catford.

The turn-of-the-century saw Lewisham's Local Government based in Catford and the Town Hall had already been enlarged to accommodate new services and staff. Catford became an important and prosperous suburb, popular with commuters to central London. By 1916, the Catford Loop – a suburban rail link – and an extensive network of horse trams connected Catford to areas nearby and allowed for easy travel between Catford and both the inner city and the outer-lying rural areas. From this time, dates the long association that area has enjoyed with entertainment and the performing arts. The Hippodrome, the Eros Cinema and numerous other smaller venues sprang up and turned Catford into an important cultural hub.

By the interwar period, Catford had firmly established itself as a destination for a range of entertainment and the range of variety acts and theatre productions on offer complimented the older attractions like the Catford Stadium dog racing track, to give the area a thriving economy. At the height of this period, in 1926, Lewisham Council decided to develop the site of an old fire station and build a new extension to the existing Town Hall.

By 1930, Arthur Hope had designed the new building, an extension building that had its own unique and distinct character, that reflected both the civic pride of the local authority and the already hugely significant leisure and entertainment history of the surrounding area. The building was opened by the Duke of York, who was subsequently crowned King George VI, in July 1932.

During wartime, the building had an important role to play as a telephone exchange, air-raid shelter and ration-book distribution centre. The Theatre became an important hub of communal and regional life throughout the remainder of the twentieth century. Significant change came in 1968, with the demolition of the old town hall adjacent. This was replaced by a civic suite of post-war buildings for Lewisham Council which continue to serve the authority today.

Over the years, the Theatre has played host to a large number of well-known stars and performers and through its heyday in the 1970s and 1980s was particularly notable for the standard of comedy performances. The building has had two more recent phases of restoration, following its listing in 1993. The most significant work was done in 2001, when the layout of the building was altered and new uses were found for some of the internal spaces.

SUMMARY OF SIGNIFICANCE

For a full survey of the buildings significance, see Section 4.

Broadway Theatre is nationally important as a Grade II Listed theatre and council complex from the inter war period that remains at the heart of the community in Catford. A working theatre and office complex that has functioned as intended since construction, the building is the most historic component part of a large suite of civic buildings in Catford. Situated at a busy traffic and pedestrian intersection, it is a distinguished local landmark that is highly visible in the local townscape and is important as a focal point in the Catford area.

The architecture of the building is both distinctive and impressive. Distilled from a variety of historic styles, most notably Gothic and Tudor, the building is avowedly modern in overall composition and plan form and expresses a range of interesting architectural features that link it to the wider architectural and artistic movement of Art Deco. It is therefore a fusion of architectural styles which express both international and national characteristics and which in its use of the local crest, expresses distinctly local motifs.

The building has had a long and distinguished role in the cultural life of this part of South East London and has played host to a wide range of international and nationally famous musicians, actors, comedians and performers throughout its life. As part of the venue circuit for London, it has important links to other theatres and venues in the capital.

As an important suite of civic spaces that have been in continuous service of the borough since construction, the building also has an important role in the civic life of Lewisham.

It is noteworthy that whilst the significance of the theatre to its immediate locality is still strong, its value more regional can at least be said to have diminished during the later years of the post-war period.

ISSUES AND OPPORTUNITIES

The Broadway Theatre and Council Offices are in generally good cosmetic condition. There are a number of broad concerns however regarding the management, maintenance and conservation of the building, many of which have to do with its age, lack of capital investment and are due to the difficulties inherent in caring for a large, public building. Of particular relevance during the drawing up of this document has been the relevance of the Broadway Theatre in the forthcoming regeneration project for Catford. Huge changes in the formal setting of the listed building have already been made and there are significant changes ahead as a result of Catford's regeneration project. The Broadway Theatre has the potential to play a leading role in the regeneration and it is the overarching finding of this document that due to its civic value, architectural importance and communal spirit, the building should be at the heart of any proposals to regenerate the area.

There are currently, more specific issues with the management and overall artistic direction of the theatre. It has ostensibly been a 'hall-for hire', since construction and it remains as such today. A wide variety of user groups and differing kinds of organisations, including the council, make use of the building currently and there are opportunities to improve the manner in which they interact and work together.

In addition, there are considerable opportunities for the enhancement of the building through fabric repair, retention and re-use of existing historic features and the reversal of damaging later interventions. These, along with a series of actions have been detailed in Section 6.

CONCLUSION

The recommendations and actions contained in this Conservation Management Plan (CMP) are based on careful study of the history, cultural and communal importance and architectural value of the Broadway Theatre. The vital role that the building has played in shaping both civic and cultural life in Catford in the last 90 years is virtually incalculable and its continued relationship with the people of Catford and the wider area of south-east London is equally vital.

SECTION ONE: INTRODUCTION

1.1 THE BROADWAY THEATRE

The Broadway Theatre operates as a theatre and council offices in the heart of Catford in the London borough of Lewisham. The theatre has been owned and operated by the council since its construction in 1932 and retains a programme of events and performances valued by the local community. This CMP has been prepared to inform the future management, development and conservation of this important Grade II listed building.

1.2 THE VISION

The Council's vision for the site is to secure a sustainable future for the ongoing operation of The Broadway Theatre as a vibrant cultural entertainment and performance venue at the heart of the regeneration of Catford Town Centre.

The key objectives as defined by Lewisham Council, are:

- To establish and celebrate the history of the theatre and embrace its future.
- To assess the current issues and identify opportunities to secure a sustainable future for the building both in terms of its fabric and its future use.
- To develop an efficient, adaptable use of the existing building which will enable a flexible use to accommodate both traditional and new uses.
- To re-establish the Broadway Theatre at the social heart of the Catford community.
- To define the contribution that the Broadway Theatre can make to the regeneration of the town centre; socially, economically, culturally and physically in relation to its setting within the public realm.

1.3 PURPOSE AND SCOPE OF THE CMP

This CMP has been commissioned by Lewisham Council. It assesses the heritage significance of The Broadway Theatre and its immediate setting through an understanding of its historical development and associations. The CMP highlights the present issues the site is facing and sets out opportunities for its development through a conservation framework to guide the future operational strategy of the Broadway Theatre over the short, medium and long-term.

This CMP addresses The Broadway Theatre, Catford and will encompass its immediate setting and wider context. The study area is shown on the following page.

The CMP will describe:




- The heritage of the Broadway Theatre;
- why it matters and to whom;
- its current status and context;
- its significance; and
- the key issues to be aware of to look after it

The information will contribute to:

- Informing proposals for new work.
- Planning conservation and restoration works.
- Improved public access.
- Supporting the council in submitting funding bids for the conservation and repair of the building.
- Supporting the council specifically in securing an external grant from the Heritage Lottery Fund (HLF).
- Supporting and informing applications for statutory Listed Building Consent.
- Supporting the council in securing external funding through partnership working with unidentified partners for future management of the building.

INTRODUCTION

SCOPE OF THE STUDY

-  The Broadway Theatre (primary focus)
-  Immediate Setting (secondary focus)
-  Wider Setting (periphery understanding)

This plan is not to scale



INTRODUCTION

I.4 STRUCTURE OF THE DOCUMENT

The document is divided into four key sections:

- Orientation and Getting to Know the Place
- Getting a More Detailed Understanding
- Creating a positive future
- Supporting Information

	Executive Summary	This provides an overview of the CMP, including its overarching aims and conclusions.
Orientation and Getting to Know the Place	1 Introduction	This outlines the scope of the CMP, why it has been written, its structure and how it should be used.
	2 Understanding the Site	This provides an overview of the historical development of the site and its wider heritage context and also describes the site, its setting and current management uses.
	3 Historic Development	This will provide an understanding of how and why the site and its surrounding context developed which will help inform the significance.
Gaining a More Detailed Understanding	4 Significance	This provides an understanding of what makes the site important, why and to whom.
Creating a Positive Future	5 Conservation Framework	This describes the issues and opportunities associated with a range of aspects of the site, such as condition, access and ownership.
	6 Issues, Recommendations and Opportunities	This provides an overarching conservation philosophy together with specific conservation policies for the site's future maintenance and use.
Supporting Information	Inventory	An overview of the Theatre on a character area basis including floor plans annotating key architecture features, fixtures and fittings.
	Appendices	The Appendices comprise further information which is relevant to the CMP but not necessary for inclusion in the main text. This includes listed building descriptions and the full measured survey for the site. There is also a bibliography of published and unpublished sources that have been consulted in the preparation of this document.

INTRODUCTION

1.5 EXISTING SOURCES

Information which has formed the basis for this CMP has been collated from a number of archives and institutions. These include:

- Lewisham Council Archive Collection
- Lewisham Local History and Archives Library
- The National Library, London
- Bolton Local History and Archives Library
- London Metropolitan Archives, Collage Collection
- The British Newspaper Archive Online
- Historic England Online
- National Library of Scotland
- Bradshaw Gass & Hope, The Story of an Architectural Practice, Lingard
- RIBA Library

1.6 GAPS IN KNOWLEDGE

All effort was made to retrieve as much information as possible to inform the preparation of this CMP, however, there are some areas where information was not available or is still outstanding at first draft stage. This is detailed below.

The involvement of Edward Stone who worked with Bradshaw Gass and Hope to design the theatre building – also known for designing the following theatres:

- Astoria Theatre, Charing Cross Road
- Astoria Theatre, Streatham
- Astoria Theatre, Brixton
- Astoria Theatre, Old Kent Road
- Astoria Theatre, Finsbury Park
- Broadway Palladium Cinema (New Entrance)
- Prince Edward Theatre, London
- Piccadilly Theatre, London (With Bertie Crewe)
- Whitehall Theatre / Trafalgar Studios

The Bolton Local History and Archives library was also contacted to collate further information which could contribute to the CMP, however, it was discovered that the information held did not relate specifically to the Broadway Theatre and information regarding the architectural firm Bradshaw Gass and Hope was duplicated at the RIBA library.

1.7 ACKNOWLEDGEMENTS

This CMP has been written by Jon Wright, Heritage Consultant at Purcell, with assistance from Katherine Barber, Associate at Purcell.

1.8 ABBREVIATIONS

CMP	Conservation Management Plan
HE	Historic England
LCC	Lewisham County Council

1.9 CONSULTATION

The CMP has been informed by close collaboration with Lewisham Borough Council and has benefited from the feedback of two organised workshops which took place within the building on December 2017 and January 2018. Early drafts were sent to Lewisham for consultation and a final draft was circulated to the Twentieth Century Society and Historic England for comment.

1.10 ADOPTION AND REVIEW

The final draft of this CMP should be adopted by Lewisham Council who should implement the policies contained within the plan.

The CMP should be reviewed and updated regularly, typically every five years or when a major change occurs.

SECTION TWO: UNDERSTANDING THE SITE

2.1 SITE OVERVIEW

Originally known as the *Lewisham Theatre and Department of Environmental Service*. The Broadway Theatre was built as a concert hall and offices in 1932 by Arthur John Hope as an extension to the old Town Hall of 1875. The building has a curved stone façade with hipped roof and two stage domed octagonal steeple. The façade is punctuated by neo gothic style arched windows and is ornamented by heraldic sculptures which reference the Lewisham crest. Internally, the building is decorated in a variety of styles, including Art Deco, Tudor and Gothic, making it a rich and interesting building stylistically. The auditorium is impressive and features retractable seating at stalls level and an upper circle, which combined, can seat over 800 people.

The building stands on a curved peninsula bound to the north by Catford Broadway, a semi-semi-pedestrianised Catford Road, a busy vehicular route forming part of the South Circular to the south and east. The theatre is adjoined to a 1960s Council office block extension, the Civic Suite, and establishes the heart of Catford.

Within the surrounding area, the building stock is largely retail and residential units built in the mid-twentieth century with high rise post war office blocks such as Laurence House (1992) to the south. To the north stands Catford shopping centre built in the 1960s which is accessed via Rushey Green high street.

The town centre is well connected to the surrounding areas with transport links nearby. To the west Catford station provides Thameslink train services and Catford Bridge train station serves Southeastern railway. Bus stops are also conveniently located outside the Theatre.



Location of the Broad Theatre, Catford. Base plan © Google Earth. This plan is not to scale.

UNDERSTANDING THE SITE

2.2 SETTING AND CONTEXT

2.2.1 TOWNSCAPE DESCRIPTION

Due to continuous redevelopment which has been carried out in Catford over the years, there is a mix of architectural styles from various periods. As a result, the townscape which surrounds the Broadway Theatre offers a mixture of nineteenth and mid-twentieth century terraced buildings, office buildings and larger scale commercial and residential buildings.

The principal road layout around the theatre remains largely unchanged from the time of the construction of the theatre, although the Broadway was semi-semi-pedestrianised in 2014. The building stands on a historic peninsula site which is formed by Catford Road to the south and the semi-semi-pedestrianised Catford Broadway which wraps around the north elevation of the theatre.

Directly east of the Broadway Theatre is the Black Horse and Harrow which stands as one of the oldest buildings (constructed 1897) on Catford's main high street Rushey Green. Further north on the high street, the building stock is largely late nineteenth-early twentieth century, three storeyed buildings which express a mix of exposed masonry and painted stucco façades. Here the terrace aligns the street pavement which immediately meets the vehicular road. To the south of the high street, the gabled elevations with stone bay windows to the upper storeys are set back from the road and offer a transitional grassed area in between the road and the pavement.

Whilst the majority of buildings do not exceed three storeys, to the south, Laurence House competes with the massing and height of the Broadway Theatre and the adjoining Civic Centre extension. It stands at six storeys with rooftop additions.

To the east of the Broadway Theatre is the Catford Shopping Centre. Designed and built by Owen Luder in 1977, it is an early, but much altered, example of brutalist architecture which combines retail units to the ground floor and a car park to the upper levels. To the rear, Milford Towers provides residential accommodation.

There were a number of demolitions of historic buildings across the area in the 1960s including the Town Hall formally adjacent to the Broadway Theatre, Lewisham Hippodrome, Eros Cinema and St Laurence Church. As a result, Catford has lost the historic public buildings which one established the area's sense of place. The Broadway Theatre is one of the few surviving buildings which refers to the town's historic past as a centre for leisure and entertainment in south-east London and which also references the original gothic architecture of the Town Hall.



Laurence House as seen from Rushey, Catford Road junction



View along Holbeach Road facing the Milford Towers.

UNDERSTANDING THE SITE



Photograph taken from Rushey Green looking west towards the Broadway Theatre, showing the expanse of shops and residential properties on Lewisham High Street



Entrance to the Catford Shopping Centre on Rushey Green high street, as viewed from the pavement adjacent to Eros House

UNDERSTANDING THE SITE

2.2.2 HERITAGE SETTING

Listed Buildings

The Broadway Theatre

The Broadway Theatre was designated as a Grade II Listed Building on 21 December 1993 for its 'special architectural and historic interest'.

The full listing description can be found in Appendix A.

There are numerous listed buildings located within the vicinity of the Broadway Theatre which are highlighted on the following Designations Plan and listed below:

Church of St Laurence and Community Centre (Grade II Listed)

The church of St Laurence and community centre is located 0.3 miles south of the Broadway Theatre and was listed in 2010. The plan consists of an octagonal main church and hexagonal Lady Chapel, reflecting the impact of the Liturgical Movement on church architecture in the 1960s. Originally called the "mod church", the tall slender spire acts as a foil to the low, broad span of the main church with its polygonal roof. The interior contains stained glass by T Carter Shapland which is richly textured – the original fittings survive.

In addition to this, to the east of the Broadway Theatre is the Catford Centre and Milford Towers, a 1960s brutalist retail and residential centre which received a Certificate of Immunity⁰¹ between June 2012 and 2017.⁰²

Conservation Areas

The Broadway Theatre does not sit within a conservation area but it is within close proximity to the Culverley Green conservation area to the South which was designated in 1990. The protected area consists of predominantly Edwardian residential architecture, retail shops as well as the former cinema dating to 1913. The position of the conservation area relative to the theatre is shown on the ensuing designations plan, but it is significant that there is no intervisibility between the Theatre and the Conservation Area.

Locally Listed Buildings

There are a number of locally listed buildings within half a mile of the theatre although they are not visible from the theatre itself. These are buildings that are not nationally designated but have been identified by the local planning authority as contributing to the historic environment. These include:

- Nos.2-6 George Lane, a terrace of early nineteenth century cottages and No.8 George Lane, an early nineteenth century two storeyed yellow brick building.
- Several properties on Lewisham High Street are locally listed including Nos.17-31 an Italianate terrace dating to c.1864 and Nos.180–190, a 1920s red brick, four storeyed commercial building which forms part of the shopping centre of Lewisham. It shows elements of Art deco with metal windows and fluted stone aprons below and carved stone corner details at eaves level.
- Nos.315-317 Lewisham High Street, a mid-eighteenth century pair of mirrored houses which have a Victorian altered shop front and represents a core of the "old" Lewisham, opposite St Mary's church. Nos.85-87 are also locally listed which were built in 1901 and were narrowly missed by a VI bomb in 1944. The corner property is three storeyed, red brick with limestone detailing. It also has group value with No.93-95.





Note: The Catford Constitutional (old Conservative) Club, is situated behind the Broadway site, bounding Thomas Lane to the rear. It sits within the regeneration area and contributes to the leisure/entertainment functioning of the town centre.

⁰¹ The Secretary of State may, on the application of any person, issue a certificate stating that the Secretary of State does not intend to list a building situated in England." "The issue of such a certificate in respect of a building shall – (a) preclude the Secretary of State for a period of 5 years from the date of issue from exercising in relation to that building any of the powers conferred on him by section 1; and (b) preclude the local planning authority for that period from serving a building preservation notice in relation to it.

⁰² The Certificate of Immunity has been renewed for a further five years, from 2017 to 2021

UNDERSTANDING THE SITE

HERITAGE DESIGNATIONS PLAN

-  Site Location
-  Grade II
-  Obtained a Certificate of Immunity between for the period 2017-2021 (The Catford Centre and Milford Towers)
-  Culverley Green Conservation Area

- 01** The Broadway Theatre
- 02** Church of St Laurence and Community Centre
- 03** Catford Centre

This plan is not to scale



Heritage Designations Plan Base plan © Google Earth

UNDERSTANDING THE SITE

2.2.3 VIEWS

The Broadway Theatre has a dominant position in the local streetscape, its curving façade visible from a number of viewpoints through which the architectural quality and its position in the streetscape can be appreciated. A description of each identified viewpoint is included on the following pages with view locations marked on the adjacent map. None of the views have been taken from within the conservation area as it is too distant from the site to have any intervisibility, however, the viewpoints chosen demonstrate the mix of architectural styles of the late nineteenth century to late twentieth century within the context of the Theatre.



Plan showing view locations. Base plan © Google Earth

VIEWS PLAN

- Site Location
- Civic Suite and Old Town Hall
- Views

This plan is not to scale

UNDERSTANDING THE SITE

VIEWPOINT 1

From Rushey Green Road Facing West

The view is dominated by the curved east façade of the Broadway Theatre which is surmounted by a steeple, establishing its central axis. The east entrance canopy protrudes over the pavement which is immediately in front of Rushey Green. To the left the six-storeyed Laurence House can be seen with foliage on its façade and demonstrates the competing building heights and massing within close proximity. To the right hand side, the semi-semi-pedestrianised Catford Broadway is in view which wraps around the north elevation of the theatre and forms the boundary for the peninsula site.



VIEWPOINT 2

From the Corner of Sangley Road and the South Circular Road Looking Towards the North Elevation of Broadway Theatre.

To the left hand side the six storeyed Laurence House can be seen. Here, it is demonstrated that Laurence House dominates the view of the Broadway Theatre from the left hand side on Sangley Road. Also in view is the 1960s Civic Suite which adjoins the Broadway Theatre to the west and greatly contrasts the neo gothic style of the theatre building. It does, however, respond to the theatre and is subservient to its scale and massing in this view.



UNDERSTANDING THE SITE

VIEWPOINT 3

From the Junction of Catford Broadway Facing East.

To the left is the 1960s Town Hall reconstruction of the three-storeyed Civic Suite. To the centre, the photograph captures the pedestrian island in between the north and south bound roads of the south circular with retail accommodation to the rear. To the right of the image, we can see Lewisham council's offices, Laurence House. The south elevation of the Broadway Theatre is also in view with its dentilled canopy. Here, the viewpoint demonstrates the wide variety of architectural styles, heights and massing. Whereas the Broadway and Laurence House stand protruding above the skyline, we are also introduced to the three storeyed terrace buildings to the east.



VIEWPOINT 4

From Rushey Green Looking South

This view looks towards the east curved elevation of the Broadway Theatre. The steeple rises up above the townscape and provides a focal point to the main high street.

The view captures the mixed array of three-storeyed retail buildings to the right-hand (west) side of the road with residential accommodation above. The elevations of which have shop fronts to the ground floor and a mixture of exposed masonry and stucco to the upper storeys. To the east side of the street, the buildings are set back from the pavement. Immediately left of the theatre, Laurence House is visible with further high-rise residential buildings to the far left. This demonstrates the architectural variety in Catford of size, scale and materiality.



UNDERSTANDING THE SITE

VIEWPOINT 5

From the Eastern End of Catford Broadway Facing West

This view captures the north-east elevation of the Broadway Theatre and its immediate context which consists of the semi-pedestrianised Catford Broadway and retail shops on the opposite side of the road. The viewpoint demonstrates the contrasting building heights of the Broadway Theatre and the gabled façades to the north as well as showing the large glazed openings to the ground floor of the theatre building which curve around the peninsula site. This semi-pedestrianised road gives opportunity for daily markets and offers a quieter alternative route contrasting to the busy Rushey Green high street and Catford Road to the south side of the theatre.



VIEWPOINT 6

From the West End of Catford Broadway Facing East

This view is towards the north elevation of the curved façade and its immediate semi-pedestrianised context of Catford Broadway. Here, we are presented with the “rear” of the building which expresses the solid masonry back wall to the auditorium. To the ground floor, a series of single and double doors lead to the back of house and office spaces which are illuminated by rectangular windows. To the lower portions, the stonework is detailed with a carved zig-zag pattern whilst to the upper storeys carved motifs of the Lewisham shield is referenced. Retail shops line the left-hand side of Catford Broadway.



UNDERSTANDING THE SITE

2.3 SITE DESCRIPTIONS

The following descriptions are designed to give a indication of the predominant characteristics of each of the floors in the key areas of the building and are not intended as an detailed survey of all rooms of the building. This section should be read and understood with reference to the accompanying Gazatteer.

2.3.1 EXTERIOR DESCRIPTION

The exterior of the Broadway Theatre expresses a mixed language of neo-gothic elements with Art Deco features.

The theatre occupies the curved peninsula in between Catford Road and Catford Broadway and reflects the street layout in a curved stone façade fronting to the north, east and south. To the ground floor there are two entrances into the main body of the theatre building. To the east, the entrance comprises two timber double doors leading to the box office and staff offices with a modern, glazed automatic double door which leads to the Town Hall Chambers. The entrance is sheltered by a canopy decorated with a dentilled fascia. To the south side, the main concert hall entrance comprises four double doors which is sheltered by a flat, rounded canopy stretching over the pavement of Catford Road which is also decorated with a dentilled fascia.



Existing east elevation of the Broadway Theatre

UNDERSTANDING THE SITE

The street frontages of the east elevation feature large plate glass windows in thin timber frames. The expansive glazing allows retail display windows and increased lux levels within the internal office spaces.

Above, the first and second storeys are punctured with an arrangement of tall, slim window openings with neo-gothic ornamentation, in-between which, pilasters are decorated with carved motifs with references to sea creatures. The third storey is set back behind a parapet wall and expresses a repeated arrangement of three arched windows which are divided by pilasters and extends around the curve of the building.

The central open pediment is flanked by heraldic deer and bears, echoing those found on the Lewisham Crest with the decorative carvings inbetween the first and second storeys of heraldic beasts and shields.

The four-storeyed theatre building is mounted by a steeply pitched, tiled roof with a two-storeyed domed steeple with a weathervane above. To the south, an illuminated sign titled "The Broadway Theatre" reinforces the buildings identity and presence within the town centre.



South entrance to the Broadway Theatre



South east, curved elevation of the Broadway Theatre

UNDERSTANDING THE SITE

The west elevation of the building abutts the east façade of the adjacent Civic Offices as such, the Broadway Theatre has a single curved elevation running south through east to north.

This elevation is markedly more plain than either the east or the south, but still has a symmetrical composition. A central set of double doors, flanked by a deeply recessed run of four small windows on each side, is set below a wide, stone string course. Above this, there is a large, plain expanse of wall plain with a centrally-positioned niche rising to a shallow projection that contain five small windows.

This elevation is markedly more plain than either the east or the south, but still has a symmetrical composition. A central set of double doors, flanked by a deeply recessed run of 4 small windows on each side, is set below a wide, stone string course. Above this, there is a large, plain expanse of wall plain with a centrally-positioned niche rising to a shallow projection that contain five small windows.



Photograph north elevation of the Broadway Theatre

Atrium space

The building is D-shaped on plan and the central section is comprised of a large open lightwell which has a curved elevation with a projecting stairwell and a flat elevation that is a side elevation of the theatre. The lightwell elevations are distinctive and are finished in glazed brick, the stairwell has distinctive window openings with slanted metal tracery.



A view of the glazed bricks in the lightwell looking north



A view of the stairwell showing the distinctive glazing bars

UNDERSTANDING THE SITE

INTERIOR DESCRIPTION

The building is centred around the single volume theatre space which has associated dressing and rehearsal rooms to the basement, ground and first floors. To the ground floor there is a café, accessed externally, as well as additional bar areas within the theatre building. The building also accommodates various office spaces.

The theatre retains a rich Art Deco interior. The audience enters the building through the vestibule doors from the high street. The wide carpeted staircase is centrally placed and leads one up to the entrance hall where a bar area, shop and toilet facilities are placed.

The colour scheme and elaborate choice of fittings and signage reinforces the Art Deco characteristics through the choice of metal handrails and finely detailed casements to the numerous wall and ceiling mounted light fittings.



Interior photograph of the ranked seating within the theatre, taken from ground level

UNDERSTANDING THE SITE



Wall fixed lighting to either side of the theatre

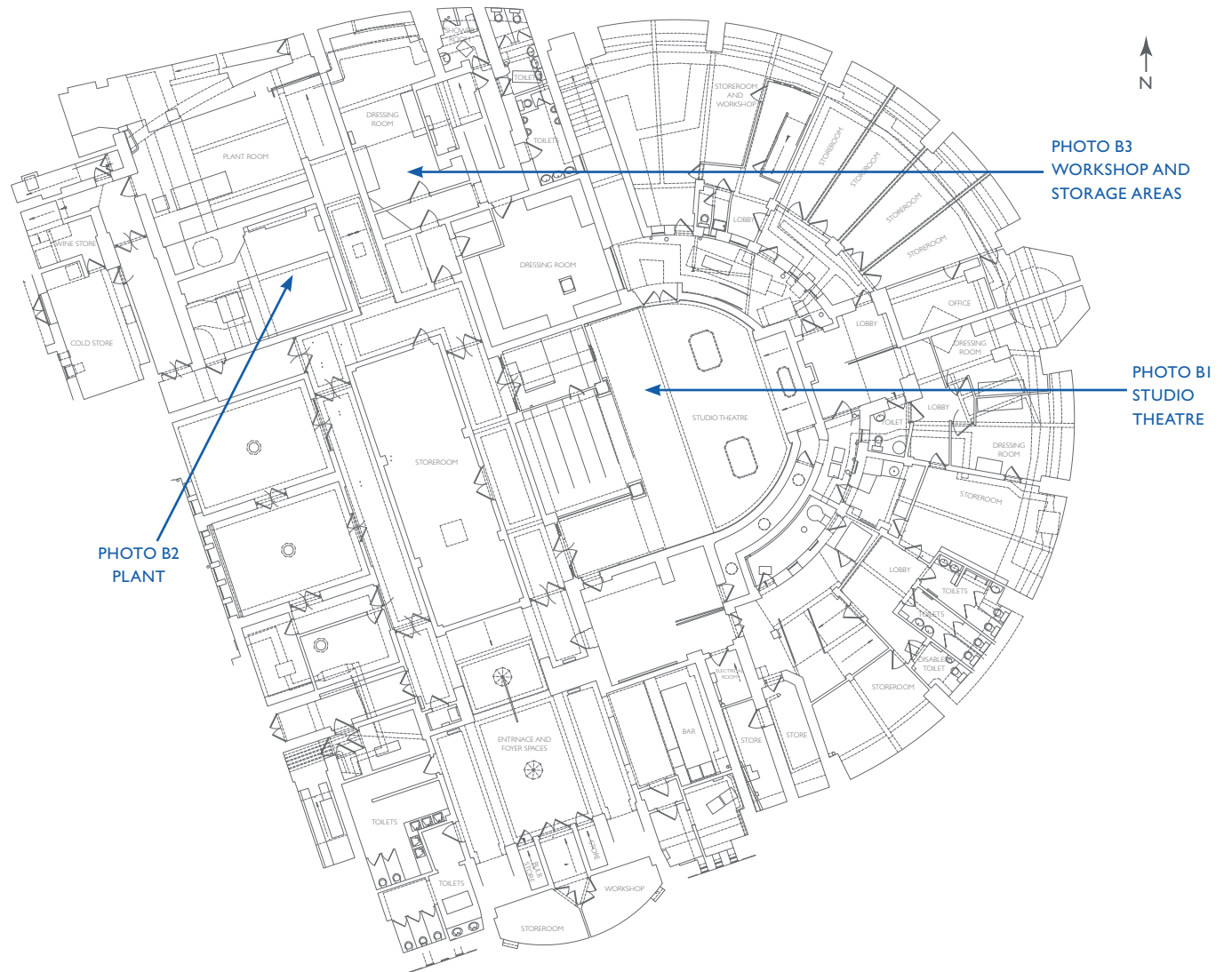


Internal side elevation of the theatre

UNDERSTANDING THE SITE

Basement

The basement layout has predominantly been designed to accommodate storage space as well as plant rooms, however, it also includes a small theatre. The overall arrangement is designed around the centrally placed studio theatre which follows the curve of the external façade and can be accessed both internally and externally. The studio theatre presents a smaller setting in comparison to the main concert hall which has removable chairs for the audience with lighting and sound equipment fixed to ceiling racks. Surrounding the theatre, is a series of circulation corridors with a number of rooms branch off accommodating workshop studios, dressing rooms and toilet facilities.



UNDERSTANDING THE SITE



B1: Photograph of the studio theatre within the basement



B2: Plant within the basement



Page 119
One of the storage areas in the basement

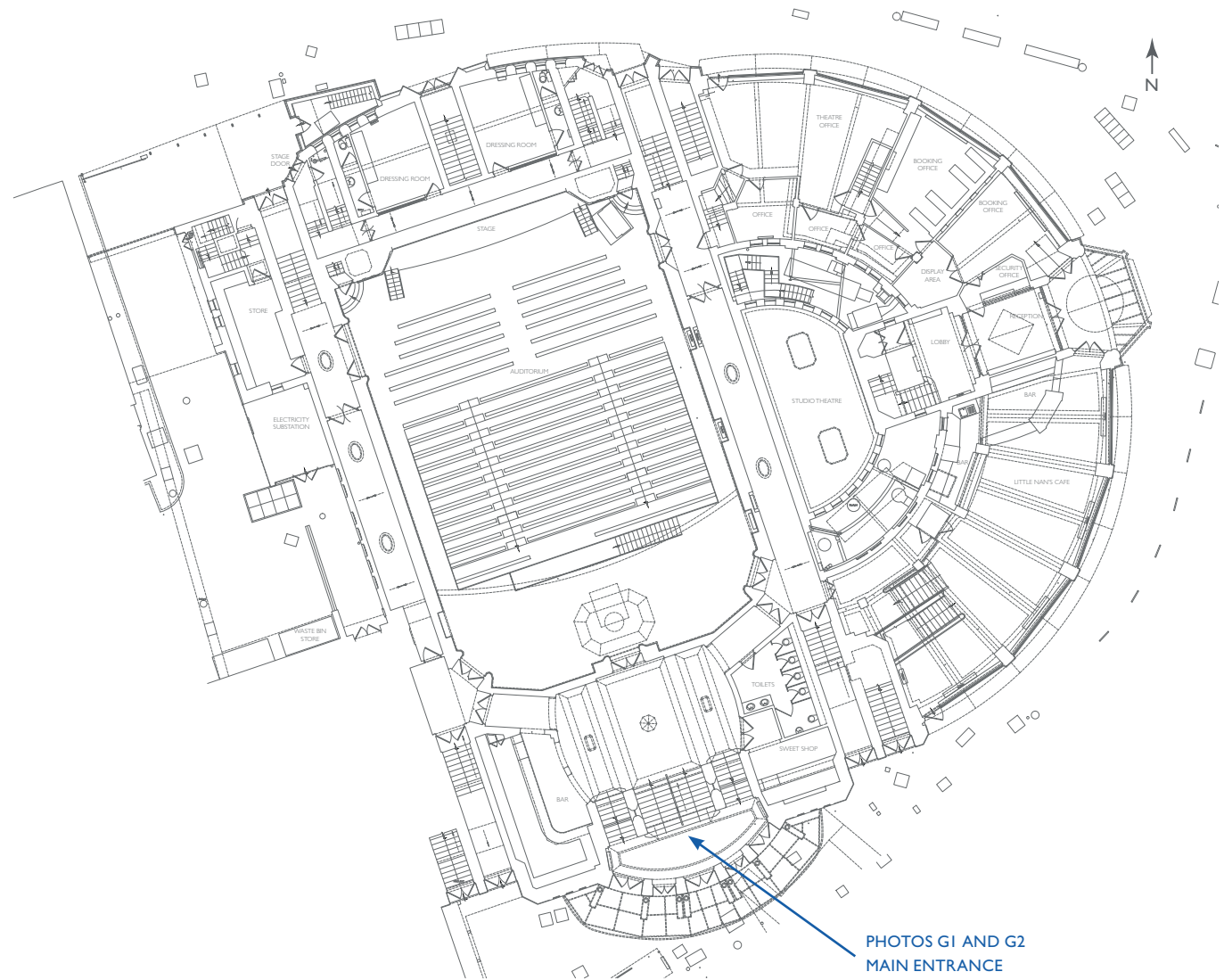
UNDERSTANDING THE SITE

Ground floor

The ground floor is arranged around a central corridor which follows the semi-circular line of the void formed within the centre of the building by the theatre. From this, numerous office spaces branch off to the east which accommodate the general administration and running of the theatre, for example the box office.

To the south side of the ground floor, is the grand entrance to the theatre. The four double doors from Catford Road allow access into the entrance hall which is elaborately decorated in a mix of distinctive styles. Grand staircases with curved metal handrails lead the visitor towards the auditorium which is flanked by a bar area and toilet facilities. Amongst the highly decorative cream and gold cornices, the stone veneered walls and the metal framed Art Deco light fittings, the Lewisham blazon is centrally placed above the stalls entrance. The crest includes the raven, the stag and the bear with the text, '*Salus populi suprema lex*', which translates from Latin to '*The health of the people should be the supreme law*'.

Additionally, there is also a café to the south east of the plan which enables the continuous social connection between the street and the theatre even when there isn't a performance taking place.



PHOTOS G1 AND G2
MAIN ENTRANCE
FOYER AND
STAIRCASE

UNDERSTANDING THE SITE



G1: Entrance foyer with bar area and shop decorated in the Art Deco style



G2: Internal photograph looking towards the south entrance doors

UNDERSTANDING THE SITE

Principal first floor

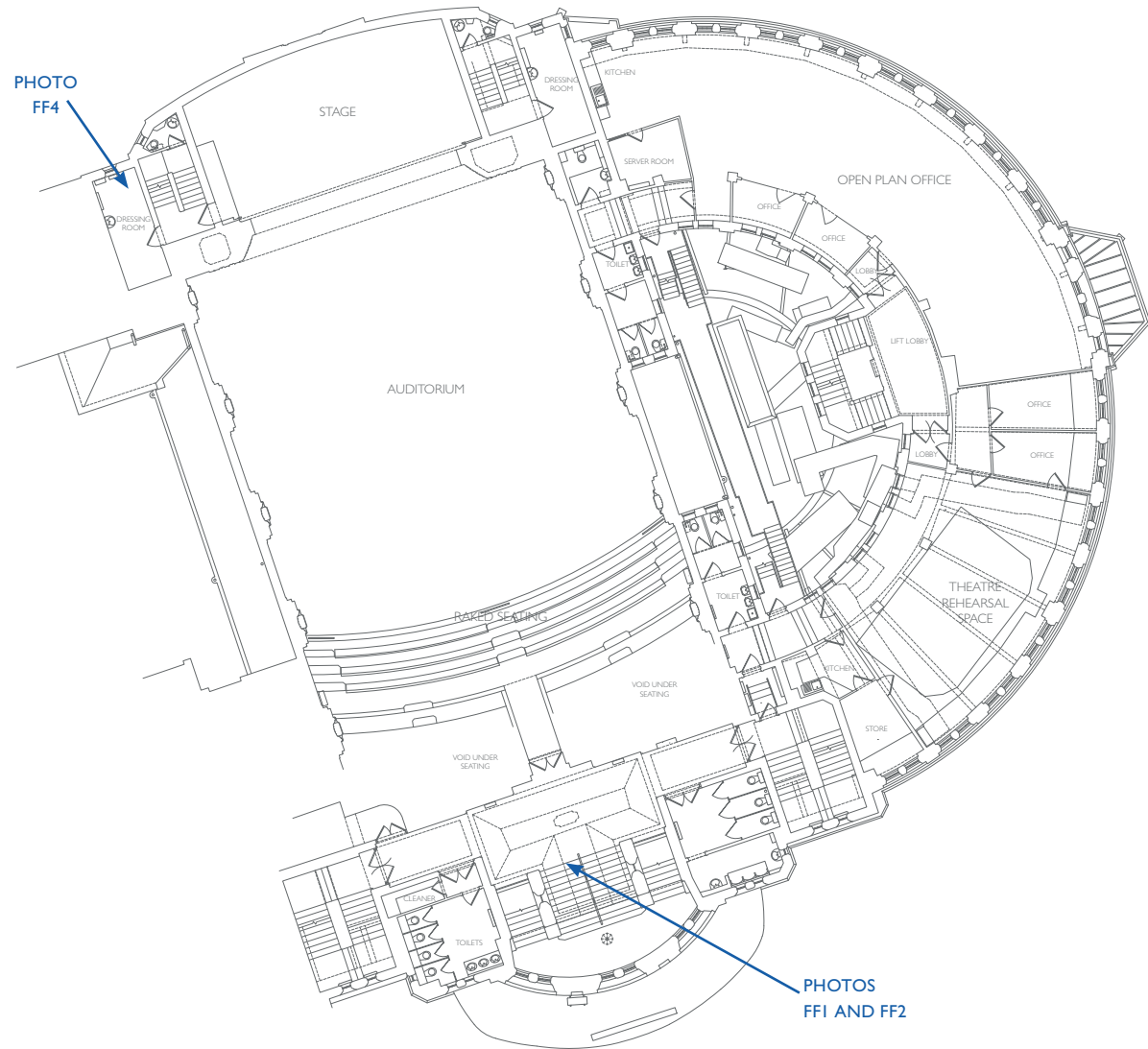
The first floor follows a similar layout to the ground floor as the plan is arranged around the central corridor which follows the semi-circular line of the void formed within the centre of the building.

To the west of the plan, the grand staircases continue to the dress circle entrance to the concert hall which is flanked by toilet facilities either side of the foyer.

A large portion of the first floor is taken up by the concert hall. To the lower stages of the hall, the walls are lined with moulded timber panelling which are shadowed by five arched recesses to either side and divided by decorative pilasters which rise to further heraldic references of the Lewisham Crest. Numerous wall mounted light fittings are fixed in between and continue the frequented ornamentation with curved metal decoration to the lower stages.

To the northern end of the concert hall, the stage is framed by a proscenium arch flanked by panels surmounted by shields and is painted red, silver and gold. The auditorium has a curved roof with coffered panels, round-headed arches and has ten suspended metal and glass lanterns.

The raked concert hall seating spans the full width of the hall and descends to ground floor level, extending further than Hope's original seating arrangement. The floor fixed seats in front of the stage are removable which allows for a flexible use of space for either an increased audience capacity or increased performance area.



UNDERSTANDING THE SITE



FF1: Internal decorative window ironmongery



FF2: Art deco metal light fitting fixed to ceiling



FF3: Internal walls lined with stonework and decorative cornice



FF4: One of the Dressing Rooms on the first floor

Ancillary first floor spaces

To the perimeter, the principal first floor is occupied by dressing rooms with associated toilet facilities. Although the dressing rooms have recently been redecorated, the furniture and fittings contrast greatly with the intricate detailing of the public areas of the theatre. The rooms have small windows which result in a darkened and uninviting rooms. Additional light is gained through glazed partitions in between the corridor and the dressing room, however, privacy is compromised.

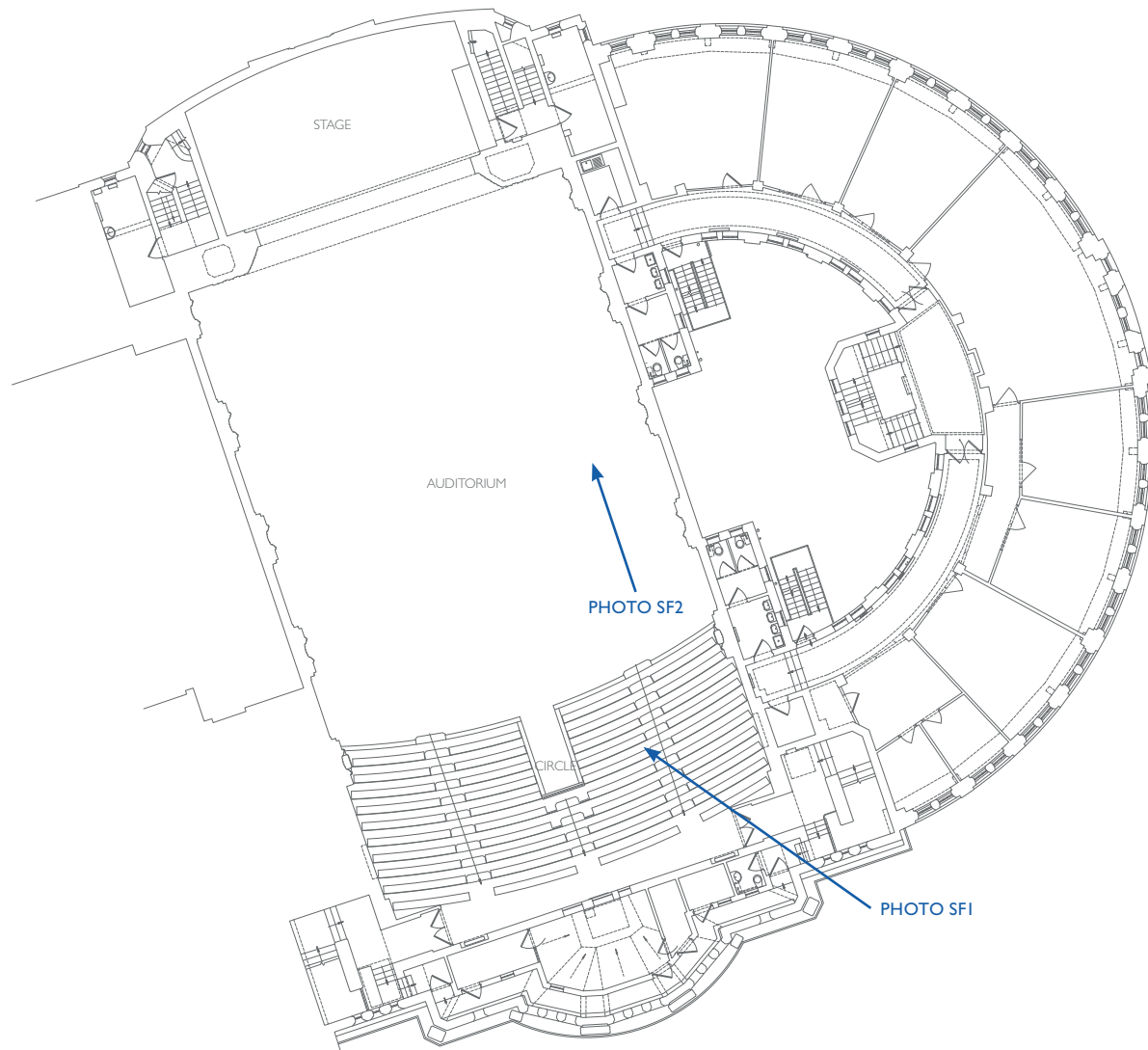
UNDERSTANDING THE SITE

Second Floor

The second-floor plan follows the same footprint as the first floor and is largely taken up by the void presented by the concert hall. However, due to the grand staircases terminating at first floor level, public access to the concert hall is gained via a staircase leading from the circle seating within the hall itself. Here, it is also noted that the seating within the upper dress circle is original. The red velvet seating provides a clear vision towards the stage and the overall decoration of the theatre hall.

Similarly to the first floor, four additional staircases are located to the north and south of the plan which allow access to the third floor; however, these are not open for public access and are less elaborate and have a painted concrete finish with timber hand rails.

Whilst the majority of the second floor is occupied by the auditorium void, the floor also has rehearsal areas, dressing rooms and access to the third floor which holds the projection and switch gear room. The rooms are accessed via the south staircases which lead to a narrow corridor which wraps around the curved south face of the building. At high-level, ventilation ducts and the electrical switch and lighting gear are integrated within the fabric.



UNDERSTANDING THE SITE



SF1: Photograph taken from the upper circle of the theatre showing the interior décor and ten suspended lanterns



SF2: Photograph of the suspended Art Deco lanterns

UNDERSTANDING THE SITE

2.4 LEGISLATIVE AND POLICY FRAMEWORK

Appendix B contains numerous relevant legislation regarding listed buildings as well as conservation guidance.

This includes:

- The *National Planning Policy Framework*, particularly Section 12
- Lewisham Council's planning legislation
- Historic England's conservation guidance including *Conservation Policies, Principles and Guidance* (2008) and *Seeing the Heritage in View* (2011)

In principle, like-for-like repairs are generally acceptable as part of a long-term maintenance programme. Any more substantial works, such as the wholesale replacement of an element, demolitions, additions, extensions or new building in proximity to a listed building will require Listed Building Consent.

Where proposals are governed by other elements of legislation, the constraints of these should be weighed up against the heritage value of the site.

SECTION THREE: HISTORIC DEVELOPMENT

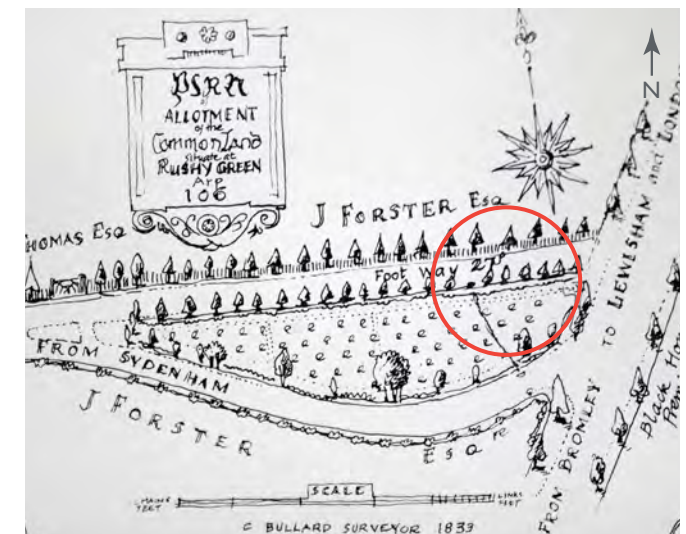
3.1 PREHISTORY AND EARLY LAND USE

The name "Catford" is sometimes connected to the ancient ford to the River Ravensbourne which was purported to be frequented by wild cats, however, alternative explanations conclude that "the cat" was a local landowner's nickname, first recorded in 1254 when the Abbey of Ghent was sold as a sub-manor having been part of a wider estate centred in Lewisham. More prosaically perhaps and indeed more likely is that Catford is a derivation of the term 'Cattle Ford'.

There is some archaeological evidence of early settlement in the area adjoining the River Ravensbourne at Catford. In ancient Saxon times the village of Lewisham was called Levesham, meaning the house among the meadows. Deptford, on the other hand, began life as a ford of the Ravensbourne River. Between the eleventh and eighteenth centuries, the expansion of Deptford and Lewisham relied heavily on their close proximity to the river with early development and industry located along the river front which included water mills and ship building.



As demonstrated on the John Roque map of 1766, during the eighteenth century the Catford area was largely a rural landscape with localised settlement at Catford Bridge, Perry Hill and Rushy Green. However, the area did not develop beyond a scattered agricultural settlement until the nineteenth century.



Copy of plan dated 1833 showing site allotted to the Trustee of the Estates of Lewisham Parish under the Inclosure Award of 1819. Red line indicates approximate location of the site. Source: Lewisham Archives

Roque's 1766 map. The red boundary highlights the early development of Catford and the area of Rushy Green.

HISTORIC DEVELOPMENT

3.2 EARLY TO MID-NINETEENTH CENTURY

By 1810, development at Perry Hill and Rushy Green was underway. Within the wider context of Catford, it is evident that the town's regional importance was increasing during this time with the first significant housing development being constructed at Ravensbourne Park in the 1820s and a greyhound track to the north.

Development was heavily influenced by the advancement of transport links. The Lewisham to Beckenham railway line opened in 1827 which passed through the newly constructed Catford bridge railway station and in 1857 the Mid-Kent railway was established. This attracted city commuters and an expansion of residential buildings.

Furthermore, in 1857, Lewisham's Board of Guardians conveyed land to the immediate west of the site to the Trustees of Hatcliffe's Charity and, as a result, eight almshouses were built. The 1870 Ordnance Survey map shows the peninsula formed between Catford Road and Catford Broadway, labelled as Hatcliffe's Charity, the almshouses are depicted as a long terrace with wings to either side to the west of the site.

By the early nineteenth century local industry began to emerge within Catford which was focused along today's Catford Road, south west of the Broadway Theatre and Bromley Road. As well as the early architectural development of residential villas within the

area, the land was predominantly being farmed for local produce which was harvested and milled in nearby watermills, as indicated near Catford Bridge. The town's road network had developed with the establishment of Rushey Green which provided the primary route between London and the south-east of England.

In February 1874, the centre portion of the site was acquired by the Lewisham District Board of Works from the Guardians as a site for Lewisham Town Hall.



Ordnance Survey map. Source: National Library of Scotland. Red line indicates The Broadway Theatre site boundary. Not to Scale.



A sketch of the site in 1875 showing Hatcliffe's Almshouses, Fire Station and original Town Hall. Red line indicates approximate location of the site. Source: Lewisham Archives

HISTORIC DEVELOPMENT

3.3 LATE NINETEENTH CENTURY

The advancement of transport links led to large scale development by the late nineteenth century which included the Corbett Estate and Hither Green to the north east. In response to the demand for housing and redevelopment, the Forster family, Lewisham's largest land owners, began to develop their farmland in the south of Catford from the 1890s. This included their country estates which were redeveloped for increased residential and commercial buildings.

As indicated on the Ordnance Survey map, by 1894, the site of the Broadway Theatre had been redeveloped with the fire station and training yard to the east and the original Town Hall which was built in 1875 to the immediate west of the site.

To the south east, a cricket ground and school had been constructed with St Laurence's church to the south of the site, indicating an increase of local population and sense of growing community within the area. Terraced housing line the streets which extend into the historic agricultural land with signs of the early stages of road construction on Laleham and Brownhill Road to the east.

In 1897 the Lewisham Town Hall site was enlarged to the north which fronted Springfield Park Crescent.



1894 Ordnance Survey map. Source: National Library of Scotland. Red line indicates The Broadway Theatre site boundary. Not to Scale.



A postcard showing Lewisham Town Hall before the Town Hall Extension was constructed dating from the inter war period. Source: Lewisham Archives

HISTORIC DEVELOPMENT

3.4 EARLY TWENTIETH CENTURY

3.4.1 SUMMARY TIMELINE

- 1926**
Council decide to develop the site of an old fire station next to the Town Hall
- 1930**
Lewisham Town hall extended to match of the now demolished Town Hall
- 1932**
The Town Hall extension was opened
- 1939–1945**
The building was used as a ration book distribution centre, telephone exchange and later as an emergency air raid shelter.
- 1946**
Lewisham Arts Council was founded

3.4.2 EARLY TWENTIETH CENTURY

By 1900, Lewisham's local government was based in Catford the Board of Works offices had taken up residency in Lewisham Town Hall which had been enlarged to accommodate growing demand. By the time of the 1914 Ordnance Survey, the outlined plan of the Town Hall is depicted and is highlighted in black indicating it as a public building. To the east, the future site of the Broadway Theatre is occupied by a small complex of office, training and shed buildings occupied by the fire service, whilst to the west the almshouse remain unchanged.

Within the surrounding area, the streetscape has been developed with numerous entertainment venues being constructed including. To the north east were the Hippodrome, Eros cinema, football ground and the Salvation Army Hall which stood in between Ringstead Road and Brownhill Road.



1914 Ordnance Survey map. Source: National Library of Scotland. Red line indicates The Broadway Theatre site boundary. Not to Scale.

HISTORIC DEVELOPMENT

By 1916, there was a network of horse trams and the Catford Loop was introduced to the area as well as an additional railway station, Catford Station. With the understanding that the railway enhanced access to Greenwich and central London, the area became a popular destination for commuters and, as a result, there was an increase in residential buildings.



A sketch of the site in 1916 showing the Town Hall as enlarged in 1900. Red line indicates The Broadway Theatre site boundary. Source: Lewisham Archives



Image from the turn of the century showing the tram tracks on Catford Bridge with St Laurence's Church in the distance



The entrance into Catford, capturing the Black Horse public house c.1900. Source: Lewisham Archives

HISTORIC DEVELOPMENT

3.4.3 THE 1930s: CONCEPTION AND CONSTRUCTION OF THE BROADWAY THEATRE

In 1926, Lewisham Metropolitan Council decided to develop the site of the old fire station to the east of the existing Town Hall, to be replaced with an auditoria which would be used for civic, social and dramatic purposes. The proposal was for a "Town Hall Extension", today's Broadway Theatre.

Bradshaw, Gass and Hope were selected out of seventy-one schemes submitted in 1928. They solved what was considered an unusual architectural problem for a civic centre which was an extension to the existing Victorian Gothic Town Hall which would include shops and offices within the municipal building which harmonised with the character of the older building.

Mr Winton Newman FRIBA, appointed the firm to carry out the design to construction.

Construction of the Broadway Theatre

The "Town Hall Extension" which was designed and completed by the principal architect Arthur John Hope of Bradshaw Gass & Hope architects in 1932, was opened on 22nd June by the Duke of York, who later became King George VI.

The design for the Town Hall Extension (the Broadway Theatre) set out in 1930 and responded to the existing architecture of the gothic Town Hall. As a result, Hope used a neo-gothic style which incorporated existing characteristics from the Town Hall, this enabled the new construction to blend into its setting whilst responding to the curved layout of the peninsular site. Whilst a mixture of architectural styles was incorporated to its exterior, the interior décor was predominantly Art Deco. The 1938 Ordnance Survey map shows a vacant plot, the old fire station having been cleared for construction.



1938 Ordnance Survey map. Source: National Library of Scotland. Red line indicates The Broadway Theatre site boundary. Not to Scale.

BRADSHAW GASS AND HOPE

The Broadway Theatre was designed by Arthur John Hope of Bradshaw Gass and Hope in the early 1930s, however, the origin of the firm can be traced to Jonas James Bradshaw who practised in the architectural office of Mr Thomas Haselden⁰¹ and took over when Haselden died in 1888. His nephew, John Bradshaw Gass was born in 1855 who studied at the Bolton School of Art before continuing his education in Civil Engineering at Owen's College in Manchester and the Royal Academy School in 1880. He joined the partnership with his uncle in 1880, together, they specialised in the design of cotton mills, dominating towns such as Oldham as well as the design of many public buildings in Lancashire.

Examples of their work include Eagley Mills, Croal Mills in Bolton and Sir John Holden's Mill at Astley Bridge. They also undertook commissions for private houses, villas and churches.

Their success stemmed from their international influences. In 1885, John Bradshaw Gass travelled to America where he expanded his knowledge and understanding of new architectural innovations using steel framed structures which he then applied to his buildings within the UK. This allowed the practice to stand out amongst their competitors and fuelled a succession of commissions which improved the integration of sanitation, fire-proofing and central heating within their designs.

In 1892, Arthur John Hope joined the company and after ten years of employment and successful competitive bids, he was made a partner. Hope's attributes lead the firm to become well known for its success in architectural competitions on an international level. Their work included buildings such as the Leysion Mission in London for the Methodist Church and the rebuilding of the Manchester Royal Exchange.

In 1913 the firm was renamed "Bradshaw Gass and Hope" and in 1926 Bradshaw Gass and Hope were appointed as architects for the design of Lewisham Town Hall Extension, today's Broadway Theatre, where Arthur John Hope was principal architect.

ARTHUR JOHN HOPE (1875 to 1960)

Hope lived in Atherton, a town south-west of Bolton town centre. He attended Wigan Grammar School and left intending to study engineering, however, after meeting Bradshaw of Bradshaw and Gass architects he joined the practice and started his career as an architectural pupil.

His energy and ambition was the driving force behind one of the most recognised architectural practices in the country. He was responsible for the majority of appointments through his successful competition bids which lead to an extensive portfolio which stretched internationally and focused on predominantly large public buildings. This included numerous town halls and libraries, for example Wimbleton and Luton, the General Hospital at Church Village, Glamorgan and the Methodist Church at Medak, India completed in 1921. He also played a leading role in the designing of Bolton Town's new civic centre, completed in 1938.

In addition to Hope's dedication to the architectural practice, he was also president of the Manchester Society of Architects from 1924 to 1926 as well as being a member of the Council of the Royal Institute of British Architects and the Institute of Structural Engineers. Furthermore, he was a member of the Building Research Board of the Government Department of Scientific Research and within his local community was on the board for Atherton District Council and the Atherton Higher Education Committee.⁰²



Portrait of Mr
Arthur Hope,
Bolton Journal 14th
October 1955

⁰² Ibid

HISTORIC DEVELOPMENT

3.4.4 THE BROADWAY

Hope designed a Neo-Gothic four-storeyed building which had a pronounced Gothic entrance pavilion with high a pitched roof and tall Gothic lights which echoed those of the original Town Hall. The extension plan followed the existing curved form of the peninsular site between Catford Road, Rushey Green and Springfield Park Crescent.

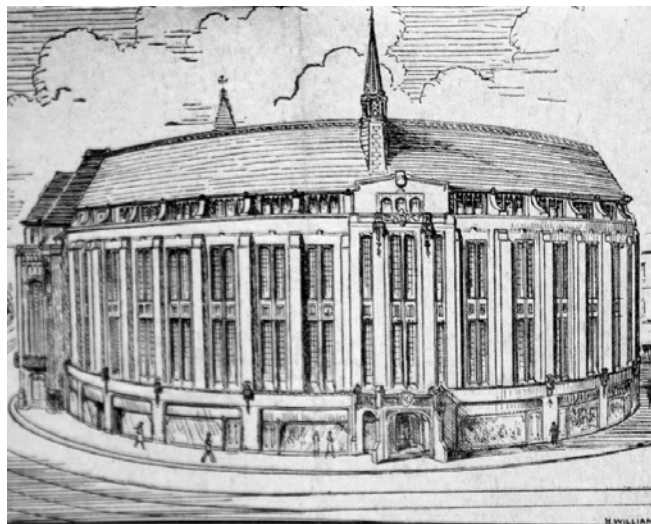
The steel frame construction allowed for a simplified elevation and stylised Gothic features. To the ground floor, Hope incorporated retail units with large window openings, supported by wide architraves which immediately integrated the building into the streetscape. To the first-floor, exterior buttresses and paired Gothic lights rise up to the parapet reaching the high-pitched roof and roof-top steeple above establishing the central axis. Externally, the façade was decorated with motifs which featured sea creatures, heraldic deer and bears, the final two are representative of the Lewisham Borough coat of arms. To the east elevation, a secondary entrance bay was positioned with a neo-Gothic porch which gives additional access to the Town Hall Chamber. Internally, the design included office spaces and, most significantly, also included the concert hall and entertainment spaces to accommodate mixed-used activities such as dancing, wrestling and minor theatricals.⁹³

At the time of its construction, the job value for the architectural work was £132,000. Bradshaw, Gass and Hope were awarded the London Architecture Medal for their design.

Whilst there has been minor changes to Town Hall Extension the surrounding land has undergone significant alterations since its construction, most significantly, the demolition of the Town Hall itself and its replacement with the 1960s Civic Suite. To the south of the site, St Laurence's Church has since been demolished and replaced with high-rise office and residential blocks.



Perspective sketch, Lewisham Town Hall, from Lingard c.1929



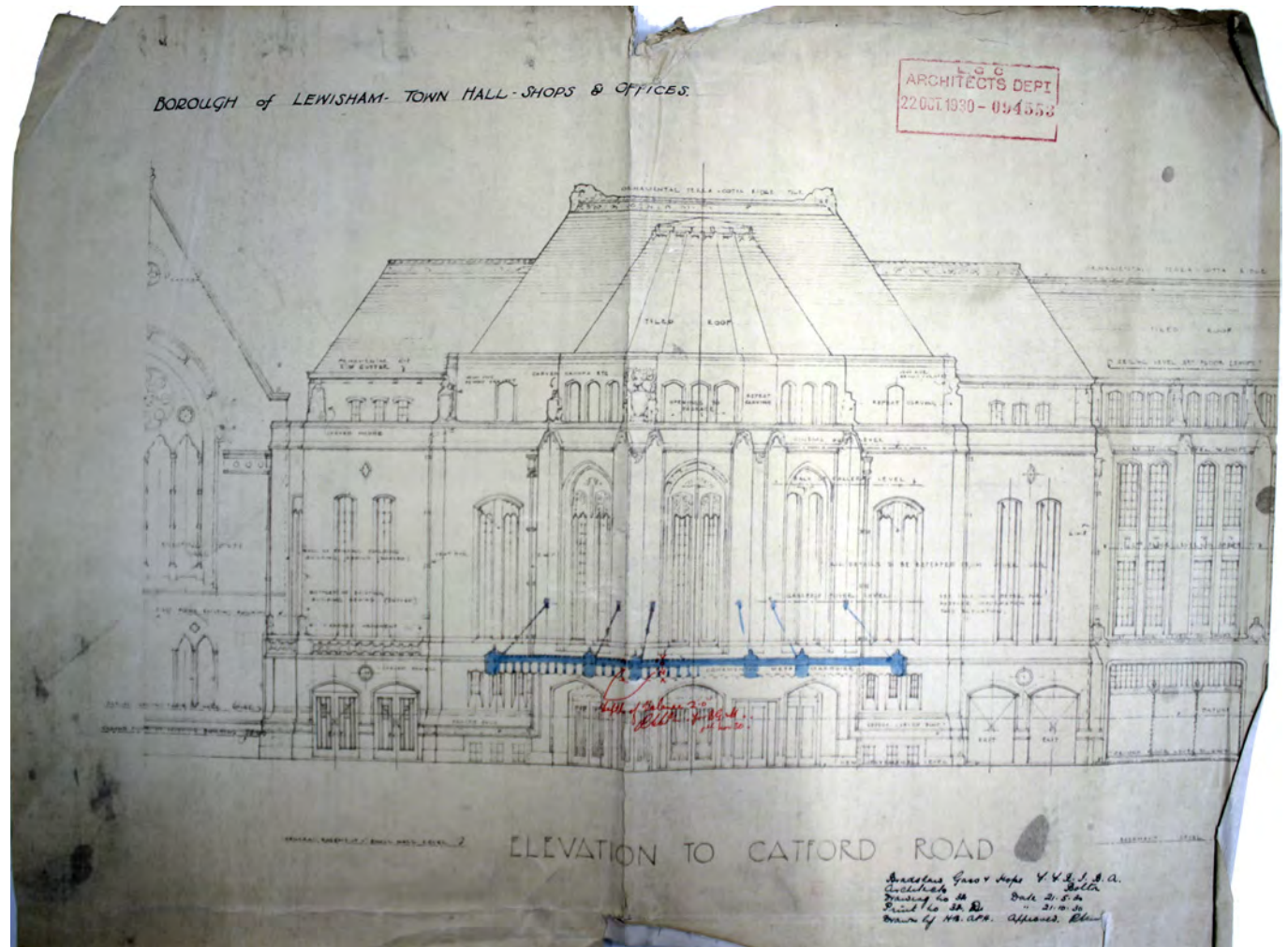
Perspective sketch, Lewisham Town Hall, from Lingard c.1929

HISTORIC DEVELOPMENT

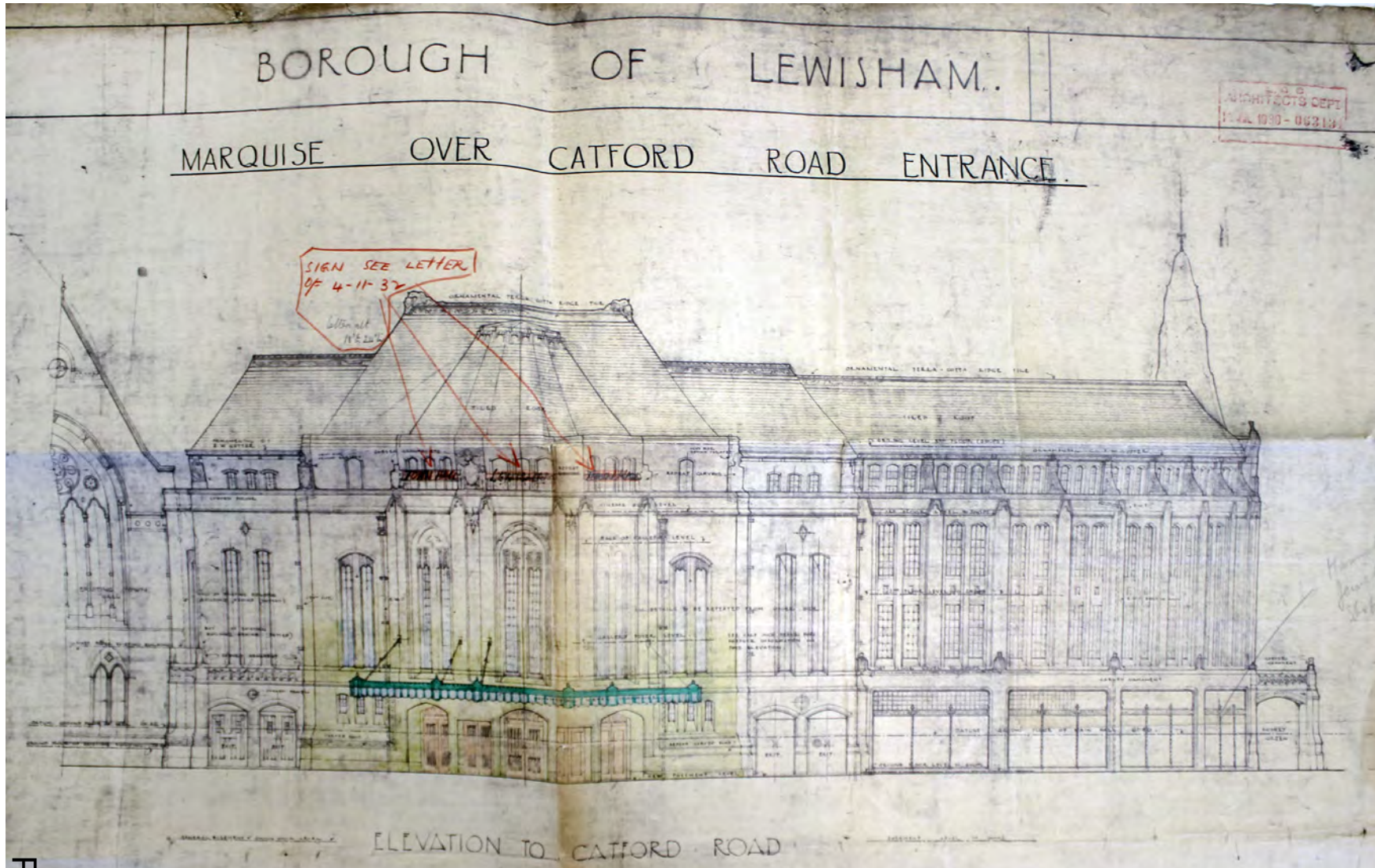
3.4.5 ARCHITECTURAL PLANS, ARTHUR JOHN HOPE 1930–1932

The surviving original plans for the Broadway Theatre are held at London Metropolitan Archives.

From an assessment of the drawings, Hope's intention to reflect the internal function and layout of spaces on the inside, on the external façades and, moreover, to indicate clearly the front and rear of the Theatre itself by varying the degree of architectural embellishment. Thus, the distinction between the two sections of the building is clear in Hope's vision for the appearance of the building.

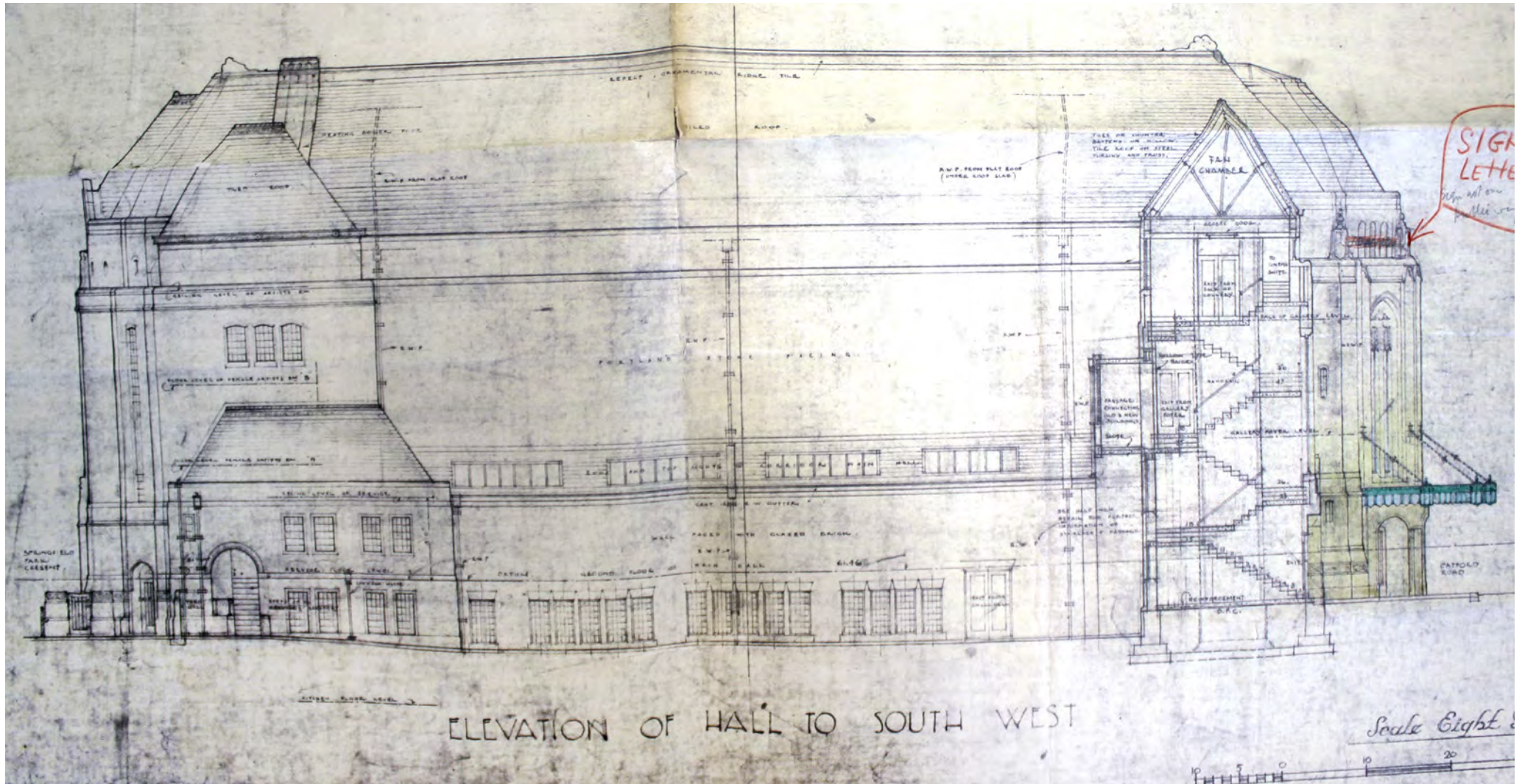


Hope's elevation to Catford Road, 1930



Wheeler's Elevation to Catford Road, 1930

HISTORIC DEVELOPMENT

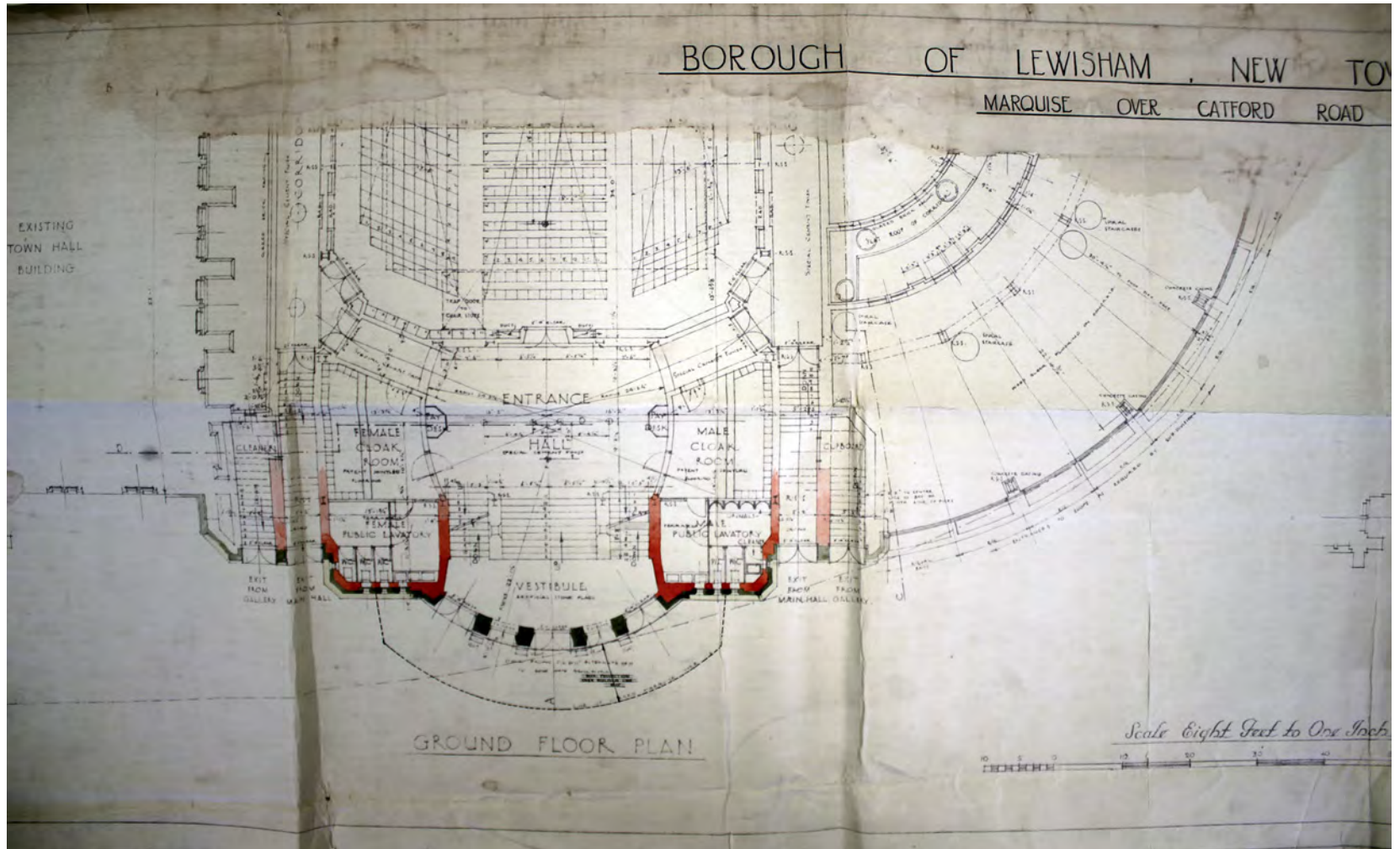


1930s south-west elevation drawing, 1930

HISTORIC DEVELOPMENT

The plans show that the Town Hall extension was split into two sections, defining the council chambers and the theatre space.

It is clear that Hope's focus remains on the south vestibule entrance which establishes the main public entrance from the street. The plan is largely symmetrical and leads the visitor up the central grand staircases towards the entrance hall which is flanked by public cloakrooms. To the right hand side, Hope designs open plan offices which follow the form of the curved peninsula site externally which is echoed along the internal corridor to the centre.

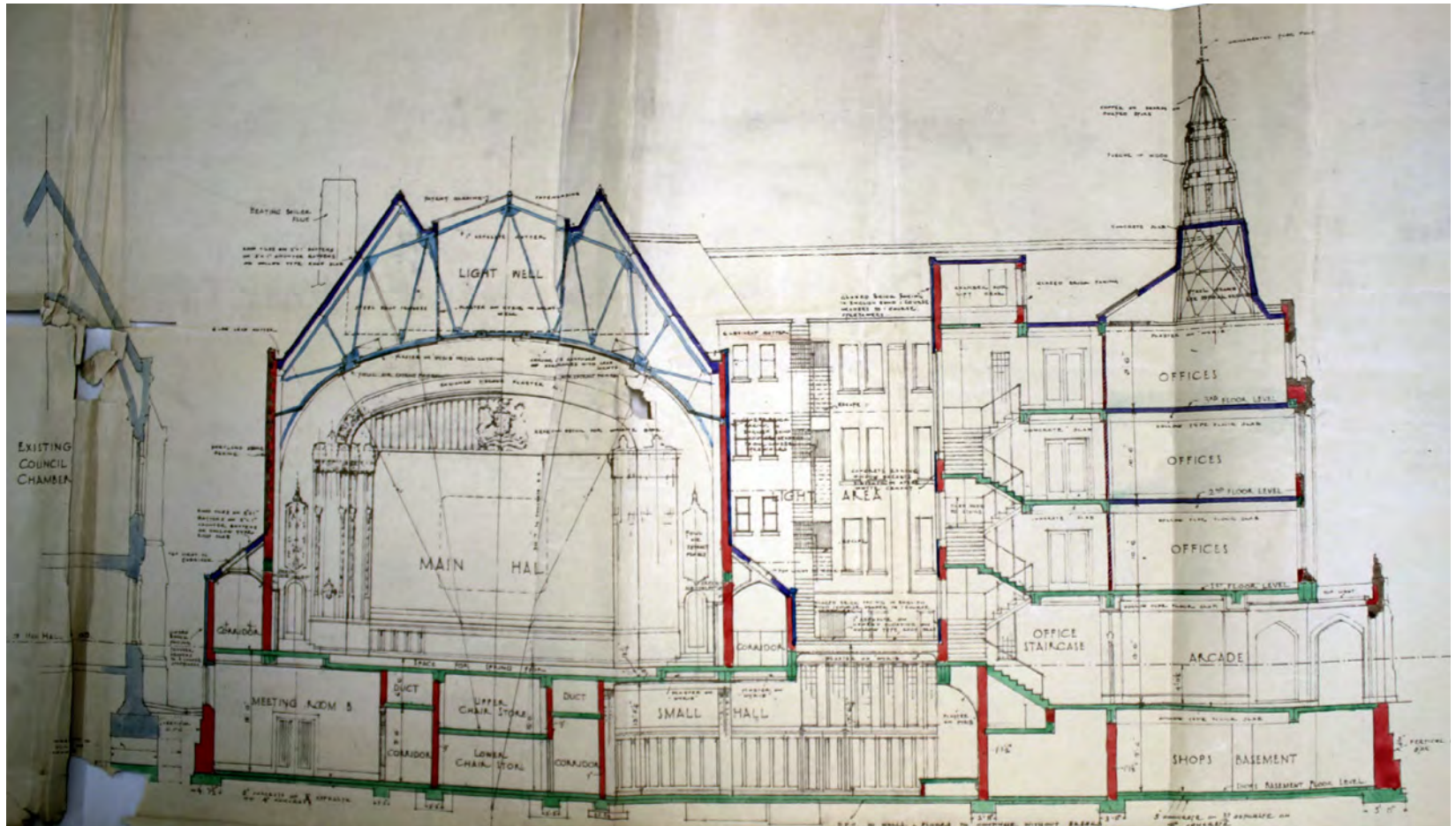


Hope's (partially complete) ground floor plan, 1930

HISTORIC DEVELOPMENT

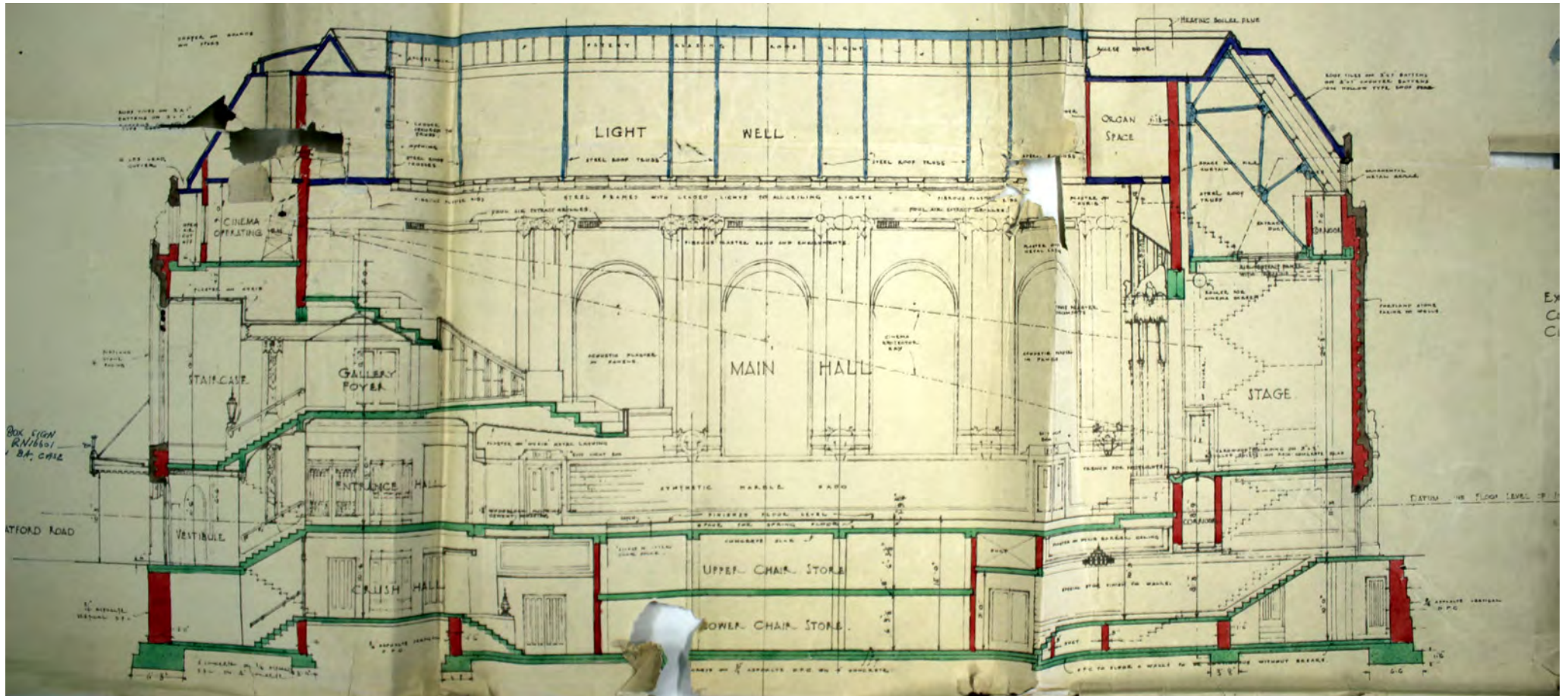
3.4.5.1 Section Drawings

The following selection of drawings are Hope's section plans for the building and show his careful consideration for the separation of functionality inside the building. What is equally noteworthy, however, is the level of connectivity of the key spaces and the rationality of the segregation of the office space and the theatre. The specificity of these drawings, aligns them with the prevalent thinking in the 1930s for the planning of the interior. The three levels of office accommodation are placed together and separated from the Theatre by a centrally-place and top-lit atrium. The lift core and staircase link the floors together and lead to the porch entrance to the east. The Theatre space is supported by rooms and dressing rooms that are accessed from a rear staircase, whilst visitors to the theatre enter and approach the Auditorium through the grand southern entrance foyer areas. Each of these internal functions have their own entrance and exit and circulation routes. The Broadway Theatre was completed by 1932 and was opened shortly after.

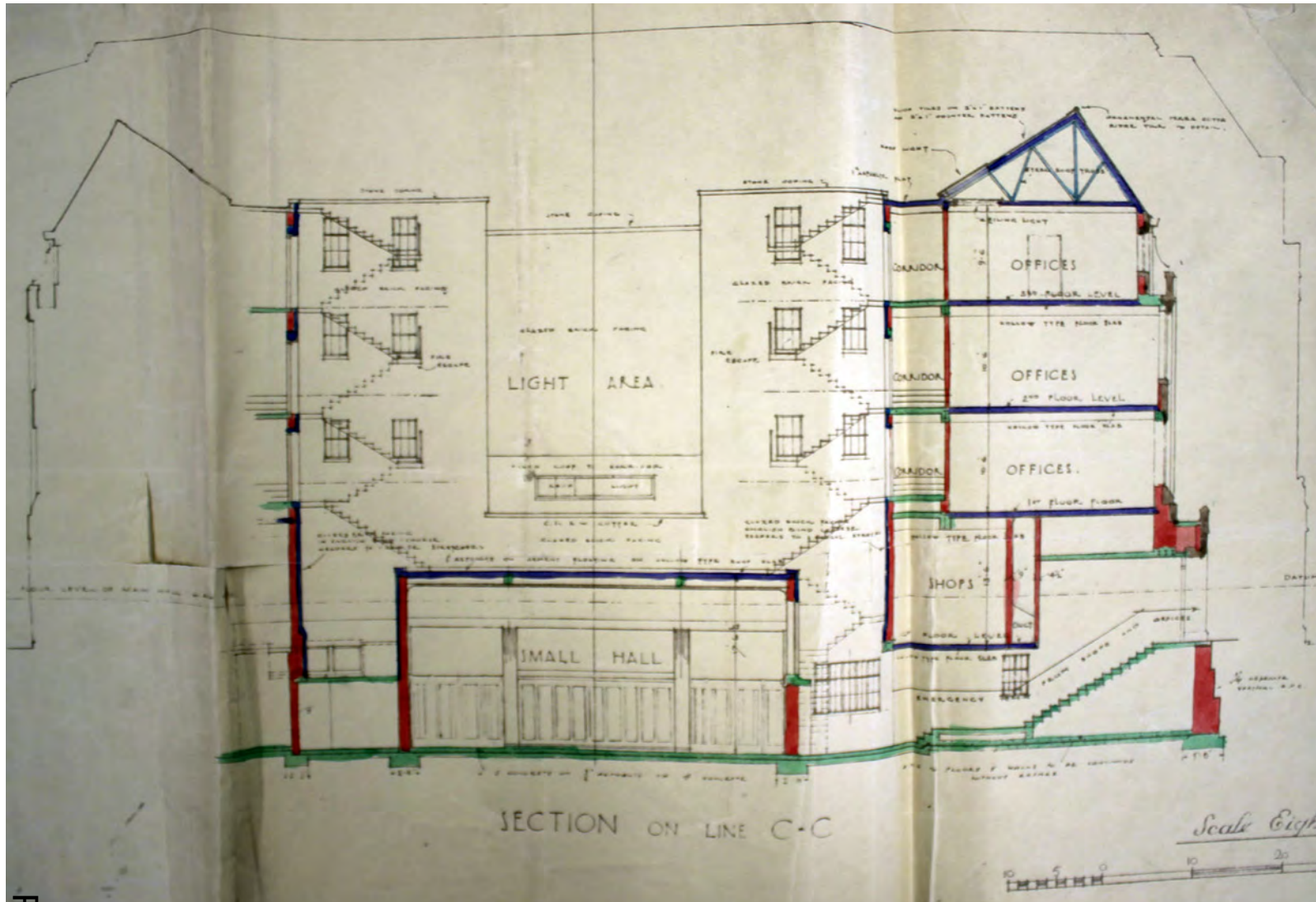


Hope's section through the main hall, 1930

HISTORIC DEVELOPMENT

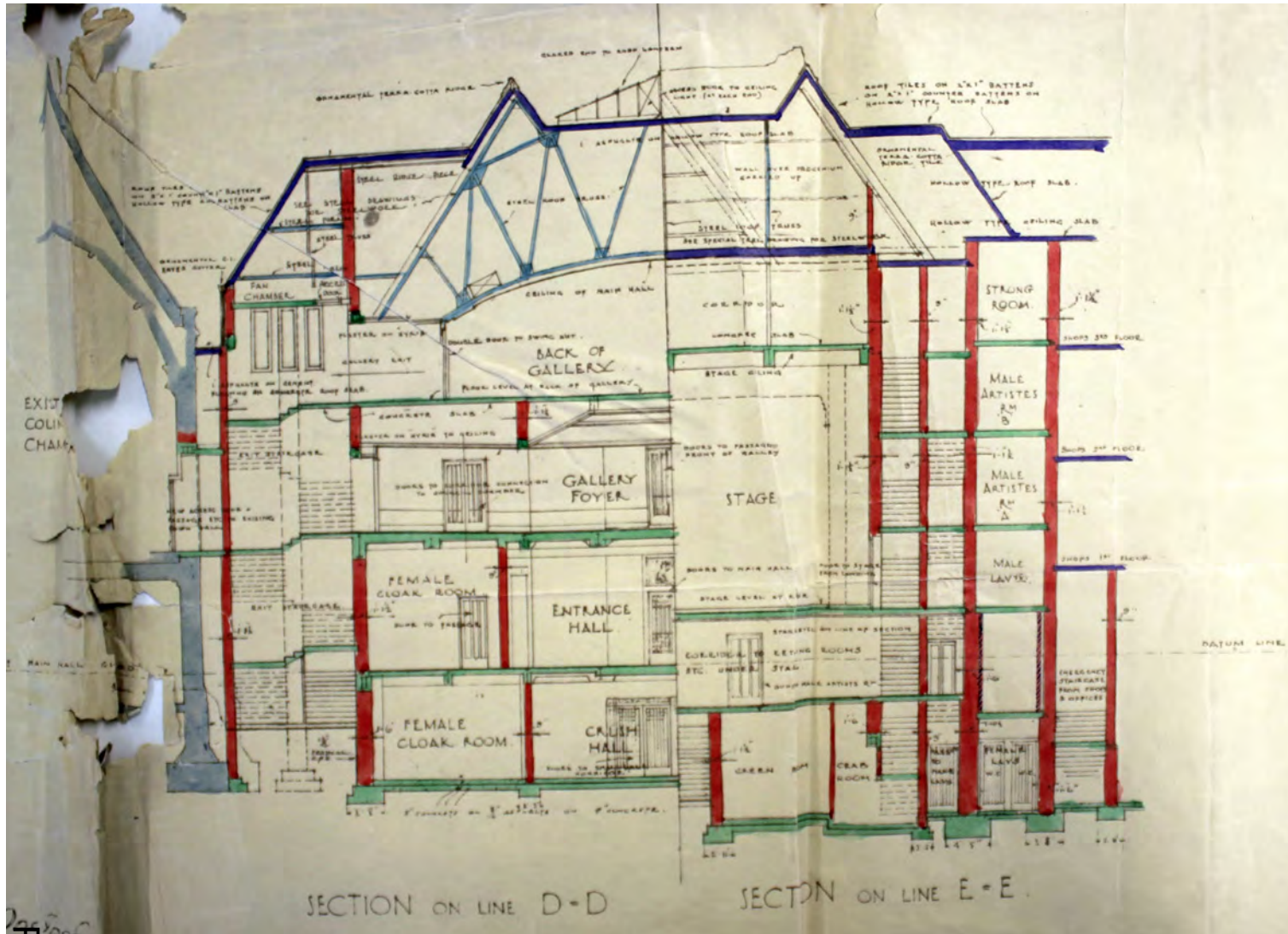


Hope's section through main hall and stage, 1930



Page's section of council offices, 1930

HISTORIC DEVELOPMENT



Page 142
 other section drawings, 1930

HISTORIC DEVELOPMENT

3.5 MID TO LATE TWENTIETH CENTURY



Photograph showing the Broadway Theatre in the 1930s. Source: Lewisham Archives



Page 143

Photograph taken from the opening of Lewisham Town Hall extension



Construction of Lewisham Town Hall Extension 1930



Site in 1936 showing Town Hall Extension Red line indicates approximate location of the site. Not to scale

HISTORIC DEVELOPMENT

The Town Hall and Extension played a significant role during the years of the Second World War when the building would be used as a ration book distribution centre, a telephone exchange and, after the auditorium floor was strengthened, as an emergency air raid shelter.

Having only suffered minor and non-structural blast damage during the war, the building continued to function as an events venue for both concerts, theatre shows and amateur boxing and in 1947 the building hosted the World Concertina Championships.



Photograph showing sand bags outside the Broadway Theatre during the years of the Second World War. Source: Lewisham Archives



Bomb damage map. The orange colouration indicating that the building only suffered non-structural, minor blast damage.

HISTORIC DEVELOPMENT

3.6 TWENTIETH CENTURY

- **1960**
Lewisham hippodrome demolished.
- **1965**
Lewisham Town Hall renamed Lewisham Concert Hall.
- **1962-1964**
Approx New Office constructed on Broadway
- **1968**
Town Hall Demolished
- **1971**
New Civic Suite completed
- **1984**
Raised stall seats introduced to the space.

The Town Hall renamed to Lewisham Theatre.
- **1987**
Auditorium developed into a 120-capacity performance area.
- **1991**
Black Theatre group introduced to the Theatre.
- **1993**
The building is Grade II listed.

Development in the area continued in the mid-twentieth century, as demonstrated by the 1950 Ordnance Survey map, Bromley Road and Catford Road are now aligned with tram tracks demonstrating the expansion of population and the demand for public transport during this period. This provided residents improved transport links in and out of the city as well as encouraging non-locals to attend performances at the entertainment venues in Catford. Regular orchestral concerts and weekly dances were held during the 1930s at the Town Hall itself, however, as Councils had no legal power to promote events all performances were organised by local organisations who hired out the venue. It wasn't until an act of Parliament in 1948 that Lewisham Metropolitan Council could start promoting entertainment.



1950 Ordnance Survey map. Source: National Library of Scotland. Red line indicates The Broadway Theatre site boundary. Not to Scale.



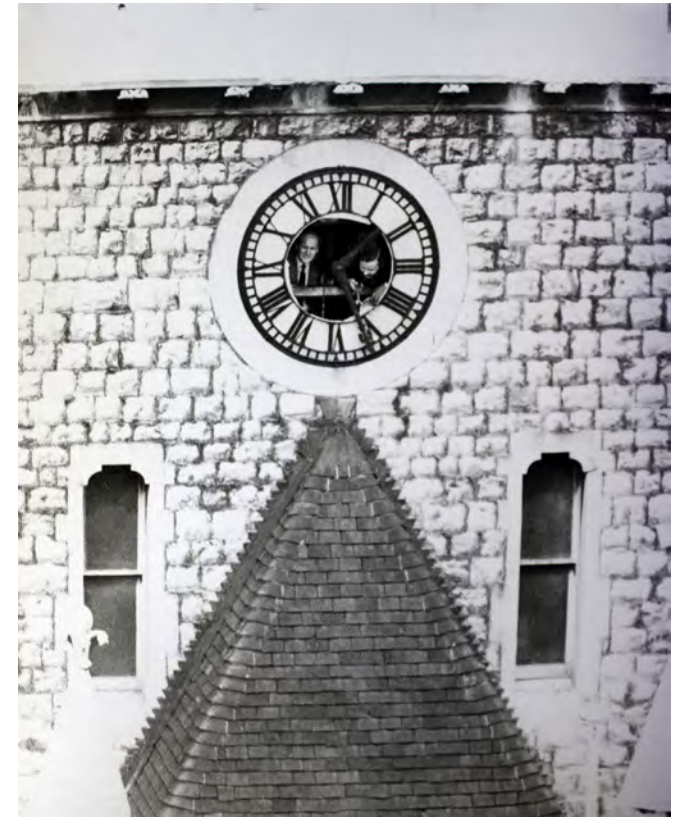
OS image from 1971 showing the two new additions to the site made before and after the demolition of the town hall.

HISTORIC DEVELOPMENT

The site to the west of the original Town Hall was purchased by the council in 1952 and beginning with a new office complex, the council began to demolish the existing buildings and replace with new ones - the town hall itself was demolished in 1968. The first modern building to go up on the site was the office building that curves along the Broadway to the south west of the theatre and adjoins it to create the underpass that leads to the rear courtyard. This building dates from 1959-60 and is shown following completion below. For a time, the new building sat adjacent to the row of Victorian shops that ran along the main road to the west of the Town Hall. The new building was constructed to have a physical connection to the Theatre and its completion created an opening to the western elevation of the theatre from the Broadway. Following the demolition of the shops in 1961 the Civic Suite was then erected, linking to the the earlier extension block across a new plaza. The Civic Suite was distinctly different from the earlier building and featured a low rise section adjacent to the southwestern side of the theatre that was raised on piloti and featured extensive ribbon glazing. The building was opened in 1971 and has remained largely unaltered since.



Photograph showing the Town Hall during the demolition in 1968



Photograph showing the dismantling of the clock face when the Town Hall was demolished in 1968. Source: Lewisham Archives



The shops to the west of the town hall site prior to demolition, January 1961. Source: Lewisham Archives

HISTORIC DEVELOPMENT

Within the wider vicinity, towards the late 1960s and 70s modern redevelopment was underway within the town. Numerous high-rise blocks were constructed such as Eros House and in 1974 Catford Shopping Centre and Milford Towers was constructed. The Brutalist complex was designed by Owen Luder and provided both retail, residential and parking to the area. In 1992, Laurence House was built for the council directly opposite the Civic Suite.

The scheme for the Civic Suite demonstrates deliberate contrast to the softer stonework and intricate detailing of the earlier building adjacent. The basic theme of the design is that of simplicity, architecturally expressed by means of a simple glass and stainless-steel form following a continuous rhythm of vertical members.



The Civic-Suite mid construction, 26th September 1961. Source: Lewisham Archives



Photograph of the Civic Suite prior to opening day on 23rd November 1971



Photograph of the new Civic Suite adjacent to the Broadway Theatre, 1970

HISTORIC DEVELOPMENT

The association of Catford with entertainment began to wane in the 1960s, epitomised by the demolition of Frank Matcham's Lewisham Hippodrome in 1960. The Broadway Theatre became an architectural focal point within the town as modern development grew around it. The building was renamed Lewisham Concert Hall, the new name reflecting the fact that it was the only working theatre in the borough apart from the Albany in Deptford.



Photograph from Catford Road looking towards Rushey Green, January 1968. Source: Lewisham Archives

HISTORIC DEVELOPMENT

The 1960s saw the first professional pantomime and regular professional variety. When the old Deptford and Lewisham Boroughs amalgamated in 1965, a specialised Entertainment's Department was set up and the pantomime season was extended to six weeks.

Although the 1961 map shows little detail of the building outlines of Catford, we are able to understand the public buildings which were still in existence by 1961. This included the both Catfordbridge and Catford railway station, the school to the south east of the site, the Town Hall and the St Laurence's Church on Rushey Green.



1961 OS map. Source: National Library of Scotland. Red line indicates The Broadway Theatre site boundary. Not to Scale.

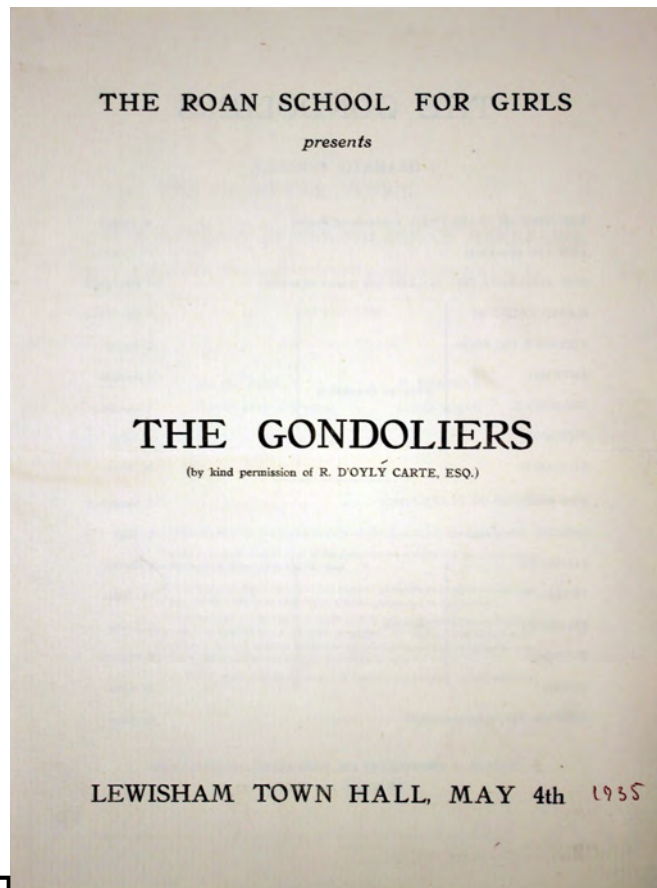
HISTORIC DEVELOPMENT

SIGNIFICANT EVENTS AND PERFORMANCES

Broadway Theatre was hired for numerous events and performances since its construction which included being host for the World Concertina Championships in 1947. The hall was also regularly used for exhibition spaces, for example the Hobbies and Handicrafts exhibition.

The 1980s saw developments in the theatre's programme and included sell out audiences such as The Drifters, Gladys Knight and The Pips, The Four Tops and Frankie Valli and the Four Seasons. With an increase of revenue, marketing and technical facilities were improved and allowed for raked seating to be introduced to the space in 1984 which enabled larger seated audiences.

The theatre automatically became more popular and attracted a wider range of theatre groups including Black Theatre and Alice Walker in the 1990s. Comedy was also popular throughout the 1990s with Eddie Izzard, Paul Merton and Alan Davies being just three of a wealth of talent that have appeared at the Lewisham Theatre.



"The Gondoliers" performed at Lewisham Town Hall by John Roan School. Source: LMA



John Roan school in costumes for their performance of "The Gondoliers" in 1935. Source: LMA



The cast of "The Gondoliers" on stage at the Broadway Theatre in 1935. Source: LMA

SIGNIFICANT EVENTS AND PERFORMANCES (continued)



Alice Walker at Lewisham Concert Hall in the 1980s



Photograph of the Hobbies and Handicrafts exhibition within Lewisham concert hall 1959. Source © Lewisham Borough Council



Photograph of the Hobbies and Handicrafts exhibition within Lewisham concert hall. Source © Lewisham Borough Council



Photograph of the Hobbies and Handicrafts exhibition within Lewisham concert hall. Source © Lewisham Borough Council



Photograph taken of the Broadway Theatre in January 1993 showing adverts for Beer Festival taking place within the theatre as well as many other performances. In the foreground, entry to an underground toilet facility,

HISTORIC DEVELOPMENT

3.7 THE TWENTY-FIRST CENTURY

Following the Grade II listing of the building in 1993, the theatre underwent both internal and external refurbishment which included the restoration of many of the Art Deco features in 2001. The works cost around £2.3 million and were designed to reorganise the layout of the building and reinstate the social importance of the building within the community.

The reordering focused on the primary use of the building to function as a theatre, whilst minor interventions were carried out which improved the relationship between the building and the townscape. In addition to aesthetic improvements to the shopfronts, the box office was relocated to the ground floor, part of the Town Hall Chambers was converted into rehearsal rooms and new entrance was designed to coincide with a public bar and exhibition space. The concert hall was renamed the Broadway Theatre in 2001.

A number of planning applications for works to the building were submitted during this period. The applications reflect localised change throughout the years and include interventions such as the installation of external floodlights and signage.

Although the status of a number of planning applications state that the decision is unknown, visual inspection of the fabric would suggest that these proposals were carried out. This includes the fixing of flood lights illuminating the external elevations of the Broadway Theatre and the display of illuminated lettering at roof level.

PLANNING APPLICATIONS

DATE	REFERENCE NUMBER	DESCRIPTION	DECISION
16 May 2002	02/050416/X	Listed Building Consent for the installation of 33 floodlights illuminating the elevations of Lewisham Theatre and Town Hall Chambers, Catford Road SE6	Decision – Not available
22 Apr 2002	01/050267/X	Listed Building Consent for the display of illuminated lettering at roof level, externally and internally illuminated advertisement display signs and a LED sign on the front elevation of Lewisham Theatre, Catford Road, London, SE6	Granted
22 April 2002	01/050268/X	The display of illuminated lettering at roof level, externally and internally illuminated advertisement display signs and an LED sign on the front elevation of Lewisham Theatre, Catford Road SE6	Decision – Not available
22 April 2002	01/050269/X	Listed Building Consent for the construction of a new canopy on the front elevation of Lewisham Theatre, Catford Road SE6 incorporating supporting profiled columns and installation of a ventilation extract duct in the rear light well.	Granted
25 April 2001	00/047932/X	Listed Building Consent for internal and external refurbishment of the Lewisham Theatre and part of Town Hall Chambers, Rushey Green SE6 including replacement shopfronts and provision of new access.	Decision – Unknown

HISTORIC DEVELOPMENT

3.8 HERITAGE CONTEXT

This section seeks to place the Broadway Theatre in the correct historic and architectural context in order to better articulate its heritage significance. All historic buildings reflect a number of varied architectural, cultural, social and economic forces within their surviving fabric and these are important to understand if a complete view of the building is to be obtained. Whilst it is beyond the scope of this document to elucidate any more than an outline of each of the variables that led to the Broadway Theatre appearing the way it does, it is important if the building is to be set in its correct architectural and historic context.

This section will therefore firstly look at the wider architectural scene in which the Broadway Theatre was conceived and constructed, before looking more closely at its architects and their other work. It will conclude by looking at the unique characteristics of the building in terms of typology and architectural style by comparative analysis with other buildings of type.

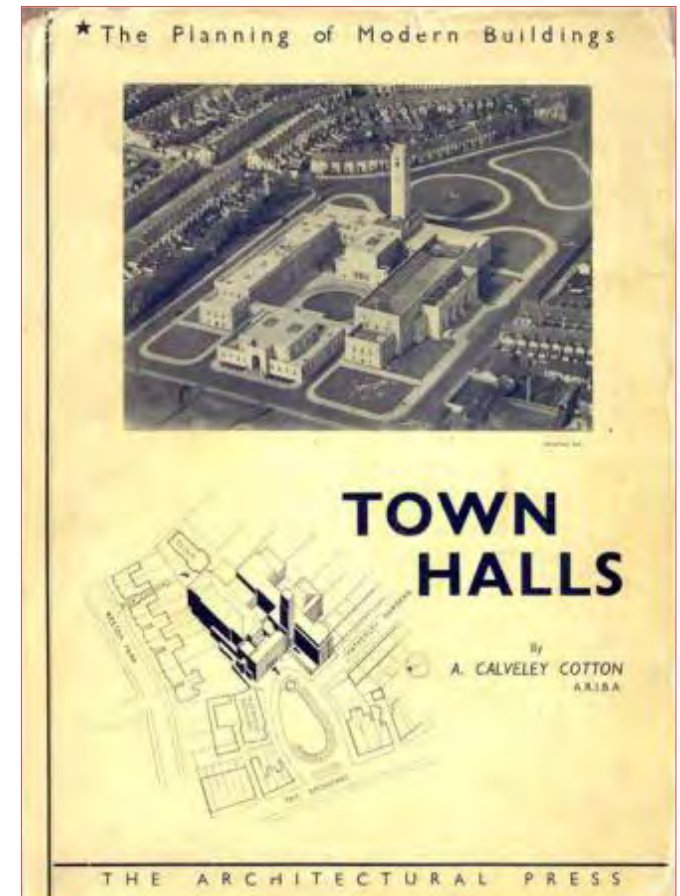
3.8.1 INTRODUCTION

The decades of the 1920s and 1930s were, arguably the most productive of the twentieth century, for civic architecture. Prime amongst the achievements of these inter war years was huge number of Town Halls, the need for them being driven by the increased responsibilities of local government, as councils assumed more power and sense of purpose. New county halls, civic suites and other kinds of municipal buildings were erected all over the country to deliver a range of new services – particularly the huge amount of new social housing provision. Throughout the period, a number of consistent architectural preoccupations were apparent, namely clear and efficient planning, a development of a range of architectural styles relating to developments in European Modernism and an evocation of local civic pride, often through decorative adornment or interior artworks.

These buildings were almost always the products of an architectural competition system that usually delivered a number of impressive designs from which assessors had to choose – it led directly to a high percentage of quality buildings, many of which are now celebrated and listed as prime examples of the architecture of the inter war period in Britain. These competitions attracted many younger architects and many important careers were began and indeed made on such commissions. Such was the interest in these competitions that a book on Town Halls was published by the Architectural Press in 1936.⁰⁴ The book did not, interestingly, suggest architectural styles that might be suitable for civic buildings, but instead focused on the principal priority of inter war architecture in Britain – planning. By showing a range of competition winning entries and their plan forms, the book was indicative of the overt focus on interior layout.

The interior planning of the Town Halls of the period rarely deviated from the plan of a grand entrance hall and staircase leading up to the Council Chamber on the first floor, normally located towards the rear of the building with the Committee rooms, Mayor’s Parlour, etc. arranged along the front. Interior finishes incorporated specifically designed fittings and furnishings.

Broadway exemplifies the periods emphasis on interior planning, with rational segregation on both plan form and in section, of the key areas. It is this feature, more than any other, that positions Broadway as a piece of modern architecture and Hope’s central achievement architecturally, was to reflect the wider preoccupation with internal functionality through the plan form.



The front cover of Cotton’s book on Town Halls. Image, Purcell.

⁰⁴ The full title of the book is *Town Halls*, under the series title, *The Planning of Modern Buildings*, Cotton. A Calveley, Architectural Press, London, 1936

HISTORIC DEVELOPMENT

3.8.2 ARCHITECTURAL STYLE IN INTER WAR CIVIC ARCHITECTURE

The Victorian and Edwardian periods had both delivered an extravagant range of civic buildings that reflected the architectural mores of their day. Primarily, the Victorians had delivered a number of superb Gothic Revival buildings, whilst the Edwardian period evoked the classical Baroque of the eighteenth century for a new, exuberant form of municipal building. By the inter war years, there were new forces at work and although civic architecture continued some of the flamboyance left over from the Edwardian age, stripped-down versions of classical styles began to emerge in civic architecture from 1911 onwards. A notable and pioneering example being Marylebone Town Hall, by S.B Russell and Edwin Cooper, 1911.

Throughout the 1920s the classical manner of Marylebone continued to be virtually obligatory for large scale public buildings and there was, in tandem an emerging desire for austerity in ornament – which itself was a reflection of progressive developments on the continent. The later part of the decade expanded this vocabulary somewhat, particularly in the form of localised civic grandeur, echoing the preoccupations with good planning, but reflecting a range of historicist styles, responding to contexts and, very often, merging civic functions together. By the beginning of the 1930s, English architecture generally became increasingly influenced by the forces of continental modernism and civic buildings were no exception. Of major importance in this shift towards a more modern civic architecture were the Town Halls of Stockholm in Sweden and Hilversum in the Netherlands of 1923 and 1924 respectively.

Broadway, in comparison to the developments on the continent, expressed a more contextualised approach in terms of architectural style but which is nevertheless possessed of its own, distinct identity. Historicist detailing on the exterior, which Hope used to relate the building to the Victorian town hall adjacent was used sparingly to convey the extension as modern and in the north elevation treatment in particular, with its largely blank façade, there are echoes of modernism.



Marylebone Town Hall, an early version of pared-down classicism in civic architecture in Britain. Image By oyxman – Own work, CC BY <https://commons.wikimedia.org/w/index.php?curid=2934548>

Hilversum Town Hall, W.M. Dudok – 1928-31. One of the most internationally-celebrated and influential civic buildings of the twentieth century.

HISTORIC DEVELOPMENT

3.8.3 BRADSHAW, GASS AND HOPE – MUNICIPAL ARCHITECTS

Of all the architects and architectural firms that made their names designing civic buildings in the inter war period, Bradshaw, Gass and Hope were arguably the most successful and consistent.

Founded by Jonas James Bradshaw in Bolton in 1862, the firm was joined by his nephew John Bradshaw Gass in 1882 and by Arthur John Hope in 1892. Hope became a partner in 1902, from which time the firm was known as Bradshaw, Gass and Hope at the start of the First World War in 1914, the firm dropped the comma and became Bradshaw Gass & Hope. JJ Bradshaw had begun his career designing industrial architecture, very often in the Gothic Revival style that was popular in the latter part of the nineteenth century. The practice emerged initially designing large scale industrial structures like mills but soon turned their attention to civic projects.

The practice was largely a regional concern until the inter war period, when, after being successful in a number of national competitions, the firm rose to national prominence and much of this work was civic in nature. Although they built a range of different building types throughout the inter war years, including libraries and schools, their legacy primarily rests on the large number of town halls they designed. Between 1928 and 1939, the firm completed designs for no fewer than seven town hall buildings and extended Bolton Town Hall. They became a practice well-known for their municipal work and designed high-quality civic buildings throughout the twentieth century, mostly in the north of England. The practice is still in operation and is now best known as a practice with a strong engineering focus. In 2001 they designed the 6,000 capacity Bolton Arena in their native city.

Broadway, whilst not their most prestigious project, stands as an important example of the high standard of civic architecture completed by the practice in the interwar period. A careful and reactive fusion of rational planning and historic referencing, it is a building that exemplifies the qualities of a group of architects who were at this point, well-versed in completing civic projects. That it reflects locality and well as modernity, is testament to much of what the firm had learnt on other projects and so can be seen as the culmination of a decade-long preoccupation with municipal architecture by the practice.

3.8.4 TYPOLOGY – CIVIC IDENTITY AND VARIETY

A well considered civic building of any kind, but most importantly perhaps, a town hall, was capable of galvanising a strong sense of civic identity and nowhere was this more valued than in the outer lying boroughs of London, many of which were poor and not architecturally distinguished in the years after the First World War. As their powers increased in the inter war years, evoking the notion of 'Borough Pride', was an important consideration for architects entering competitions.

It was in these areas too – as is the case of the Broadway Theatre – that new civic buildings often had to include a range of amenities as recreational facilities were often lacking. Civic buildings became multi-functional buildings, often with a range of uses and user groups. One of the most successful and modern, which contained a wide range of facilities was the modernist Hornsey Town Hall in Crouch End, designed by Sir Reginald Uren and completed 1933-35. It included a large auditorium and was flanked by other civic buildings, forming a distinctive 'civic square' in the centre of the town. At Stoke Newington, John Reginald Truelove an architectural assistant to Edwin Lutyens, designed the Town Hall

and Assembly Hall 1934-7, as an extension to the existing Victorian library on the site. At Wembley, Clifford Strange completed the Municipal Offices Building 1935-9, a large civic complex that included offices, a public library and a large assembly hall and at Poplar Town Hall, 1938, Clifford Culpin designed a Town Hall and Civic Theatre complex, with a large, sprung dance floor.

Different civic centres were therefore built up of varying combinations of elements: a council chamber and municipal offices, with perhaps an assembly hall, electricity showroom, library and/or fire station. How these elements were combined was, arguably as important as the architectural style of the building.

Broadway's combination of council offices and a large event space was entirely suited to the area and was notable for the provision of a theatre of such size.

HISTORIC DEVELOPMENT

3.8.5 ARCHITECTURAL STYLE

It is reasonable to suggest that throughout the 1930s Continental Modernism was a touchstone for British architects designing civic architecture. It is true that a great many were designed in modern style, echoing or developing the prototypes at Stockholm and Hilversum. However, despite the rational planning – something most did have in common – civic buildings of the period are notable for the diversity in style and few, if any, lacked any hint of historicism. Dagenham Civic Centre, completed in 1936–1937 by E Berry Webber, himself the architect of a number of important town halls, was one of the most stark and simple in its modernity, but was dominated by a huge classical portico and Barking Town Hall complex, by Herbert Jackson and Reginald Edmonds, which was begun in 1937⁰⁵ fused Modernism with Georgian architecture and was finished in an Art Deco style inside.

Civic architecture in the inter war period very often fused historicist styles with the increasingly persuasive architecture from the continent. In many cases, the result was a fusion architecture, that expressed both solidity and a relationship with the past, with a sense of optimism that could only be expounded by modernism and the messages about a bright future that were associated with it. The Broadway Theatre is a prime example of this.

Broadway is a notable example of these architectural forces but it also has distinct and unique local characteristics that dilute claims to it being a pioneering or complete example of type nationally, but

elevate its claims to special interest on local grounds. Neither fully modern nor overtly historicist, Broadway Theatre is an expression of a mix of architectural languages, fused to form multi-layered interwar building. It is also important to note, in light of all of the above that Broadway is the architecture of addition, not a complete civic suite in its own right and as such, does not contain the high level of furnishings and fittings on the council offices that one would expect to find in a more complete example of type from the period.

3.9 HISTORIC AND ARCHITECTURAL CONTEXT OF BROADWAY THEATRE – CONCLUSION

This section has attempted to place the Broadway Theatre and its associated civic complex in the correct historic and architectural context. In the final analysis, the building can be seen as part of a larger context for the planning and development of a large number of civic buildings in the inter war years. These were hugely varied in terms of style and Broadway reflects that diversity. It has a relationship to the wider movement of modernism through its planning and multi-functional purpose, but the historicist-led styling of the building indicates a uniquely local evocation of a civic building. The fact that these international, regional and local architectural forces are all at work within the building and are still visible today, make Broadway a unique piece of inter war architecture that bears comparison to some of the best of the period, whatever their style.

3.10 HISTORIC DEVELOPMENT PLANS

The following section details the historic development of the Broadway Theatre in plan form, to graphically illustrate the level of change that the building has been subjected to over time.

In general, the key changes to the building have been to the plan form and there has been a high degree of alteration through subdivision. There has been little alteration to elevations, except that in the Atrium space, where large new plant and steel gantry stairs have been added. Broadway Theatre was designed and built as a single-phase extension and that has meant that in the main little has been taken away from the interior, though elements have been added. The original circulation routes remain, even if some of the functions of the spaces have changed and where modern features, like signage, lighting, cabling or security measures have been added, this has often not been at the expense of earlier, historic features.

In summary, Broadway Theatre has a high level of retention of its historic features and much of the change has been cosmetic, rather than fabric based. Notable external exceptions would include the new windows to the council offices at ground floor level, which have altered the appearance of the building on the east elevation. Comparative analysis of Hope's original plans and careful study of the existing fabric of the building have helped to draw up these plans.

HISTORIC DEVELOPMENT

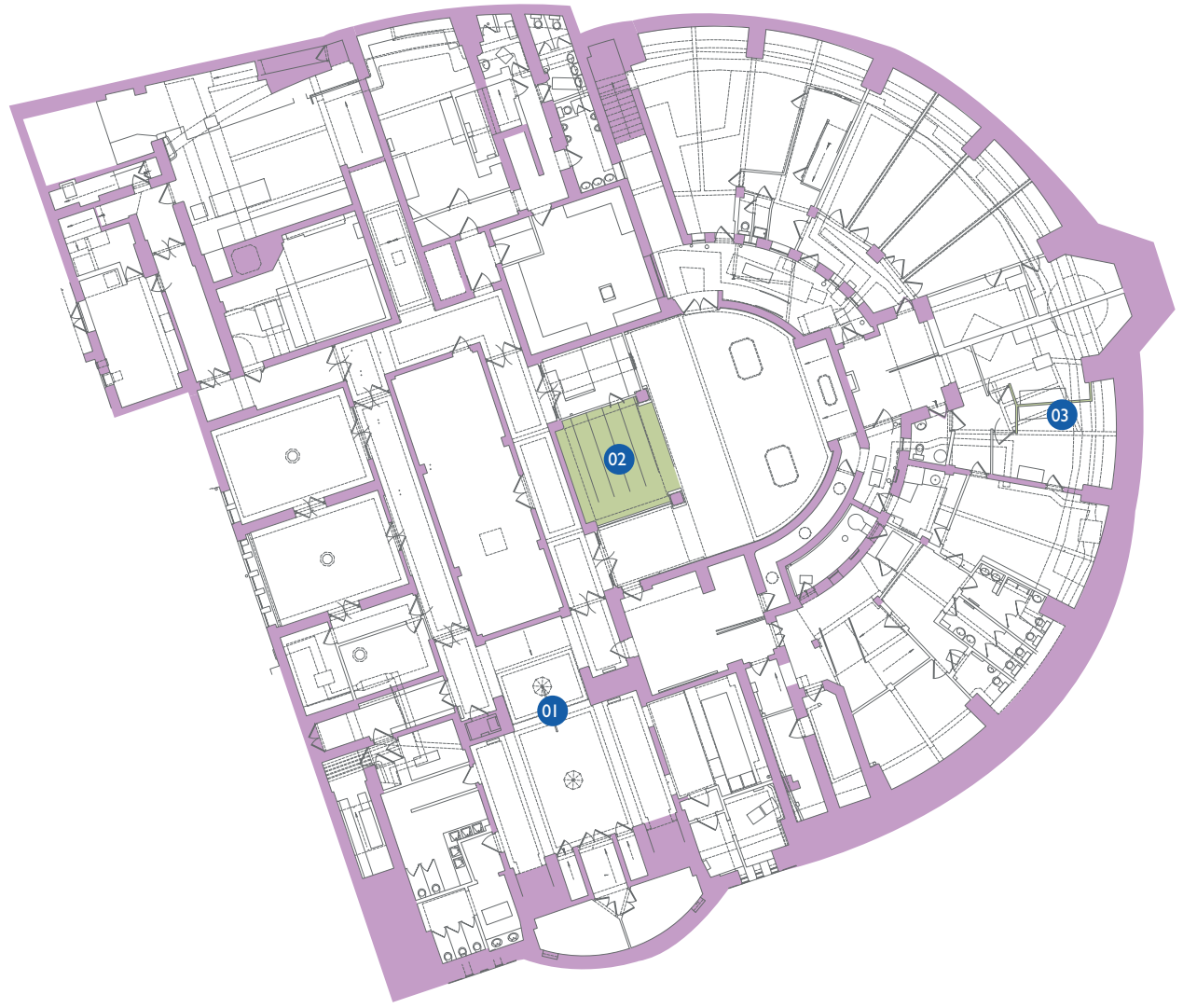
BASEMENT

HISTORIC DEVELOPMENT PLAN

- Original
- Post-war 1945–2018

- 01 Modern Foyer decor and fit out
- 02 Modern seating and decor in studio space
- 03 Modern partitions

This plan is not to scale



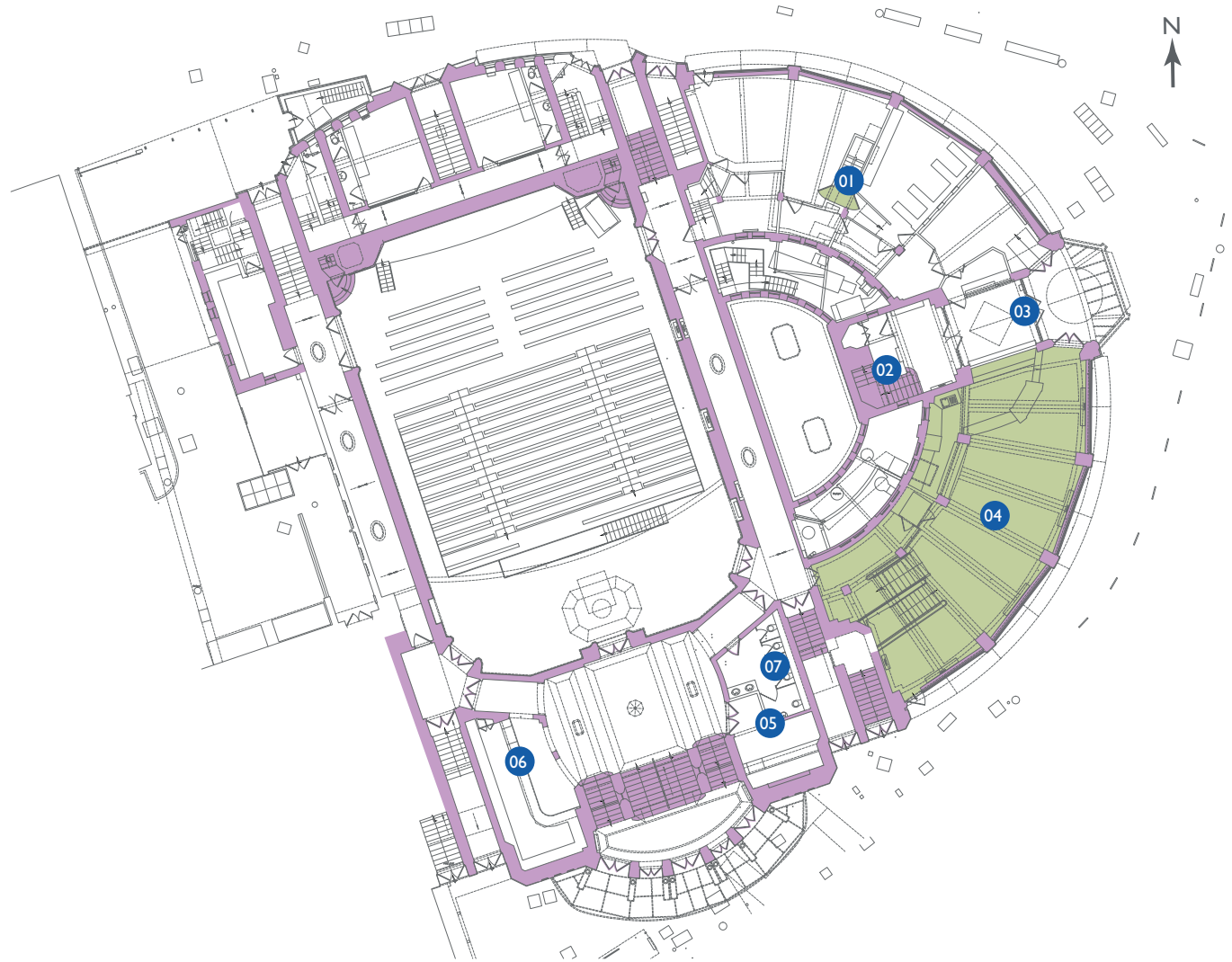
HISTORIC DEVELOPMENT

GROUND FLOOR HISTORIC DEVELOPMENT PLAN

- Original
- Post-war 1945–2018

- 01 Modern partitions
- 02 Modern lift
- 03 Modern entrance fit out and doors
- 04 Modern fit out to The Ground Floor Café
- 05 Modern subdivision of Sweet Shop
- 06 Modern bar fit out
- 07 Modern toilet fit out

This plan is not to scale



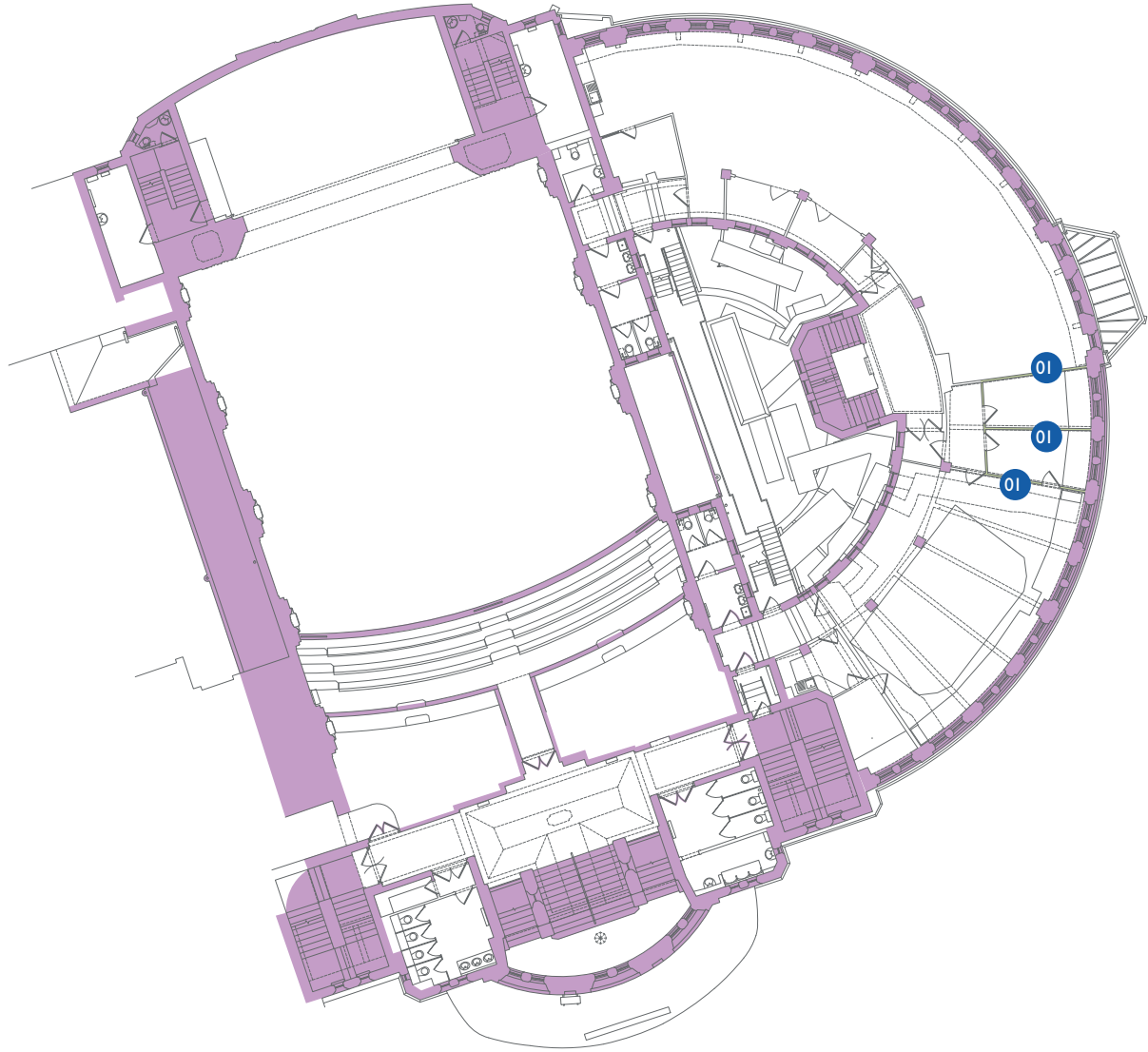
HISTORIC DEVELOPMENT

FIRST FLOOR
HISTORIC DEVELOPMENT PLAN

- Original
- Post-war 1945–2018

01 Modern subdivisions

This plan is not to scale

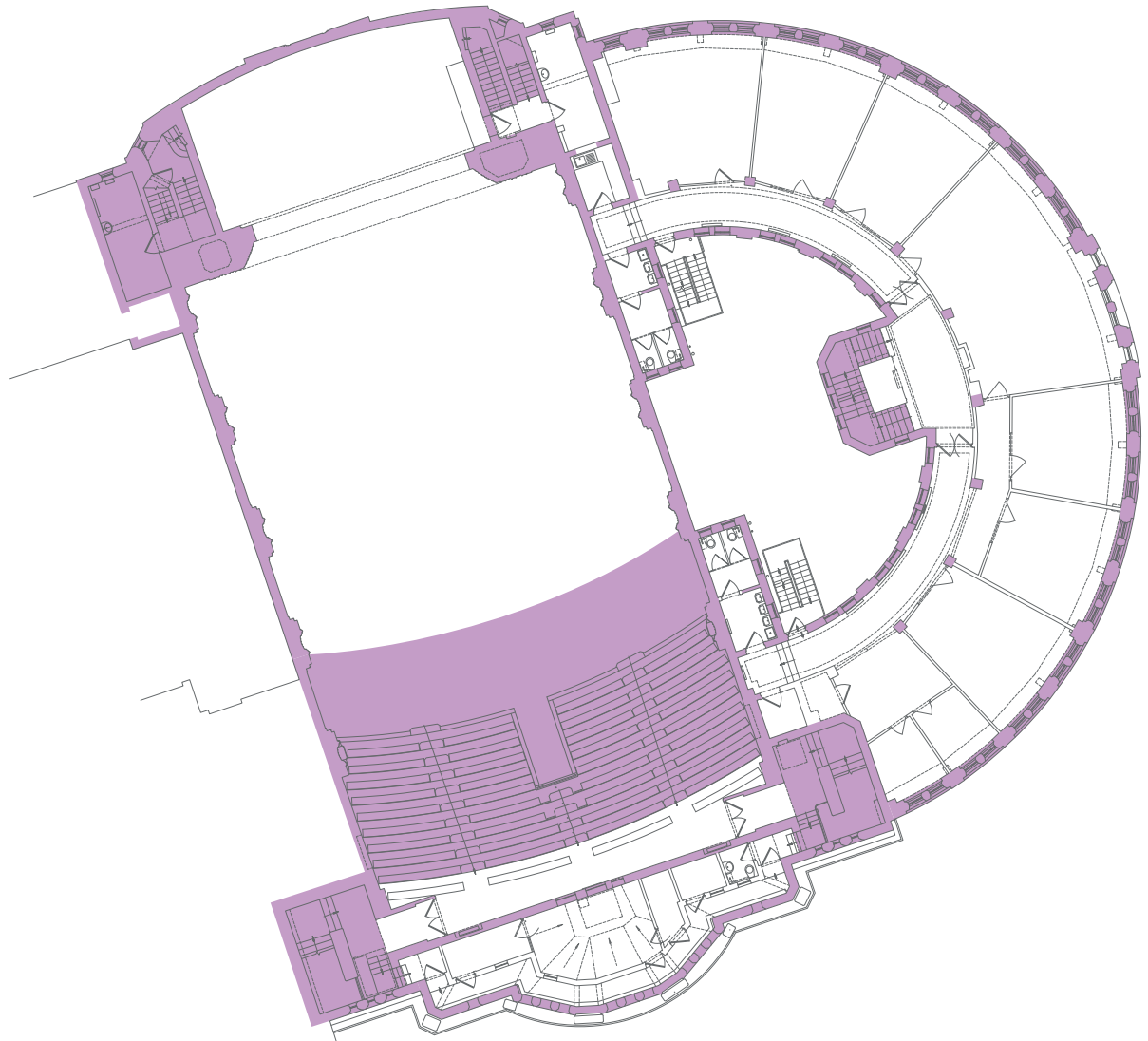


HISTORIC DEVELOPMENT

SECOND FLOOR HISTORIC DEVELOPMENT PLAN

- Original
- Post-war 1945–2018

This plan is not to scale



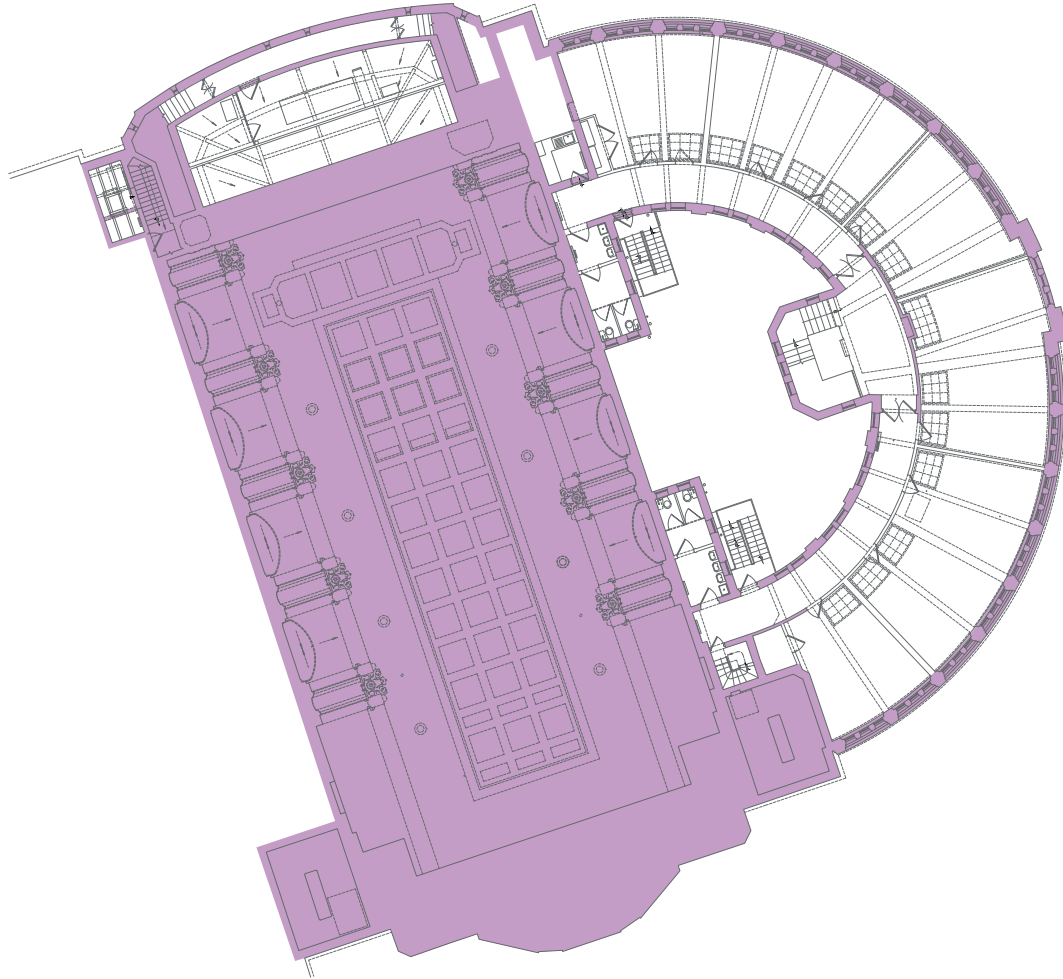
HISTORIC DEVELOPMENT

THIRD FLOOR

HISTORIC DEVELOPMENT PLAN

- Original
- Post-war 1945–2018

This plan is not to scale



SECTION FOUR: SIGNIFICANCE

4.1 CRITERIA FOR ASSESSMENT

In heritage terms, significance has been defined as *'The value of a heritage asset to this and future generations because of its heritage interest'* and as *'The sum of cultural and natural heritage values of a place.'*

The following assessment of significance will inform the foundation for the understanding of the Broadway Theatre and the surrounding context in Catford.

In *Conservation Principles, Policies and Guidance* (2008) Historic England sets out the four key aspects which contribute to the overall significance of a historic building or landscape:

Evidential: *The potential of a place to yield evidence about past human activity*

Historic: *The ways in which past people, events and aspects of life can be connected through a place to the present*

Aesthetic: *The ways in which people draw sensory and intellectual stimulation from a place*

Communal: The meaning of a place for the people who related to it, or for whom it figures in their collective memory

These four themes will be considered with regard to Broadway Theatre, to help draw objective conclusions about the site's significance, and to avoid the subjective attribution of significance without a clear framework.

Significance will be assessed using the following criteria:

Very High Significance denotes a theme, feature, building or space which is of very special interest in the history of the site. This aspect plays an exceptional part in understanding the historic value of the site, while making an exceptional contribution towards its character and appearance. Large scale alteration, removal or demolition should be strongly resisted.

High Significance is attributable to a theme, feature, building or space which is of special interest in the history of the site. This aspect plays an essential part in the understanding the historic value of the site, while making a key contribution towards its character and appearance. Large scale alteration, removal or demolition should again be strongly resisted.

Medium Significance is attributable to a theme, feature, building or space which is of interest in the history of the site. This aspect plays an important part in understanding the historic value of the site, while making an important contribution towards its character and appearance. Efforts should be made to retain features of this level is possible, though a greater degree of flexibility in terms of alteration would be possible.

Low Significance is attributable to a theme, feature, building or space which is of minor interest in the history of the site. This aspect plays a minor part in understanding the historic value of the site, while making a minor contribution towards its character and appearance. A greater degree of alteration or removal would be possible than for items of high or medium significance, though a low value does not necessarily mean a feature is expendable.

Neutral Significance relates to a theme, feature, building or space which has little or no interest in the history of the site. This aspect neither contributes not detracts from the character or appearance of the site. Considerable alteration or change is likely to be possible.

Intrusive Significance denotes a theme, feature, building or space which has no interest and, further, which actively detracts from the overall historic value of the site. Efforts should be made to improve or remove areas which have been identified as such

Broadway Theatre is an important historic building for a varied number of reasons and is, likewise, important to a wide range of people who use and experience it. Designed as a multi-functional suite of architecture by a notable firm in a curious and unique style, the building has an impressive range of functional and aesthetic qualities that make it special. This section will set out the various ways in which the Broadway Theatre is significant and draw conclusions about the relative values of the elevations, spaces and details that make up the buildings fabric. These values link directly

to those on the colour-coded significance plans to be found on pages 76–87. And together with the text, these will allow for a clear reading of the significance of the various parts of the building.

As the theatre was designed as an architecture with two predominant functions, that of a public theatre and council offices, this section has dealt with those areas separately as far as the interiors are concerned but has assessed the exterior of the building as a whole as it forms a seamless street frontage.

4.2 SIGNIFICANCE SUMMARY – OVERALL

Broadway Theatre is nationally important as a Grade II Listed theatre and council complex from the inter war period that remains at the heart of the community in Catford. A working theatre and office complex that has functioned as intended since construction, the building is the most historic component part of a large suite of civic buildings in Catford. Situated at a busy traffic and pedestrian intersection, it is a distinguished local landmark that is highly visible in the local townscape and is important as a focal point in the Catford area.

The architecture of the building is both distinctive and impressive. Distilled from a variety of historic styles, most notably Gothic and Tudor, the building is avowedly modern in overall composition and plan form and expresses a range of interesting architectural features that link it to the wider architectural and artistic movement of Art Deco. It is

therefore a fusion of architectural styles which express both international and national characteristics and which in its use of the local crest, expresses distinctly local motifs.

The building has had a long and distinguished role in the cultural life of this part of South East London and has played host to a wide range of international and nationally famous musicians, actors, comedians and performers throughout its life. As part of the venue circuit for London, it has important links to other theatres and venues in the capital.

As an important suite of civic spaces that have been in continuous service of the borough since construction, the building also has an important role in the civic life of Lewisham.

It is noteworthy that whilst the significance of the theatre to its immediate locality is still strong, its value more regionally can at least be said to have diminished during the later years of the post-war period.

4.2.1 KEY POINTS OF HERITAGE SIGNIFICANCE

- As a Grade II listed building of the inter war period by a notable architectural practice.
- As a focal and identifiable landmark in the Catford area that forms a substantial and highly-visible part of the local Catford townscape.
- As a historic London Theatre that has played host to some of the most well-known acts in comedy, light entertainment, music and theatre for the past 80 years.
- As a distinctive and idiosyncratic piece of architecture that was originally designed as an addition to the previous, Gothic Town Hall building and that has a high level of original decorative period fabric.
- As the primary building in Lewisham's civic suite in Catford, which carries a number of historic, decorative references to the borough.

4.2.2 KEY ELEMENTS OF BUILT FABRIC

Main Elevations

The principal elevations of the building are considered to be **Very High/High**.

Auditorium

The Auditorium and Foyer spaces are considered to be **High**.

Council Offices

These spaces are largely utilitarian but contain a range of historic features and are considered to be **Medium**.

SIGNIFICANCE

4.3 SIGNIFICANCE ASSESSMENT

4.3.1 EVIDENTIAL

The Potential of a Place to yield evidence about past human activity

Overall	Low
Theatre	Low
Council Offices	Low

The Broadway Theatre and Council Offices are well-documented and understood and a significant amount of historic research exists about the functional life of both elements of the building.

The Theatre – Low

The Theatre has been through a number of renovative alterations that leave some potential for the discovery of earlier operational facilities and mechanical systems – particularly to the back of house areas and in the auditorium. The storage area for the seating that lies beneath the floor at the entrance to the Auditorium itself is one such area where there is the potential to discover more about how this part of the building originally functioned. Similarly, there is potential to uncover some of the earlier decorative schemes, paintwork and colourways used in the décor of the interior of the theatre that are not currently known and which cannot be imparted by period photography. This issue is particularly pertinent in areas where there are overlaid accretions to the interior fabric, as in the toilet and bar areas off the foyer – in these areas there is the potential for period features to be uncovered.

NB: However, as a public building, one that has featured in the communal life of this area of SE London for over 80 years, there are undoubtedly a huge number of oral histories, photographs and documentary evidence that remain in private hands and this has the potential to evidence much more about the life of the building than is currently known.

The Council Offices – Low

The Council offices, with the below ground parade of large glass frontages have, in the same manner as the theatre, seen a degree of alteration over time and there remains the possibility that decorative schemes and surviving historic details may have been obscured and currently lie behind those later additions and alterations. Beyond that, there is little the offices can evidence about their architecture and their function that is not already known. The lift mechanism and car has been replaced, though the external cages that form the envelope of the lift core in the stairwell are original pieces of fabric which remain legible in the current scheme. The lift was always in this position, it is only the mechanics and cosmetic scheme that have been altered.

SIGNIFICANCE

4.3.2 HISTORICAL

The ways in which people events and aspects of life can be connected through a place to the present

Overall	High
Theatre	High
Council Offices	Medium

The Broadway Theatre and Council Offices derive their primary historic significance from their existence as a suite of buildings from the inter war period that have both entertainment and civic functions. Furthermore, the existence of the current buildings is evocative of the earlier church building On the site of Laurence House office building with which the theatre and civic buildings were designed in harmony but which was demolished in 1968.

The building is also historically important as a building that illustrates how civic architecture was conceived, designed and constructed in the inter war period and is particularly noteworthy for the manner in which it evokes the importance of civic pride – a pre-occupation for the period.

Design and Designers

The building is an important example of an inter war municipal architecture, designed by a notable practice who are predominantly known and celebrated for their civic designs and in particular, their town halls. In its impressive plan form, which remains largely intact, the architectural pre-occupations of the inter-war period remain legible and appreciable. Good planning and circulation was the principle priority for modern architecture in the inter war period, and an emphasis was placed on grand entrance spaces, staircases and set-piece interiors with ornate fixtures and fittings. As such, the building has historic significance as an expression of the architectural ideology of the period and of the important contribution these buildings made to the notion of civic pride.

Stylistically, the building is an impressive and in places surprising mixture of international and local influences. Designed originally as an extension to the existing Town Hall, the building echoes its former context through its use of neo-Gothic motifs and these appear both inside and out. The overt use of heraldry and local symbolism again on both the inside and the outside of the building itself evoked pride and continuity so in that sense, the building remains important as a transmitter of the civic value of the former Town Hall as well an expression of civic pride that is reflective of its period of construction.

Historic Association

The building has a number of important historic associations to important events and famous people that remain important to understanding its significance as a building at the heart of civic and public life in Catford. The building was opened by Royalty, the Duke of York who went on to become King George VI. Orchestral dances and weekly dances were held and these were organised by local organisations who hired out the venue.

The building is linked to a wide range of famous people and personalities by virtue of its history as a notable place of public performance in London. The players, comedians and musicians who have performed at the theatre are too numerous to list but include some of the most famous names in showbusiness.

The building also has historic importance through its association to the demolished town hall.

SIGNIFICANCE

4.3.3 ARCHITECTURAL AND AESTHETIC

Exterior

Overall	High
East Elevation	High (Central Entrance section – Very High, Ground Floor Glazing – Low)
Atrium	High/Medium
Theatre	Very High/High
North Rear and West Elevation	Medium
Roof	Medium

The Broadway Theatre, which comprises of a large, curved elevation with a centrally placed frontage capped by a small cupola, adjoining a large theatre block with a well-defined and decorative front and rear elevation of its own, is a building with a unique and special set of architectural and aesthetic qualities.

The Curved Elevation (East)

Designed as a series of repeating bays that echo the arrangement of the ecclesiastical Gothic of the previous Town Hall, the curved, east elevation of the Broadway Theatre is really a fusion of architectural styles with an overall, classically-inspired composition. The centrally-placed entrance section, which is distinguished from the rest of the bays through a different arrangement of windows, a large canopy and to the roof, a classical pediment and copper-covered cupola, is what gives the elevation its compositional interest. The Gothic style is most evident in the nature of the vertical bays of the façade, with the ground floor, the first and

second from and the third floor, reflecting the arcade, triforium and clerestory arrangement of the medieval Gothic Church, on the outside. The decoration is a lively mixture of classical motifs, heraldic symbolism and Gothic elements, the latter being largely confined to the window forms and the window detailing. The decorative embellishments are distributed sparsely across the façade with the most detailing appearing as part of the central section, where four heraldic bears with shields, appear at high level. In the spandrel panels between the first and second floor windows, there are small, delicate carvings which again, are heraldic in nature.

The overall impression of this façade is of a powerful and rhythmic piece of architecture that has a commanding presence in the streetscape and that survives as largely intact. The ground floor windows are later and along with the recent lighting systems that feature both uplighters and downlighters on the façade, this has had a detrimental impact on the buildings aesthetic appearance – but not to a large extent.

Atrium

The centrally placed Atrium has a large amount of plant within its footprint and with the addition of the steel gantry, this has impacted this area negatively, though it is not publicly accessible. The stairwell elevation, comprised of glazed brick, is both intact and impressive aesthetically and it features some highly distinctive fenestration.

Theatre

The external elevations of the Broadway Theatre are confined to the north and south elevations that front the Broadway and the South Circular respectively. As with the curved east elevation, the decorative embellishment is concentrated around the central sections of the building and both sides have a powerful verticality that is comprised of similar composition and decorative motifs as the curved elevation. The primary difference between the north and south elevations is the extent of that decoration, with the north being much plainer. This gives the north elevation a distinctive and arresting modernist look, in line with some of the decorative finishes on the interior. Representative of the foreground and background architectural approaches to the public and back of house entrances respectively, both elevations are impressive aesthetically and carry an impression of the functionality within the building.

SIGNIFICANCE

North Rear and West Elevation – Medium

The North Rear elevation is formed of the adjoining rear elevation of the Theatre on the Broadway said and fronts the courtyard space between the Theatre and the Old Town Hall. The materiality and composition is mixed, giving the elevation a less distinctive and cohesive character than is seen on external elevations. One of the buildings high chimneys is a highly visible feature in the roofscape from this elevation. At ground level, a new plant room that extends parallel with the west elevation of the Theatre is visible and this detracts from the character of the building.

The west elevation is largely plain, except for the grilled windows at ground level. Whilst much of the materiality is original, this elevation features little in the way of decoration or architectural flourish and the overall composition is utilitarian and plain. Despite this, it does have some significance as a back of house area for the theatre. To the far south and north, the returns of the projecting entranceways of the Theatre also help to make up this elevation, but these lie to the street elevations, not inside the courtyard space.

Interior

Overall	High
Theatre	Auditorium & Foyer Very High, Theatre back of House and circulation spaces High
Theatre Circulation Spaces	High
Studio and Basement	Medium/Low
Council Offices and Circulation Spaces	Medium/Low

Overall

The architectural and aesthetic character of the interior spaces of Broadway Theatre is mixed and the most significant spaces are focused around the Auditorium space and the areas that support it. In general, the interior make-up and decorative finishes and embellishments are confined to the Theatre spaces generally and there is little in the way of detailing within the Council Offices side of the building. This does not mean that these spaces do not have important and architectural value.

Theatre and Theatre Circulation Spaces

The sequence of entrance spaces, which includes the main stairwell and the associated lobbies, that lead to the main Auditorium, constitute, along with the Theatre interior, the most decorative interior spaces within the building. The foyer spaces and internal staircase are richly decorated and feature a number of surviving fixtures, fittings and fittings that are representative of the inter war period. These designs, as discussed in Section xx relate to the wider movement of Art Deco, but also have local relevance and also evoke the Tudor period.

The Auditorium itself is a large and impressive barrel-vaulted theatre space with high ceilings and rich décor. The proscenium itself is also visually impressive, taking up the entire northern end of the building. The Auditorium features a high-level of survival of interior fittings including lighting, signage and radiators and this contributes to a strong sense of visual completeness and cohesion.

The Compton Organ is incredibly rare in a national context and is in perfect working order. As part of a set piece 1930s interior, it makes a significant contribution to the historic building, despite having been moved from centre stage and placed in its current position.

The seating in the Auditorium is not original and the central, raised section, which houses the raked seating, is intrusive to the legibility of the original space. The Organ, which was originally positioned in the centre, at the base of the stage, is now just to the eastern side of the Auditorium.

The circulation spaces around the auditorium are intrinsically part of the overall aesthetic significance of the Theatre and to the eastern and western sides the long access corridors have arched ceilings and oval lunettes for ventilation in the ceiling. On the western side, this corridor has been neglected somewhat and it is clearly no longer in use as a corridor.

Studio and Basement

The Studio and Basement areas are mixed in terms of their aesthetic character and partially, this relates, in hierarchical terms to some of the most significant spaces above, on the ground floor. The Entrance and Lobby spaces form part of the main staircase in the northern side of the Theatre, feature the same architectural detailing and Art Deco flourishes, coving and décor as the ground floor, but the lower foyer area has been altered somewhat and has impacted the legibility of the space as a connected suite of period interiors. The corridor spaces are utilitarian in nature but relate to the hierarchy of spaces within the building and contain a high level of survival of fitted door furniture and some decorative features. This has severely impacted its value as a circulatory space that supports the Theatre.

SIGNIFICANCE

Council Offices and Circulation Spaces

The plan form of the eastern half of the building, with its arrangement of street-facing rooms, all accessed from the curving internal corridor, that arcs through the central lift core and staircase and defines the circulation spaces on all floors of the building. Period details like terrazzo flooring, original windows, door furniture and bathroom fittings all contribute to the completeness of the interior as a set-piece of the inter war period. As a suite of functional spaces that have remained consistently in use, there has been a degree of alteration on all floors and subdivision to make rooms suitable for modern uses has impacted the legibility of the original plan. But this has not robbed the building of the original concept, namely a suite of offices accessed from a rear stairwell that is naturally lit from the central Atrium and on the third floor, by a continuous semi-circular glass skylight.

The building does not include any ceremonial spaces or areas for grand civic activity. This is in part due to the fact that the building was an addition to an existing building and therefore not a civic suite in its own right. This lessens the degree to which the building can be said to be a complete example, architectural and aesthetically speaking of an inter war town hall and this lessens its significance in that regard.

4.3.4 CULTURAL AND COMMUNAL SIGNIFICANCE

Overall	High
Theatre	Very High
Council Offices	High

Overall

The overall cultural and communal significance of the Broadway Theatre rests primarily on its central importance as part of the cultural and civic life of Catford for the past 80 years and for being on a site that has earlier civic roots. In that sense, the building is evidence of a continued and unbroken civic function on the site since the Victorian age. The Theatre itself has been part of the cultural life of SE London since construction and has played host to numerous international, national and regional acts and performers. Communally, the building plays a specific and key role in the identity of Lewisham Council and continues to be the hub for a wide range of cultural and communal activity of relevance to local people especially.

The building has an important role in the physical landscape of Catford. A highly visible local landmark and a centrepiece of the area, the building makes a huge contribution.

Theatre

The Theatre, that has been operable continuously since construction, still functions for the purposes of popular entertainment that it was designed for and the sheer number of performances that have taken place over the years make the building arguably the most significant in Catford for community activity over such a timespan. Performances and other activities seen at the theatre and those involving local people themselves are an important feature of the cultural and communal fabric of the area and provide a focal point for community activity – particularly for regular users of the rehearsal spaces, studio and communal areas – including the ground floor café.

Council Offices

The Town Hall derives its primary cultural significance from being a talismanic building in the public life of the London Borough of Lewisham since it was constructed and a building that shows continuity with the demolished Victorian Town Hall.

SIGNIFICANCE

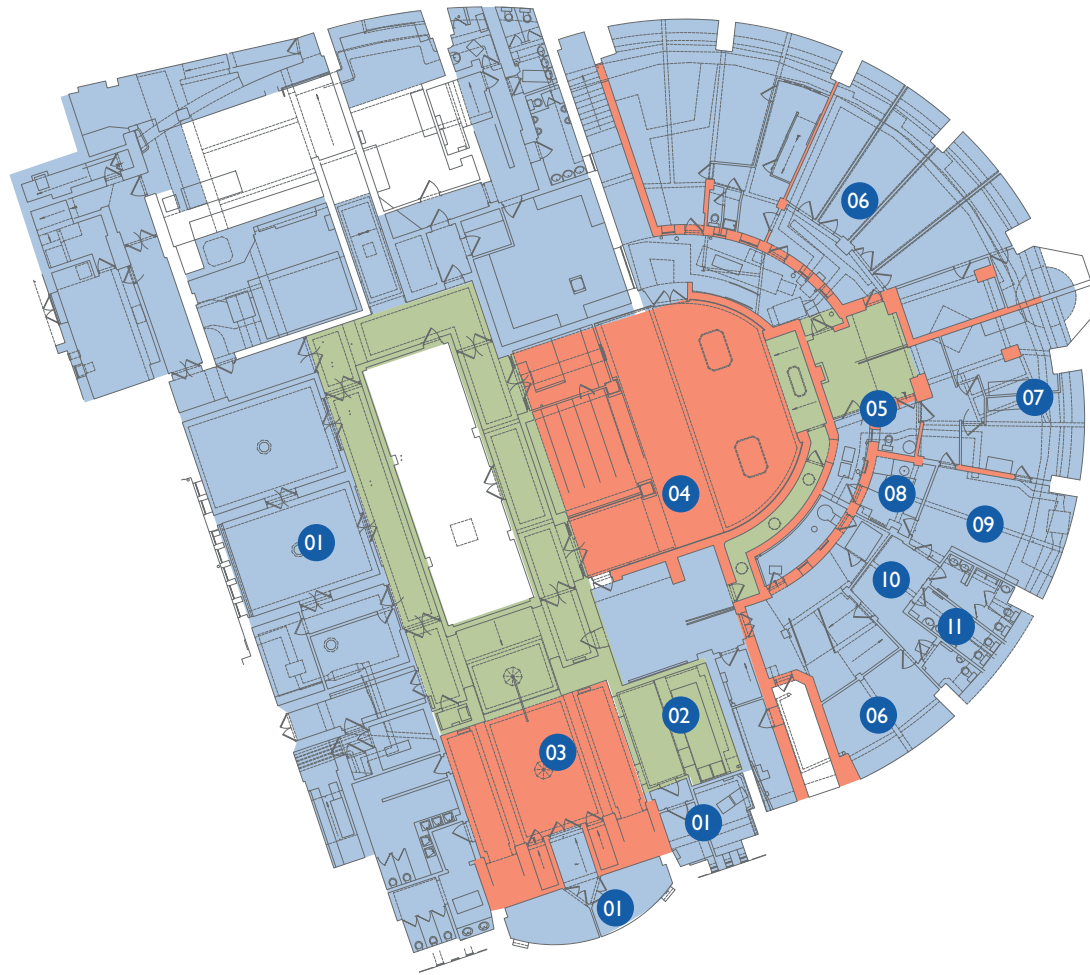
4.4 SIGNIFICANCE PLANS

**BASEMENT
SIGNIFICANCE PLAN**

- Very High
- High
- Medium
- Low
- Neutral
- Intrusive

01 Store area – Low
02 Bar area – Medium
03 Basement foyer – High
04 Studio space – High
05 Major structural internal walls – High
06 Storage area – Low
07 Dressing rooms – Low
08 Kitchen – Low
09 Café area downstairs room/storage/staff use
10 Lobby – Low
11 WCs – Low

This plan is not to scale



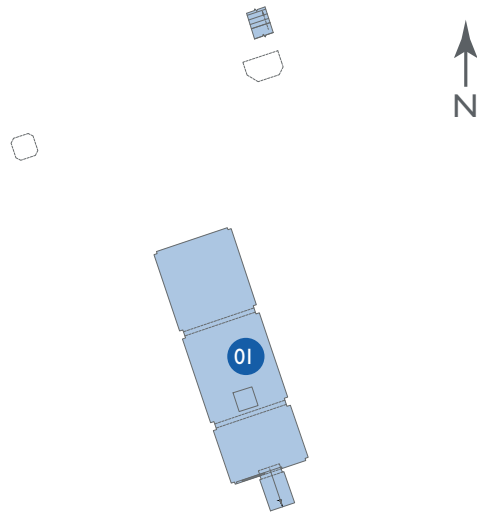
SIGNIFICANCE

**BASEMENT MEZZANINE
SIGNIFICANCE PLAN**

- Very High
- High
- Medium
- Low
- Neutral
- Intrusive

01 All areas on this level – Low

This plan is not to scale



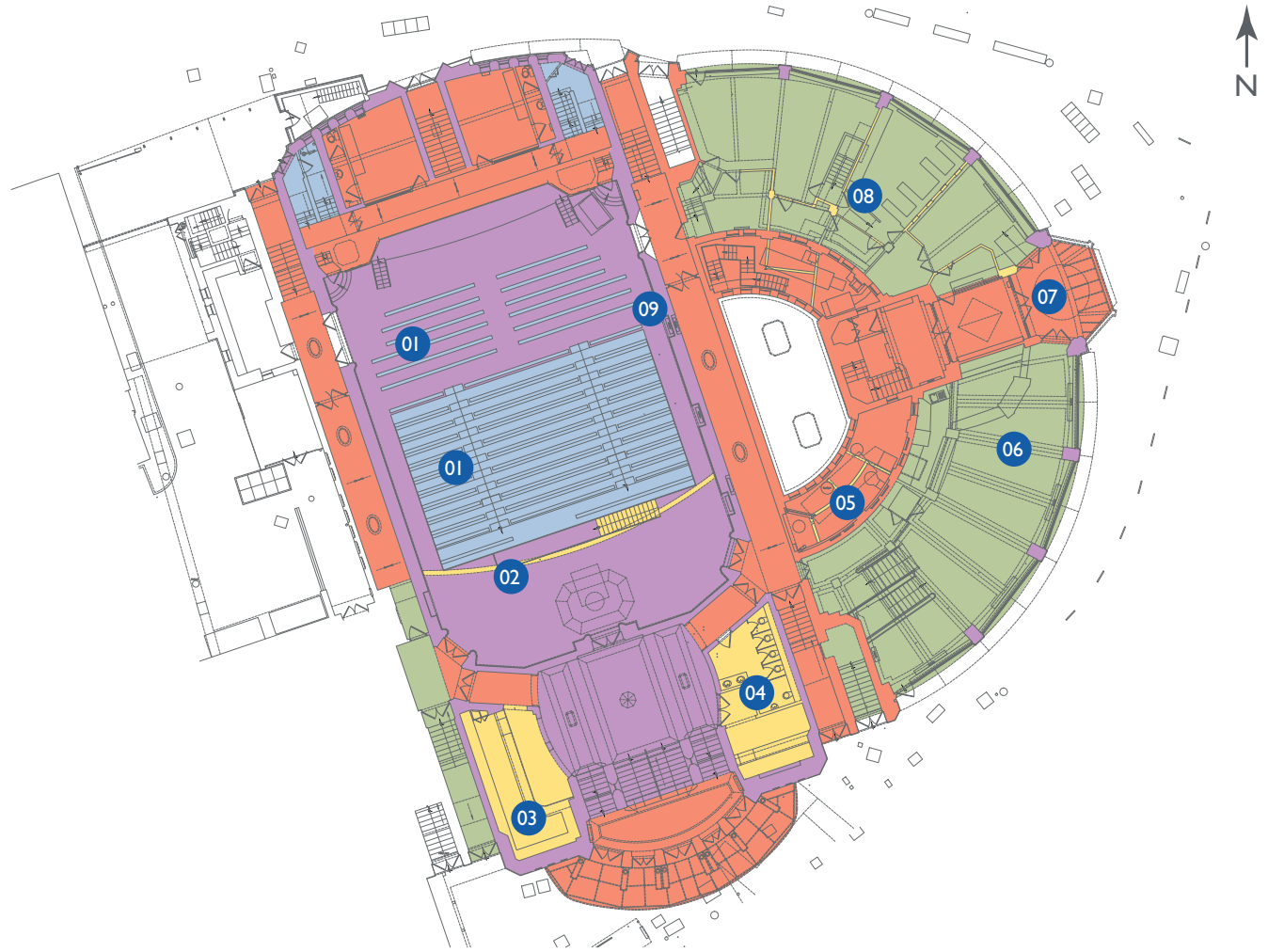
SIGNIFICANCE

**GROUND FLOOR
SIGNIFICANCE PLAN**

- Very High
- High
- Medium
- Low
- Neutral
- Intrusive

- 01** Auditorium seating structures – Low
- 02** Internal partition – Intrusive
- 03** Modern bar fit out – Intrusive
- 04** Sweet shop and toilets area – Intrusive
- 05** Partitions – Intrusive
- 06** Café/bar area – Medium
- 07** Entrance corridors High with Intrusive elements
- 08** Office and box office Medium with Intrusive elements
- 09** Main theatre area – Very High

This plan is not to scale



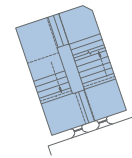
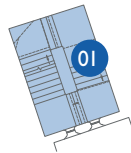
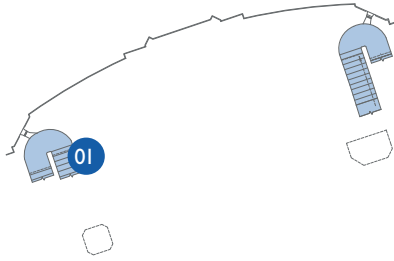
SIGNIFICANCE

**GROUND FLOOR MEZZANINE I
SIGNIFICANCE PLAN**

- Very High
- High
- Medium
- Low
- Neutral
- Intrusive

01 All circulation stairs on this level – Low

This plan is not to scale



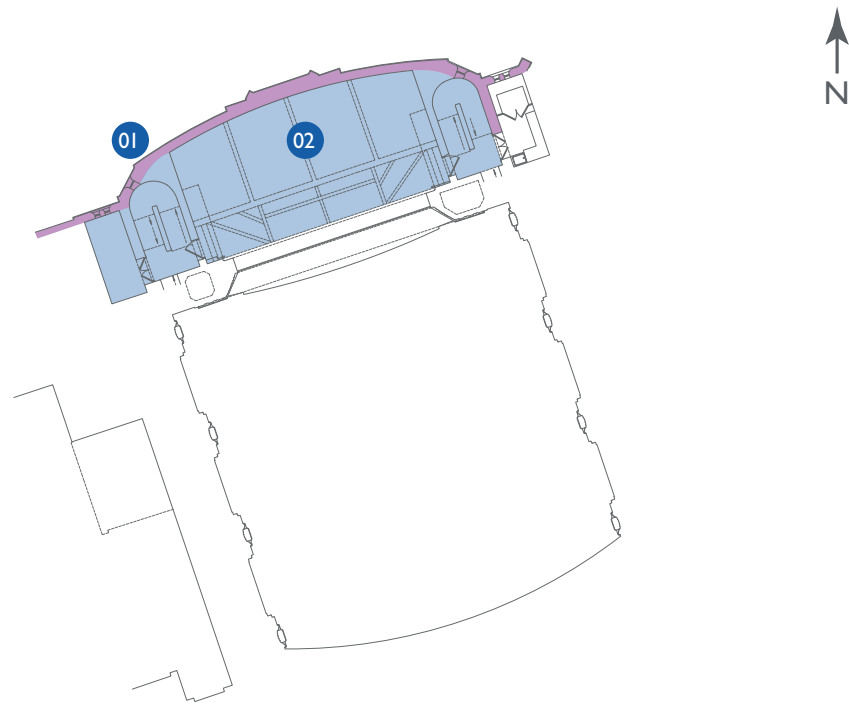
SIGNIFICANCE

GROUND FLOOR MEZZANINE 2 SIGNIFICANCE PLAN

- Very High
- High
- Medium
- Low
- Neutral
- Intrusive

- 01** Exterior of theatre – Very High
- 02** Internal spaces – Low

This plan is not to scale



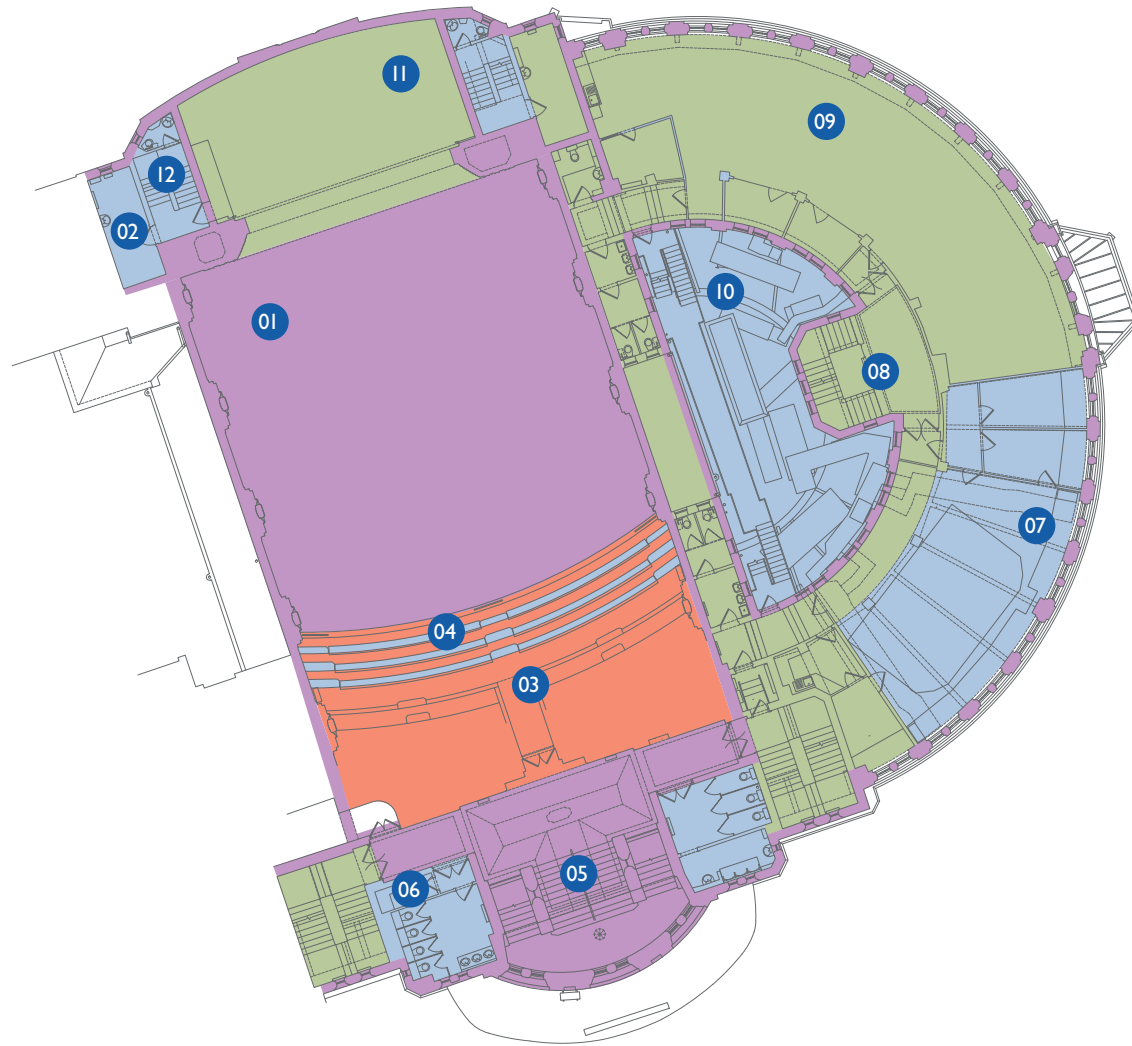
SIGNIFICANCE

**FIRST FLOOR
SIGNIFICANCE PLAN**

- Very High
- High
- Medium
- Low
- Neutral
- Intrusive

- 01 Main theatre space – Very High
- 02 Dressing room – Low
- 03 Circle space – High
- 04 Seating – Low
- 05 Lobby areas – Very High
- 06 Toilets – Low
- 07 Rehearsal space – Low
- 08 Corridors and stairs – Medium
- 09 Council areas Medium with Intrusive sub-division
- 10 Atrium, plant and gantrys – Low
- 11 Stage areas – Medium
- 12 Staircases – Low

This plan is not to scale



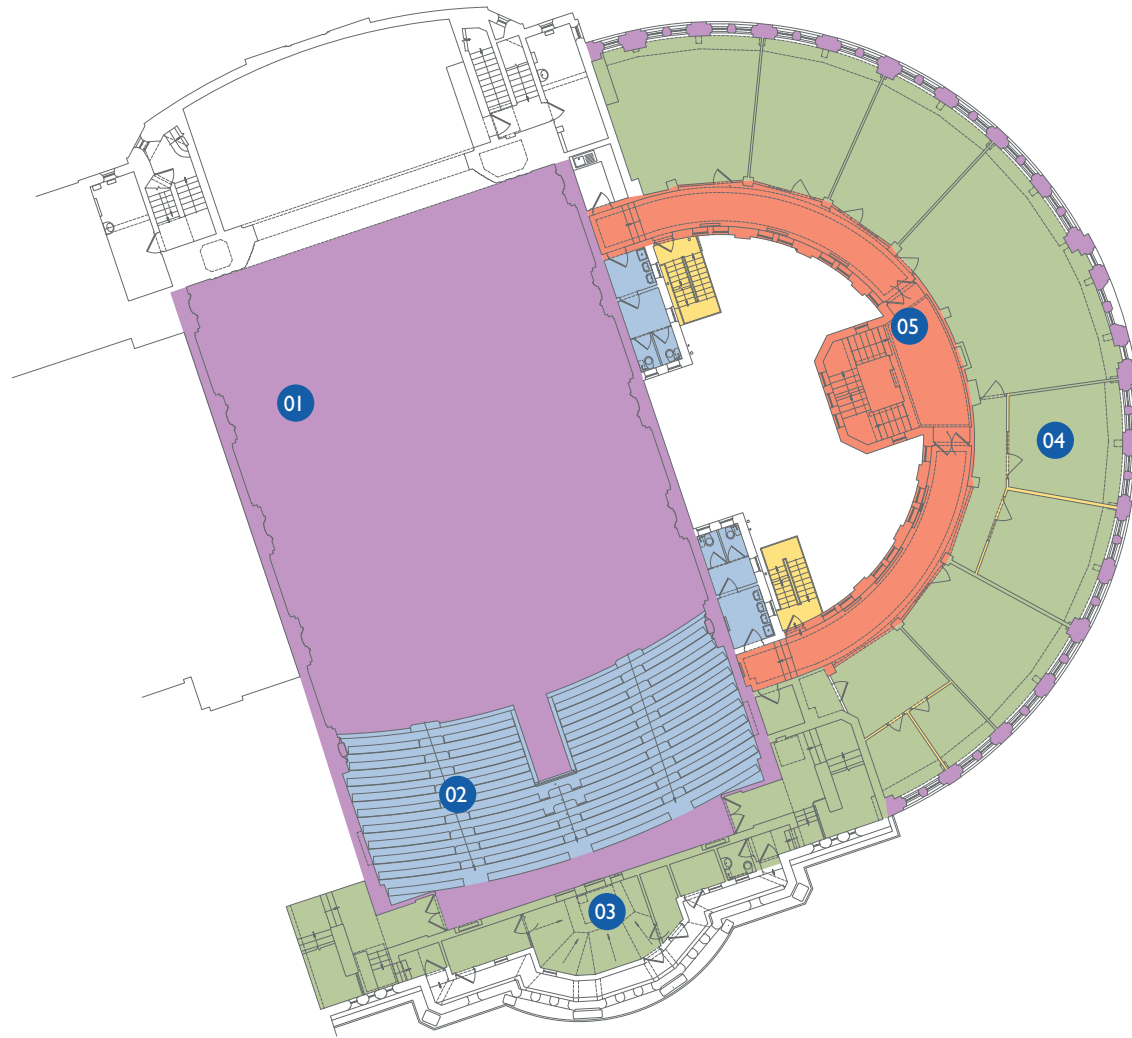
SIGNIFICANCE

**SECOND FLOOR
SIGNIFICANCE PLAN**

- Very High
- High
- Medium
- Low
- Neutral
- Intrusive

01 Theatre space – Very High
02 Seating – Low
03 Circulation spaces – Medium
04 Offices Medium with some Intrusive sub-division
05 Circulation spaces – High

This plan is not to scale



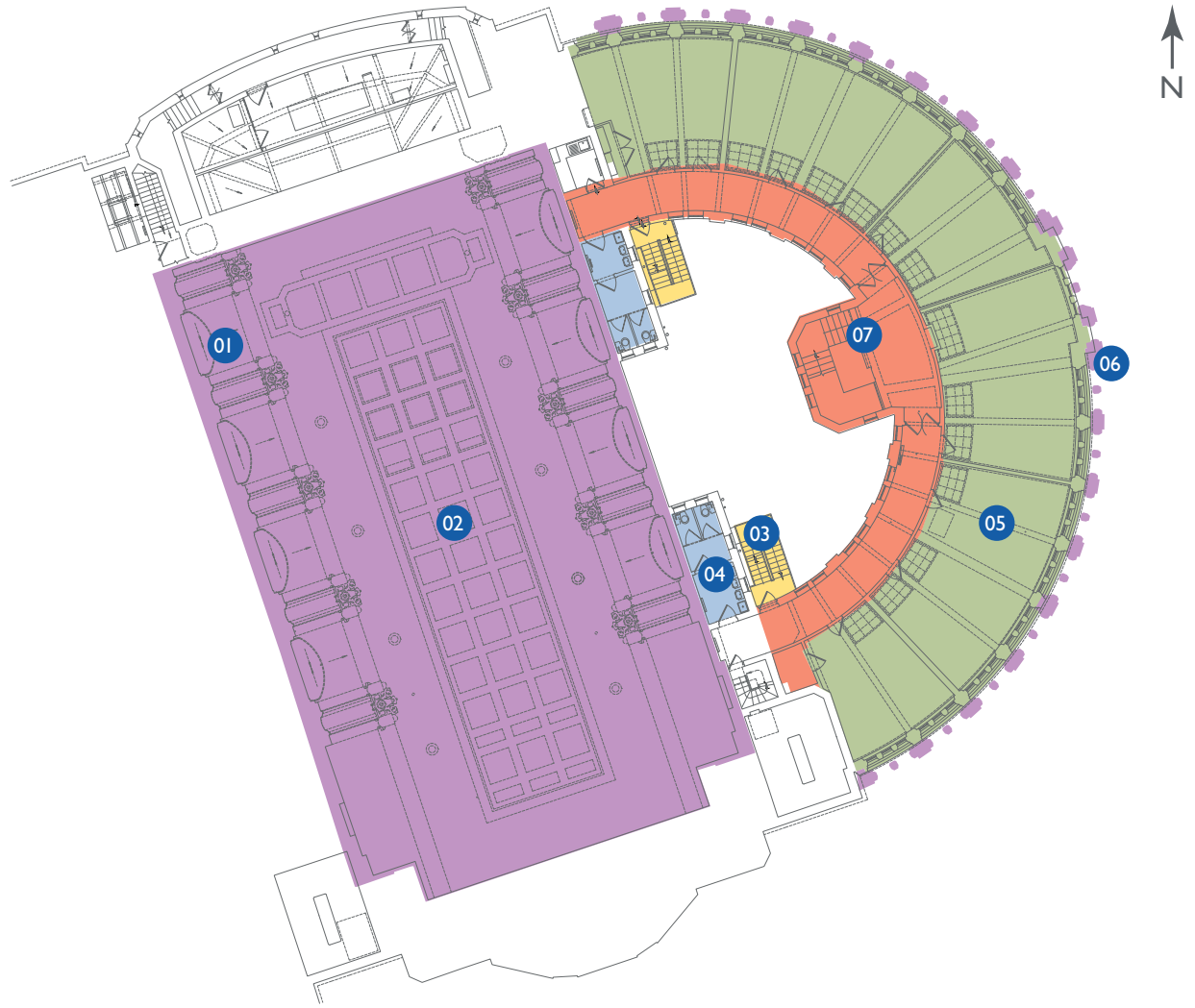
SIGNIFICANCE

**THIRD FLOOR
SIGNIFICANCE PLAN**

- Very High
- High
- Medium
- Low
- Neutral
- Intrusive

01 Upper levels of theatre decor – Very High
02 Ceiling – Very High
03 Gantry stairs – Intrusive
04 Toilets – Low
05 All rooms – Medium
06 Elevation – Very High
07 Corridor and stairs – High

This plan is not to scale



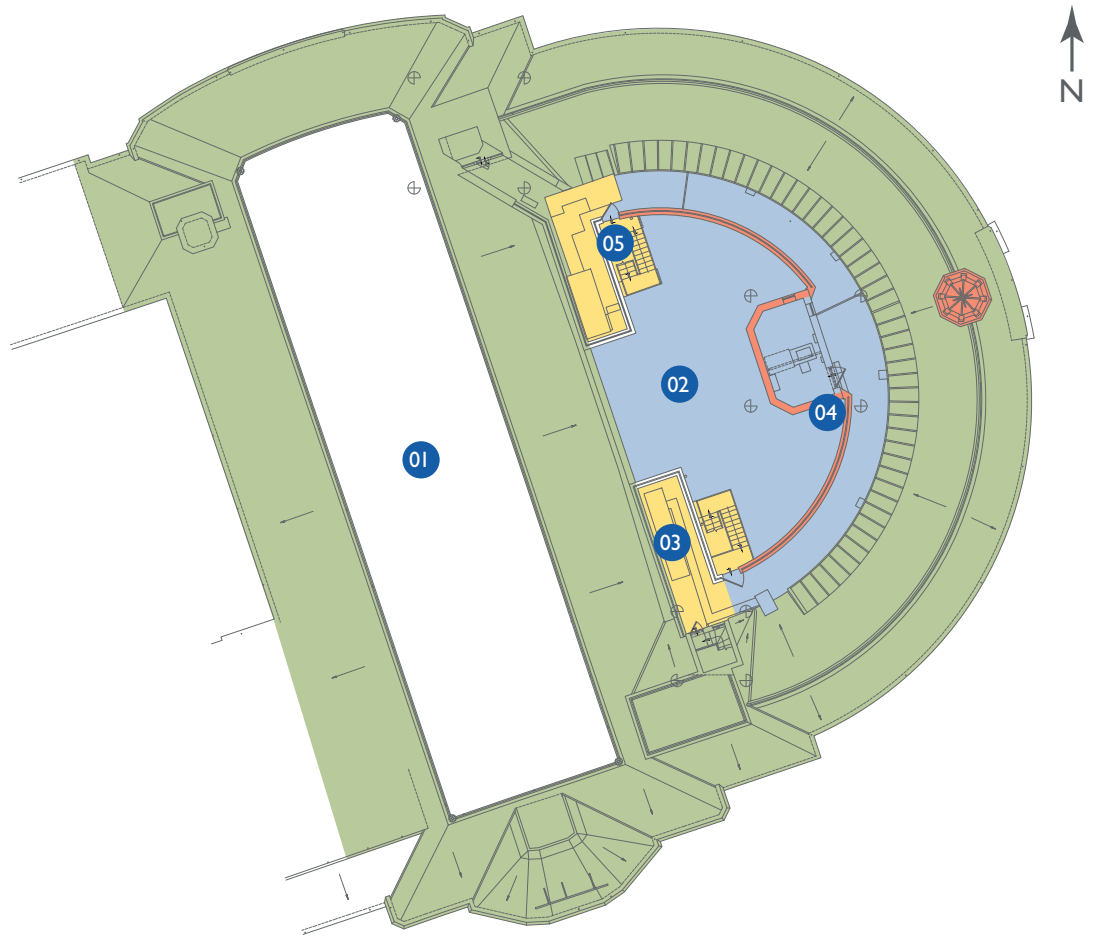
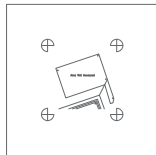
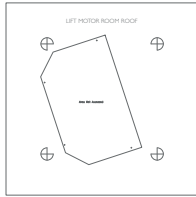
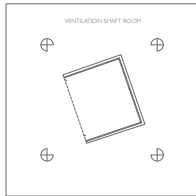
SIGNIFICANCE

ROOF SIGNIFICANCE PLAN

- Very High
- High
- Medium
- Low
- Neutral
- Intrusive

- 01** Theatre roof not surveyed because of access issues
- 02** Atrium space – Low
- 03** Areas of plant – Intrusive
- 04** Glazed brick exterior elevation – High
- 05** Steel gantry stairs – Intrusive

This plan is not to scale



SIGNIFICANCE

CURVED ELEVATION (EAST) SIGNIFICANCE PLAN

- Very High
- High
- Medium
- Low
- Neutral
- Intrusive

- 01 Roof covering – Low
- 02 Roof Profile – High
- 03 Original façade – High
- 04 Primary façade profile – Very High
- 05 Later infill windows – Low
- 06 New entrance – Intrusive
- 07 Canopy – High

This plan is not to scale



CURVED ELEVATION - FACET 01

CURVED ELEVATION - FACET 02

CURVED ELEVATION - FACET 03

CURVED ELEVATION - FACET 04

CURVED ELEVATION - FACET 05

CURVED ELEVATION - FACET 06

CURVED ELEVATION - FACET 07

CURVED ELEVATION - FACET 08

CURVED ELEVATION - FACET 09

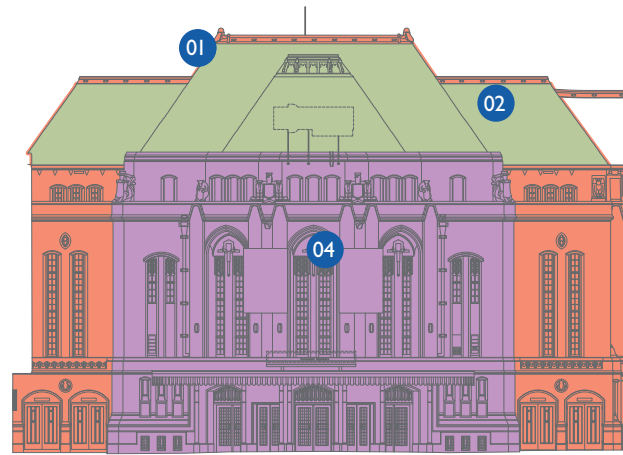
SIGNIFICANCE

NORTH, SOUTH AND COURTYARD (WEST) ELEVATIONS SIGNIFICANCE PLAN

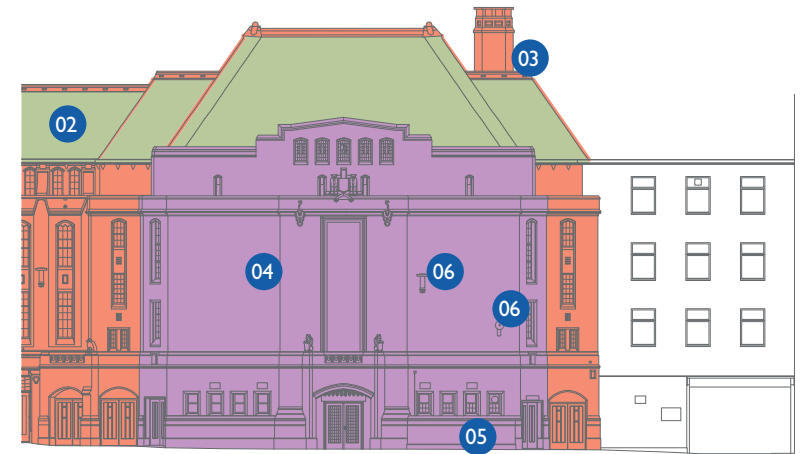
- Very High
- High
- Medium
- Low
- Neutral
- Intrusive

- 01 Roof profile – High
- 02 Roof covering – Medium
- 03 Roof profile and chimney – High
- 04 Main façade – Very High
- 05 Dry Ice Store
- 06 Lights and Alarms – Intrusive
- 07 Plant room – Intrusive
- 08 Rear range – Medium
- 09 Ext N/A

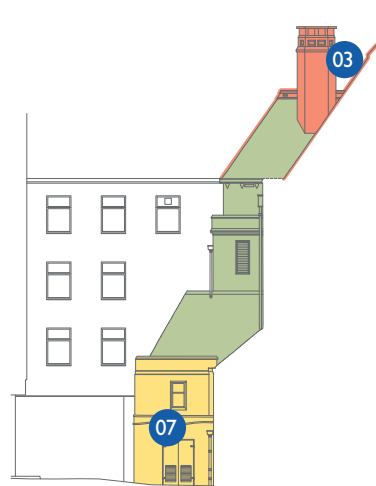
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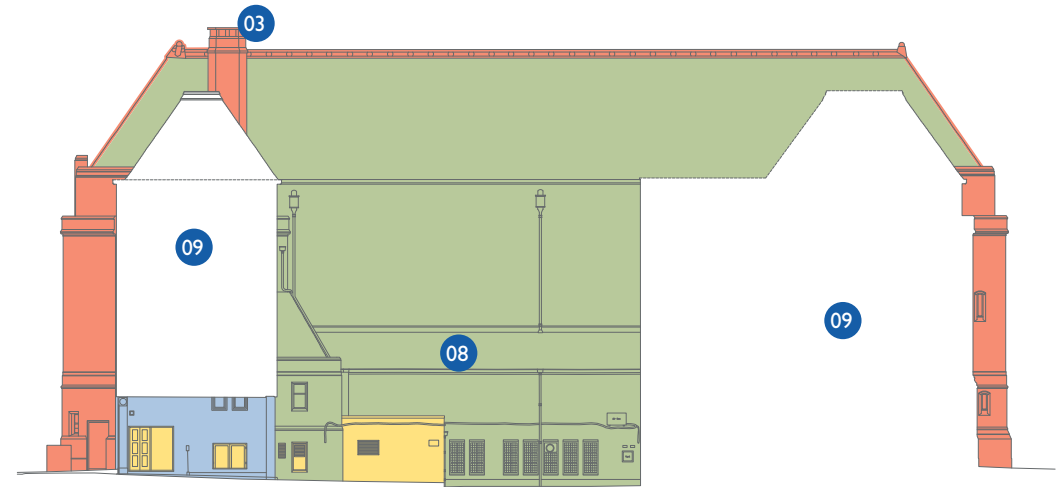
SOUTH ELEVATION



NORTH ELEVATION



NORTH REAR ELEVATION



WEST ELEVATION

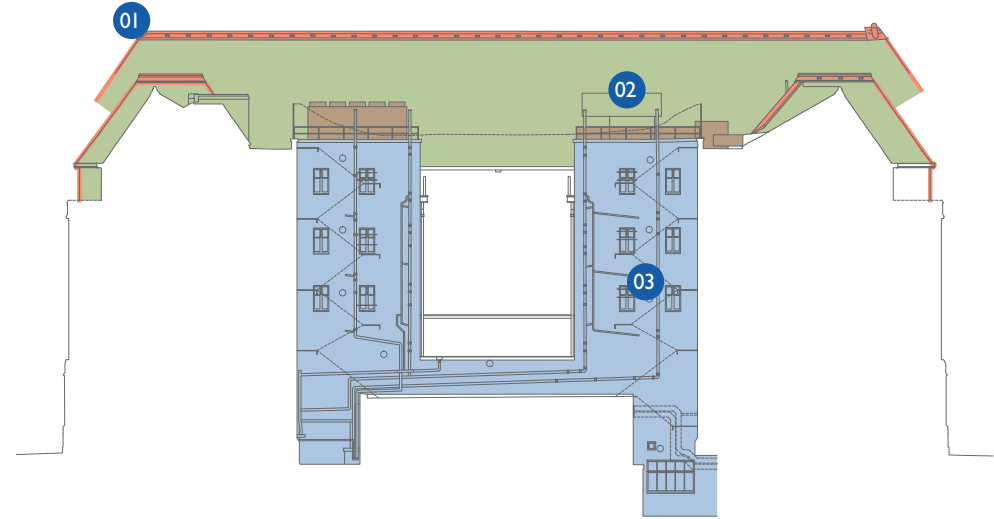
SIGNIFICANCE

LIGHTWELL ELEVATIONS SIGNIFICANCE PLAN

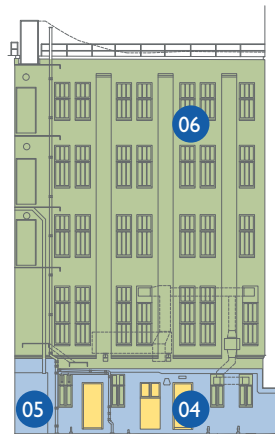
- Very High
- High
- Medium
- Low
- Neutral
- Intrusive

- 01 Roofline – High
- 02 Roof plant fixtures – Neutral
- 03 Rear façade – Low (due to intrusive fire escapes)
- 04 Later openings – Intrusive
- 05 Basement level Low due to alteration
- 06 Tiled façade – Medium
- 07 Fenestration – High
- 08 Original windows – Medium

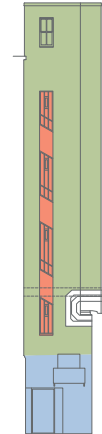
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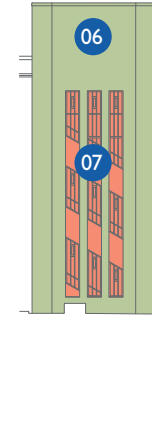
LIGHTWELL - EAST ELEVATION



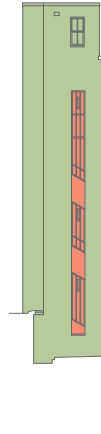
LIGHTWELL - FACETS 01 TO 04



LIGHTWELL - FACET 05



LIGHTWELL - FACET 06



LIGHTWELL - FACET 07



LIGHTWELL - FACET 08 TO 11

SECTION FIVE: CONSERVATION FRAMEWORK

5.1 THE CONSERVATION FRAMEWORK

This section provides the overarching strategy for the conservation, management and future development of Broadway Theatre.

The purpose of the Conservation Framework is to agree a general philosophical approach that, together with a clear understanding of significance, can guide any decision making and help identify the potential areas for change.

A number of policies combine to make up the framework and each of these are referenced in the following recommendations section.

5.2 DEFINING CONSERVATION

Conservation refers to all the processes of looking after a place so as to retain its cultural significance. It includes maintenance and may, according to circumstance, include preservation, restoration, reconstruction and adaptation and will be commonly a combination of more than one of these. (Burra Charter, 1988.)

Conservation can best be described as the process of managing change in a way that retains the significance and special character of a place whilst also ensuring its sustainability. It does not seek to prevent all change nor does it aim to preserve a place in its entirety, preventing progression and use. Implicit in the concept of conservation is the acceptance of sensitive and appropriate change as the requirements for heritage assets evolve over time. It is also important to recognise the various aspects of managing heritage assets that conservation has come to entail:

'Conservation used to be synonymous with preservation. Yet conservation today is something much more dynamic, which ranges from maintenance and repair, through to finding appropriate new uses when necessary. Conservation may include interpretation, presentation, access, new development, marketing, research, fund-raising, or publication. It is as much about facilitation and mediation, as it is about regulation. Conservation is becoming increasingly positive and proactive, rather than negative and re-active.'

Conservation Management Planning is now widely recognised as best practice for the long-term care and managed change of heritage assets and as such has become the tool to achieve the process of successful 'conservation' as described above. It is therefore the aim of this CMP to inform day-to-day maintenance, repair and future change at the building, to ensure that any development is carefully managed, assessed and implemented.

Rigid adherence to any conservation approach can ultimately lead to detrimental effects, simply because there will be specific situations which could not have been anticipated. Therefore, the first principle of good practice conservation is to remain focused and aware of the significance of the place, including where these conflict with each other, and make conservation decisions with a clear understating of the potential impact on heritage value.

CONSERVATION FRAMEWORK

5.3 CONSERVATION POLICIES

The following are a set of Conservation Policies which comprise a set of ideals and overall concepts that should pervade any decisions made about the management and development of the Theatre.

They should act as guiding principles to form a conservation ethos for the site, and inform all conservation actions.

It is also important within the Conservation Policies and Actions to understand the importance of Heritage Best Practice, which is outlined in Section 5.4.

The 14 policies outlined here are repeated next to the relevant recommendations in Section 6 - Issues, Recommendations and Actions.

POLICY NO	POLICY
CP1	Lewisham Borough Council to formally adopt the policies in this CMP and that the CMP is used as a starting point for any future change to the building.
CP2	Review the CMP on a five-year cycle or when major alteration or change is proposed.
CP3	Make the CMP available to any parties with a legitimate interest in the site, such as local and national statutory bodies and interest groups.
CP4	Commission a business plan to support the short and long term goals of the Theatre. This plan should consider markets, viability and income generation in particular.
CP5	Regularly review, and if necessary, update health and safety and risk management strategies.
CP6	Ensure the appropriate statutory consents are applied for relating to any development proposals for the Theatre.
CP7	Actively seek to broaden the range of cultural activities, concerts, exhibitions hosted by the Theatre, ensure that appropriate facilities are provided to enable such events to be well managed and resourced to ensure the sustainability of the Theatre as a cultural resource.
CP8	To ensure universal accessibility to the Theatre and to improve access to all parts of the building wherever possible.
CP9	To maintain the listed building in line with the statutory legislation governing the stewardship of listed buildings.
CP10	To use the building and its heritage to promote the history of the area and the borough and use it as a focus for cultural and communal activity.
CP11	To enhance the internal significance of the architecture wherever possible and restoring any areas that have been altered or adapted.
CP12	To seek new ways to link the internal workings of the building to the wider cultural life of the borough.
CP13	To explore new commercial opportunities that will support the enhancement and sustainability of the building.
CP14	To ensure that architectural repairs and works to the listed building are carried out by conservation architects with a track record of caring for listed buildings.

5.4 HERITAGE BEST PRACTICE

5.4.1 ASSESSING THE IMPACT OF CHANGE

The process of assessing Heritage Impact is an essential part of ensuring that any proposed change will not cause harm to heritage and will be carried out in the most sensitive way.

While the Heritage Impact Assessment (HIA) process has been adopted by the built environment sector to understand the impact that physical change will have on the significance of a place, it is also possible to apply the methodology to proposed change with regards to management of the memorial site.

The HIA methodology is outlined in the adjacent box. Additionally, on the following page is a table outlining a list of potential changes to the memorial and whether the HIA process is necessary.

Heritage Impact Assessments: The Process Preventative Maintenance

Planned, preventative maintenance will provide the care and upkeep necessary to ensure a long-term, viable and sustainable future for the building as well as maintaining the significance of the built fabric and aesthetic value of the site. Furthermore, regular, high quality maintenance will reduce the frequency of reactive repair that results from neglect – particularly in unused, underused, unseen or difficult to access areas. Maintenance is best carried out as a series of planned operations on a cyclical programme.

Some reactive maintenance will be inevitable. However, a lack of proactive maintenance will result in ad hoc and repair works which will almost certainly be more expensive than planned maintenance and are often required on an emergency basis. This puts pressures on budgets.

The ability to properly carry out preventative maintenance is based on an understanding of current condition, making the completion of regular condition surveys necessary. The continuous update of condition surveys will ensure that the Property Section has the latest information about built fabric, enabling any significant changes to be recognised in good time, monitored and acted upon as soon as is necessary.

The creation of a planned maintenance programme will also allow for the completion of works within the most appropriate times and this is vital for the smooth-running of the site as regards the multi-functional use of the building.

5.4.2 LIKE-FOR-LIKE REPAIR

The term 'like-for-like repair' has been mentioned at numerous points within the CMP and is one of the key principles of good practice conservation. Generally, this methodology is based on making minor repairs using the same materials and techniques as the existing element to be repaired.

Careful thought needs to be given to the precise way in which the repairs are carried out, and the materials used. If the details of the works are appropriate then Authority approval is more likely to be granted, but it may not be needed at all – since a repair using materials virtually identical to those used in the original structure and carried out to the same design can scarcely be said to affect its character. For example:

- Damaged mortar joints would be scraped out and replaced with lime mortar.
- Very minor damaged stone work will be repaired using a plastic stone repair of hydraulic lime and stone dust (stone dust to match exact colour of original. Trials might be appropriate).

- More significant damage to stonework will be repaired by cutting out and piecing in new stone – the new stone being carefully selected to match the surrounding stone in colour and texture.
- Where bigger elements of stone must be replaced care will be taken to select appropriate stone, to accurately reproduce the moulding details and the dressing of the stone.
- Areas of paving that need replacing should be replaced by sourcing the same flagstones as existing.
- Very tiny cracks in stone work will be repaired using an epoxy resin cement.
- Where repairs to decorative features are required, the advice of a specialist conservator should be sought and repairs should be carried out by an expert.

Where redecoration is completed new finishes will match the original where possible. Where materials are no longer available or safe (such as lead based paint) care will be taken to choose an appropriate material to match the colour and texture of the original.

The exception to this, of course, is where previous repairs have been carried out inappropriately and are either not in keeping with the overall character of the site or are intrusive to its significance. Examples might include the use of cement, concrete and plastic repairs that are not matching the existing stone. In these cases, where further repair might be necessary, steps should be taken to reverse the inappropriate repair and instigate repairs which are much more in keeping with the original construction. This is also the case with windows and with roof coverings and where modern interventions have taken place, sensitive replacements should be sought.

SECTION SIX: ISSUES, RECOMMENDATIONS AND ACTIONS

6.1 OVERVIEW

The Broadway Theatre and Council Offices are in generally good cosmetic condition. There are a number of broad concerns however regarding the management, maintenance and conservation of the building, many of which have to do with its age, lack of capital investment and are due to the difficulties inherent in caring for a large, public building. Of particular concern are the services which are outmoded and out dated and relatedly, there is concern about the long-term integrity of the roof covering.

It is important to identify the role the Theatre has in the wider regeneration of the area that is proposed as part of the Catford Regeneration project. The pedestrianisation of the Catford Broadway area into a semi-pedestrianised zone has already made a significant difference to the manner in which people approach and use the public realm around the building and has enlivened the elevations of the building on that side.

Managerially, the site has a number of issues with the range of different user groups and the forums by which they communicate with one another and there are concerns that this is having a

detrimental impact on the building. It is envisaged that wider changes to the Catford area as part of the regeneration programme will continue to alter the setting of the listed building and in part will help to define the manner in which it interacts with and is part of the townscape. It is important to consider all the following issues with regard to the regeneration project and where it is particularly pertinent to relate it to certain issues and recommendations, this section has done so.

The following section provides an assessment of the issues that are currently facing the site, as well as potential opportunities for change, development, enhancement of Significance and the mitigation of future expenditure. At the heart of outlining these issues and opportunities is the retention of significance and the long-term sustainability of the building and the underlying principal that prevention of any large-scale capital works can be best avoided by a well-delivered and ongoing cycle of maintenance and repair. The Broadway Theatre is an important, highly visible asset and is a much-valued building by a large number of people in the community, this section aims to address how it can best be maintained for future generations.

Key topics relating specifically to the running of the building have been assessed, with the relevant issues outlined, recommendations for improvement provided along with specific actions. In all cases, the recommendations and actions outlined here should be considered within the context of the Conservation Framework outlined in Section 5.

In the final issue of the CMP, all actions will be colour coded in order of priority under the following key:

Short Term	(0-3 months)
Medium Term	(1-2 years)
Long Term	(3-5 years)

Feedback from the client team on the final draft will help inform the priority order.

Recommendations and Actions for Broadway Theatre are set out under the following headings:

- 01 Site Management
- 02 Use
- 03 Visitor Experience
- 04 Funding
- 05 Theatre Operations (Back of House)
- 06 Universal Access
- 07 Signage and Interpretation
- 08 Building Services
- 09 Maintenance and Repair
- 10 Public Realm

ISSUES, RECOMMENDATIONS AND ACTIONS

6.2 SITE MANAGEMENT

General

The building is managed by Lewisham Council but various spaces within it are run by a number of different entities including the café, which rent space from Lewisham Council on contract.

Overall, this works well, with the building continuing to perform the variety of community and council functions it was designed for. The differing user groups reflect a wide section of the community and means that the building, specifically the Theatre, remains at the hub of community life. However, there are issues concerning the relationships between some of the leases and the council and there is a disconnect between the management of the Theatre spaces and Council Offices meaning that there is an overall lack of cohesion in the management of the building and in the flexible use of spaces. There are opportunities to maximise revenue for the council from the building, but this relies on a clear business plan and associated management strategy to carry it out. These issues have been addressed in the following table. Following the workshop discussions with the management teams of other, similar sites, it is also clear that a continued relationship and dialogue with other venues would be of long-term benefit to the Broadway Theatre.

The following relevant conservation principles are given below.

Issues	Recommendations	Actions
Different sections of the building have distinct management teams leading to potential conflicts of interest.	To unify the management strategy for the building so that decision-making is transparent and conflict is mitigated or avoided through a holistic vision for the site.	<ul style="list-style-type: none"> Lewisham to define an overall management strategy for the building and define clearly the roles of those with overall and delegated responsibility.
Under realisation of opportunities for income generation from a variety of spaces within the building.	A unified business plan for the Broadway Theatre to be prepared that identifies the qualities of the asset based on the understanding provided in the CMP and seeks opportunities for new users of the spaces, both permanent and temporary.	<ul style="list-style-type: none"> To look at new ways to utilise the under used spaces in both parts of the building and look at ways of attracting new commercial opportunities to each.
Under utilisation of external relationship with other, similar sites and neighbouring businesses.	To maintain existing and forge new relationships with other management teams from similar sites.	<ul style="list-style-type: none"> For Lewisham to lead a forum on the future of the building that involves a wide variety of stakeholders, building on the group workshop held for the CMP.

CPI Lewisham Borough Council to formally adopt the policies in this CMP and that the CMP is used as a starting point for any future change to the building.

CP4 Commission a business plan to support the short and long term goals of the Theatre. This plan should consider markets, viability and income generation in particular.

CP7 Actively seek to broaden the range of cultural activities, concerts, exhibitions hosted by the Theatre, ensure that appropriate facilities are provided to enable such events to be well managed and resourced to ensure the sustainability of the Theatre as a cultural resource.

CPI0 To use the building and its heritage to promote the history of the area and the borough and use it as a focus for cultural and communal activity.

CPI1 To enhance the internal significance of the architecture wherever possible and restoring any areas that have been altered or adapted.

CPI2 To seek new ways to link the internal workings of the building to the wider cultural life of the borough.

CPI3 To explore new commercial opportunities that will support the enhancement and sustainability of the building.

ISSUES, RECOMMENDATIONS AND ACTIONS

6.3 USE

The Broadway Theatre continues to be used as an events venue. Predominantly the performances include stand-up comedy, small theatrical shows and musical performances. The building has also been used as a filming venue.

A smaller auditorium sits within the basement which is used as an additional performing and rehearsal space.

The theatre has a number of partnerships which help to drive the programme of events that take place in the two main spaces that it governs. In general, this works well, with a variety of user groups using the performance and rehearsal spaces. However, the main auditorium space is under used considering its size, grandeur and its long and illustrious history of performance throughout the twentieth century.

The Council Offices are predominantly in the employ of the council and a variety of user groups who rent space. There are opportunities for injecting flexibility in these spaces providing flexible office, storage, dressing room and communal spaces. Also refer to Section 6.6 for theatre specific use.

Issues	Recommendations	Actions
Theatre		
<p>The spaces within the building are not currently utilised sufficiently and do not generate a sustainable level of income to plough back into the building.</p>	<p>To improve the quality of the Theatre offer through a high quality, mixed program of performances and events and look at new ways of utilising the main space. To maintain the historic 'hall for hire' concept, but to aim at more artistic control over the output.</p>	<ul style="list-style-type: none"> To define a business plan for the Theatre that indicates the current strengths and targets potential user groups.
Council Offices		
<p>The spaces are well used for a variety of council functions but these are ad-hoc and not linked to the overall strategy for the use of the building, leading to disparity.</p>	<p>Define a holistic strategy for the future use of the council office spaces in line with the masterplan.</p>	<ul style="list-style-type: none"> Draw up an options assessment for the potential future uses, both public and council that the offices could be used for. Complete an audit of the current users and internal timetables of use.
<p>There are a variety of users of the spaces, some with very different spatial and support requirements. There is concern that this creates disconnect within the building and is impacting on the fabric itself.</p>	<p>Introduce flexible use into the spaces to improve inter connectivity between spaces in differing uses.</p>	<ul style="list-style-type: none"> Look to create some spaces that are flexible and allow for a wider variety of uses. Investigate through an Options Appraisal for the building.

ISSUES, RECOMMENDATIONS AND ACTIONS

The following relevant conservation principles are given below.

- CP3** Make the CMP available to any parties with a legitimate interest in the site, such as local and national statutory bodies and interest groups.
- CP4** Commission a business plan to support the short and long term goals of the Theatre. This plan should consider markets, viability and income generation in particular.
- CP7** Actively seek to broaden the range of cultural activities, concerts, exhibitions hosted by the Theatre, ensure that appropriate facilities are provided to enable such events to be well managed and resourced to ensure the sustainability of the Theatre as a cultural resource.
- CPI0** To use the building and its heritage to promote the history of the area and the borough and use it as a focus for cultural and communal activity.
- CPI2** To seek new ways to link the internal workings of the building to the wider cultural life of the borough.
- CPI3** To explore new commercial opportunities that will support the enhancement and sustainability of the building.

6.4 VISITOR EXPERIENCE

There are a range of issues related to visitor experience and these have a significant impact on the image of both the building and, by association, Lewisham Borough Council. Chiefly, these issues focus on the Theatre building as this is currently the publicly accessible part of the building, but there are also issues concerning the Council Offices in this regard. The overall impression of the architecture, design and décor, both inside and out, is the most significant element of the Theatre and plays a vital role in visitor experience, some of these issues relate to the routine maintenance of the building and others to the way in which the building is navigated. Overall, there is a perceived lack of civic ownership of the building and this is a major contributory factor to the impression taken away by visitors. The building is currently functioning in a variety of ways as was originally intended and this should be both celebrated and amplified in any attempts to improve the visitor experience to either part of the building.

Issues	Recommendations	Actions
Theatre		
The exterior fabric is tired and there are a number of issues related to cleanliness, broken windows and foliage that affect the aesthetic quality of the building and its appeal to visitors.	To renew the visual appearance and make it presentable to improve visitor experience from the public realm.	<ul style="list-style-type: none"> To repair, clean and declutter the exterior of the building.
The main Foyer stairwell leads to a large red curtain that hides the seating rake and supports the sound booth. The original intention of stepping into the large auditorium from the Foyer has been lost.	To look at re-organising the visitor circulation to the Auditorium.	<ul style="list-style-type: none"> Review through an Options Appraisal for the building.
The visitor experience is hampered by the lack of cohesive presentation within the arrival spaces and by a lack of permeability between the building and the public realm.	To reintroduce the historic sight line from the foyer into the main theatre. Streamline visual clutter in arrival spaces. Enhance permeability with public realm.	<ul style="list-style-type: none"> Consider visitor experience in any future development proposals for the site.
Council Offices		
Entrance could be perceived as unwelcoming and unclear.	To make the entrance more welcoming for visitors and to define ownership of the building by Lewisham.	<ul style="list-style-type: none"> Improve visibility of Lewisham ownership and re-redesign the entrance porch way to make more welcoming for visitors.
The council offices main entrance is next to the main entrance to the ground floor café and this impacts on the Visitor Experience and can be confusing for visitors.	To make the experience for the visitor more welcoming and celebrate the quality of this elevation of the listed building.	<ul style="list-style-type: none"> Review accessibility and entry points to the building as part of an Options Appraisal to explore opportunities for flexible use.
The ground floor windows appear unwelcoming and many are broken, leading to poor impressions of the building and the council.	To devise a permanent solution for the windows ahead of any future scheme to open the building up to The Broadway.	<ul style="list-style-type: none"> To employ a Conservation Architect to present an options appraisal for the ground floor window treatment.

ISSUES, RECOMMENDATIONS AND ACTIONS

The following relevant conservation principles are given below.

- CP3** Make the CMP available to any parties with a legitimate interest in the site, such as local and national statutory bodies and interest groups.
- CP7** Actively seek to broaden the range of cultural activities, concerts, exhibitions hosted by the Theatre, ensure that appropriate facilities are provided to enable such events to be well managed and resourced to ensure the sustainability of the Theatre as a cultural resource.
- CP8** To ensure universal accessibility to the Theatre and to improve access to all parts of the building wherever possible.
- CPI0** To use the building and its heritage to promote the history of the area and the borough and use it as a focus for cultural and communal activity.
- CPI2** To seek new ways to link the internal workings of the building to the wider cultural life of the borough.

ISSUES, RECOMMENDATIONS AND ACTIONS

6.5 FUNDING

Funding is a major issue for the council and under investment in the building is one of the predominant forces that has led to many of the issues that are described and addressed throughout this section. There are important issues concerning potential funding streams that relate to the wider regeneration of the area and all funding opportunities to improve the Theatre and its associated facilities must be properly integrated into any wider capital funding works in the surrounding area. Moreover, it is vital that the Theatre is placed at the centre of the regeneration proposals and that it be a driving force in the regeneration itself. To that end, inward investment in the building, particularly that which enhances its profile and integration with the community and public realm is considered to be crucial.

In addition to this, there are many other forms of public, charitable and private funding opportunities that exist for a wide variety of works and activities at the theatre and associated spaces.

Issues	Recommendations	Actions
Theatre		
<p>That the theatre programme is underfunded and that the ‘hall for hire’ model is not sustainable without a more robust business model that encompasses the whole site.</p>	<p>To define a funding model in line with a robust business plan covering all aspects of the building.</p>	<ul style="list-style-type: none"> • Explore the range of possibilities for commercial revenue through the business plan.
<p>That the range of funding for the cultural aspects of the theatre is under explored.</p>	<p>To explore HLF funding opportunities for building fabric repairs and the regeneration of the cultural aspects of the site.</p>	<ul style="list-style-type: none"> • Engage a funding consultant to explore the range of possibilities for revenue. Make initial enquiries with the HLF and the Theatres Trust.
<p>Explore options for potential funding with the Theatres Trust</p>		
Council Offices		
<p>That commercial opportunities for the office spaces are not fully explored. Under used spaces have revenue potential.</p>	<p>To explore new commercial opportunities for these spaces – both permanent and temporary. This offer could be enhanced through the provision of more flexible space across the building and enhanced interaction with the public realm.</p>	<ul style="list-style-type: none"> • Review the commercial viability of the office accommodation and spaces on the ground floor through the business plan. • Review existing commercial leases across the building and ensure they remain the ‘best fit’. • Look to maximise under used spaces across the building, through flexible revenue generating use.

ISSUES, RECOMMENDATIONS AND ACTIONS

The following relevant conservation principles are given below.

- CP3** Make the CMP available to any parties with a legitimate interest in the site, such as local and national statutory bodies and interest groups.
- CP4** Commission a business plan to support the short and long term goals of the Theatre. This plan should consider markets, viability and income generation in particular.
- CPI0** To use the building and its heritage to promote the history of the area and the borough and use it as a focus for cultural and communal activity.
- CPI2** To seek new ways to link the internal workings of the building to the wider cultural life of the borough.
- CPI3** To explore new commercial opportunities that will support the enhancement and sustainability of the building.

ISSUES, RECOMMENDATIONS AND ACTIONS

6.6 THEATRE OPERATION BACK OF HOUSE

The current theatre operations are seen largely as adequate in the short-term, but many of the technical services that relate to the quality of the performances and the adaptability of the performance space are seen as unsustainable in the long-term or are in need of investment.

In addition, there are concerns that the back of house rooms, including the dressing rooms, get-in spaces for the scenery and actors are not sustainable in the long-term without significant improvement or re-modelling.

Specific recommendations for the improvements of technical services beyond how they impact on building fabric lie beyond the scope of this document. This is particularly true for sound design, theatre acoustics, stage lighting and all mechanics associated with the fly system for example.

Issues

Current audio system is inadequate for the needs of the theatre.

Dressing rooms are inadequate and are cosmetically dated and in need of refurbishment.

Get in for theatre, scenery, storage and acting staff inadequate.

Lighting system inadequate for larger performances.

Recommendations

Replace or seek funding to replace with a system designed to have minimal impact on the building. The significance of the listed building should be a key consideration in the integration of any future audio systems.

Refurbish dressing room spaces and back of house facilities in line with wider upgrade of back of house services. Introduce flexibility to these spaces to allow their use outside performance times.

To improve get-in to theatre as part of the wider masterplan for Catford. Internally investigate through an Options Appraisal.

Ensure any replacement systems are designed to have minimal impact on the building fabric.

Actions

- Engage the services of theatre acoustics professional to assess the requirements in line with the theatre's performance aspirations.
- Ensure any proposals for change respect the significance levels outline in this CMP and are discussed with the conservation officer and relevant consents achieved.
- Seek advice for funding for refurbishment of back of house facilities.
- Look into options for alternative use.
- Engage the services of a conservation architect to assess new potential routes for get in as part of an Options Appraisal.
- Undertake a review of storage requirements across the theatre and accessibility to those areas
- Engage the services of a lighting specialist to assess the requirements in line with the theatre's performance aspirations.
- Ensure any proposals for change respect the significance levels outlined in this CMP and are discussed with the borough conservation officer and relevant consents are achieved.

ISSUES, RECOMMENDATIONS AND ACTIONS

The following relevant conservation principles are given below.

- CP5** Regularly review, and if necessary, update health and safety and risk management strategies.
- CP6** Ensure the appropriate statutory consents are applied for relating to any development proposals for the Theatre.
- CP7** Actively seek to broaden the range of cultural activities, concerts, exhibitions hosted by the Theatre, ensure that appropriate facilities are provided to enable such events to be well managed and resourced to ensure the sustainability of the Theatre as a cultural resource.
- CP8** To ensure universal accessibility to the Theatre and to improve access to all parts of the building wherever possible.
- CPI1** To enhance the internal significance of the architecture wherever possible and restoring any areas that have been altered or adapted.
- CPI3** To explore new commercial opportunities that will support the enhancement and sustainability of the building.
- CPI4** To ensure that architectural repairs and works to the listed building are carried out by conservation architects with a track record of caring for listed buildings.

ISSUES, RECOMMENDATIONS AND ACTIONS

6.7 UNIVERSAL ACCESS

Universal access to the building is a major issue and presents a number of specific challenges for the building. There is currently no lift access on the theatre side of the building on either the front or the back of house and this causes issues for access for both visitors, performers and staff impacting the flexibility of the building. On the Council offices side of the building, there are issues with the size of the current lift in the existing historic stairwell core. Regardless of the proposals that arise from the masterplan and considering the potential uses for both the theatre and the offices, separate universal access to both sides of the building should be seen as a priority in any new developments and will help give flexibility to the potential usability of the listed building. Access to theatres, particularly those in historic buildings is a particular focus of the Theatres Trust and consultation with them regarding the issue and potential funding that may be available to assist is an important consideration. In the current year 2018, the trust have a specific funding stream to assist with access issues in historic theatres.

The following relevant conservation principles are given below.

- CP7** Actively seek to broaden the range of cultural activities, concerts, exhibitions hosted by the Theatre, ensure that appropriate facilities are provided to enable such events to be well managed and resourced to ensure the sustainability of the Theatre as a cultural resource.
- CP8** To ensure universal accessibility to the Theatre and to improve access to all parts of the building wherever possible.
- CPII** To enhance the internal significance of the architecture wherever possible and restoring any areas that have been altered or adapted.

Issues	Recommendations	Actions
Theatre		
There is currently no level access from the street to the theatre at either front or back of house entrances.	To install a permanent solution to achieve universal access at front and back of house to allow for visitor and performer access.	<ul style="list-style-type: none"> • To engage the Theatres Trust regarding the issues of level access at the theatre. • To explore opportunities for enhanced access through an Options Appraisal for the site.
No lift access in the theatre.	To include the provision of a lift as a priority in any major works programme.	<ul style="list-style-type: none"> • Ensure the location of the lift is proposed with a full understanding of the significance of the building as set out in the CMP.
Council Offices		
The current lift is not suitable for universal access.	To include the provision of a lift as a priority in any major works to the Broadway Theatre.	<ul style="list-style-type: none"> • Prioritise lift improvements in any future work programmes to improve accessibility to and the flexibility of the building.

ISSUES, RECOMMENDATIONS AND ACTIONS

6.8 SIGNAGE AND INTERPRETATION

Signage and wayfinding, both inside and outside the building is currently impacting on the visitor experience. Some of these issues therefore overlap into the issues and recommendations for that section. There are also, however, a number of wider issues where the wayfinding and signage from the public realm could be improved and would assist the future development of the building as regards the master planning of the wider site and in promoting and celebrating its status as a listed building and as a community asset. In addition, there is an issue with the current signage imparting a sense of ownership from the council.

There are also concerns about the visibility and effectiveness of the external signage for the theatre itself in drawing the local community in.

The following relevant conservation principles are given below.

- CP6** Ensure the appropriate statutory consents are applied for relating to any development proposals for the Theatre.
- CP8** To ensure universal accessibility to the Theatre and to improve access to all parts of the building wherever possible.
- CP9** To maintain the listed building in line with the statutory legislation governing the stewardship of listed buildings.
- CP12** To seek new ways to link the internal workings of the building to the wider cultural life of the borough.
- CP14** To ensure that architectural repairs and works to the listed building are carried out by conservation architects with a track record of caring for listed buildings.

Issues	Recommendations	Actions
Theatre		
Poor quality mock-Art Deco signage is currently in position throughout the theatre.	Renew internal signage and wayfinding as part of the overall representation of the site.	<ul style="list-style-type: none"> • Generally declutter key areas, remove poor quality later additions and look to use existing original signage and augment with modern signage.
Poor quality signage is leading to a lack of clarity about the entrances and exits, and key entrances into and around the building.	To improve the wayfinding and clarity of signage inside and out.	<ul style="list-style-type: none"> • Consider new signage as part of a re-brand of the building with a clear identity.
Under use of external billboards.	Renew the billboard and signage provision across the site for opportunities to rebrand in a way that is appropriate to the aesthetic quality of the Theatre.	<ul style="list-style-type: none"> • Look at alternative billboard options which might include electronic solutions that are sympathetic to the historic building fabric. • Declutter key areas to enhance visibility of key signage and interpretation.
Cluttered mix of signage, posters, memorabilia in entrance foyer.		
Council Offices		
The council offices are not visually identifiable as part of the council suite of buildings due to lack of clarity, wayfinding signage and branding.	To improve the signage in the public realm and at the entrances to impart a unity between the council offices and Laurence House and the New Town Hall, to enhance the council's association with the building.	<ul style="list-style-type: none"> • Design a new signage strategy that re-brands the building and imparts a sense of ownership and identity for the building.

ISSUES, RECOMMENDATIONS AND ACTIONS

6.9 BUILDING SERVICES

There is considerable concern that safety systems, are out-moded and need attention in the short term and this has implications for the future use of the building. These issues are addressed in the following section on Building Services.

Overall, the building is maintained and cared for under the governance of Lewisham Council's Maintenance Team, who manage the council's building stock – there is currently no resident caretaker or on-site maintenance staff. Much of the routine maintenance work is subcontracted to Kier. Any requests for minor repair or alterations are agreed upon by the regional office, while more substantial repairs and alterations need to be approved by Head Office. Currently, there is a backlog of maintenance for the services within the building. Responsibilities are shared between the Council's Maintenance Team and Kier.

The electrical systems are separate for the Theatre and the Council Offices, though the plumbing and heating systems are controlled by boilers that are shared. The fire system is wireless and needs batteries replaced every three years. There are issues with the water system for both buildings, particularly during peak usage, such as during performances.

The current CCTV system is not seen as adequate. The new premises licence (2017) requires additional CCTV provision to be installed throughout. The café area has, in particular been subject to a number of break-ins since opening in early 2017.

Although there have not been any major incidents or break-ins, the risk of the latter is considerably increased if the building appears unkempt or not looked after. To this end, the broken windows at ground floor level on the Broadway elevation are seen as a security as well as a cosmetic issue and have been addressed here.

Issues	Recommendations	Actions
Theatre and Council Offices		
Plumbing System is out-moded and cannot cope with demand in peak times.	Design replacement plumbing services with as minimal impact on historic fabric as possible, use opportunity to enhance the aesthetic quality of the building through the replacement of existing unsympathetic washroom facilities.	<ul style="list-style-type: none"> Seek funding and expertise to assess and modernise the buildings historic plumbing in line with the significance of the building.
Inadequate CCTV and fire prevention systems.	Consider upgrade/installation of any new systems in the context of impact on historic building fabric.	<ul style="list-style-type: none"> Renew existing systems and identify alternative in consultation with the significance ratings set out in this CMP, specialist service consultants and heritage consultant/conservation officer.
Broken windows at ground floor level look unsightly and raise the risk of further damage and security breaches which could harm the listed building.	Fix windows to ensure security of building balanced against the aesthetic integrity of the building.	<ul style="list-style-type: none"> Engage architect to set out designs. Assess impact of proposals against the significance of the listed building and discuss necessity for Listed Building Consent with the borough conservation officer.

ISSUES, RECOMMENDATIONS AND ACTIONS

The following relevant conservation principles are given below.

- CPI** Lewisham Borough Council to formally adopt the policies in this CMP and that the CMP is used as a starting point for any future change to the building.
- CP2** Review the CMP on a five-year cycle or when major alteration or change is proposed.
- CP5** Regularly review, and if necessary, update health and safety and risk management strategies.
- CP6** Ensure the appropriate statutory consents are applied for relating to any development proposals for the Theatre.
- CP9** To maintain the listed building in line with the statutory legislation governing the stewardship of listed buildings.
- CPII** To enhance the internal significance of the architecture wherever possible and restoring any areas that have been altered or adapted.
- CPI4** To ensure that architectural repairs and works to the listed building are carried out by conservation architects with a track record of caring for listed buildings.

ISSUES, RECOMMENDATIONS AND ACTIONS

6.10 MAINTENANCE AND REPAIR

The building is generally in a fair state and is not at risk at present from any major structural issues, however, there is a considerable amount of cosmetic work, cleaning and general repair that could be done to improve the appearance and function of the building. These actions relate pertinently to the Visitor Experience section and many of the issues described below are having an impact on the manner in which the building is perceived as part of the public realm, the wider townscape and as a flagship building in the council's care.

Of primary concern is the level of water ingress into the building through the roof and this has been identified as an important focus for immediate or short-term work through discussions with the current maintenance teams. That water is finding its way into some of the interior spaces in the Theatre and is evidenced by staining and flaking that is visible in a number of locations. On the exterior of the building, a general lack of upkeep and cleaning is making the building look untidy.

Issues	Recommendations	Actions
Ongoing impact of piecemeal routine repair.	Consider the preparation of a Management and Maintenance Plan to establish a rota for cyclical repairs.	<ul style="list-style-type: none"> • Commission a Management and Maintenance Plan from a conservation architect. • Ensure only routine maintenance that doesn't directly change the building fabric is contained within the Management and Maintenance Plan. Any 'repair' that involves loss/change of fabric is likely to require Listed Building Consent.
Water ingress into numerous areas in the building.	To prioritise repairs to the roof to mitigate long-term damage to the building fabric.	<ul style="list-style-type: none"> • Make immediate repairs to the roof to limit further deterioration. Engage with conservation officer to establish the need for Listed Building Consent..
Vegetation growing on the exterior elevations of the building and blocking up gutters.	To remove the vegetation and make sure the gutters are clear.	<ul style="list-style-type: none"> • Carefully remove vegetation. • Implement a cyclical programme of maintenance through a Management and Maintenance Plan
Impact of degraded aesthetic quality.	<p>To clean the stonework on the exterior of the building.</p> <p>To declutter exterior and interior through decoration and rationalisation of signage.</p>	<ul style="list-style-type: none"> • Engage a conservation specialist to advise on the need and type of any future stone cleaning works. Look to incorporate such works into any future programmes of work at the theatre

ISSUES, RECOMMENDATIONS AND ACTIONS

The following relevant conservation principles are given below.

- CPI** Lewisham Borough Council to formally adopt the policies in this CMP and that the CMP is used as a starting point for any future change to the building.
- CP2** Review the CMP on a five-year cycle or when major alteration or change is proposed.
- CP6** Ensure the appropriate statutory consents are applied for relating to any development proposals for the Theatre.
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- CPI4** To ensure that architectural repairs and works to the listed building are carried out by conservation architects with a track record of caring for listed buildings.

ISSUES, RECOMMENDATIONS AND ACTIONS

6.11 PUBLIC REALM

The public realm around the Broadway Theatre currently presents the building with a number of interrelated issues. Of primary importance is the relationship of the building to the surrounding townscape and the importance of the building to the immediate and indeed the wider environs of Catford. This importance has been outlined and analysed in the Views section. Improvements to the setting and connectivity to the surrounding streetscape have potentially vital consequences for the future viability and vitality of the listed building. They impact on its overall appearance, reflect its value and significance and can be used to improve public perception and visitor experience.

The semi-pedestrianisation of the Broadway and the provision of the market on that side, can be said to have improved the immediate setting of the 'rear' of the building, however, this is not the public face of the building and to that end, the Theatre currently presents a more 'back of house' feel to the Broadway. Any alterations to the public realm arising from the masterplan work therefore, must address in detail the relationship between the building and the public realm and this should be approached holistically, to ensure opportunities that have the potential to greatly benefit the building, are not lost or overlooked

The following relevant conservation principles are given below.

- CP6** Ensure the appropriate statutory consents are applied for relating to any development proposals for the Theatre.
- CPI2** To seek new ways to link the internal workings of the building to the wider cultural life of the borough.

Issues

That the current relationship between the street and the theatre entrance is not conducive to a sense of arrival.

That there is a considerable amount of visual clutter in the immediate and surrounding townscape that detracts from the listed building.

The rear of the building, which fronts the main area of public realm to Broadway is unwelcoming.

Poor visual quality of rear yard and connectivity with the townscape.

Recommendations

To improve the public space to the front of the theatre, encourage public dwell spots.

Remove clutter where possible and improve the setting of the listed building.

Seek to 'open -up' the building on the Broadway side to enliven the street frontage and make the building and its services more accessible and public.

Look to open up connectivity between The Broadway and Catford Road through the rear courtyard using the opportunity to improve the visual quality of the courtyard and access into the theatre and the adjacent council offices.

Actions

- Address as part of any brief for improvements to the public realm to the front of the theatre.
- Address as part of any brief for improvements to the public realm around the theatre as part of the masterplan.
- Address as part of any brief for improvements to the public realm around the theatre as part of the masterplan.
- Consider connectivity across the rear of the building through the Options Appraisal and any future masterplan for the site and adjacent council offices.

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APPENDIX A:

LIST DESCRIPTIONS

LISTING DESCRIPTION

LEWISHAM THEATRE AND DEPARTMENT OF ENVIRONMENTAL SERVICE

List entry number: 1253065

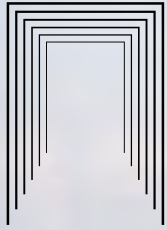
County: Greater London Authority

District: Lewisham, London Borough

Theatre and offices, built as concert hall and offices. Built in 1931-32 by Arthur John Hope of the firm of Bradshaw, Gass and Hope as a concert hall extension to the old Town Hall of 1874-5 by G Elkington, demolished in the 1960s. The building included offices and was originally intended for dancing and wrestling as well as concerts and minor theatricals. Curved stone building with hipped tiled roof with 2 stage domed octagonal cupola surmounted by weathervane. Four storeys. Third floor set back with triple arched windows divided by pilasters. Other floors have top opening casements with small panes (arched to second floor) divided by pilasters with reliefs of sea creatures. Central open pediment flanked by heraldic deers and bears (Lewisham crest) and stone flat canopy to ground floor. Theatre to left comprises central full-height curved bay with 3 tall arched windows with 9 smaller windows to 3rd floor divided by shields with heraldic beasts and 2 further bays on either side. Centre has flat canopy and double doors. Sides have two curved doorcases with central roundel. Rear entrance has blank wall with blank panel with griffins flanking shield and gargoyles below parapet. Interior of theatre has complete Art Deco interior. Staircases have metal handrails, panels with metal scrollwork and octagonal metal light fittings, Function Room has lattice panels and panelling, vaulted corridor with gilded ceiling apertures, Concert Hall has gothic style oak panelling and 4-centred surrounds to radiators. Auditorium has curved roof with coffered panels, giant round-headed arches, 10 original metal and glass lanterns, carved wooden gallery and curved proscenium arch flanked by panels surmounted by shields, flanked by heraldic beasts and metal scrollwork grilles. Original Compton organ with consoles.

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THE BROADWAY Theatre



PURCELL

BROADWAY THEATRE, CATFORD

GAZETTEER

ISSUE 02: FINAL

MAY 2018



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BROADWAY THEATRE, CATFORD: GAZETTEER

CONTENTS

SECTION ONE: ELEVATIONS

External Elevations	04
Roof	08

SECTION TWO: PUBLIC REALM 10

SECTION THREE: MAIN THEATRE SPACES

Auditorium	14
Entrance Foyer	18
Back of Stage	22
Studio	24

SECTION FOUR: OFFICE SPACE

Council Offices	26
Theatre-Related Office Spaces Including Box Office	28

SECTION FIVE: CIRCULATION SPACES 30

SECTION SIX: GROUND FLOOR CAFÉ 34

SECTION SEVEN: TOILETS, PLANT AND STORAGE SPACES 36

SECTION ONE:

EXTERNAL: ELEVATIONS

Historic Development Phase	Original (Phase One)
Designation	Grade II
Significance	Very High
Historic Use	Concert Hall and Council Offices
Recent Use(s)	Theatre and Council Offices

DESCRIPTION

Street Facing Elevations

The exterior of the Broadway Theatre expresses a mixed language of neo-gothic elements with art-deco features.

The Broadway Theatre occupies the curved peninsula in between Catford Road and Catford Broadway and reflects the street layout in a curved stone façade fronting to the north, east and south. To the ground floor there are two entrances into the main body of the theatre building. To the east, the entrance comprises two timber double doors leading to the box office and staff offices with a modern, glazed automatic double door which leads to the Town Hall Chambers. The entrance is sheltered by a canopy decorated with a dentilled fascia. To the south side, the main concert hall entrance comprises four double doors which is sheltered by a flat, rounded canopy stretching over the pavement of Catford Road.

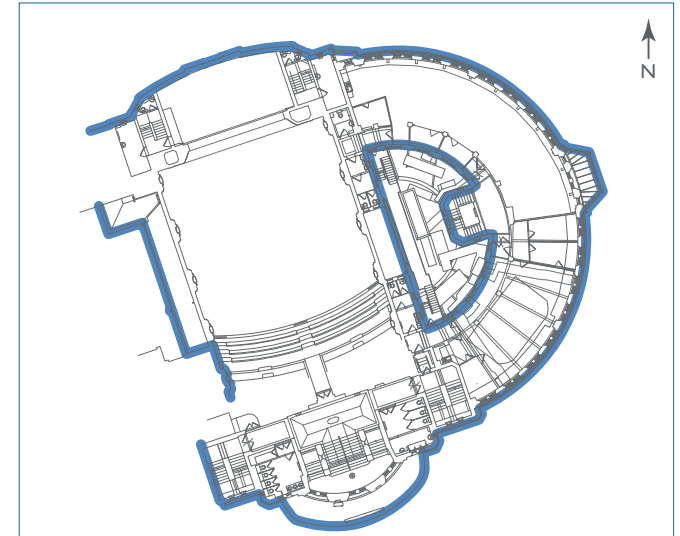
At street level the elevation expresses large timber-framed glazed openings which were achieved through the use of a steel structure. The expansive glazing allows for retail display windows and increased lux levels within the internal office spaces.

Above, the first and second storeys, the elevation is punctured with an arrangement of tall, slim window openings with neo-gothic ornamentation, in-between which, pilasters are decorated with carved motifs with references to sea creatures. The third storey is set back behind a parapet wall and expresses a repeated arrangement of three arched windows which are divided by pilasters and extends around the curve of the building. The central open pediment is flanked by heraldic deer and bears, echoing those found on the Lewisham Crest with the decorative carvings in between the first and second storeys of heraldic beasts and shields. The four-storeyed theatre building is mounted by a steeply pitched, tiled roof with a two-storeyed domed steeple with a weathervane above. To the south, an illuminated sign titled "The Broadway Theatre" reinforces the buildings identity and presence within the town centre. To the east, the main theatre entrance comprises two timber double doors leading to the box office and staff offices with a modern, glazed automatic double door which leads one to the Town Hall Chambers. The entrance is sheltered by a canopy decorated with a dentilled fascia.

To the south side, the entrance comprises of four double doors sheltered by a flat, rounded canopy stretching over the pavement of Catford Road which is also decorated with a dentilled fascia. The west elevation of the building abuts the east façade of the adjacent Civic Offices as such, the Broadway Theatre has a single curved elevation running south through east to north.

Internal Enclosed Areas

Elevations to the external face of the void in between the east curved portion and the western block also form part of the design. Semi-circular in form, the elevations express numerous window openings with a centrally placed rectangular lift shaft. The full extent of the façade is finished with glazed white bricks.



Existing east elevation of the Broadway Theatre

EXTERNAL: ELEVATIONS



Existing west elevation of the Broadway Theatre at high level joining the neighbouring Civic Suite to the left-hand side



Existing south elevation of the Broadway Theatre



Existing west elevation of the Broadway Theatre at ground level, adjoined to the neighbouring Civic Suite



Existing north elevation of the Broadway Theatre



Elevation of the internal semi-circular void of the Broadway Theatre

EXTERNAL: ELEVATIONS

Character Defining Architectural Features

- Curved east façade following the footprint of the Catford Broadway peninsula
- Carved motifs referring to the Lewisham crest and heraldic beasts and sea creatures
- Neo-gothic window arrangement with carved tracery to the arches
- Steeply pitched roof with two-storeyed domed steeple to the east
- White glazed bricks to the atrium elevations

Key Phases of Alteration

- The Broadway Theatre was completed in 1932
- The west elevation has changed since phase one of the construction when the original Town Hall was demolished and the adjoining Civic Suite was constructed in 1971

Significance

- Uniformity and legibility of the original scheme
- Historic and current communal value in Catford
- The façade can be viewed from numerous viewpoints within Catford and the steeple projects amongst the neighbouring buildings allowing it to be seen from a distance - prominence in streetscape
- Decorative, curved façades
- Stylistic references to the Town Hall which was demolished in the 1960s

Intrusive Features

- Visible flood lights mounted to external wall fabric
- Broken glass within window openings to ground level
- Missing glazing to west elevation at high level

Issues

- Access difficulties
- Security
- Evidence of vegetation growth at high level which should be addressed
- Limited integration with public realm

RELEVANT POLICIES AND RECOMMENDATIONS

CPI-CP6; CP8-CP9; CPI4

Refer issues, recommendations and actions section on:

- Visitor Experience
- Universal Access
- Signage and Interpretation
- Building Services
- Maintenance and Repair
- Public Realm

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SECTION ONE: EXTERNAL: ROOF

Historic Development Phase	Original (Phase One)
Designation	Grade II
Significance	High
Historic Use	Roof
Recent Use(s)	Roof

DESCRIPTION

The roof follows the semi-circular footprint of the Broadway Theatre building with a void to the centre. A large portion of the high-pitched roof is tiled and also includes opaque, glazed openings to the inner edge which allows light to filter into the council office and storage spaces below.

To the west and east of the roof, ventilation channels protrude between the point where the curved eastern portion meets the gabled western edge. To the east the roof is surmounted by a two-storeyed steeple and to the south an illuminated sign is mounted to the fabric which is framed by two carved motifs referencing the Lewisham crest.

Character Defining Architectural Features

- High, pitched roof
- Two-storeyed steeple
- Ventilation ducts
- Carved motifs

Key Phases of Alteration

- Remains as its original construction

Significance

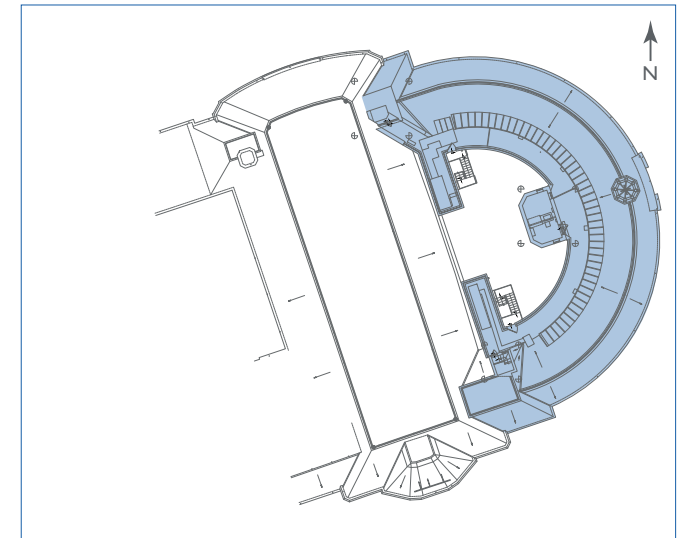
- The high pitch allows for the building to project amongst the surrounding buildings and forms a focal point within Catford
- The two-storeyed steeple reinforces the building's presence within the area and establishes its central axis

Intrusive Features

- The illuminated "Broadway Theatre" sign
- Vents and ductwork protruding through fabric and extending around at gutter level

Issues

- Vegetation growth at high level
- Untidy cables
- Ductwork protrudes through the internal face of the roof fabric which can be seen from the central void



RELEVANT POLICIES AND RECOMMENDATIONS

CPI–CP6; CP8–CP9; CPI4

Refer issues, recommendations and actions section on:

- Universal Access
- Signage and Interpretation
- Maintenance and Repair
- Public Realm

EXTERNAL: ROOF



Views across roof facing north-west



Views across roof facing south-west



Duct work protruding through the roof fabric



Views across roof facing south



Two-storeyed steeple to the east side of the roof

SECTION TWO: PUBLIC REALM

Historic Development Phase	N/A
Designation	Setting of Listed Building
Significance	Various
Historic Use	Public Spaces, Various
Recent Use(s)	Public Space

DESCRIPTION

The spaces around the Broadway Theatre perform a wide-range of functions as public spaces. To the immediate east of the building lies the A21 (North Circular) which hugs the building line heading south west – defining a narrow strip of pavement to the entire southern elevation of the building. To the north-east, the pedestrian area of Catford Broadway opens up to the west and defines the entire northern elevation of the building. The two elevations have, therefore, very different public realm settings.

It is from these areas primarily, that the Broadway Theatre is seen, appreciated, approached and accessed. The building is highly visible in the local streetscape and is a local landmark.



A view of the public realm on the eastern side of the Broadway Theatre, showing the A21 and the pedestrian access to the Broadway.



Pedestrian crossing in front of the Broadway Theatre southern elevation

PUBLIC REALM



The public realm to the south-east of the theatre, showing the variety of street furniture, signage and lights in the streetscape



The public realm to the south of the Theatre, showing Laurence House to the left and the A21 traffic flow heading west towards the stations at Catford.



The A21 as it curves round the building, defines its setting to the south and east



The south-east elevation of the theatre showing the narrow pavement and the cycle stands.



The entrance to the Broadway, showing the cycle stands, signage and market stands



The public realm to the west of the New Town Hall, showing the areas of pedestrianisation on the Broadway and the sparse planting

Character Defining Architectural Features

A21 North Circular

- Large busy main road with pavement to the north that runs around a portion of the east and the full extent of the southern elevation of the Broadway Theatre
- There are nearby pedestrian crossings to the south-east and south of the building that run to the other side of the A21. The ones at the apex of the bend where the road heads west are the primary crossings from the Broadway Theatre to Laurence House on the other side of the road
- The south east curve is fronted by a narrow section of pavement that contains a row of cycle stands

Key Phases of Alteration

- Pedestrianisation of the Broadway in 2014 for the market with associated sparse planting in the area to the west

Significance

- The setting of the Theatre plays an important role in showcasing its presence
- Prominent location respected by surrounding road system

Intrusive Features

- There are a wide range of surface treatments to the surrounding pavements
- There is an extent to which the surrounding streets detract from the setting of the Broadway Theatre with street furniture and excessive signage

Issues

- Lack of interpretation signage for the theatre
- Lack of permeability
- Poor appearance and under use of ground floor windows
- Closed appearance of the theatre – lack of interaction with the public realm
- Pedestrian access across road system
- Lack of dwell spots to appreciate buildings
- Mixed pedestrian and vehicular access to the Broadway
- Limited opportunities for close range views of the theatre

RELEVANT POLICIES AND RECOMMENDATIONS

CPI–CP3; CP6; CP8–CPI0; CPI3–I4

Refer issues, recommendations and actions section on:

- Universal Access
- Signage and Interpretation
- Maintenance and Repair
- Public Realm

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SECTION THREE: MAIN THEATRE SPACES: AUDITORIUM

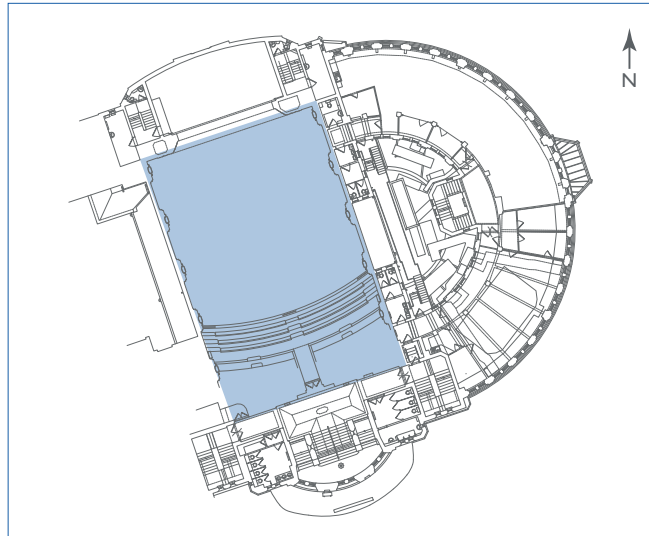
Historic Development Phase	Original with modern redecoration and seating (Phase One)
Designation	Grade II
Significance	Very High
Historic Use	Concert Hall
Recent Use(s)	Exhibition space, theatre performance, entertainment

DESCRIPTION

The auditorium is a large, open space with a high, curved ceiling vault. At lower level, the walls are lined with timber panelling. To either side of the room, there are five arched recesses which are divided by decorative pilasters which rise to the ceiling. They are terminated by heraldic crests. Numerous wall mounted light fittings are fixed in between and continue the frequented ornamentation with curved metal decoration to the lower stages.

To the northern end of the concert hall, the stage is framed by a proscenium arch flanked by panels surmounted by shields and is painted red, silver and gold. The auditorium has a curved roof with coffered panels, round-headed arches and has ten suspended metal and glass lanterns.

The raked concert hall seating spans the full width of the hall and descends to ground floor level, extending further than Hope's original seating arrangement. The floor fixed seats in front of the stage are removable which allows for a flexible use of space for either an increased audience capacity or increased performance area.



Concert Hall



Ceiling fixed light fittings within the concert hall

MAIN THEATRE SPACES: AUDITORIUM



Wall fixed lighting brackets



Decorative light fittings



Decorative ceiling lanterns



Non-original raked seating to the upper circle



Floor fixed, removable seating to ground floor

MAIN THEATRE SPACES: AUDITORIUM



Painted, carved timber motifs to wall fabric



Timber panelling to wall with inset radiators



Photograph taken on entry into the concert hall due to the raked seating arrangement

MAIN THEATRE SPACES: AUDITORIUM

Character Defining Architectural Features

- Open volume
- Art-deco decorative features
- Art-deco light fittings and lanterns
- Radiators inset into the wall fabric
- Timber moulded wall panelling
- Auditorium raked seating
- Proscenium arch

Key Phases of Alteration

- Concert hall footprint as 1930s, original phase
- Raked seating introduced in 1984
- Additional modern removable seating to the ground floor, floor fixed

Significance

- The principal space of the Broadway Theatre building
- Communal use within Catford
- Architectural detailing including art-deco elements

Intrusive Features

- Detrimental light fittings mounted to wall fabric, used for stage lighting
- Raked seating impacts on entrance experience from the main foyer
- Raked seating obstructs view of the upper circle balustrade
- Visible services

Issues

- Intrusive services
- Universal accessibility
- Loss of carved detail due to the multiple applications of paint to timber work
- Under use of space

RELEVANT POLICIES AND RECOMMENDATIONS

CPI–CPI4

Refer issues, recommendations and actions section on:

- Site Management
- Use
- Visitor Experience
- Funding
- Theatre Operation
- Universal Access
- Building Services
- Maintenance and Repair

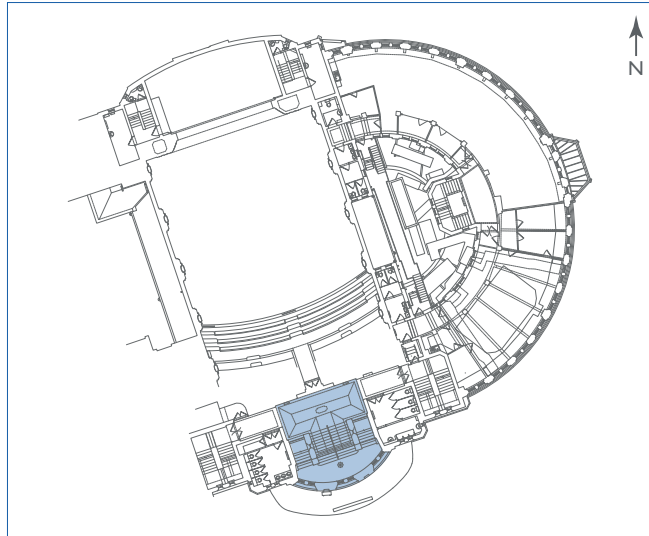
SECTION THREE: MAIN THEATRE SPACES: ENTRANCE FOYER

Historic Development Phase	Original with modern decoration (Phase One)
Designation	Grade II
Significance	High
Historic Use	Entrance Foyer
Recent Use(s)	Entrance Foyer

DESCRIPTION

The public enter the building through the vestibule doors from Rushey Green High Street and ascend up the central staircase which leads one up to the entrance foyer where a bar area, shop and toilet facilities are located.

The interior expresses a rich art-deco theme which is accentuated by the colour scheme and elaborate choice of light fittings, ironmongery and signage. The staircases are lined with metal handrails and possess finely detailed newel posts whilst the walls are decorated with art-deco inspired light fittings which are also reflected on the ceiling.



Entrance foyer looking east towards the vestibule doors



Vestibule entrance

MAIN THEATRE SPACES: ENTRANCE FOYER



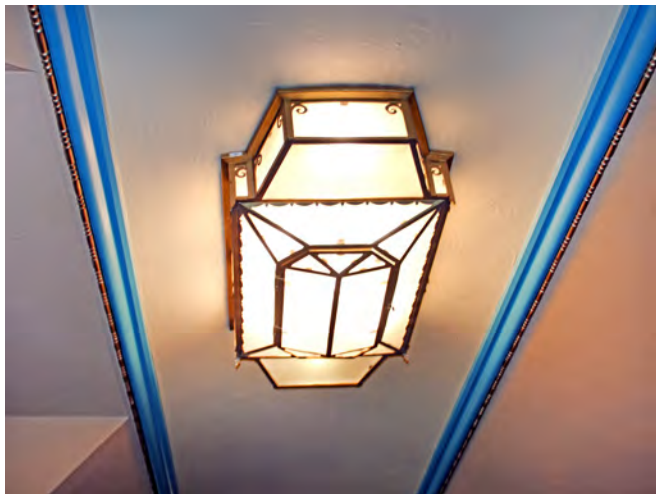
View across the entrance foyer taken from vestibule doors



Wall fixed light fittings within the entrance foyer



Internal decorative metal work to the lower portion of the window openings



Art deco ceiling mounted light fittings



Lewisham crest mounted above the hall entrance within the foyer

MAIN THEATRE SPACES: ENTRANCE FOYER



The bar area to the south of the entrance foyer



Metal work within the staircase wall partition leading to the entrance foyer from the vestibule

MAIN THEATRE SPACES: ENTRANCE FOYER

Character Defining Architectural Features

- Art-deco wall fixed light fittings
- Metal handrails and wall partition detail
- Lewisham crest carving above the entrance to the concert hall
- Highly decorative cornice detail
- Stone-clad walls
- Double-height void
- Symmetrical staircase

Key Phases of Alteration

- Original layout of 1930's plan
- Carpet assumed to have been replaced since the building was opened as part of the 2001 refurbishment
- Modern paint scheme, signage and decoration

Significance

- Entrance foyer creates the first impression on entry to the building
- Ironmongery original to Hope's design
- Light fittings original to Hope's design
- Decorative details original to Hope's design
- Most representative of art-deco style in the building

Intrusive Features

- Multiple layers of paint applied to the cornice has caused loss of detail
- Modern floor finishes
- Signage
- Curtailed view into main auditorium

Issues

- Minor cracks appearing on the internal stone cladding

RELEVANT POLICIES AND RECOMMENDATIONS

CPI–CPI4

Refer issues, recommendations and actions section on:

- Use
- Visitor Experience
- Funding
- Universal Access
- Signage and Interpretation
- Building Services
- Maintenance and Repair
- Public Realm

SECTION THREE: MAIN THEATRE SPACES: BACK OF STAGE

Historic Development Phase	Predominately original layout with modern decoration (Phase One)
Designation	Grade II
Significance	High/Medium
Historic Use	Theatre-related spaces
Recent Use(s)	Theatre related spaces and storage

DESCRIPTION

The backstage areas include the rear of the stage itself, the technical areas and gantrys above which support the scenery and lighting rigs – these are supported on large steel I-Beam painted yellow. To the rear of the stage on either side are stairwells that link an array of dressing rooms arranged across three floors which are markedly different in character. Some of these rooms have associated toilet spaces. Many of the dressing room spaces are cosmetically tired but contain many original features like radiators, skirting and door furniture. At high level, the two staircases on either side are connected by a thin, narrow corridor that arcs on an east-west axis. This has no features other than a series of small pivot windows which run along the corridor.

Character Defining Architectural Features

- Curved mouldings in the stairwell
- The doors, door furniture and lettering on the dressing room doors
- Original radiators and some fixed furniture

Key Phases of Alteration

- There has been alteration to the spaces as a result of technical improvements to the theatre operations
- General modernisation of spaces

Significance

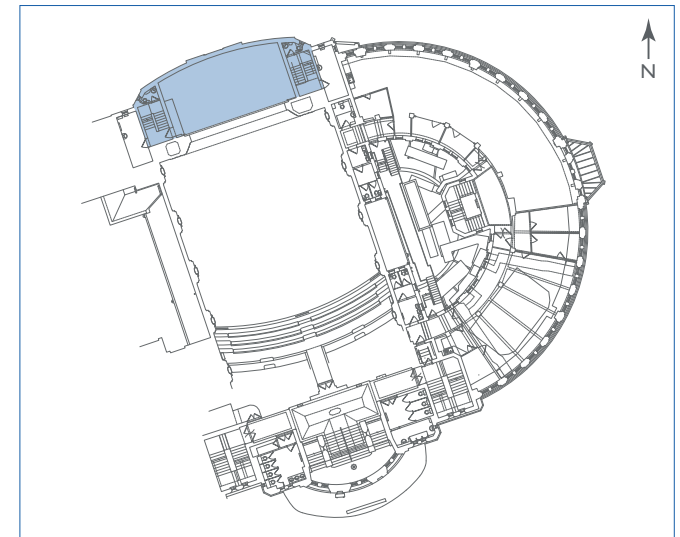
- Integral to operation and use of the theatre as a suite of spaces
- Continuation of historic use

Intrusive Features

- Signage
- Inserted modern facilities

Issues

- Deteriorating condition
- Under use during non-performance times (flexibility of use)



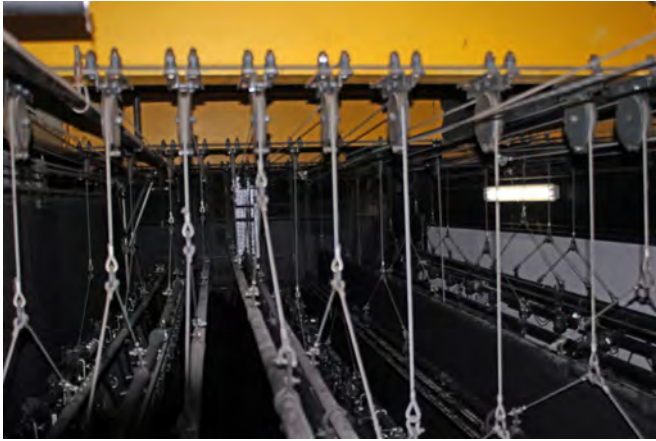
RELEVANT POLICIES AND RECOMMENDATIONS

CPI-CP4

Refer issues, recommendations and actions section on:

- Use
- Funding
- Theatre Operation back of house
- Universal Access
- Building Services
- Maintenance and Repair

MAIN THEATRE SPACES: BACK OF STAGE



The scenery hangers, suspended from the I-Beams



A view of a typical dressing room, showing modern paintwork and décor



Sample of lettering on dressing room door



third floor corridor to the rear of the stage



One of the small pivot windows in the corridor on the third floor corridor



One of the stairwell spaces linking the dressing rooms to the rear of the Stage

SECTION THREE: MAIN THEATRE SPACES: STUDIO

Historic Development Phase	Main space is original, but with many later additions and alterations to the decor and seating
Designation	Grade II
Significance	High
Historic Use	Conversion to studio space post-war
Recent Use(s)	Performance space

DESCRIPTION

The studio space occupies a large, open plan area in the Basement and links directly to the street via the main staircase and to a series of storage rooms, workshop areas and plant spaces in the basement. It is comprised of a large, open space that has a small section of raked seating on one side and adjacent, a lighting and sound booth.

Character Defining Architectural Features

- Large internal column that has been overclad, but is original
- Original doors and wooden panelling
- Parquet flooring

Key Phases of Alteration

- Conversion to studio space post-war

Significance

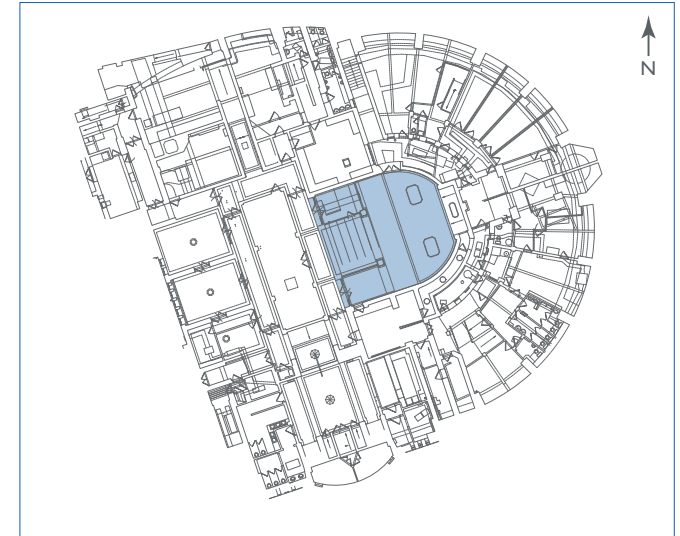
- Continuation of public use
- Historic link to the basement foyer area
- Ancillary to the main auditorium space

Intrusive Features

- The overcladding of the soffits, beams and column
- Later light fittings and strip lighting
- Mixed colour scheme and materiality
- Modern finishes

Issues

- Accessibility
- Lack of flexible use



RELEVANT POLICIES AND RECOMMENDATIONS

CPI-CP4

Refer issues, recommendations and actions section on:

- Use
- Funding
- Theatre Operation back of house
- Universal Access
- Building Services
- Maintenance and Repair

MAIN THEATRE SPACES: STUDIO



The seating in the studio, showing the later decorative features and sub-division



The sound booth in the studio



A general shot of the studio, showing the modern overcladding of the walls and soffits and the position of the south and lighting booth

SECTION FOUR: OFFICE SPACE: COUNCIL OFFICES

Historic Development Phase	Original with some repartitioning (Phase One)
Designation	Grade II
Significance	Medium
Historic Use	Council Offices
Recent Use(s)	Council Offices/Union Offices

DESCRIPTION

These spaces comprise a suite of rooms of various sizes that are arranged over three floors and which are currently in the employ of Lewisham Council and other associated bodies for a range of council activities, predominantly training and meetings. The rooms themselves are all accessed from the central stairwell and lift core.

Character Defining Architectural Features

- The distinctive downstand beams in all the council rooms that are historic and indicate the steel-framed construction of the building

Key Phases of Alteration

- Limited late twentieth century internal partitioning

Significance

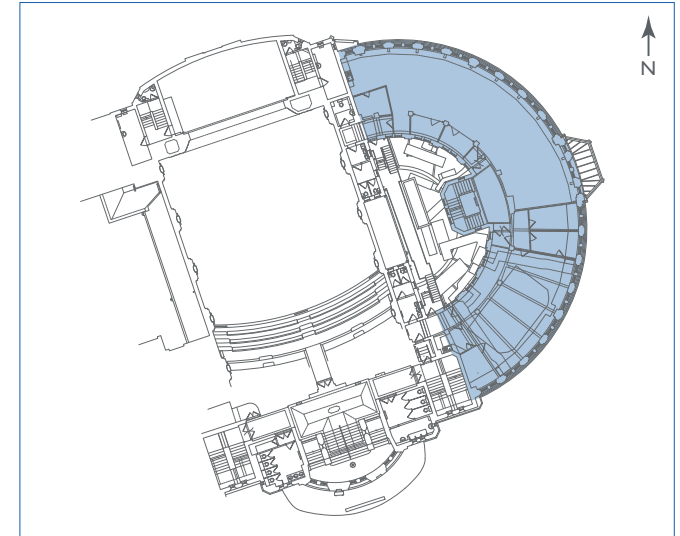
- Through association with historic and current council use

Intrusive Features

- Numerous sub-partitions on all floors
- Modern fit out that has obscured the historic fabric of the interior

Issues

- Accessibility
- Lack of flexible use



RELEVANT POLICIES AND RECOMMENDATIONS

CPI–CPI4

Refer issues, recommendations and actions section on:

- Site Management
- Use
- Funding
- Universal Access
- Building Services
- Maintenance and Repair

OFFICE SPACE: COUNCIL OFFICES



A corridor on the third floor



Cloze-up on the secondary glazing on the second floor



An office space on the third floor showing the doors to the curving corridor



Typical office layout showing the downstands in the ceiling and the secondary glazing to the windows

SECTION FOUR:

OFFICE SPACE: THEATRE-RELATED OFFICE SPACES INCLUDING BOX OFFICE

Historic Development Phase	Original phase one plan form with substantial internal alterations – including the front windows
Designation	Grade II
Significance	Medium
Historic Use	Retail/Offices
Recent Use(s)	Admin Office and Box Office

DESCRIPTION

The office space to the ground floor is under separate management from the council offices within the Council Chambers and is used by the Broadway Theatre administration team. Having previously been designed for open plan retail, the ground floor space was partitioned off in 2001 to create smaller office spaces dedicated to administration and the box office which has been divided itself to have a public and private section.

Character Defining Architectural Features

- Large glazed window openings to the ground floor façade with timber framing
- Curving exterior walls

Key Phases of Alteration

- Refurbishment to the ground floor office space carried out in 2001, which included introduction of modern partitions

Significance

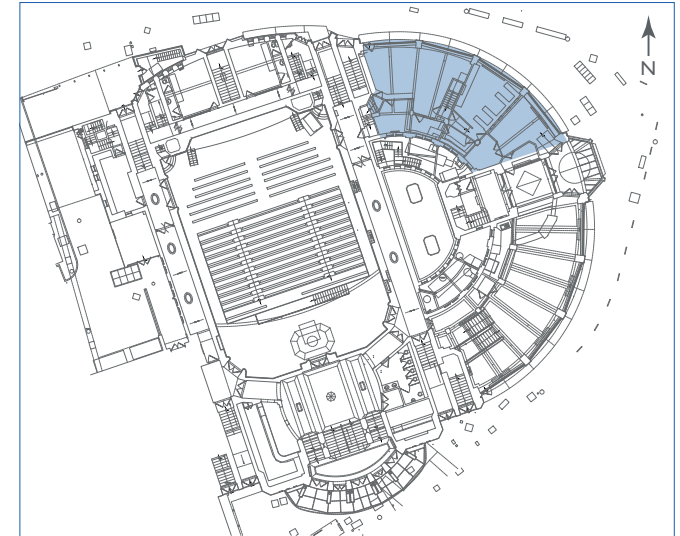
- Downstand beams indicate the steel construction which was a significant innovation in the 1930s
- Large glazing panels providing communal value to Catford with increased retail opportunity

Intrusive Features

- Modern partitions present an alternative layout to the original plan
- Modern lighting

Issues

- Broken glass to the window openings
- Obvious modern services and lighting



RELEVANT POLICIES AND RECOMMENDATIONS

CPI–CPI4

Refer issues, recommendations and actions section on:

- Site Management
- Use
- Funding
- Universal Access
- Building Services
- Maintenance and Repair

OFFICE SPACE: THEATRE-RELATED OFFICE SPACES INCLUDING BOX OFFICE



Administration office facing east



Administration office facing north



Staff side of the box office facing north



Staff side of the box office facing south

SECTION FIVE: CIRCULATION SPACES

Historic Development Phase	Phase one interiors with a high survival of original fittings and fixtures
Designation	Grade II
Significance	High
Historic Use	Circulation space
Recent Use(s)	Mostly circulation, some now used for storage

DESCRIPTION

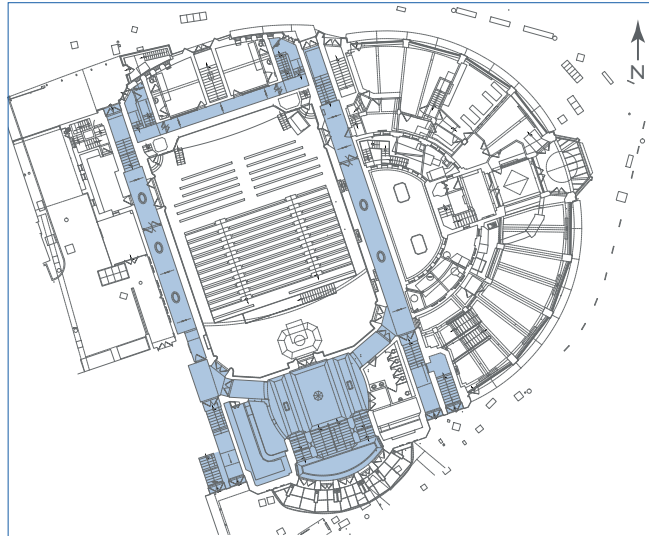
The floor plan to the eastern portion of the building is arranged around a central corridor, which follows the semi-circular line of the void formed within the centre of the theatre building. From this, numerous spaces branch off with multiple uses such as dressing rooms, rehearsal rooms and office spaces which accommodate the general administration of the theatre. To the west, the plan of the rectangular portion of the building is formed around a circulation space which wraps around the concert hall itself at ground level.

Front of House Corridors

The circulation spaces at front of house are highly decorative with moulded cornices and carved plaster surrounds to the ventilation hatches to the east and west corridors. The timber framed doors which are set within a moulded timber architrave express carved motifs to the corners of each glazed panel and are different from one another.

Back of House Corridors

The corridors which lead to the secondary fire escapes and back of house do not have the same level of decoration. In contrast, these corridors have a plain painted wall finish with a simple moulded detail at skirting and dado level, timber handrails and a worn painted concrete floor finish. The back of house circulation spaces are also in poorer condition compared to the front of house areas.



Deteriorated floor finish demonstrated in the back of house circulation space



Areas of peeling paint within damp, poorly ventilated areas of the building



Highly decorative cornices in the secondary circulation space within the Broadway Theatre building

CIRCULATION SPACES



Detail of the high decorative moulded cornice within the secondary circulation spaces



Moulded surround to the vent in the ceiling of the linear corridor to the east of the concert hall



Original timber doors within the circulation spaces with illuminated signs above



Service trays protruding through wall



Back of house circulation spaces poorly kept with damage to wall and floor fabric



Example of original double doors within circulation space

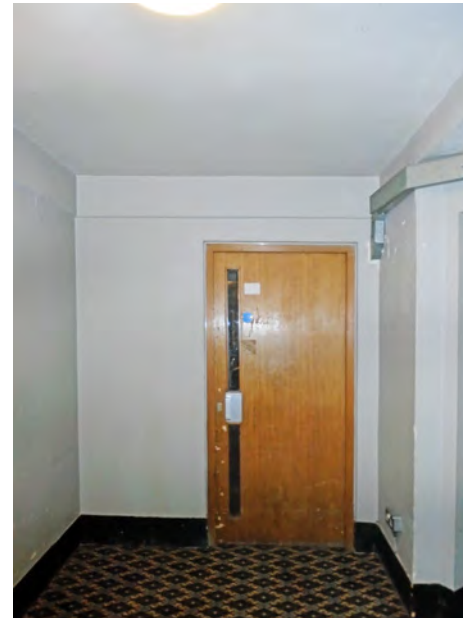
CIRCULATION SPACES



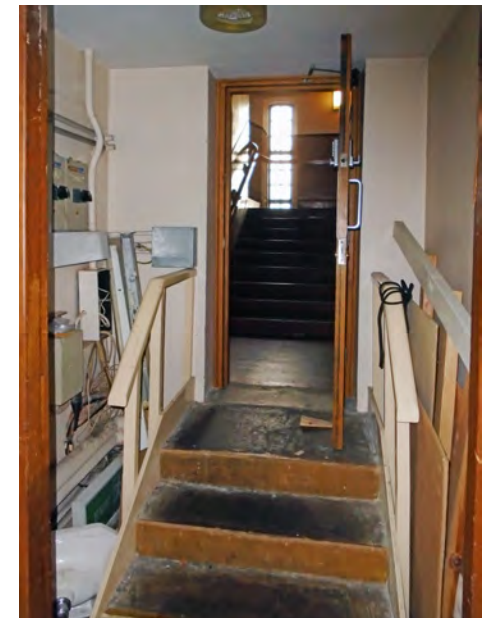
Linear corridor to the west of the concert hall is now being used as a storage area and is suffering from damp. The deterioration has caused for the paint finish to flake and detach, however, the moulded vent surround still remains intact.



Highly decorative corridor to the east of the concert hall



Example of non-original door within door opening



Example of poorly integrated access route

CIRCULATION SPACES

Character Defining Architectural Features

- Decorative cornice mouldings
- Decorative vent openings
- Art-deco style light fittings
- Timber-framed window and door openings with carved motifs
- Curve of central corridor

Key Phases of Alteration

- The circulation spaces remain largely unchanged from the original layout
- Modern redecoration and services

Significance

- The circulation spaces retain historic circulation around the building and are important connecting spaces providing both practical and processional functions
- The front of house corridors hold an aesthetic quality largely due to their retention of original decorative features

Intrusive Features

- Services protruding through wall partitions
- Poor quality and inconsistent signage
- Original doors have been removed in numerous door openings creating an inconsistency and reduction in legibility of the original design
- Poorly integrated steps

Issues

- Some circulation routes are now being used as storage space
- Deterioration to wall fabric is evident. Damp environments and leaking has caused areas of paint to peel
- Damage to walls and plasterwork from the 'get in' activity to the theatre
- Deteriorated floor finish in the back of house circulation spaces

RELEVANT POLICIES AND RECOMMENDATIONS

CPI-CPI4

Refer issues, recommendations and actions section on:

- Use
- Theatre Operation, back of house
- Universal Access
- Signage and Interpretation
- Building Services
- Maintenance and Repair

SECTION SIX: GROUND FLOOR CAFÉ

Historic Development Phase	Original, staircase inserted 2001
Designation	Grade II
Significance	Low
Historic Use	Retail
Recent Use(s)	Bar/Café

DESCRIPTION

The interior of the café has seen a substantial amount of cosmetic alteration to the to accommodate café use. The space comprises one large space that arcs round the north-east edge of the building at ground floor level only.

Character Defining Architectural Features

- Downstand beams expressing the steel framed construction
- Simple cornice detailing

Key Phases of Alteration

- Space was refurbished in 2001
- Modern decoration to space

Significance

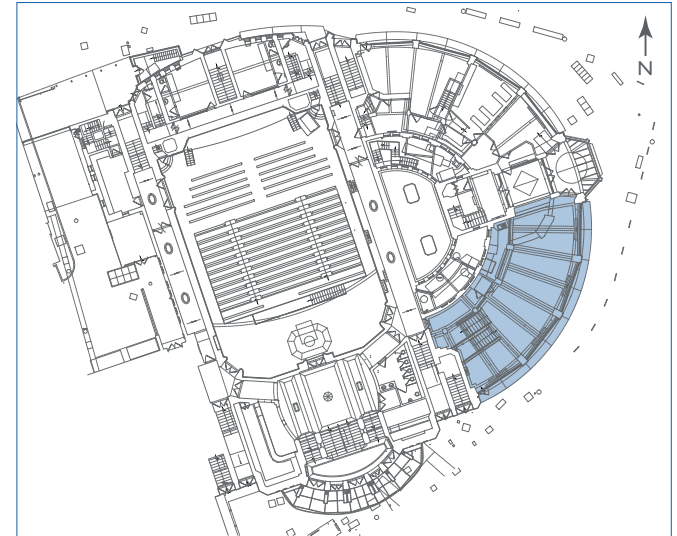
- Retains proportions of original design, however, modern mezzanine staircase has been installed within the space
- Prominent location with good street front interface, significance attached to historic and current public use

Intrusive Features

- Café fit out
- Current colour scheme
- Modern services

Issues

- Short term nature of lease



RELEVANT POLICIES AND RECOMMENDATIONS

CPI-CPI4

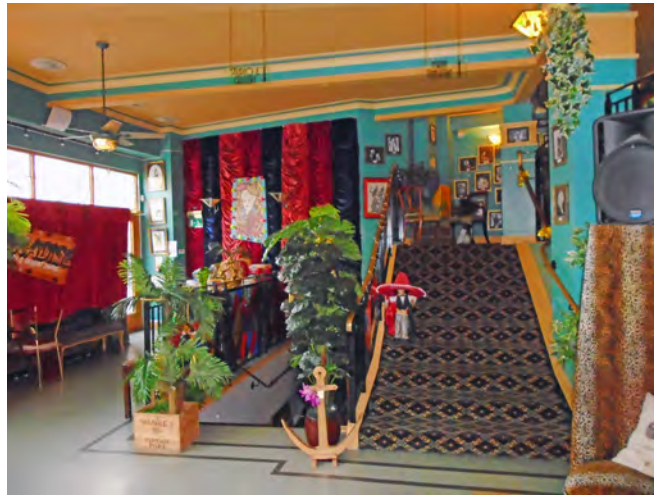
Refer issues, recommendations and actions section on:

- Site Management
- Use
- Visitor Experience
- Funding
- Universal Access
- Building Services
- Maintenance and Repair
- Public Realm

GROUND FLOOR CAFÉ



Café Interior



2001 staircase



Interior photograph of café



Photograph of the mezzanine level within café



Café viewed from the mezzanine level

SECTION SEVEN: TOILETS, PLANT AND STORAGE SPACES

Historic Development Phase	Original floor plan, modern fit out
Designation	Grade II
Significance	Low
Historic Use	Storage and plant, toilet facilities
Recent Use(s)	Storage and plant, toilet facilities

DESCRIPTION

The majority of plant and storage areas within the Broadway Theatre are located within the basement and, therefore, are out of public view. This includes areas for the storage of electrical and mechanical equipment and storage areas for the continuous maintenance and functioning of the building. There are a variety of different toilet spaces within the building. Off the foyer space on the ground floor, there are toilets with a modern fit-out, but in the back of house spaces and in the offices, there are a high proportion of historic toilets that contain original fixtures and fittings. Some of these include original pipework, sinks and terrazzo flooring.

Character Defining Architectural Features

- Low space ceiling heights
- Exposed brick walls
- Original washroom fit out

Key Phases of Alteration

- Stud partitions introduced to areas which divide the original proportions to create washroom cubicles

Significance

- Original wall fabric
- Modern stud partitions

Intrusive Features

- Modern stud partitions
- Modern plant equipment fixed to wall, floor and ceiling fabric

Issues

- The basement suffers from flooding during periods of heavy rainfall
- The equipment within the basement which operates the water and heating system is faulty
- Under rationalisation of storage spaces

RELEVANT POLICIES AND RECOMMENDATIONS

CPI–CP6; CP8–CP9; CPII; CPI4

Refer issues, recommendations and actions section on:

- Site Management
- Use
- Visitor Experience
- Universal Access
- Building Services
- Maintenance and Repair

TOILETS, PLANT AND STORAGE SPACES



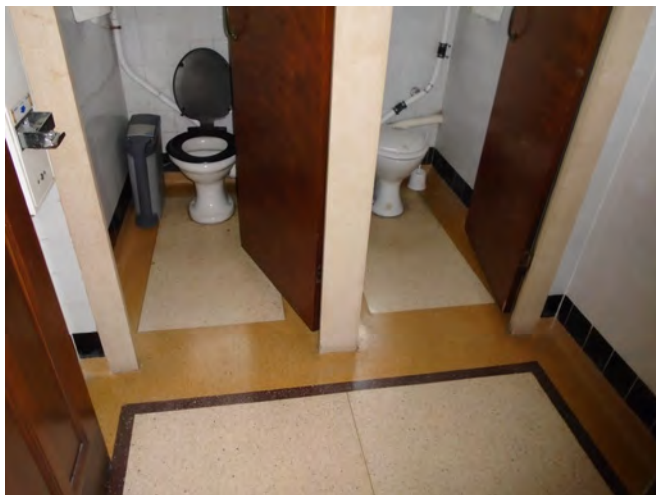
Basement plant room



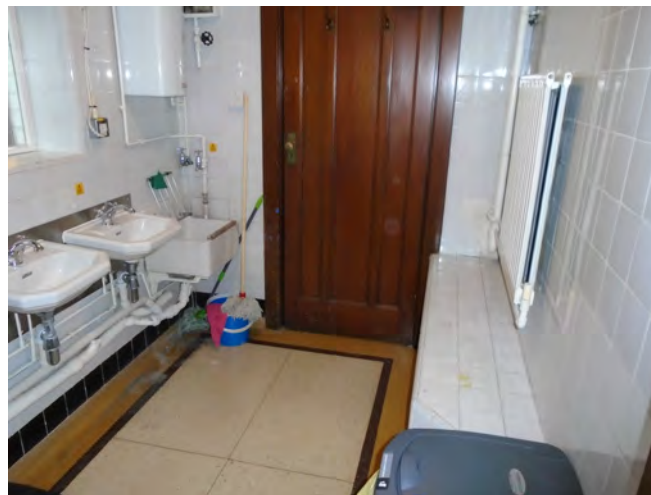
Basement electrical mechanical room



Typical modern toilet facility



An historic WC with original fittings on the third floor of the office wing



Male WC on the third floor showing original fixtures and fittings

THE BROADWAY Theatre

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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Sustainable development select committee		
Title	Progress on the Implementation of Air Quality Action Plan 2016 – 2021 and review of the Draft Low Emission Vehicle Charging Strategy 2018-2022	
Key Decision	NO	Item No.
Ward	All wards however focus on wards north of A205 where Air Quality Management Areas have been declared.	
Contributors	Geeta Subramaniam, Head of Public Protection and Safety Christopher Howard, Senior Environmental Protection Officer Alexandra Crush: Transport Policy & Development Manager	
Class	Part 1	Date:19 th July 2018

1. Summary

- 1.1. Mayor and Cabinet approved the Air Quality Action Plan 2016-2021 in December 2016. The Sustainable Development Scrutiny Committee commended the draft AQAP and made recommendations to the Mayor and Cabinet on 25th October 2016, which were all incorporated within the approved AQAP. These additional actions included tasking Lewisham’s political leadership with championing the issue of air quality inside and outside of the borough; that the Council carries out a campaign to encourage Electric Vehicle usage; and a proactive and high profile anti-idling campaign, which sets out the importance of good air quality to the whole community.
- 1.2. In June 2017 the Sustainable Development Scrutiny Committee met to consider progress. The following points were made in the presentation to the committee:
 - The air quality action plan was agreed by Mayor and Cabinet in December.
 - Additions suggested by the Sustainable Development Select Committee on political leadership, electric vehicle charging points and an anti-idling campaign had been incorporated into the action plan.
 - The Mayor had appointed Councillor McGeevor as champion for air quality.
 - A number of new initiatives to improve air quality were being considered.
 - There had been a delay in installing additional electric vehicle charging points. However, work was progressing to develop new options for charging points.
 - Transport for London (TfL) were looking for locations for rapid charging points in the borough.
 - More work would be carried out in the Autumn/Winter of 2017 to promote the use of electric vehicles.
 - Lewisham had joined with a consortium of 12 other London boroughs to develop an anti-idling initiative (more information was available online at <http://idlingaction.london/>).
 - The campaign would recruit volunteers to develop community initiatives to reduce idling. This work would focus mostly on schools.
 - The Council did not have sustainable school, workplace or commuter strategies, but the

sustainable transport team worked directly with schools on sustainable travel and air quality.

2. Purpose

- 2.1. The purpose of this report is to provide information on the progress made with the AQAP 2016-2021, particularly in relation to recommendations from the committee. The committee has requested specific information in relation to the electric vehicle charging point provision, which is addressed as part of this report.

3. Recommendations

- 3.1. That the Committee is asked to review the Action Plan progress over 2017 submitted to the GLA in May 2018 as part of the Council's statutory required Annual Status Report (Appendix A) along with the additional information required by the Committee and presented in the Narrative.
- 3.2. That the Committee is asked to consider the questions being asked as part of the consultation (see Appendix E) and provide their views on each of these.
<https://consultation.lewisham.gov.uk/>

4. Policy context

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

5. Narrative for Air Quality Progress

- 5.1. A senior management and Councillor team was set up and tasked by the previous Mayor to raise the profile of air quality, promoting action being taken by the Council and campaigning to bring change within the borough, this was presented to the M&C in July 2017.
- 5.2. The Campaign aims to galvanise borough-wide action to address air quality issues in Lewisham. It seeks to both reduce emissions to improve air quality, and reduce exposure to poor air quality. To achieve this, the campaign will:
 - Show the Council as a best-practice example to inspire other organisations to take action e.g. cleaner council fleets, electric charging points, cycle racks, lobby TfL etc.
 - Have clear and consistent messaging that targeted at key audiences in the borough, is coordinated across the year and uses a range of appropriate channels
 - Take an evidence-based approach, drawing on available research to maximise effectiveness of actions and to build new knowledge through research partnerships with academic units investigating air quality issues
 - Encourage residents to sign a pledge of actions to improve air quality
 - Identify and support air quality champions to lead change in communities,

- contributing to an ethos of community development
 - Work with partners to support behaviour change e.g. NHS staff to encourage those with long term conditions to sign up to air pollution alerts.
 - Work with partners as critical friends e.g. Ella Roberta Foundation
- 5.3. The Committee also requested an update on a Low Emission Transport Strategy.
- 5.4. The date for the campaign was originally for May 2017, which has been delayed as the installations of new Electric Vehicle Charging Points has required Traffic Orders and legal considerations around lease agreements on the Highway, with the supplier Blue Point.
- 5.5. In the interim the Council's, Transport Planning Team commissioned a consultant to work on a 'Low Emission Vehicle Charging Strategy' for the Council. The findings of their work are presented in the narrative, section 6.
- 5.6. The Committee also recommended that there be a proactive and high profile anti-idling campaign, which sets out the importance of good air quality to the whole community.
- 5.7. Lewisham joined other London boroughs in a vehicle idling action behaviour change campaign and held 3 events Lewisham last year at Primary Schools (see Appendix C for a summary report). The scheme trained volunteers on the event day on approaching vehicles that are idling to educate and inform.
- 5.8. The Committee previously requested information on sustainable school and workplace travel plans/commuter strategies. The Council has been encouraging schools to join TfL STARS accredited travel planning programme for many years. In addition to this and as part of the Lewisham Mayor's Air Quality Conference held in March 2018 (see 5.13 for further details), a morning session was run for schools with 18 schools attending and details of a Lewisham School Air Quality Award Scheme was announced with a start date in the new academic year 2018/19. As previously noted at the last Committee meeting, with all new major development planning applications a condition is included for workplace and residential travel plans. There is no overall strategy for this. The Council is guided by good practice advice produced by TfL which it promotes through Planning and Sustainable Transport. The new Lewisham Air app, which is being widely promoted, provides specific directions for low pollution routes and encourages alternative to car use.
- 5.9. In addition to the Annual Status Report (ASR) Action progress presented in Appendix A, the progress report to the GLA for the 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 over three years is presented in Appendix B. On the basis of this report the GLA agreed funding for 2018/19.

5.10. To be successful in any future bids for MAQF money we must maintain our Cleaner Air Borough Status (CABS). The GLA are changing the qualifying criteria for boroughs becoming a Cleaner Air Borough and details are still to be received. The criteria for CABS previously were 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.

5.11. **New DEFRA funded project – Cleaner Air Villages**

A recent bid for DEFRA funding was awarded to Lewisham as part of a consortium of five boroughs, in progressing engagement with the business community within two Air Quality Focus Areas in the borough. This project has just started and seminars are planned to be held in Deptford High Street area and Lewisham Town Centre area within the next month, and local Councillors will be invited to these seminars. The project is called Cleaner Air Villages and is managed by Cross River Partnership (CRP) and the objectives of the proposed programme are:

- work closely with businesses and boroughs (via seminars and 1-2-1 support) to identify needs and demand for co-ordinated local solutions to make local deliveries more efficient;
- develop and implement local solutions (e.g. preferred supplier lists, micro delivery consolidation);
- update CRP's deliverBEST diagnostic tool (www.deliverBEST.london) with relevant local solutions for businesses in each of the ten focus areas;
- develop communications to motivate businesses to complete the deliverBEST questionnaire;
- support businesses to implement and embed actions, including new collective solutions;
- measure and report reduction in emissions from deliveries & servicing achieved;
- develop case studies to showcase best practice and business benefits of taking action.

5.12. Finally in the submitted Annual Status Report of 2017, we stated the following as an introductory summary:

'2017 was a very important year for Lewisham in raising the profile on air quality. The Lewisham Mayor laid out his commitment by launching an Air Quality Campaign, approved by Mayor and Cabinet in June 2017, this focused on behavioural change by all whilst providing a focused approach with children, schools, transport and infrastructure projects coupled with an evidenced based approach. The Mayor appointed his own Air Quality Champion. With links to academic research and development, Lewisham hosted the MRC Festival 2017, Our Air, Your Health, with a history of air pollution in Deptford (1661 – 2017) as one of the academic talks on air quality. An Air Quality Master Class was provided to Lewisham Councillors, by Kings College London. Preparations were made for a Lewisham Air Quality Conference,

open to the public and also a School Air Quality Event, both to be held in March 2018, with the plans for the promotion of the new Lewisham Air app and also the pilot scheme for an Air Quality School Accreditation Scheme.'

- 5.13. The Air Quality Conference was held on March 16th. There were 18 schools that attended the morning Air Quality event around schools, where we had workshops for children and where the proposal for a Lewisham School Air Quality Award was detailed. There was also the opportunity in the afternoon, where we had our wider Air Quality Conference to launch the Lewisham Air app. Details on the Lewisham Air app, in a business card format, along with the Lewisham Clean Air Pledges, which is also being actively promoted is found in Appendix D.
- 5.14. Preparation and plans for the expansion of Lewisham's Air Quality monitoring also took place in 2017 with the introduction of an additional 17 diffusion tube locations i.e. from 33 to 50 and a contribution made by the Council towards the installation of an Air Quality Supersite, at Honour Oak Park Sports Ground managed by the Environmental Research Group at Kings College, London.
- 5.15. **New Air Quality Supersite in Lewisham:**

The new site at Honour Oak Park Sports Ground is planned for installation in September 2018. It is a new million pound air pollution research lab, with primary funding from Natural Environment Research Council (NERC). Kings have been running the only two research 'supersites' in the UK in Kensington and Westminster. The new site in Lewisham will help measure the physical and chemical composition of particles, the toxic gases in the atmosphere's greenhouse such as carbon dioxide and methane." One of the Mayor's Air Quality Campaign objectives was: 'Take an evidence-based approach, drawing on available research to maximise effectiveness of actions and to build new knowledge through research partnerships with academic units investigating air quality issues.' We are at the forefront of this within London with the introduction of this new Air Quality Monitoring site.

5.16 **TfL School Air Quality Audits**

The London Mayor carried out an Air Quality Audit at three schools within the borough, which were St James Hatcham Primary, Haseltine Primary and Deptford Park Primary and was part of the first of 50 primary schools audited where levels were exceeding limit levels. Details of the audit recommendations can be found in www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/mayors-school-air-quality-audit-programme . As part of the London Mayor's commitment to bringing improvements to the schools he has allocated £10,000 to fund one of the recommendations from the audit for each of the schools. The School and the Council are to meet with TfL to agree a proposal for how money is to be used, which is subject to their approval. There is an expectation that the Council will assist in

finding additional funding to potentially match fund this commitment from TfL.

London boroughs are encouraged to use the developed Schools Air Quality Audit toolkit to further audit affected schools within high pollution areas, where necessary, to make recommendations in developing measures and actions to reduce exposure to children affected. The criteria for how and where these audits may be carried out is still being developed.

5.17 Expansion of the Ultra-Low Emission Zone:

The London Mayor on the 8th June confirmed expansion of ULEZ for light vehicles up to North and South circular roads from 25 October 2021. Although the Council would have preferred to see a Londonwide expansion of the ULEZ, we welcome the proposals to introduce a south circular boundary scheme by 2021 as it will have early benefits for those living inside the zone, although we are still pressing for further expansion London wide at the earliest opportunity. There are benefits for those living outside the zone as well (see Appendix E for 'Expansion of the ULEZ: Summary figures and charts'), but there are issues of concern that we are going to raise with the London Mayor. These are:

- More detail on traffic modelling and air quality prediction mapping to show difference in the traffic levels, impact on parking and air quality levels, showing what the future prediction with or without the scheme will mean for those living on and south of the South circular.
- Confirmation that all infrastructure required for the scheme will be fully funded by TfL. The Council are reliant on funding stream, such as LiP for delivering a variety of projects, including an electric vehicle charging point network and other schemes designed to improve air quality in the borough. We are also reliant on these funds to support projects, such as the Go Ultra Low City Scheme (GULCS) and others, that aim to install electric/hydrogen vehicle charging infrastructure throughout the borough. We cannot have these funding streams diverted to fund this scheme. There are also significant resource implications for the Council in providing localised interventions to bring compliance, outside of the expanded ULEZ.
- We intend to also state that TfL will also need to invest in supporting transport infrastructure to ensure that people whose vehicles do not meet the criteria have alternative options for sustainable travel. This is in the context of existing pressure on public transport networks at peak times and the more limited public transport accessibility in the south of the borough. The inadequate provision of public transport in the south of the borough and under-capacity in the north, which will be put under greater strain with the introduction of the expanded ULEZ, again highlights the need for the Bakerloo extension to go to Catford and beyond. It also requires not only improved public transport, but also investment in cycling infrastructure, public realm improvements and

supporting initiatives (eg cycle training, bike hire etc) to encourage more walking and cycling. Increasing the funding available to boroughs to deliver electric vehicle charging infrastructure would also be welcomed to help accelerate delivery of the charging points.

There is also a London-wide zone for heavy duty vehicles (buses, coaches, Heavy Goods Vehicles (HGVs) and other specialist heavy vehicles) to need to meet Euro VI emissions from 26 October 2020.

Narrative for Low Emission Vehicle Charging Strategy

5.16. Lewisham Council has been developing a dedicated 'Low Emissions Vehicle Charging strategy 2018-2022' for the Borough in direct response to the growing appetite for electric and hybrid vehicles in both the private and commercial communities. It is also in response to the strategy objectives set out in the Mayors Transport Strategy and the emerging London Plan.

5.17. The draft strategy sets out a clear vision:

“To ensure that all of Lewisham’s residents, businesses and visitors are within 500m of an electric charging point by 2020, with a range of options available that remain fit for purpose and encourage further uptake of low emission vehicles”

6.3 The four strategy objectives are set out below, and there are a number of key actions for each of these:

1) To support the following types of charging through provision of appropriate infrastructure in the right locations:

- a) charging points in residential areas
- b) charging points in town centres, workplaces and other key destinations
- c) charging points for car club vehicles
- d) charging points for freight and servicing vehicles
- e) charging points for taxis

2) To ensure that provision and maintenance of EVCPs becomes cost neutral to the Council through the pursuit of infrastructure funding opportunities and income from the charging points

3) To ensure the charging network remains fit for purpose, can cater for future expansion and is adaptable to emerging technologies

4) To encourage the uptake of electric vehicles through supporting policy frameworks, initiatives and public engagement, drawing on best practice from around the UK and beyond.

5.18. The draft strategy is currently out to public consultation (see <https://consultation.lewisham.gov.uk/>), which will run until 13th August. The

draft strategy can be found in Appendix F. It is anticipated that a final strategy will be formally adopted by winter 2018/19. Alongside the development of the strategy, delivery of further charge points will continue through the remaining financial year of 18/19 and beyond, funding dependent.

6.5 **Charging infrastructure**

In order to achieve the proposed vision, objectives and target set out above, the Council intends to deliver three main types of charging infrastructure, as set out below. Map A in Appendix 4 shows existing charging points across the borough. Map B shows that in order to deliver the 500m coverage set out in the strategy vision, at least an additional 41 points will be required (over and above those already planned in the next 2018 delivery phase).

6.6 **A) Lamp column charging**

This type of charging unit is a 3kw unit also known as a 'trickle charge'. It has a charge time of around 8 hours and is aimed at residential streets. The units can be incorporated into existing infrastructure such as lamp columns which already exist all over the borough. It makes this type of charge unit attractive as it's both cheaper than the higher power output options and it does not on the whole add more 'clutter' to the streetscape. There are some disadvantages and limitations to the unit however. The relatively slow charge time compared with other options mean they are really only suited to overnight charging and therefore have limited application outside a residential/long stay car parking setting. A more Lewisham specific limitation is the particular method of management of our lighting infrastructure. Lewisham's lamp columns are owned and managed by a PFI contract with Skanska. Over the past 2 years Skanska have been upgrading the majority of Lewisham's columns. As part of this work they moved a significant majority of the columns to the back of the footway, which was seen as an improvement in terms of reducing the number of columns damaged by vehicles and also better lighting of the footway. Officers are in initial discussions with Skanska on how to deliver this type of charging. Initial meetings have been positive and officers are confident some level of lamp column charging can be provided.

6.7 **B) Standard/fast 7-22 Kw chargers**

6.7.1 **Source London (Bluepoint)**

- Lewisham already has a number of electric vehicle charge points located across the borough. Other than those provided by private sites, such as supermarkets, those on Lewisham highway and carparks have been provided by a private enterprise called Bluepoint London (BPL) under the 'Source London' framework. BPL offer a capital cost free solution to providing electric charging infrastructure. BPL cover all the costs of installation and ongoing management/maintenance and the borough receives a fixed fee per bay, plus

a small share of the company's profits. Users are charged a membership or pay as you go option for charging.

- The charge point they use is a 7kw charge point also known as a 'fast charge' point, although they are often labelled 'standard' chargers as they have been most commonly implemented by boroughs to date. These are standalone units that are slightly thicker than a lamp column and stand around 1.50m high. The charge time for these units is around 4 hours so are more suited to destination on-street parking (such as town centres) and car parks. However, some provision in residential areas, for those who need a faster charge, is also recommended.
- Lewisham currently has 10 BPL charge points on-street and in car parks (see map in Appendix). BPL is currently looking to roll out a further 9 points this year and these sites have recently been consulted on informally. These standalone units require both planning permission and Traffic Management Orders (TMOs), giving residents and businesses a formal avenue to comment on any proposed sites. The next step is for BPL to submit planning applications for these sites.

6.7.2 Other providers

- The 7kw charge points are seen as an important element of Lewisham's strategy to providing fit for purpose charging. As a result officers are looking to procure similar units to those offered by BPL from other contractors to ensure competition in the market for the benefit of the consumer. Officers have been able to access funding from the Office for Low Emission Vehicles (OLEV) to enable procurement of further 7kw units and also the lamp column charging units referred to above. There is a requirement for boroughs to 25% match fund the 75% share from OLEV, which it is intended to do from the borough's LIP allocation. Although the borough has to fund the equipment, the borough takes a greater share of the revenue from the point. (See diagram in Appendix 2 for a summary of the different options)

6.8 C) Rapids

- 6.8.1 The last infrastructure option is the rapid charge units. These standalone units are the largest of all the solutions standing 1.6+ metres tall and slightly larger in diameter than a pillar box. These units are able to charge in 30 minutes delivering 50kw of charge. Due to the high charge output of these units they require extra infrastructure such as feeder pillars and in some cases sub stations. These units however will be essential for the future commercial fleet of electric vehicles such as taxis and delivery vans who will require quick charging. TfL currently have a programme of delivering these

rapid units on the TLRN (Transport for London Road Network) and officers are working with TfL on finding appropriate locations in the borough. The units require planning permission, plus a Traffic Management Order for any on-street, so again comments by the public are captured on a site by site basis.

6.9 Website/requests

6.9.1 Once the EV strategy has been completed and out for consultation officers are looking to update the council website with an improved online request form where residents and businesses can find out about Lewisham's approach to EV's and suggest locations for charge points. The request list will be used to help inform the delivery programme. It is envisaged that requests will start slowly, but build momentum as EV's become more mainstream. Driving this momentum will be, amongst other things, the second hand market of EV's becoming more robust and London wide policies such as the expanded ULEZ (Ultra Low Emission Zone) coming into force.

6.9.2 It is recognized that the Council needs to stay ahead of the curve in terms of supply vs demand of EV charging. This will enable the borough to cater for the increasing appetite for EV's, while also being mindful of other policy objectives of bringing overall motorised traffic journeys down across the borough, electric or otherwise.

6. Financial implications

6.1. For the work within Air Quality this is being funded from the original budget, with additional funding from the Mayor Air Quality Fund and DEFRA bid funding.

6.2. One of the key objectives of the Council's LEV Charging Point Strategy is to ensure that provision and maintenance of EVCPs becomes cost neutral to the Council through the pursuit of infrastructure funding opportunities and income from the charging points. The Source London charging points are being funded by the provider, and the Council will receive a fee in return for each parking bay. The Council will also look to work with other providers through a similar model to the above or by using funding secured from TfL and central government to install the equipment, with ongoing maintenance/operation covered by the scheme fees. Some officer time will be required to project manage the installation of the points, although some of this will be recovered through the above grants.

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 equalities 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.
- 10.3. The Low Emissions Vehicle Charging strategy 2018-2022 will provide an infrastructure to assist in the transition away from petrol and diesel powered vehicles, hence reducing the air quality impacts.

11. Conclusion

- 11.1. The Air Quality Action progress has been presented in this report and any comments/recommendations of the committee will be considered in formulating any future actions.
- 11.2. The draft LEV Charging Point Strategy is presented as part of this report, and any comments/recommendations from the Committee will be considered in formulating the final strategy, along with other comments received as part of the consultation.

Background documents and originator

Appendix A – Table of Air Quality Action Progress reported as part of the Annual Status Report to the GLA for progress in 2017.

Appendix B – Progress Report for the MAQF, 2016/19

Appendix C – Summary Report of Idling Action events

Appendix D – Lewisham Air app and Lewisham Clean Air Pledge business card

Appendix E – Expansion of the ULEZ: Summary figures and charts

Appendix F – Low Emissions Vehicle Charging strategy 2018-2022

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Appendix A

Table of Air Quality Action Progress reported as part of the Annual Status Report to the GLA for progress in 2017.

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
1	Emissions from developments and buildings	Ensuring emissions from construction are minimised	Number of applications for the discharge of the Construction Logistics Plan and the Construction Environmental Management Plan approved: <i>10 x applications for Approval of construction Logistics plan & 47 x applications for approval of construction management/Environmental plans</i>	42 Construction Logistics Plan applications and 47 Construction (Environmental) Management Plan discharged. A new Local Plan is being developed in 2018. Environmental Protection Policies are being considered as part of this process and these will be informed by policies developed in the new London Plan. As part of the process wording for the condition/s controlling emissions from construction will be considered, along with the review and development of current guidance.
2	Emissions from developments and buildings	Ensuring enforcement of Non Road Mobile Machinery (NRMM) air quality policies	Number of NRMM conditions recorded, and all sites checked on the NRMM database once construction begins: See Table K for more details	See Table K for details. The development of policy in the new London Plan will strengthen enforcement of NRMM.
3	Emissions from developments and buildings	Enforcing alternative clean and efficient energy supplies (to replace Enforcing CHP and biomass air quality policies)	Planning to review abatement conditions in 2017 and report in 2017 ASR.	An energy assessment is required for every major application. An energy assessment must include: <ul style="list-style-type: none"> - a response to the 3 stages of the Mayor's Energy hierarchy demonstrating compliance with each stage - a calculation of the baseline energy demand and carbon dioxide emissions (with evidence of how it has been calculated) - details of the performance of the building - a feasibility study of all renewable technologies - the proposed technical solution - an explanation of where and why the proposed development does not meet identified standards. - a fully completed 'Monitoring for Sustainability' form (can be downloaded from the Council's website: http://www.lewisham.gov.uk/myservices/planning/policy/Documents/SustainabilityMonitoringForm.pdf).

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
4	Emissions from developments and buildings	Enforcing Air Quality Neutral policies	Air Quality Neutral Assessments reviewed: See Table K for more details	See Table K for details. The development of policy in the new London Plan will strengthen the Air Quality Neutral requirements.
5	Emissions from developments and buildings	Ensuring adequate, appropriate, and well located green space and infrastructure is included in new developments	To review a list of appropriate tree/planting species which aid Air Quality in 2017. Greenspace provision: See Table K for details	Public realm improvements provided in community green space at: GARAGES AND GREEN SPACE (AT REAR OF 182-244 WOOD VALE), BUCKLEY CLOSE, LONDON, SE23 3EQ. In addition to this, Quietway routes provided improved aesthetics and greening and was introduced in 2016 and had initial increase in use of 38% over 2017. The Council is encouraging community tree planting: https://www.lewisham.gov.uk/myservices/environment/trees/Pages/Tree-planting-scheme.aspx . A list of Tree species for air quality improvement has not been produced as there is only general advice on species available i.e. Due to the larger total surface area of needles, coniferous trees have a larger filtering capacity than trees with deciduous leaves (Stolt, 1982). This capacity is also greater because the needles are not shed during the winter, when the air quality is usually worse. However, coniferous trees are sensitive to air pollution and deciduous trees are better at absorbing gases (Stolt, 1982). A mix of species therefore seems to be the best alternative. Air pollution filtering capacity increases with more leaf area, and is thus higher for trees than bushes or grassland (Givoni, 1991).
6	Emissions from developments and buildings	Ensuring that Smoke Control Zones are appropriately identified and fully promoted and enforced	Council Wide Publicity Campaign to be organised for late Spring/early Summer 2017 where information on Smoke Control Areas and requirements will be promoted.	Lewisham focused on the Lewisham Mayor's Air Quality campaign (See 2.1 introduction to table) Publicity around Smoke Control Zones is now planned for Winter 2018, where we'll work with the London Mayor in providing information and requirements to reduce the air quality impact.

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
7	Emissions from developments and buildings	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.	Individual projects will establish their own monitoring in line with the requirements of funders and the availability of data. Ongoing delivery of the Warm Homes, Healthy People scheme which is currently scheduled to run until August 2017. Publicising the Mayor of London's 'Better Boilers' scheme to residents. Seeking to access the new round of ECO funding when it is released in April 2017.	Lewisham's Warm Homes Healthy People fuel poverty advice service was delivered in 250 homes in 2017/18. Actions taken by residents reduced emission by 83tCO2e. In 2018/19 the project will extend to cover Bexley, Bromley, Greenwich, Lewisham and Southwark with support from the GLA. Lewisham, in partnership with South East Community Energy and Retrofit Works, are enabling residents to access energy company funding for heating and insulation improvements, in 2017/18 152 measures were installed.
7A	Emissions from developments and buildings	Introduce a requirement for a minimum EPC rating for privately rented sector HMOs covered by both the mandatory and additional licensing schemes	Ongoing.	Works recommended in EPC inspection report to ensure property has a rating of 'E' or above is included in licensing conditions of HMO's. Enforcement action carried out if EPC forms not submitted. <i>Also where Council procure properties for use by the Council for temporary accommodation this also meets a minimum EPC rating of 'E'.</i>
7B	Emissions from developments and buildings	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	Still considering monitoring of action, which will be updated on the 2017 ASR submission.	The action has not been implemented due to staffing changes and reorganisation but has been raised with the new team management and will be considered in any future reviews of the Council's housing assistance policy and an update will be provided in the next ASR. However, from 1st April with Empty homes grants (Discretionary grant) officers will make sure that properties brought back into use under these grants meet the Government's requirement of at least a minimum EPC rating of 'E' on completion. The mandatory Disabled Facilities Grant helps homeowners and tenants to fund home adaptations and this is not something the Council can currently include.

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
8	Public health and awareness raising	Ensure that Directors of Public Health (DsPHs) have been fully briefed on the scale of the problem in the local authority area, what is being done, and what is needed.	This ASR in draft form was reviewed at Lewisham's Health Protection Committee in March 2017 where actions were considered and approved.	The ASR was discussed at the HPC meeting held on 12 February and was presented to the DMT for Community Services on 17 th May and signed off. The Director of Public Health is part of this management team.
8A	Public health and awareness raising	The Council's political leadership will champion the issue of air quality inside and outside of the borough	Dedicated Communication officer currently reviewing all publicity and campaigns in relation to Air Quality for 2017.	The Lewisham Mayor's Air Quality campaign (See 2.1 introduction to table), included the appointment of the Mayor's Air Quality Champion.
9	Public health and awareness raising	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.	In 2017 we will be reviewing development of Healthy Weight Strategy and synergy with sustainable transport and potential for air quality improvements with reduction in car use being considered.	The Healthy Weight Strategy developer in 2017 has as one of its main aims to 'promote an environment that supports healthy weight and wellbeing as the norm, making it easier for our residents to choose healthier diets and active lifestyles.' There are synergies to air quality improvement with a more active lifestyle and these links are being developed.
10	Public health and awareness raising	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 element of the JSNA is currently being refreshed. Public Health intelligence team is awaiting updated data from GLA. JSNA refresh is planned to be completed in May 2017.	JSNA for Air Quality was refreshed in 2017.
11	Public health and awareness raising	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	The Health and Wellbeing Strategy for 2018-2020 being reviewed in 2017. Air Quality is being considered and drafted for consideration and inclusion in strategy.	Provided Lewisham Health Protection Committee air quality updates. The Health and Wellbeing Strategy is still being drafted.

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
12	Public health and awareness raising	Director of Public Health to sign off Statutory Annual Status Reports and all new Air Quality Action Plans	The 2016 ASR in draft form was reviewed at Lewisham's Health Protection Committee in March 2017 where actions were considered and approved.	The ASR was presented to the DMT for Community Services. The Director of Public Health is part of this management team.
13	Public health and awareness raising	Ensure Head of Transport fully briefed along with all Directors responsible for delivering air quality actions. Briefing to disseminate amongst transport team.	Briefing through Steering Group that meets every 6 months. This ASR in draft form was reviewed by the DMT where actions were considered and approved. Also regular working groups set up with Transport teams to consider potential for further Air Quality initiatives.	Provided brief through Bi monthly Air Quality Working Groups and also Strategic Air Quality Board meetings every quarter. Also separate focused meetings with transport in relation to Electric Vehicle provision and school projects.

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
14	Public health and awareness raising	Engagement with businesses	<p>Number of applications for the discharge of the DSP condition approved: 10 applications.</p> <p>Condition wording:</p> <p>(a) The development shall not be occupied until a Delivery and Servicing Plan has been submitted to and approved in writing by the local planning authority.</p> <p>(b) The plan shall demonstrate the expected number and time of delivery and servicing trips to the site, with the aim of reducing the impact of servicing activity.</p> <p>(c) The approved Delivery and Servicing Plan shall be implemented in full accordance with the approved details from the first occupation of the development and shall be adhered to in perpetuity.</p> <p>Reason: In order to ensure satisfactory vehicle management and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).</p>	<p>Number of applications for the discharge of the DSP condition approved: 11 applications.</p> <p>Promoted deliverBEST at the 2017 Mayor's Business Award. As a result of this one Lewisham-based business (Fronte) linked in with the scheme as they promote their new sustainable delivery option (see: https://www.fronte.co.uk/sustainable-parcel-delivery-with-click-and-collect/), along with contacts with many local businesses.</p> <p>DEFRA bid application for Cleaner Villages was successful, which will provide engagement with businesses with two of the Air Quality Focus Areas, i.e. Lewisham Town Centre and Deptford Church Street. See ID 46 and 47 for new action to report for next ASR.</p>

15	Public health and awareness raising	Promotion of availability of airTEXT	<ul style="list-style-type: none"> • Raise awareness of air quality at strategic groups such as the Lewisham CYP Asthma Network • Influence local health economy stakeholders (including Lewisham CCG & UHL) to encourage clinicians to sign up to resources such as airTEXT, which they can share with relevant patient groups • Ensure frontline healthcare workers are aware of, and respond to air quality alerts, by promoting key public health messages to their vulnerable patients/service users • Total of 150 subscribers to airTEXT within Lewisham in 2016. Last half of 2016, 21 new subscribers included. • Over 500 people had a lung test during the Healthy Lung campaign at the OnBlackheath festival in 2016, part funded by the Council. The airTEXT service 	<p>Total subscribers to airTEXT in Lewisham in 2017 is 173. In 2017 continued to target the same groups as last year. In 2017 the Lewisham Air app was developed.</p> <p>'The promotion of availability of airTEXT' action next year also to include 'The promotion of availability of Lewisham Air app' action. Launched in March 2018, the numbers downloaded have risen to 300 (end of April).</p>
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ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
			<p>was actively promoted during the two day festival.</p> <ul style="list-style-type: none"> 101 e-mail contacts to respondents of AQAP consultation, requesting details on airTEXT 	
16	Public health and awareness raising	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	80% of schools in the borough had an accreditation in 15/16. Work ongoing.	Schools continue to take part in the STARS programme. More targeted work is planned for 2018/19 to look at detailed travel planning and support to reduce the numbers of parents driving to school. Before and after evaluation will be monitored and known behaviour change models will be used to maximize change.
17	Public health and awareness raising	Air quality at schools	Offer an air quality / sustainability play for year 6 pupils at 28 schools. Riot Act arranged for 14 schools for 2017. http://theriotact.co.uk/ This is a school engagement project using theatre to promote sustainable travel to school and raise awareness of the effects of poor air quality.	Through the Mayor's Air Quality campaign we have worked with schools to develop the School Travel Plan. This has included the running of idling action events at three schools and the procurement of 50 anti-idling signs that will be introduced at designated schools in 2018. In 2017, work was carried out in the development of a School Air Quality Accreditation scheme for Lewisham, which is being piloted and planned launch in 2018/19 academic year. A new School Travel Plan officer is to be appointed to work with schools from 2018 and an Air Quality apprentice is working with them to visit and support schools.

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
17A	Public health and awareness raising	Air quality at schools	Offer Cycle training to schools and appoint Lollipop personnel to provide proficiency and safety for cycling and walking to school.	All primary schools are offered Bikeability for their Year 5/6 pupils. Balance Bike training was carried out at 20 schools. Scooter training courses are booked for the Summer term in 2018.
18	Delivery servicing and freight	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 reviewing in April 2017	A programme of internal staff training was provided in 2017 with a specific focus on air quality and procurement delivery.
19	Delivery servicing and freight	Update procurement policies to ensure sustainable logistical measures are implemented (and include requirements for preferentially scoring bidders based on their sustainability criteria)	Procurement reviewing in April 2017 to ensure sustainable and localized air quality issues are considered. The Asset Management Strategy will have benefits as to the energy uses, particularly in relation to low NOx boilers etc.	A programme of internal staff training was provided in 2017 with a specific focus on air quality and procurement delivery.
20	Delivery servicing and freight	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	MAQF2 project at Evelyn Street Corridor, evaluated possibility of freight consolidation to support construction sites in the area but not seen as viable. Although Lewisham is not part of the Low Emission Logistics project we are being kept up to date on the review of a delivery consolidation area in the South/South East of London.	Considered as a potential action as part of the LIP3 process, which will develop a transport strategy and implementation plan for the borough. Draft document for consultation in Autumn 2018, with final version approved by February 2019.
21	Delivery servicing and freight	Virtual Loading Bays and priority loading for ultra-low emission delivery vehicles	This has been reviewed but is not currently seen as being appropriate given the logistics of delivery and servicing areas within the borough.	This has been reviewed but is not currently seen as being appropriate given the logistics of delivery and servicing areas within the borough.

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
22	Borough fleet actions	Join the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet and obtain Gold accreditation	Ongoing.	<p>No longer considered necessary to join the FORS scheme due to the admin burden that it will place on the reduced staff levels. Also question the benefits in terms of improving air quality as the rolling driver CPC training includes in the syllabus “driving effectively, efficiently to reduce emissions and improve safety.”</p> <p>PROPOSE to remove this as an Action.</p>
23	Borough fleet actions	Increasing the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the borough's fleet	All lease cars are hybrid/electric. Continuing to work with LoCity to consider further uptake of vehicles.	Added to the fleet another HY-BRID refuse vehicle to work on Lewisham market; this takes the total to 2.
24	Borough fleet actions	Accelerate uptake of new Euro VI vehicles in borough fleet	REVISED: 48 trucks will be upgraded to Euro VI during 17/18. Procurement in process.	<p>Reduced the order to 33 from 48 due to fleet rationalising and route analysis.</p> <p>The next step is to replace 15 Euro 5 refuse trucks and 49 Euro 5 buses before the ULEZ deadline (Oct 2020), which may reduce due to further rationalisation. Once this next order is placed and delivered all of LBL fleet will be at Euro 6.</p> <p>Any short-term hired in vehicles that are required are always Euro 6 as standard.</p>
25	Borough fleet actions	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	Driver training is on-going in order to comply with driver CPC regulations.	Continue to run CPC training which includes in the syllabus “driving effectively, efficiently to reduce emissions and improve safety.”

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
26	Localised solutions	Improvement and Introduction of green spaces in new developments through the Planning process by conditions and S106 obligations.	Charlottenberg Park in New Cross and Surrey Canal Linear Park in Deptford have both opened in 2016	See Action 5 for further information. Also, new linear park for Pepys Estate being extended, opening up the former canal bridge, to connect the Deptford Wharves development. Proposals for improving Beckenham Place Park in progress over 2017. Lewisham Gateway confluence park planned progress 2018/2019
27	Localised solutions	Low Emission Neighbourhoods (LENS)	N/A	N/A
28	Cleaner transport	Discouraging unnecessary idling by vehicles near schools	Advice and guidance about anti-idling and impact on poor air quality provided to school head teachers in January 2017 for inclusion in their bulletins. Follow up planned for April 2017. The anti-idling participation piloted at one school and will be rolled out at priority schools to be identified before Summer 2017 in time for campaign.	Idling action events held at 3 schools. The end of year report provided details on success. Also a priority within the Lewisham Mayor's Air Quality Campaign (see introduction to Table)
28A	Cleaner transport	Carry out a Council-wide anti-idling campaign discouraging unnecessary idling by idling vehicles	Dedicated Communication officer currently reviewing all publicity and campaigns in relation to Air Quality for 2017.	Idling action events held at 3 schools. The end of year report provided details on success. Also a priority within the Lewisham Mayor's Air Quality Campaign (see introduction to Table)
29	Cleaner transport	Speed control measures e.g. lowering the legal speed limit to 20mph in built up residential areas	All Lewisham Roads included in 20 mph zones from September 2016. <i>See 'AQFA integration with LIP' for details on streetscape schemes to assist with 20 mph.</i>	The borough wide 20mph limit was implemented in September 2016. Monitoring has been carried out which has shown reductions in speed as a result. However, physical measures will be required on some streets to assist with compliance. These streets are currently being prioritised and potential measures identified. The borough is also encouraging TfL to introduce 20mph on the parts of the network that it is responsible for.

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
30	Cleaner transport	Expanding car clubs and Increasing the proportion of electric, hydrogen and ultra-low emission vehicles in Car Clubs	<p>Car club bays provided via Planning in 2016: <i>See Table K for more details</i></p> <p>A strategy for the provision of Electric Vehicle Charging Points is currently being formulated. This action will be considered within the strategy. We are increasing the number of electric vehicle charge points across the borough, which would also facilitate the increase of car club activity, such as Blue City.</p>	<p>1 Car club bay provided at HAZELHURST COURT, BECKENHAM HILL ROAD, BROMLEY, SE6 3AG development.</p> <p>For all car-free developments we have secured car club memberships. For instance, in 2017 this was conditioned and discharged for 437-439 BROCKLEY ROAD, LONDON, SE4 2PJ, KENT WHARF, CREEKSIDE, LONDON, SE8 3DZ.</p> <p>Officers are currently in discussions with Zipcar (the borough's only current car club) about the potential introduction of further electric vehicles to its fleet. Zipcar has plans to gradually introduce more EVs to their Zipcar flex operations (point to point model). However, for the fixed bays it is harder to achieve without the necessary supporting infrastructure. Boroughs are limited on the degree to which they can assist with the implementation of EVCPs in fixed car club bays due to state aid rules. The Council is in discussion with other car club providers.</p>
31	Cleaner transport	Very Important Pedestrian Days (e.g. no vehicles on certain roads on a Sunday) and similar initiatives	Investigating road closures around school times at appropriate school locations. Three pilot schools (Tidemill, Lucas Vale and All Saints) for 2017. Already happens at Kelvin Grove Primary School.	Considering roads, but need to assess full impact on surrounding streets. For Walk to School Week in 2018, Athelney Primary School is trialling this and will feedback. VIP campaign will take place in September 2018.
32	Cleaner transport	Free or discounted parking charges at existing parking meters for zero emission cars	This will be considered within the Parking review which is planned for later in 2017.	This will be considered within the Parking review, which has been delayed and will go to Mayor and Cabinet at the end of 2018/19. Air quality is being factored into this review.

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
33	Cleaner transport	Free or discounted residential parking permits for zero emission cars	During the year (2015/2016) a total of 9,428 resident and business parking permits were issued, an increase of 4.5% on last year. Permits issued to lower emission vehicles and sold at a concessionary rate, represent 1.5% of the total which is a slight increase of 0.8% from that of last year. Further information see http://www.lewisham.gov.uk/myservices/parking/Pages/default.aspx	During the year (2016/2017) a total of 16,000 resident and business parking permits were issued. Permits issued to lower emission vehicles and sold at a concessionary rate was 345, represent 5.75% of the total which is an increase of 4% from that of last year. The Parking review, which has been delayed and will go to Mayor and Cabinet at the end of 2018/19, will consider charges and concessions. Air quality is being factored into this review.
34	Cleaner transport	Surcharge on diesel vehicles below Euro 6 standards for Resident and Controlled Parking Zone permits	Given the potential for the London Mayor to expand the ULEZ to include all areas of Lewisham, north of the South Circular (where the majority of resident and controlled parking zones are based), it is not considered appropriate to increase any financial burden further.	This will be considered within the Parking review, which has been delayed and will go to Mayor and Cabinet at the end of 2018/19. Air quality is being factored into this review.

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
35	Cleaner transport	Installation of residential electric charge points	<p>A strategy for the provision of Electric Vehicle Charging Points is currently being formulated. This action will be considered further after the production of this strategy. It will consider residential, car club and rapid charging provision.</p> <p>14 additional residential on-street sites have been approved for installation. Date of installation now planned for Summer 2017.</p>	<p>There are currently 29 EVCPs in 10 locations, including 6 in Council managed car parks.</p> <p>The Council will be consulting on its EVCP strategy in late spring/early summer 2018, with a final document approved by the end of the year. This will set out our plans for expansion of the charging network over the next four years (to 2022).</p> <p>In partnership with Source London we are currently consulting on a further 14 sites for 7kw chargers, with a view to seeing these implemented by the end of 2018, subject to consultation. This has been delayed from last year in order to agree on legal arrangements.</p> <p>Officers are also starting to talk to other providers about introducing lamp column charging and complementing the Source London network with additional 7kw chargers run by other operators.</p>

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
35A	Cleaner transport	Carry out a campaign to promote the use of electric charge points within the borough.	A campaign will be coordinated after the production of the strategy and after the EVCPs expansion. It is likely that this will take place during the Summer 2017. See above.	<p>Campaign wasn't carried out in 2017, as the production of the strategy was still being consulted internally. Lewisham had an Air Quality Conference in March 2018 where the principles of the strategy were communicated.</p> <p>As part of the launch of the draft EVCP strategy, public consultation, the Council will make a call for suggestions for new EVCP locations. A publicity campaign is planned for the end of the 2018/19 financial year, with details on new locations.</p>
36	Cleaner transport	Installation of rapid chargers to help encourage the take-up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV)	Working with TfL on where spaces can be allocated within Lewisham. This will be considered within the strategy being drawn up. This is also being considered within the Council's strategy for EVCPs provision.	Officers are working in partnership with TfL to progress a number of rapid charging points. An initial long list of 20 sites across the borough (mixture of land ownership) has been identified, with two sites implemented to date.

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
37	Cleaner transport	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	<p>See link for the Annual Parking report: http://www.lewisham.gov.uk/myserVICES/parking/Pages/default.aspx</p> <p>The 2016 report will soon be available to review on-line.</p>	<p>See link for the Annual Parking report (2016/17): http://www.lewisham.gov.uk/myserVICES/parking/Pages/default.aspx</p> <p>The total number of CPZs operating in the borough at the end of 2016/17 was 22. This will increase to 23 in 2017/18 as part of the CPZ implementation programme.</p> <p>Also approval for 18/19 CPZ programme has been received with proposals for a further four zones. Designs have gone through public consultation in September 2017, the full results of this consultation have not been published (expected June 2018). Expect detailed design to start in 2018, and construction to start in 2019 for approximately 1 year.</p> <p>Over the past 6 months the Council have been assessing sites for the locating of bike hangers; consultation on the 1st phase of hangers is complete, and we are awaiting the award of the new contract to the supplier to start installation. Once the contractor is on board the Council will continue to roll out phases of hangers every 6 months, funding dependant.</p>

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
38	Cleaner transport	Provision of infrastructure to support walking and cycling	<p>Quietway 1 completed and further work on linking the existing cycle route – Waterlink Way – to Quietway 1 is ongoing.</p> <p>Details are to be reported to TfL through a LiP yearly report.</p>	<p>3 Quietway routes are in development with completion expected in 2019. Lewisham Council was successful in securing feasibility funding for the Deptford parks Liveable neighbourhoods fund from TfL. This feasibility work is going to be carried out over 2018 to inform concept designs hopefully available by early 2019. Schemes include: re assigning road space to create a pocket park, reducing traffic and greening roads, creating a traffic-free walking route from the River Thames to New cross via a new green way and other smaller intervention identified through public consultation.</p>
39	Cleaner transport	Develop a ‘stand-alone’ Cycling Strategy for the borough.	<p>Being developed 2016/17 and to be published in 2018.</p> <p>Internal reporting and LiP yearly reporting.</p>	<p>The Cycling Strategy was adopted in late 2017.</p>
40	Cleaner transport	Increasing cycle parking	<p>Ongoing initiative.</p> <p>Already being provided but will be increased year on year. Internal reporting and LiP yearly reporting on increase in parking.</p>	<p>See Section 10 of the Cycling Strategy.</p>

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
41	GLA AQ FOCUS AREA 127 & parts of 132 Cleaner Transport	Development of a Zonal Construction Logistic Framework for the Evelyn Street Corridor	Scoping report completed, and drafting of the Zonal CLP. Contact made with all construction sites and relevant stakeholders to provide effective communication and transport planning/strategy. Monitoring locations and provision being considered. 2016 Progress Report currently being reviewed by Stephen Inch from TfL.	The main focus of work following the completion of the CLP has been to engage with developers in the Evelyn Street area. The primary engagement mechanism has been the three ESC CLP Forum meetings held in 2017. Air Quality (AQMesh) and traffic monitoring have been installed on Evelyn Street and Deptford Church Street in partnership with Kings College, to establish the current baselines against which the additional construction traffic can be monitored. More details on progress: http://www.llecp.org.uk/evelyn-street-clp-project
42	GLA AQ FOCUS AREA 125, 130 & 133 Public health and awareness raising	Provision of public art along the Brockley Corridor to raise awareness on air quality	Installation of public art being progressed and to be completed February 2017. Publicity to be produced and update to Local Assembly in March 2017.	All art installations completed. Update provided to Local Assembly in March 2017
43	GLA AQ FOCUS AREA 130 & 133 Cleaner Transport	Road Layout changes along the Crofton Park area of the Brockley corridor	Ongoing. Reporting back to Local Assembly in March 2017.	Progress given at Local Assembly in March 2017 . A public consultation was carried out in 2017: https://www.pclconsult.co.uk/projects/crofton-park-2/
44	GLA AQ FOCUS AREA 125 to 133 Cleaner Transport	LiP projects	See Table K.3	
45	GLA AQ FOCUS Area 127 Cleaner Transport	Liveable Neighbourhood Scheme 'Deptford Parks'.		NEW ACTION for reporting at next ASR

ID	Action Category	Action	Progress and planned action presented in 2016 ASR	Progress 2017 and Planned Future Action
46	GLA AQ FOCUS AREA 127 Cleaner Transport Public Health and Awareness Raising	DEFRA Project: 'Cleaner Villages' Business engagement at Deptford High Street, to reduce impact of delivery.		NEW ACTION for reporting at next ASR
47	GLA AQ FOCUS AREA 131 Cleaner Transport Public Health and Awareness Raising	DEFRA Project: 'Cleaner Villages' Business engagement at Lewisham Town Centre, to reduce impact of delivery.		NEW ACTION for reporting at next ASR



Completed Actions



New Actions

Appendix B

2017 Progress Report for Mayors Air Quality Fund 2016-2019

Mayor's Air Quality Fund 2017-2018 Progress Report

This completed report should be sent to your project manager, copying aqesponsorteam@tfl.gov.uk, and poppy.lyle@london.gov.uk by Wednesday 31st **January 2018**. Please complete one report for each successful bid from the MAQF

Name of person completing this report: Christopher Howard

Scheme title: **Evelyn Street Framework Construction Logistics Plan**

Section 1: Budget

Q1 Finances Please review/complete the table below according to the guidance to provide information on expenditure and forecast through the programme. Of the total Match Funding (MF), please state the amount which is from the Local Implementation Plan (LIP).

Budget / Spend Source	Year 1 (16/17) Actual (A) £ '000 ¹	Year 2 (17/18) Awarded (B) £ '000 ²	Year 2 (17/18) Spent to end of 2017 (C) £ '000	Year 2 (17/18) Forecast whole Financial Year (D) £ '000 ²	Year 3 (18/19) Indicativ e (E) £ '000 ^{2,3}	Total (16-19) Indicativ e (F=A+D+E) £ '000 ²
MAQF	£49,250	£78,000	£40,624.80	£78,000	£78,000	£205,250
Total MF	£103,250	£101,000	£54,787.30	£101,000	£101,000	£305,250
Amount of MF coming from LIP	£54,000	£23,000	£14,162.50	£23,000	£23,000	£100,000

¹Funds taken from the TfL Portal

²Please state the allocation as per your approval letter

³If your Total (F) is more than £200k please provide a quarterly forecast for Year 3 (E)

Please note that these figures must be an accurate representation of your spend on the project and may be subject to an audit.

Q2 Underspent

If Year 2 Forecast (D) is less than the Awarded funding for Year 2 (B), please state the reasons for the difference (B-D)

No underspend expected.

Section 2: Project Overview

Q3 Outputs Please provide details of outputs achieved and their associated costs throughout Year 1 and 2 of the programme. Please include other key activities such as project management and communications as outputs

Outputs and key activities proposed in your bid (parklets, no idling days, etc.)	Status update % Completed	Associated costs during 2016/2017 £ '000	Associated costs during 2017/2018 £ '000	Total expenditure £ '000
Scoping rpt for Framework CLP	100	£71,750		£71,750
Finalised Framework CLP	100			
Quarterly Forum meetings	Ongoing		£38,000	£38,000
Drop in Events	Ongoing			
Site Visits for data gathering and engagement	Ongoing			
Appointment of Kings for Monitoring validation and assistance			£14,162	
Installation of Air Quality Monitoring		£10,000		£10,000
Installation of traffic counters			*£10,000	*£10,000
Project Management and monitoring		£21,500	£48,838	
Total		£¹103,250	£² 101,000	£204,250 (+*=£214,250)

¹ The total actual should be the same as the figure A in Q1

² The total forecast should respond to D in Q1

* **Additional budget (not included in original match funding) found for purchase/installation of traffic counters.**

Q4 Achievements Please highlight key achievements so far.

The main focus of TRL's work following the completion of the CLP has been to engage with developers in the Evelyn Street area to inform them of the plan, the objective to reduce NOx and other harmful emissions, and to encourage adoption of good practice that will assist in the mitigation of the increased construction road traffic (primarily HGVs), workforce travel and Non Road Mobile Machinery (NMRR).

The primary engagement mechanism has been the ESC CLP Forum meetings.

To date three have been held in Deptford (fourth to be held on 30 Jan 18).

These have been very well attended by developers, construction companies, service providers, Lewisham Council Officers, Lewisham Councillors, and TfL Officers.

The Forums have provided information on a variety of subjects, including:

- The origin and aim of the ESC CLP
- Construction traffic good practice measures
- NRMM standards and good practice
- The Thames Tideway project and other cross area developments
- Kings College air quality monitoring
- Alternative low emission plant and machinery options
- Construction consolidation options
- Toolkits for use by developers
- Workplace travel planning
- Open forum discussions on sharing good practice and collaborative working

(Proposed works around Cycle Superhighway and implications to be discussed at the 30 Jan 18 forum)

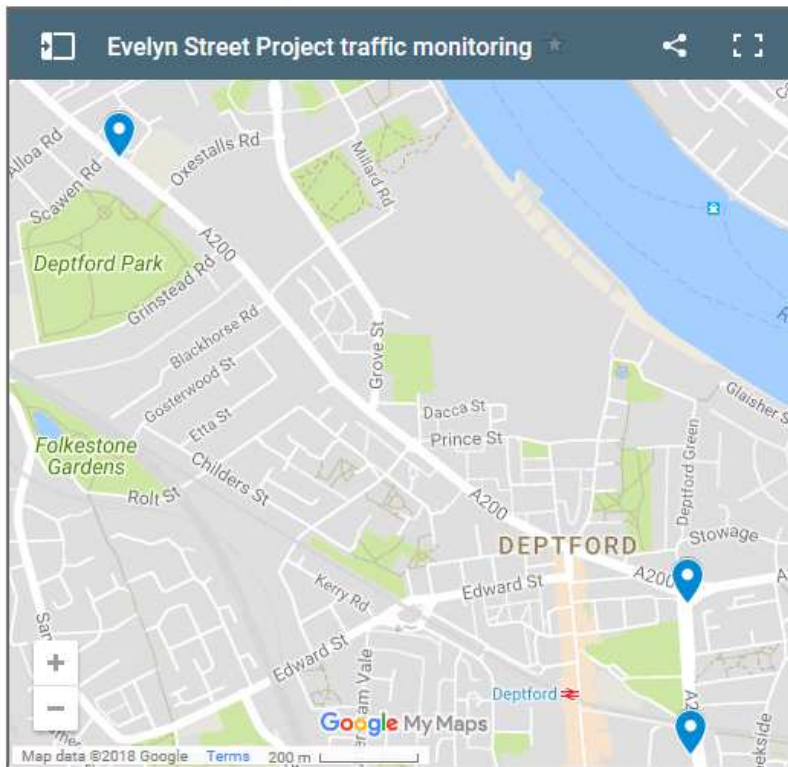
Going forward the Forums will include site by site updates on progress, and sharing of lessons learnt from an AQ perspective. This also allows sites to benefit before development begins.

Since the launch of the Forum, London Borough of Lewisham has made Forum participation a planning condition.

The mechanisms for additional engagement have included one to one visits to discuss on-site activity and local plans, including vehicle idling, the effective and efficient use of holding areas and safe vehicle routing.

Air Quality (AQMesh) and traffic monitoring have been installed on Evelyn Street and Deptford Church Street in partnership with Kings College, to establish the current baselines against which the additional construction activity can be monitored.

Measurement Locations



Work in the forthcoming months include: maintaining the development database; gathering predicted construction road traffic movements from developers to model increasing traffic expectations; collecting construction traffic data from developers, planning forthcoming Forums; developing a wider public engagement strategy based on real time development activity.

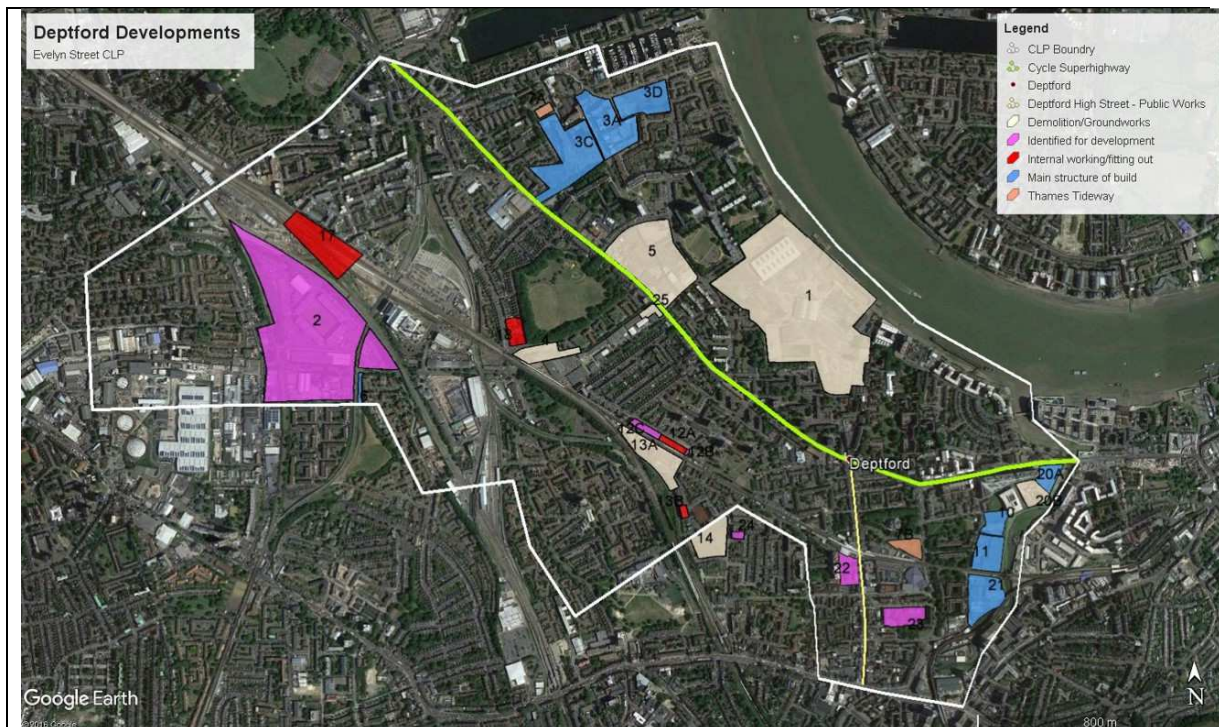
The public have also been engaged. At this stage this has been through local councillors, community groups including:

- Deptford Neighbourhood Forum
- Citizen Sense
- London Low Emission Partnership
- Community Libraries in Lewisham

A drop in session was held on 25 Jan 18 at the Deptford Lounge to give the public the opportunity to discuss the measures being taken to mitigate against negative AQ resultant from development activity.

Q5 Lessons learned Please briefly outline any lessons you have learned during this year and what challenges you foresee in year 3.

It had been anticipated that by this time in the project we would have more construction sites active. Below is an image of the sites. The two main sites that were anticipated to have the most impact on traffic and air quality was Convoys wharf (1) (currently on hold) and New Bermondsey (2) (currently on hold). We have had several of the other main sites engaged in the Forum, but haven't had as much success with the smaller sites. This is being addressed more fully and we're making progress now with the smaller sites and anticipate better engagement.



We are also looking at setting up an accreditation scheme with LLECP, to encourage sites to come into the Forum and cooperate in providing necessary data to assess impacts and measure against the real time monitoring and traffic count data.

Q6 Marketing and Communications Please include links to any websites or webpages, and attach copies of any press articles, photos and/or other communications. We are particularly keen to receive high resolution photos that we can use to promote your project.

A dedicated website has been produced for public to view and understand the project:
<http://www.llecp.org.uk/evelyn-street-clp-project>

This also includes the link to the recent drop in event publicity
<http://www.llecp.org.uk/sites/default/files/Dropinsessionlewisham.pdf> . This was advertised on the Lewisham website: <https://www.lewisham.gov.uk/inmyarea/events/Pages/Event-info.aspx?eventid=11331&recurrenceid=25%2F01%2F2018+09%3A30%3A00> and also on the Deptford Lounge website: <http://deptfordlounge.org.uk/featured-events/developments-in-the-borough-of-lewisham-informal-drop-in-session>

We are also looking at (as stated above) introducing an accreditation award scheme to the LLECP, as an incentive for contractors to opt into the scheme.

Publicity will be increasing as more sites become active and we establish monitoring data and any necessary interventions.

Please attach an up-to-date project plan.

Role	Responsibilities	Who	Progress & Actions
ESC CLP Day to Day Management	Organise the regular ESC CLP forum	TRL	2 Undertaken and very well supported. 3 rd Forum on 28 Nov TRL organising speakers (2) and slides. Notify LBL preceding Friday of progress and numbers
	Engage with new and existing stakeholders		Ongoing task TRL to notify LBL of unresponsive hard to reach developers and agree an action plan
	Lead the implementation of ESC CLP selected toolkit measures		These include site transport planning, Non Road Mobile Machinery standards
	Lead the analysis of potential issues (with Support function and LBL Network)		None encountered to date due to slow progress of Convoys Wharf and New Bermondsey – the 2 largest sites and AQ and traffic counts not being in place until Nov 17. Regular liaison with Timberyard (3 rd Largest) has resulted in traffic plan and new NRMM being deployed TRL liaising with active sites to obtain patterns of construction traffic active in ESC builds
ESC CLP Management support	Data management	TRL	Non yet forthcoming TRL to action as above
	Preparation of the monthly information pack		This has e been sporadic. However, all requests from LBL for input to higher level reports have been met in 24hrs or less. Up to date maps and site information pack supplied. TRL to provide LBL with a monthly summary of activity and meet prior to Forum meetings at Catford offices.
	Support the engagement with new and existing stakeholders		Ongoing activity

	Provide support for the analysis of potential issues		Not progressed again through lack of development With implementation of traffic count and AQMesh equipment on Evelyn St and Deptford Church St, TRL & LBL to liaise to correlate increases from baseline measurement (once set) and construction traffic gate counts to determine de-confliction interventions to be suggested.
	Prepare inputs for TfL highways data modelling and LBL AQ modelling		Not progressed again through lack of development As above
	Provide support for the ESC CLF (inc. minutes)		Undertaken
	Support the implementation of selected toolkit measure		Direct liaison with new sites as they roll out Currently working with Timberyard – visited 17 Nov 17 and beginning of Jan 18.
ESC CLP Monitoring	Act as the day-to-day contact for any operational issues with sites	LBL	LBL working with Kings in providing monitoring and establishing correlation with traffic count information.
Other roles	Chairing the ESC CLF	LBL	LBL introduction with TRL leading Forums
	Developing location specific communications plans	TRL with LBL Communications Team	TRL to staff and provide a public information ‘drop in’ session in Deptford Lounge before Jan 18 Forum Meeting. TRL to liaise with LBL Comms Team to ensure maximum publicity.
	Update highways network impact assessment	TfL	TRL to request monthly updates
	Maintains and shares an overview of the current expected timings of new developments in the Deptford area	LBL Planning	TRL to request monthly updates

	Support the bimonthly assessment of current road impacts to flag key issues	LBL Highways team	TRL to request monthly updates
	Issuing alerts to ESC CLP mailing list of emergency works	LBL Highways team	TRL to request monthly updates
	Maintains a high level list of longer term potential roadwork events (3 month to 5 year window)	LBL Highways team	TRL to request monthly updates

Section 3: Benefits and strategic alignment

Q7 Monitoring and Success Criteria. Please provide information on the following points:

- Please provide any data you may have for: air quality improvements, increase in walking and reduction of vehicle kilometres
- If you proposed a monitoring programme in your bid, please provide details of baseline monitoring undertaken and planned. Could you please provide reasons if there is a variation with the planned monitoring in your original bid.

Since the original bid we have employed Kings ERG to provide the expertise surrounding the monitoring and the objectives are:

- Assess the NO2 concentrations along Evelyn St in roadside locations relevant to public exposure
- Assess these NO2 concentrations in relation to a nearby roadside location outside the construction logistic plan area and to concentrations measured at a nearby background location
- Relate these concentrations to the traffic measurements to detect changes due to the construction logistics plan

Through the use of two AQ Mesh units and three traffic classification units, the ambient NO2 concentrations measured in the CLP, and the differences between them and the local traffic and urban background sites, will be compared to traffic flows, and in particular larger vehicles relating to construction activity, measured at each site to establish whether changes in traffic flow and vehicle mix are related to changes in concentration.

The costs for this was also LLECP Match Funded.

The monitoring data is at the beginning stages of assessment, but the purpose will be to consider against the site data and information provided on vehicle movements to and from sites as to the potential for interventions to avoid peak concentrations and reduce overall impacts during the daily time periods.

Q8 Strategic alignment The Mayor’s approach to improving London’s air quality is described in the draft London Environment Strategy (LES) and Mayor’s Transport Strategy (MTS). Whilst these strategies are new we would like to try to understand how your schemes align to them. Please assess your outputs during year 1 and 2 against each of these elements. Please rate each element 1:low; 2:medium; 3:high.

LES Policy	Output description	Score (1 low-3 high)
Make sure that London and its communities, particularly the most vulnerable and those in priority locations, are empowered to reduce their exposure to poor air quality	The project purpose is to manage the emissions from construction traffic in the area. Although it hasn't focused on empowering communities to reduce exposure, in itself it will through direct interventions, where appropriate.	1

Improve the understanding of air quality health impacts to better target policies and action	With Kings ERG involvement we anticipate that this will be a pilot project in monitoring impacts from construction traffic that can be used to inform policies and actions for other sites in London.	2
Reduce emissions from London's road transport network	This is the key purpose behind this project, as outlined in the above report	3
Reduce emissions from non-transport sources, including by phasing out fossil fuels	Although the primary focus is on construction traffic, there is also engagement on NRMM, with the local construction companies. Also presentations to the local contractors has included low emission site equipment e.g Hybrid Power Solutions	2
Encourage the uptake of ultra low and zero emission technologies	As indicated above, discussion and information is shared with developers on different technologies available.	2

Appendix

2nd Quarterly Report previously submitted in year 2017-2018

Appendix – 2nd Quarterly Report

MAQF Evelyn Street Corridor (ESC) – 2nd Quarterly Update

The previous update was provided in July for the progress in the first Quarter of 2017/2018:

‘Evelyn Street Framework Construction Logistics Plan UPDATE July 2017

Since the previous Progress Report the Framework Construction Logistics Plan has been finalised and is available to contractors via an ftp site, along with slides and meeting notes of Forum meetings.

There has now been two Forum meetings, with numbers near to 30 for each of the events, including contractors, along with other external and internal stakeholders. The developers about to or anticipating starting work in Deptford are fully engaged with our consultant TRL; attending the forums and are receptive to improvement action suggestions (such as the reduced emission generators) and our consultant TRL are in the process of obtaining projected vehicle forecast data from contractors which will be analysed and discussed as to implications and interventions that may be necessary. At the moment there are no projected pinch points identified and no immediate indications that any holding areas are required. This may change. The largest areas of development – Convoys and New Bermondsey are at least 12 months away from work commencing. The existing large developments have been slow to engage but further contact is being made with them to bring them on board.

The Council have appointed Kings ERG for the duration of the project who are providing detailed analytical assessment of the concentrations of NO₂ measured inside and outside the CLP area and relating these concentrations to the traffic measurements to detect changes due to the construction logistics plan and to identify effectiveness of measures in managing air quality and potential for interventions. There have been two AQ Mesh’s purchased which are in the process of being put out, along with two traffic counters/classifiers. We have spent some time establishing the correct locations in relation to picking up traffic from the main sites and have also have been working closely with TfL, having agreement to use their Drakewells system. There will also be another AQ Mesh provided by Kings ERG that will be collocated at our New Cross Site monitoring station, with the AQ Mesh’s rotating to ensure calibration and accuracy throughout the length of the project.

The Forum meetings will be held five times in this year, with the dates booked for future meetings as follows:

- **Tuesday 26th September 2017**
 - **Tuesday 28th November 2017**
 - **Tuesday 30th January 2018**
 - **Tuesday 27th March 2018’**
-

Milestones achieved over the 2nd quarter

Since this update, the Forum meeting on the 26th September was cancelled, as it was too near the Summer and there was further work on the ground needed in order to provide useful update and engagement for the Forum.

TRL Work

The main focus of TRL's work following the completion of the CLP has been to engage with developers in the Evelyn Street area to inform them of the plan, the objective to reduce NOx and other emissions, and to encourage adoption of good practice that will assist in the mitigation of the increased construction road traffic (primarily HGVs), workforce travel and Non Road Mobile Machinery (NMRR).

The mechanisms for engagement have included one to one visits to discuss on-site activity and local plans, such as vehicle idling, holding areas and safe routing. The primary engagement mechanism has been the ESC CLP Forum meetings.

For information purposes the areas covered within the Forum meetings were:

- The origin and aim of the ESC CLP
- Construction traffic good practice measures
- NRMM good practice
- The Thames Tideway project
- Kings College air monitoring
- Alternative low emission plant and machinery options
- Open forum discussions on sharing good practice and collaborative working

TRL have this quarter been updating the progress of developments in the area, which can be seen below and visiting/contacting the sites. See Appendix A

Monitoring

Two AQ Meshes have now been in place for several months. Kings have applied the scaling from the co-location period to both of the Lewisham AQMesh and there is currently a good correlation with the data. A further AQMesh is still to be provided by Kings at the permanent continuous New Cross AQ Site and these will be rotated to ensure the two measuring at Deptford Church Street and Evelyn Street (near Deptford Park Primary School) are kept within calibration.

There are 3 Traffic Counters planned for installation, where we've worked with TfL and our highways; two of the counters are planned for week commencing the 25th September with the third installation delayed to around the 8th Oct due to road works being undertaken by Thames Tideway on Deptford Church Street. These are located near to the AQ Mesh Locations.

Communication

LBL have looked at the potential for a recognition scheme for contractors who work with the project under the LLECP. Daniel from Kings is progressing this with the GLA . The potential for the project is to have different levels of award (bronze, silver, gold etc). We're keen to progress this, as we see it as an effective engagement mechanism providing benefits and kudos for the contractors. For this project, part of the recognition scheme would need to have a criteria for how they're managing traffic movements, in addition to having site specific criteria.

Milestones expected in the 3rd quarter

TRL

In the forthcoming months include: maintaining the development database (see Appendix A); gathering predicted construction road traffic from developers to model increasing traffic expectations; collecting construction traffic data from developers, planning forthcoming Forums; developing a wider public engagement strategy based on real time development activity.

Monitoring

Kings have met with Julia McNally from a company from AirScan <http://www.iknaia.co.uk/airscan/> who may be able to lend us some sensors that pick up the unique WIFI or Bluetooth code being emitted from mobile devices in vehicles. This will allow us to track the device passing through the ESC route and give some idea of travel time/ traffic flow speed which would allow us to see where the greatest level of congestion is or whether there are regular windows when the traffic flows move more freely. This could be useful for scheduling deliveries.

The current traffic counters will give a breakdown of vehicle type and speed at the point they cross the tube but not the time it takes for a vehicle to cross two points in the system so King's are thinking that this may add some really useful data. This is being discussed and there is the potential that this will be developed in the next quarter.

Communication

TRL to produce public engagement plan for agreement with LBL.

Risks and Issues

The framework defines the six components of the plan:

- Coordination
- Information management
- Communications
- The Evelyn Street Corridor Construction Logistics Forum

- Toolkit of measures
- Monitoring & enforcement

We have had two successful forum meetings with engagement from 6 of the major sites in the area, two of which, i.e. Convoys and Surrey Canal Road are not planned for a while. The importance for us in the time ahead is to maintain the interest but to widen the sites involved. Key to this is communication, coordination and information management. If we're unable to progress some recognition scheme the engagement opportunities will be reduced, as there will need to be some incentive for developers, particularly smaller developers to become active members of the Evelyn Street CLP forum.

The Council have employed Kings ERG to provide the monitoring and coordinate the impact from the construction traffic. This will be a key means by which we'll manage the sites and deliveries, so this is an important area for us. Although we have been visiting sites and TRL have been contacting contractors via visits too, we'd like to be able to provide some clear output on the effectiveness of the project based on objective measurements on the road network. This will be a challenge as it is a new area for development, but could also be of value for the industry, so is an important aspect of the work and is going to be developed further over the next quarter.

Finance

The project is being managed successfully. We have received additional funding towards the costs for the traffic counters via our transport team. We are on target to spend all the money designated for the project for this year.

APPENDIX A : ES NEW MAP plus numbers Sep 17.

Appendix C

Summary Report of Idling Action events

Lewisham Borough Council summary sheet April 2018

Project team lead: Paula Owen

Local authority contact: Christopher Howard/ Carlene Campbell

Summary findings

- Lewisham council concentrated all of its idling activities around schools.
- Event 1 took place in conjunction with Holbeach primary school Catford
- Event 2 took place at Dalmain Primary School in Catford
- Event 3 took place at St James Hatcham Primary School in New Cross

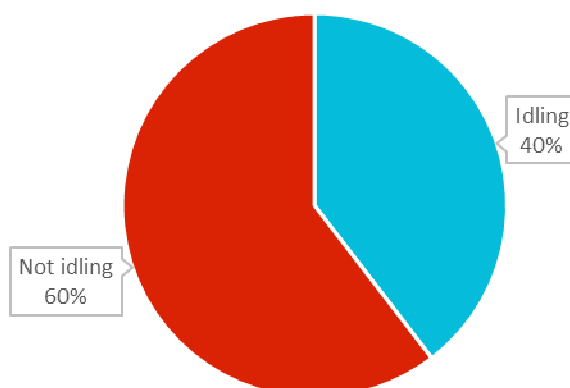
Overall numbers for the Lewisham Campaign

Where were the volunteers recruited from?	Council's regular communication channels, personal recruits from the project lead, the school's parents community
Number of volunteers trained	20
Number who took part in events	29
Number of action days that took place	3
Number of drivers that switched off	11
% of idling drivers that switched off when asked	58%
Number of people who made a pledge	52 (79%)
Total children in assembly	~700

Data in graph format

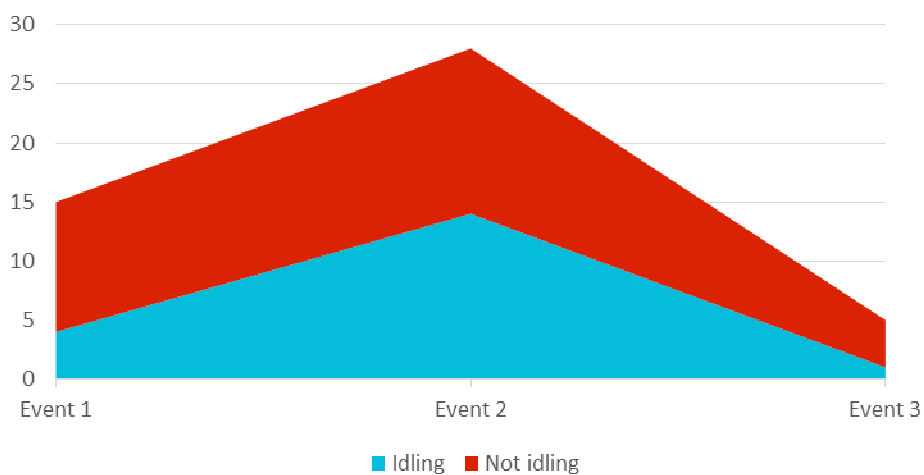
	Event 1	Event 2	Event 3	All Events
Idling	4	14	1	19
Not idling	11	14	4	29
Total	15	28	5	48

Proportion idling



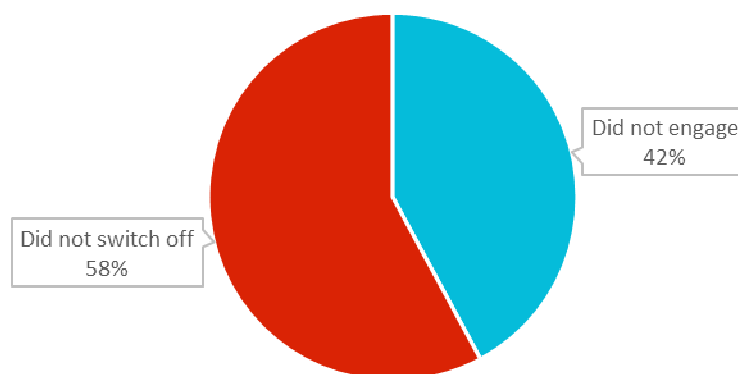
	Event 1	Event 2	Event 3	All Events
Car	12	20	5	37
Minicab		1		1
Motorcycle		1		1
Pedestrian	6	4	8	18
Taxi	1	1		2
Van	2	5		7
Total	21	32	13	66

Number of vehicles by event



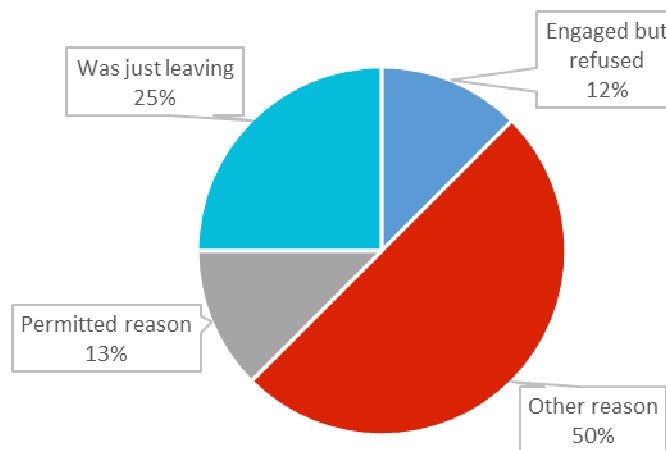
	Event 1	Event 2	Event 3	All Events
Did not switch off	3	5		8
Switched off	1	9	1	11
Grand Total	4	14	1	19

Driver response

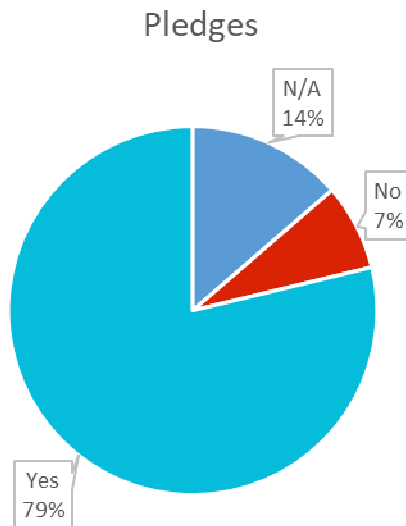


	Event 1	Event 2	Event 3	All Events
Engaged but refused	1			1
Other reason	2	2		4
Permitted reason		1		1
Was just leaving		2		2
Grand Total	3	5	0	8

Reasons for not switching off



	Event 1	Event 2	Event 3	All Events
N/A	1	6	2	9
No	3		2	5
Yes	17	26	9	52
Total	21	32	13	66



Project lead observations

This year was Lewisham Council's first year as part of the project, so the first months were spent getting the borough up to speed with the project and ordering in the collateral and printed materials.

The decision was made to concentrate on school based activities in the borough, and a short hit-list of most polluted school was drawn up. Unfortunately we did not get a very enthusiastic response from the schools targeted and so the project got off to a slow start with the first event taking place at the end of January. However, when the offer of an event was offered up to all schools in the borough the response was much more positive and we ended up with schools on a waiting list for an event.

- **Event 1** in conjunction with Holbeach primary was well attended as the school had a very committed parent campaigner whose own daughter had sadly died of an asthma attack some years previously. There was a good range of vehicles in the vicinity with a number of idling and non-idling vehicles interacted with as well as dozens of leaflets etc given out to parents as they collected their children. The assembly was well received and the simultaneous event with a selected group of KS2 children playing on the giant game was a success. Leaflets were given out at the school gates to approximately 50 parents
- **Event 2** conducted in partnership with Dalmain primary school in Catford. This was another big success, mainly due to the engaged parent network that was proactive in recruiting volunteers to attend the event. The assembly was delivered to the whole of KS2 and the game was played with a selection of KS2 pupils simultaneously to the parent volunteers going out to talk to motorists. Leaflets were given out at the school gates to approximately 50 parents
- **Event 3** happened in partnership with St James Hatcham primary in New Cross. This unfortunately was not well attended by parent volunteers, but this was due to a very late change of venue for the event which was originally going to be taking place at a different school, but with one week to go the Head cancelled. The assembly was delivered to all of KS2 children, years 3-6, and the campaign staff and council staff were outside at close of school day to talk to mainly the car drivers and giving leaflets out to approx. 30 parents.

In general, as these were school based events, there was a limited number of cars and other vehicles interacted with. Also a minority of the vehicles were idling, 40%. Hence even though there were only 8 idling vehicles found at all 3 events, this constituted a 42% refusal rate. However, 38% of these refusals were because they were just leaving anyway or they had a permitted reason for idling their engines.

The bulk of the interactions were with parents picking up their children at the school games, where approximately 130 leaflets and other collateral were given out at the three events in total.

Appendix D

Lewisham Air app and Lewisham Clean Air Pledge - business card

Download the **Lewisham** Air app



- Find low-pollution travel routes
- Sign up for air pollution forecast alerts
- See live air quality data
- Hear about air quality news and events
- Find out what Lewisham Council is doing to improve air quality

www.lewisham.gov.uk/airquality

Help improve air quality in Lewisham

If you live in the Lewisham borough, you can sign the clean air pledge and commit to do at least one of the following things:

1. Walk, cycle or use public transport instead of driving your car.
2. Download the Lewisham Air app to get air quality news and alerts.
3. Make your next car an electric or a hybrid.
4. Walk your children to school.
5. Switch off your car engine when you are stationary, loading or waiting.

Sign the pledge at
[www.lewisham.gov.uk/
airpledge](http://www.lewisham.gov.uk/airpledge)

Appendix E

Expansion of the ULEZ: Summary figures and charts

Central London Ultra Low Emission Zone and the Extension to the North/South Circular Boundary



ULEZ expansion

TfL predicted exposure and impact change

Change in concentration 2021

- Generally five to ten percent reduction in concentration levels at roadside, but up to 20 percent in some locations.
- 64 percent reduction in road km exceeding NO2 limit values.

Impact on Population Exposure

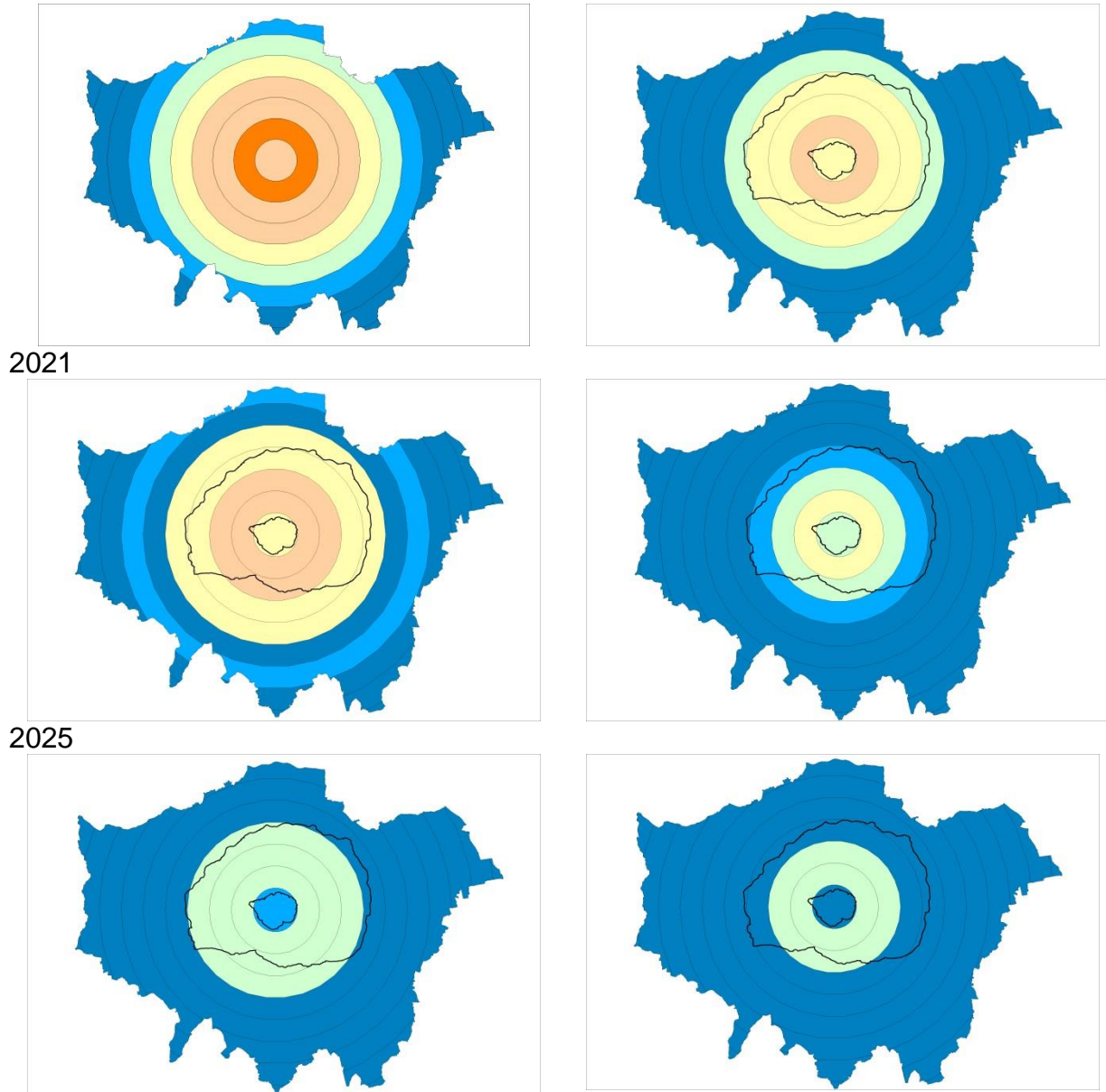
- Over 100,000 fewer people living in areas exceeding legal NO2 limits London-wide in 2021
- 77 per cent reduction London-wide, 96 per cent reduction in Outer London
- 71 percent fewer school in areas exceeding legal limits in 2021
 - *On their projected data no schools, hospital or care homes in Lewisham will exceed the NO2 limit levels once the 2020 proposal for the heavy vehicle London wide ULEZ has been introduced.*

SEE FIGURES FOR POPULATION EXPOSURE – extracted from the consultation proposal documentation.

Figure 46: The impact of the proposals on populations living in areas of exceedence 2020–2025

Baseline
2020

With Proposals

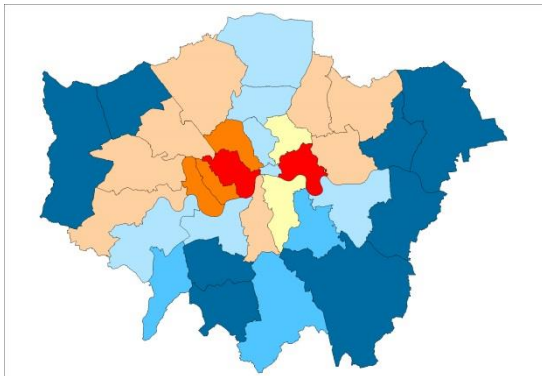


Population Exceeding NO2 Limit Values
(Based on average concentrations in Output Areas)

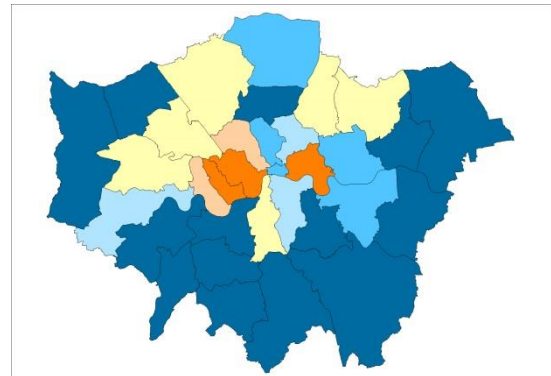


Figure 47: Impact of proposals on population living in areas of exceedence 2020-2025 by borough

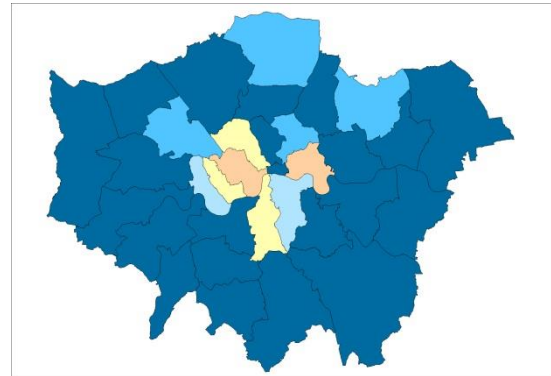
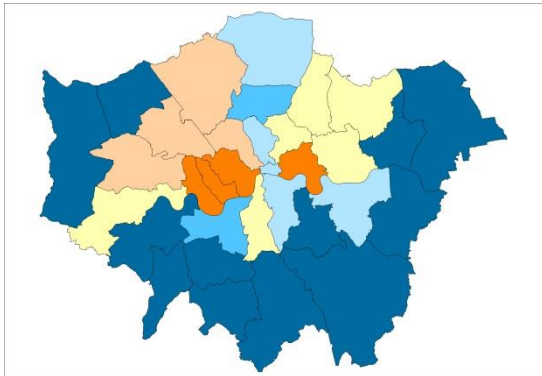
Baseline
2020



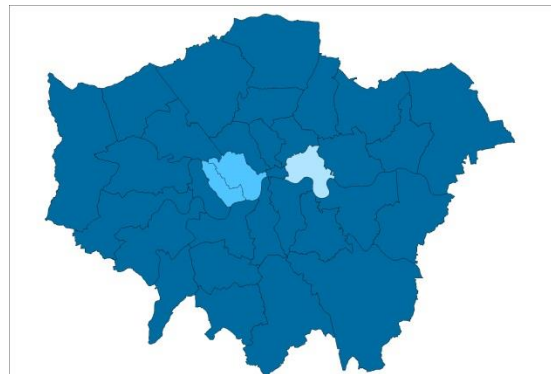
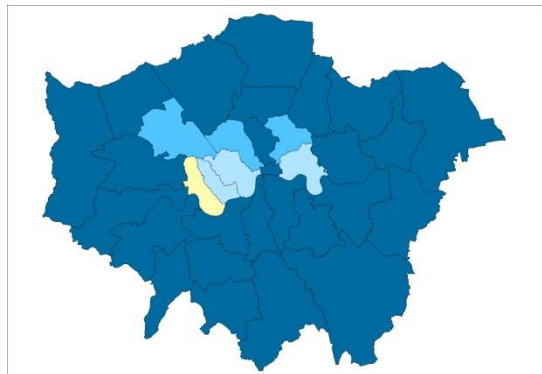
With Proposals



2021



2025



Population Exceeding NO2 Limit Values
Based on Output Area Average Concentrations

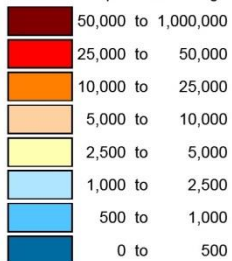
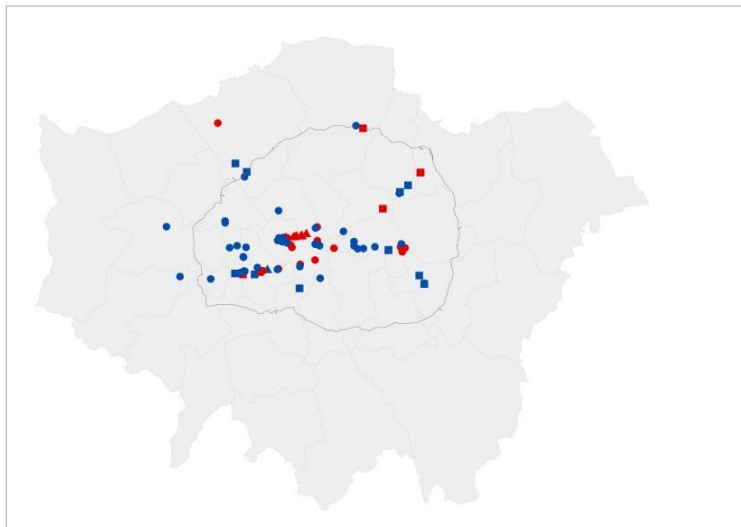


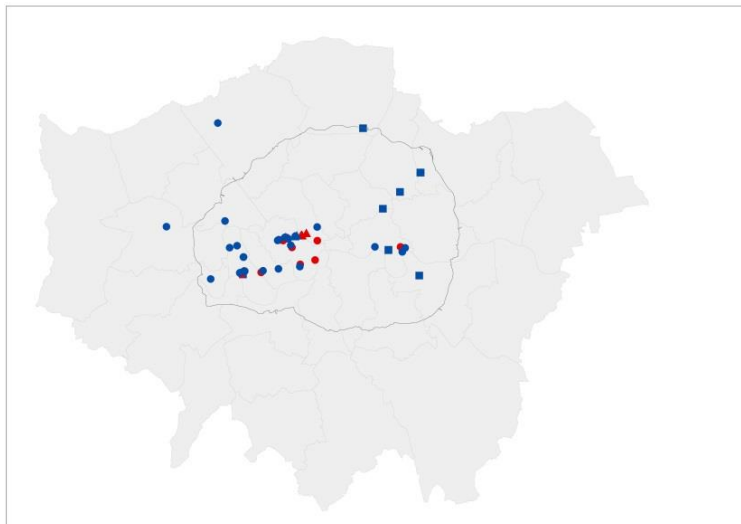
Figure 48: Change in schools, hospitals and care homes in areas exceeding legal limits
2020



Legend

- Expanded ULEZ boundary
- School no longer exceeding limit
- School exceeding limit
- ▲ Hospital no longer exceeding limit
- ▲ Hospital exceeding limit
- Care home no longer exceeding limit
- Care home exceeding limit

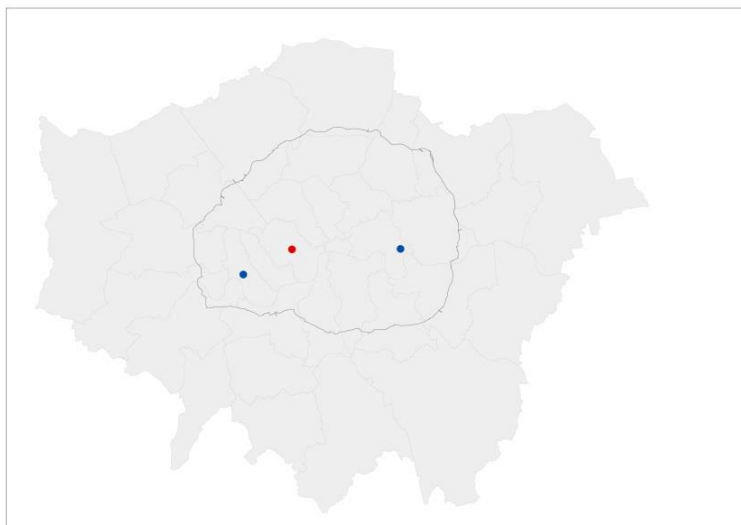
2021



Legend

- Expanded ULEZ boundary
- School no longer exceeding limit
- School exceeding limit
- ▲ Hospital no longer exceeding limit
- ▲ Hospital exceeding limit
- Care home no longer exceeding limit
- Care home exceeding limit

2025



Legend

- Expanded ULEZ boundary
- School no longer exceeding limit
- School exceeding limit

Appendix F

Low Emissions Vehicle Charging strategy 2018-2022

LOW EMISSION VEHICLE CHARGING STRATEGY 2018-2022

Document reference: Draft to Client

Date: April 2018

Created by Avisha Patel

EXECUTIVE SUMMARY

Vision: To ensure that all of Lewisham's residents, businesses and visitors are within 500m of a charging point by 2020, with a range of options available that remain fit for purpose and encourage further uptake of low emission vehicles.

Improving local air quality by reducing emissions from road traffic is a priority for Lewisham. Providing an accessible network of electric vehicle charging points will play a vital role in facilitating the uptake of electric vehicles, which is a necessity to deliver air quality improvements and achieve the Mayor of London's target for a zero emission transport network by 2050.

Electric vehicle ownership in Lewisham is forecast to rise rapidly in the next eight years with an estimated 1,398 plus electric vehicles registered to Lewisham residents and businesses by 2025 (*TfL ULEV Delivery Plan*). This represents a huge rise in ownership levels in the borough from just 129 electric vehicles registered at the start of 2017.

This strategy assesses the main challenges that Lewisham face to achieve including outlining the existing charging offer that exists throughout Lewisham.

A range of electric vehicle charging infrastructure will be required to meet the varied needs of residents and commercial electric vehicle users. These will be located in appropriate locations in residential streets, car parks and popular destinations such as high streets, shopping and leisure centres.

The four key objectives of this strategy are to:

- Support the following types of charging through provision of appropriate infrastructure in the right locations:
 - Charging points in residential areas
 - Charging points in town centres, workplaces and at other key destinations
 - Charging points for car club vehicles
 - Charging points for freight and servicing vehicles
 - Charging points for taxis
- Ensure that provision and maintenance of electric vehicle charging points (EVCPs) becomes cost neutral through the pursuit of infrastructure funding opportunities and income from the charging points;
- Ensure the charging network remains fit for purpose, can cater for future expansion and is adaptable to emerging technologies;
- Encourage the uptake of electric vehicles through supporting policy frameworks, initiatives, and public engagement exercises, drawing on best practise from around the UK and beyond.

This document will assist Lewisham by setting out how it will consider expansion in the future by identifying the most suitable locations and types of charging infrastructure required to encourage electric vehicle uptake and meet growing demand for charging facilities across the borough.

CONTENTS

PAGE NO.

CONTENTS PAGE	3
GLOSSARY	4
EXECUTIVE SUMMARY	2
CHAPTER ONE – POLICY CONTEXT	5
CHAPTER TWO – LEWISHAM CONTEXT	10
CHAPTER THREE – CHARGING NETWORKS	17
CHAPTER FOUR – LEWISHAM’S OBJECTIVES & KEY ACTIONS	25
OBJECTIVE 1	26
1A. CHARGING POINTS IN RESIDENTIAL AREAS	26
1B. CHARGING POINTS IN TOWN CENTRES	26
1C. CHARGING POINTS FOR CAR CLUB VEHICLES	27
1D. CHARGING POINTS FOR FREIGHT AND SERVICING VEHICLES	28
1E. CHARGING POINTS FOR TAXIS	30
OBJECTIVE 2	31
OBJECTIVE 3	36
OBJECTIVE 4	39
CHAPTER FIVE – DELIVERY PLAN & MONITORING	40
APPENDIX	43

GLOSSARY

- AQMA;** Air Quality Management Area - An area in which each local authority measures air pollution and tries to predict how it will change over the next few years. If a local authority finds any places where UK pollution objectives are not likely to be achieved, it must declare an Air Quality Management Area there.
- CIL;** Community Infrastructure Levy - Planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area.
- CO₂;** Carbon Dioxide - Pollution mostly as a result of the burning of fossil fuels
- EVCPS;** Electric vehicle charging points
- EU;** European Union
- GULCS;** Go Ultra Low City Scheme
- LEZ;** Low Emission Zone
- MTS;** Mayor's Transport Strategy
- NO_x;** Nitrogen Oxide - When nitrogen is released during fuel combustion, it combines with oxygen atoms to create nitric oxide (NO). This further combines with oxygen to create nitrogen dioxide (NO₂). Nitrogen dioxide and nitric oxide are referred to together as oxides of nitrogen (NO_x).
- NO₂;** Nitrogen Dioxide
- OLEV;** Office for Low Emission Vehicles
- PHV;** Private Hire Vehicle
- PM;** Particulate Matter - also known as particle pollution, is a complex mixture of extremely small particles and liquid droplets that get into the air. Once inhaled, these particles can affect the heart and lungs and cause serious health effects
- RFID;** Radio-Frequency Identification - the use of radio waves to read and capture information stored on a tag attached to an object, such as a contactless payment card
- TfL;** Transport for London
- ULEV;** Ultra Low Emission Vehicle
- ULEZ;** Ultra Low Emission Zone
- ZEC;** Zero Emission Capable

1. CHAPTER ONE

Policy Context

Air quality has become a priority in recent years as the UK struggles to meet its legal obligations to control levels of pollutants in the air.

CO₂ Emissions

The Climate Change Act 2008 – This Act saw the UK tasked with reducing emissions by at least 80% by 2050, with London being set a target to reduce annual emissions of CO₂ by 60% in the same time frame. The responsibility was placed on all sectors; however the Mayor's Climate Change Mitigation and Energy Strategy (CCMES) suggested the transport sector should contribute to the wider target by making a 48% reduction in transport CO₂ emissions. Considering that the population is expected to increase within London, these tasks will be particularly challenging.

Nitrogen Oxide and Particulate Matter

Road transport is responsible for nearly half of both NO_x and PM emissions across greater and central London, with diesel engines causing around 40% of NO_x emission across the whole city. London still does not meet the legal EU limits for NO₂ and it is argued that following the current policy, the legal NO₂ limit will not be reached until at least 2025.

Future Estimates of London's Air Quality

London is seeing its position in liveability rankings dropping behind cities like Berlin and Paris, who are taking advanced action to minimise air pollution and congestion.

It is estimated that by 2020, air quality will have improved as a consequence of the emphasis being placed on technological advances in vehicle design, together with policies and legislation geared at reducing emissions across London and the EU.

Impact on Health

In 2010, short-term exposure to both pollutants in London was associated with 1,990 hospital admissions for respiratory problems resulting from PM_{2.5}, and 420 from NO₂. 740 admissions were for cardiovascular ailments associated with PM_{2.5}. It is estimated that all these health effects imposed an economic cost of between £1.4 billion and £3.7 billion.

For long term exposure, researchers from King's College London found the number of premature deaths in London associated with PM_{2.5} in 2010 was 3,537, while the number of deaths associated with NO₂ was believed to be 5,879 – creating a total of 9,416 premature deaths attributed to local air pollution.

"The Government has set out to ban sale of all diesel and petrol cars and vans from 2040"

- Department for Transport, 2017

Mayors Transport Strategy (MTS3)

The Mayor's aims are for all taxis and Private Hire Vehicles (PHVs) to be zero emission capable by 2033, for all buses to be zero emission by 2037, and for London's entire transport system and all new road vehicles driven in London to be zero emission by 2040.

Three key themes are at the heart of this strategy:

A Good Public Transport Experience

Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.

New Homes and Jobs

More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

Healthy Streets and Healthy People

Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.

Healthy Streets Concept



The MTS introduces the concept of healthy streets and suggests that streets make up 80% of the city's public space.

There are 10 components of the healthy streets agenda, two of which directly relate to electric vehicles; improving air quality and reducing traffic noise. Electric vehicles would contribute to achieving both of these goals within Lewisham and across the city.

The Healthy Streets Approach provides a structure for placing human health and experience at the centre of planning the city and recognises improving air quality benefits everyone and reduces unfair health inequalities.

Expected Outcomes

The strategy outlines 9 expected outcomes; three of which relate to increased uptake of electric vehicles:

- London's streets will be healthy and more Londoners will travel actively
- London's streets will be clean and green
- Active, efficient and sustainable travel will be the best option in new developments

Considering charging facilities during the planning stage

The London Plan

The London Plan states that all new developments must provide 20% active provision of parking spaces with electric vehicle chargers and an additional 40% of passive spaces which have the cabling prepared so that chargers can be added when demand increases in the future. Installing passive ducts and cabling greatly reduces the time, cost and disruption of installing additional bays in the future.

Activation is left to the discretion of the landowner except in the case where a travel plan is in place. In this case, the levels of usage should be monitored and new electric vehicle charging points installed when the supply is exceeded.

A draft new London Plan was published for consultation in December 2017, with a final London Plan due to be adopted by late 2019. There will be a need to ensure that any changes in the London Plan are reflected in Lewisham's approach. The current proposal is for all operational parking to provide infrastructure for electric vehicles/ULEVS. Residential developments should provide 20% active provision, with the remainder passive.

TfL Electric Vehicle Charging Infrastructure Location Guidance for London

This document was published in 2017 and provides an evidence based guidance to help boroughs and operators identify where best to locate charging infrastructure, to meet the current and future needs of electric vehicle users across London. The content of the guidance focuses on 4 themes:

- Identification of current demand
- Provision for future uptake
- Installing appropriate charge points in the right locations to ensure the type of charging point installed reflects the needs of the user
- A good geographical spread of charging networks

The guidance focuses on the specific needs of London's key electric vehicle user groups, including residents and visitors without off-street parking, deliveries, local businesses and electric Car Club fleets.

LEZ

The LEZ operates across the whole of Greater London and came into fruition from January 2012, when a charge was levied on the most polluting vehicles. These vehicles included lorries, buses and coaches below the Euro 4 emissions standard, and vans, minibuses and ambulances below Euro 3 standards.

The charge applies 24 hours a day, all year round. Cameras with number plate recognition allow fines to be issued to eligible vehicles not paying the charge.

ULEZ

The ULEZ policy is due to come into force in 2019 and will cover London's current congestion zone area. Vehicles failing to meet the Euro 6 emissions standard for diesel, and Euro 4 for petrol (Euro 3 for motorcycles), will levy a charge.

- £12.50 for cars, vans and motorcycles
- £100 for HGVs, buses and coaches

Fines will be imposed on eligible vehicles not paying the charge. By 2018, all newly registered taxis will be required to meet the same standards, with buses complying by 2020. From 2021, the zone will be extended and be bound by the North and South Circular roads; so for central London from 8 April 2019, and then for Inner London from 25 October 2021, all vehicles (light and heavy) will be subject to relevant ULEZ standards and charges.

An expansion in the ULEZ area covering light and heavy vehicles to Inner London in October 2021, together with the changes to the LEZ to require Euro VI London wide for heavy vehicles after October 2020, will result in significant reduction in NOx emissions; this means more Londoners experiencing the health benefits of improved air quality. As a result, in 2020, it is expected there would be a 20% reduction in NOx from road transport London-wide. In 2021, it is expected there would be a 31% reduction in road transport NOx in inner London and 28% in outer London. All roads in London are expected to see a decrease in road transport NOx emissions as a result of the proposals.

As a result of these emissions reductions, there would be over 100,000 fewer people in London living in areas exceeding legal limits for NO₂ concentrations in 2021, a reduction of 77%.

Lewisham has a key role to play in contributing to these projected figures; the borough will have to plan for the electrification of cars, taxis, buses and freight.

Lewisham's Local Implementation Plan (LIP) 2011-2031

Lewisham's LIP document was published in April 2011 and outlines goals and objectives for the council to meet. With focus on the Mayor's Transport Strategy, the LIP places importance on creating a 'low emissions transport system' and more 'sustainable modes of travel' to tackle transport emissions. Whilst the Council's policies seek to encourage people to walk, cycle or use public transport where possible, it is recognised that this is not always possible for every journey. With this in mind, Lewisham recognises the need to promote the use of electric vehicles and expand the existing network.

It will be essential now that the Mayor's Transport Strategy 2018 is finalised to develop the next LIP (2019-2041) to reflect the council's priorities. The LIP3 will support the implementation of electric vehicle charging points. A draft LIP will be consulted on in Autumn 2018, with a final version submitted to TfL and approved by March 2019.

In 2017, London breached its annual air pollution limit within 5 days of the New Year

- London Councils

"Lewisham support the uptake of Low Emission Vehicles and will aid the further expansion of charging infrastructure throughout the borough"

- London Borough of Lewisham
Air Quality Action Plan

2. CHAPTER TWO

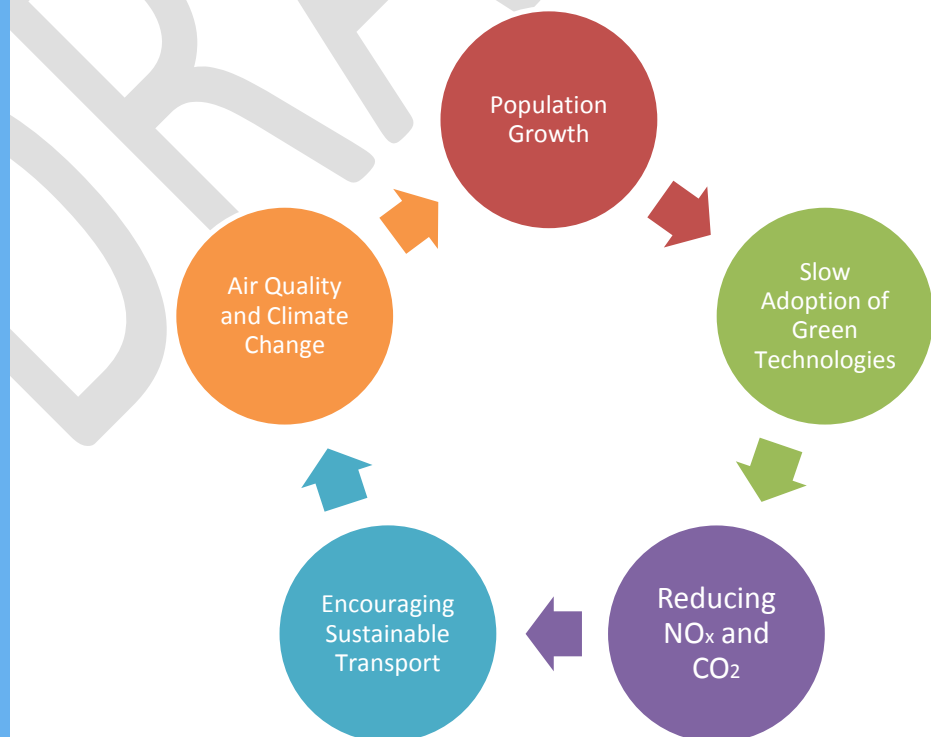
Lewisham Context

Lewisham acknowledges that the increased uptake of electric vehicles is only part of the solution to improve air quality and needs to consider others avenues that will support the objectives of this strategy.

Lewisham's Air Quality Action Plan for 2016-2021 confirms that the borough is failing to meet the Nitrogen Dioxide EU annual average limit in some of the Air Quality Management Areas. Although the borough is meeting the EU limits for Particulate Matter, they are exceeding air quality guidelines from the World Health Organisation, for this particular pollutant.

Lewisham is currently undergoing significant regeneration, particularly around Catford, Deptford and New Cross and Lewisham Town Centre, with residential, commercial, utilities and transport network improvements; the reduction of emissions from road traffic is a priority of these changes.

Lewisham's key challenges



“Lewisham is changing, with major development and regeneration to support economic growth and London’s increasing population.”

- *Lewisham Local Implementation Plan 2011-2031*

Population and Growth

Figures from the Office for National Statistics show the population of London increased by 5.7% between mid-2011 and mid-2015, compared with growth of 2.9% for the UK as a whole. London’s population is anticipated to grow from around 8.2 million to over 10.5 million by 2041, which will only emphasise the increasing demand for travel.

Over the last decade or so, we have witnessed an ever increasing emphasis being placed on the need for sustainable transport; a modal shift which appears to have had a positive impact. According to the Greater London Authority, public and active transport now accounts for 64% of all one-way commuter movements in London.

Having said this, there is still a long way to go in ensuring that goods and people flow freely through our capital without exacerbating air quality and its associated impacts. 33% of journeys are still made by private transport (ULEV Delivery Plan, 2015).

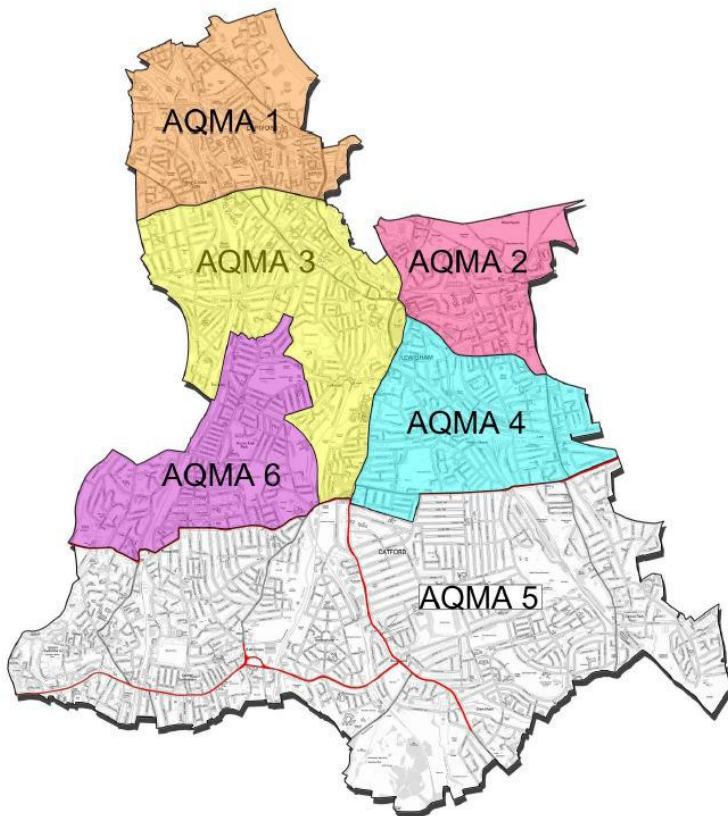
Environmental Challenges

Air Quality and Climate Change

Lewisham’s Mayor and Cabinet in July 2017 approved details of an air quality campaign which aims to galvanise borough-wide action to address air quality issues in Lewisham. It seeks to both reduce emissions to improve air quality, and reduce exposure to poor air quality. To achieve this, the campaign states it will:

Show the Council as a best-practice example to inspire other organisations to take action, which includes provision of electric vehicle charging points. As part of the campaign one of the five air quality pledges we’re asking residents to sign up to commits to ‘Make your next car an electric or a hybrid’.

The Council has also launched the Lewisham Air App, which allows users to receive news and alerts about air quality, check the air quality in the borough and plan low-pollution walking and cycling routes using a specially-designed map. To get the app visit Google Play or the Apple App store and Search for 'Lewisham Air App'.



The Air Quality Management Areas for the Borough of Lewisham declared on 01/07/2001 consist of four large AQMAs, which cover the area to the north of the South Circular and a series of ribbon roads, which comprises AQMA5. Since this date, a subsequent 6th AQMA 'Crofton Park and Honor Oak Park Air Quality Management Area' was declared on 10 April 2013.

These areas seek to tackle problem areas where air quality regularly exceeds statutory limits. Electric vehicles offer a solution to this problem as they operate with no tail pipe emissions and road transport is a key contributor to air pollution. The introduction of electric vehicle charging points in the AQMAs will support Lewisham's aim of improving air quality.

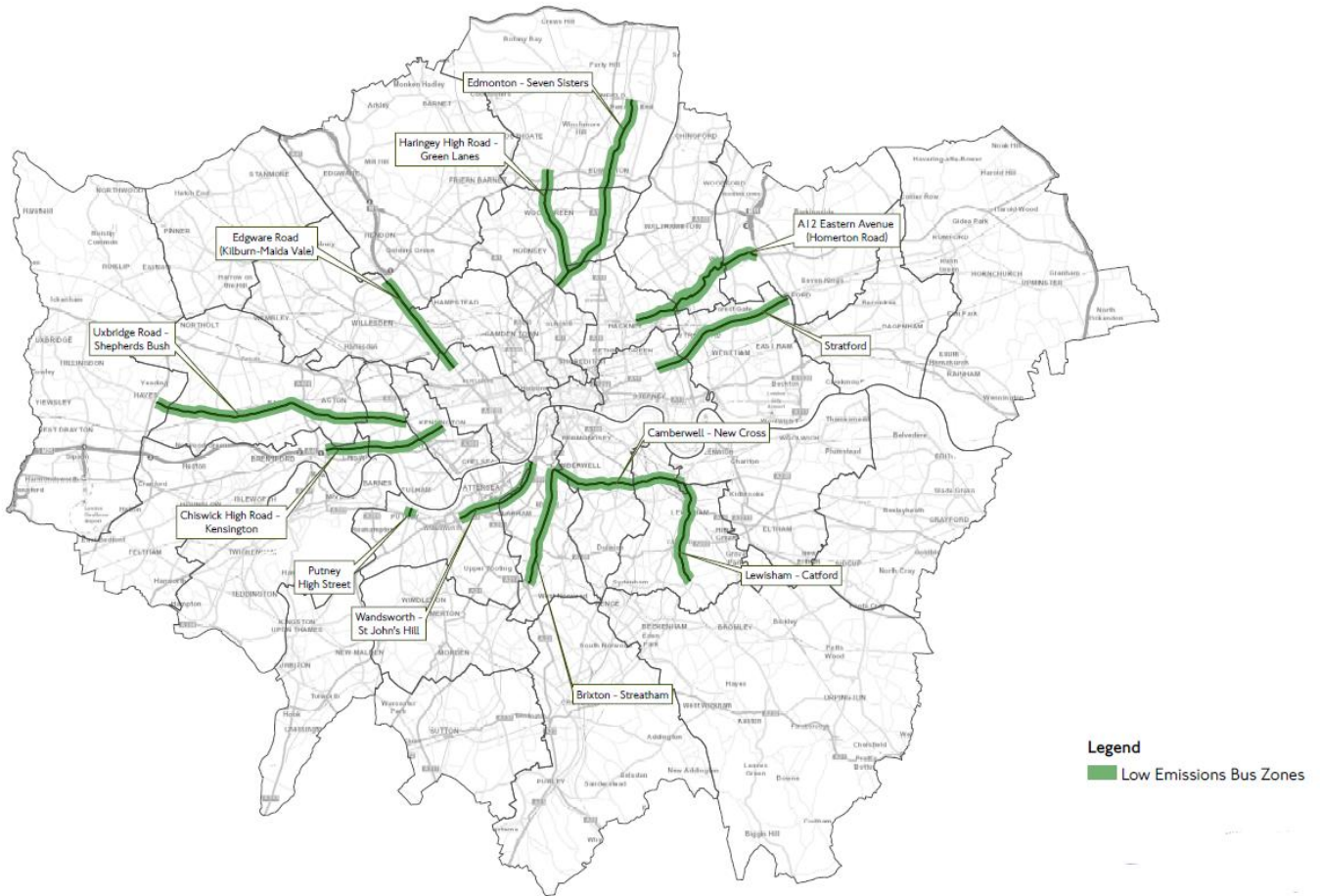
Low Emission Bus Zone

In addition to the advances in electric vehicle charging infrastructure, a low emission bus zone is being introduced from Lewisham to Catford (from Bromley Road, along Lewisham High Street to Lewisham Road). The Mayor has announced 10 new low emission bus zones, which will see the deployment of clean buses across the capital's most polluted routes, as shown on the map overleaf.

The new greener buses, which will be a combination of hybrid and clean buses that meet Euro VI standards, are part of an improvement programme to 3,000 buses outside central London.

The zones are expected to reduce NO_x emissions from buses along the routes by around 84% and will fulfil the Mayor's manifesto commitment to introduce Low Emission Bus Zones by 2020. One of the fundamental benefits of these zones will be the thousands of school children breathing cleaner air (there are 172 schools located within 100 metres of the new zones).

Low Emission Bus Corridor Map

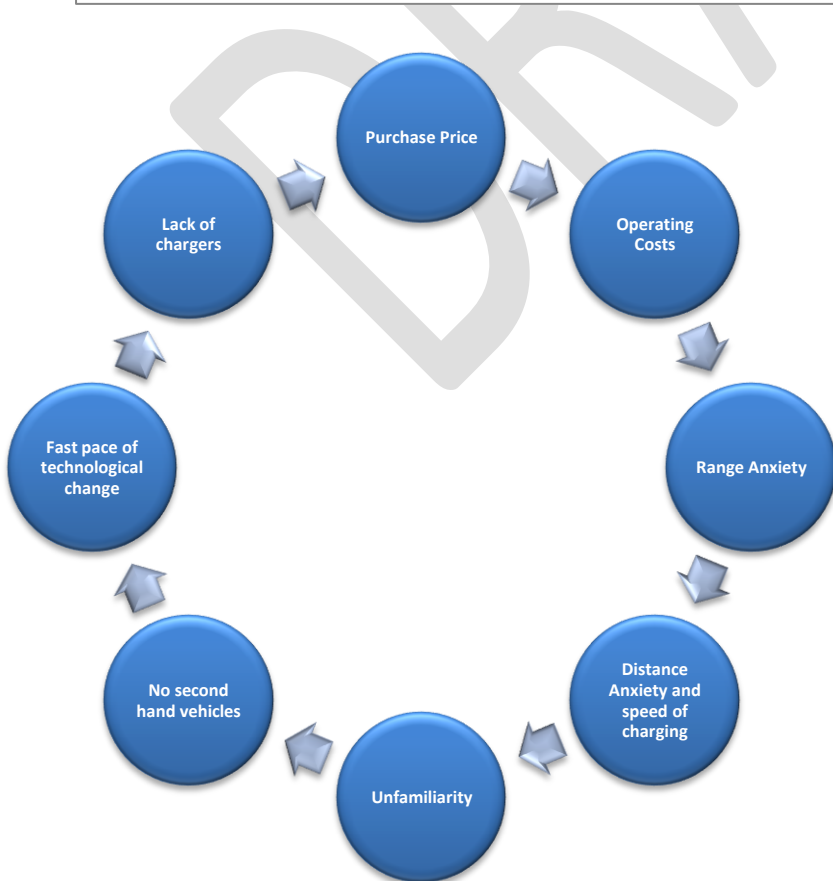
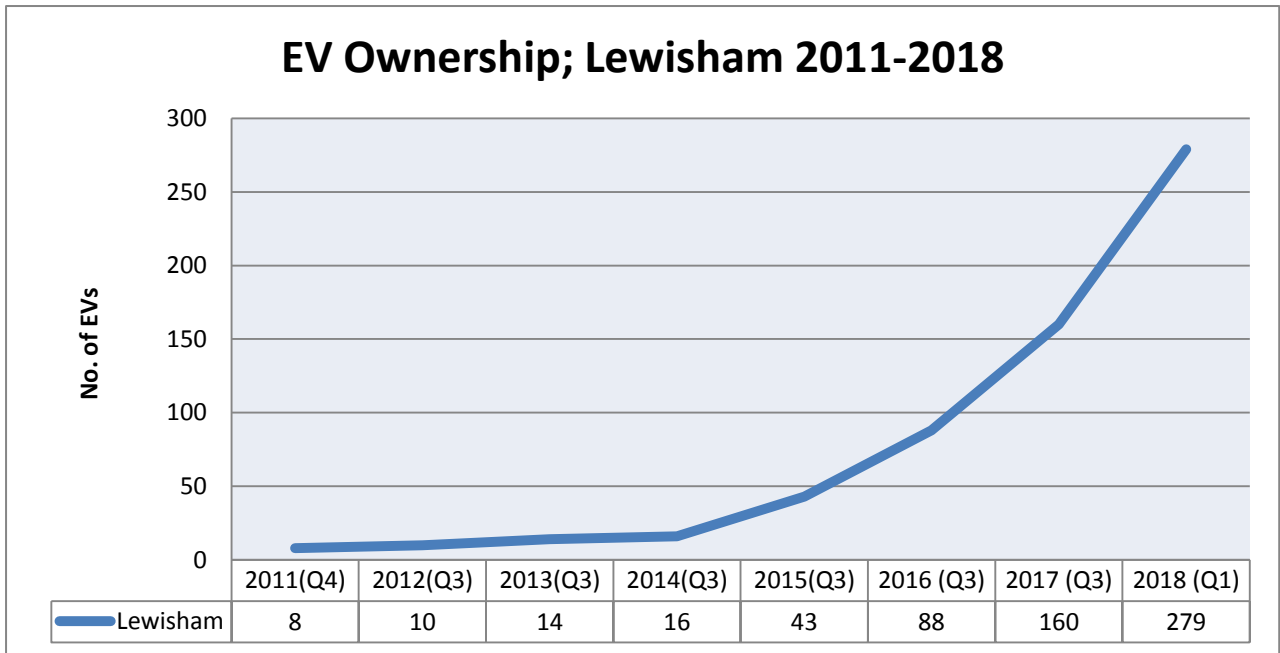


Lewisham Electric Vehicle Ownership; Current

Lewisham acknowledges that general vehicle ownership is decreasing in the borough, and indeed much of London, as more people choose to walk, cycle, use public transport and car clubs, as an alternative to car ownership. However, this strategy recognises that some people still choose to own and travel by car for at least some of their journeys. The ownership data overleaf highlights that electric vehicle ownership is rising; businesses are also increasingly considering electric vehicle options for their fleets. It is therefore essential that the Council provides the necessary on-street infrastructure to facilitate this transition.

	2011(Q4)	2012(Q3)	2013(Q3)	2014(Q3)	2015(Q3)	2016 (Q3)	2017 (Q3)	2018 (Q1)
Lewisham	8	10	14	16	43	88	160	279
London	895	979	1,270	2,259	4,422	7,255	11,977	18,597
UK	2,440	4,256	7,614	17,610	42,761	77,363	118,342	157,304

The table above shows the number of plug-in vehicles licensed at the end of the quarter in the UK, from 2011 to 2017 and at the end of Q1 of 2018. Of the 18,597 vehicles registered in London (Q1 of 2018), only 1.5% (279 vehicles) are from within Lewisham.



Although electric vehicle ownership appears to be increasing, Lewisham are aware of barriers potentially preventing residents and business owners from transitioning from the conventional fuel vehicles. These barriers and concerns are expected to be overcome in time, for instance, as the second hand vehicle market for electric vehicles takes off, electric vehicles will be more affordable for all.

At the end of Quarter 3 of 2017, there were 160 registered EVs within Lewisham

There are 10 existing charging point locations in the borough, and a further 16 locations ready to be programmed, which are both on and off-street

There are 21,000 registered diesel cars in Lewisham. Changing the minds of just 1% will more than double the amount of current EV owners

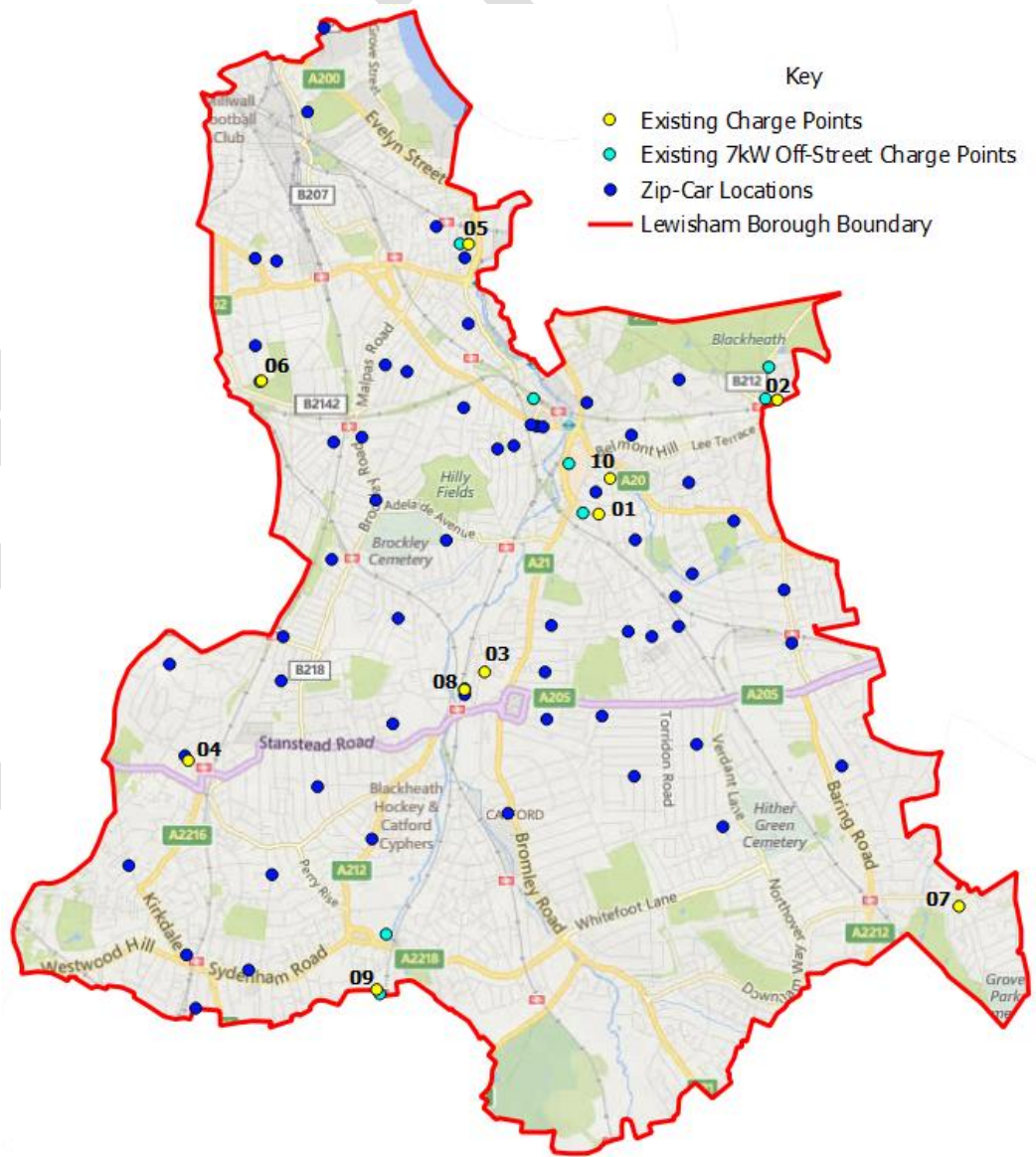
255 taxi drivers live in the borough (additional 107 registered to companies) and could make use of rapid charging points

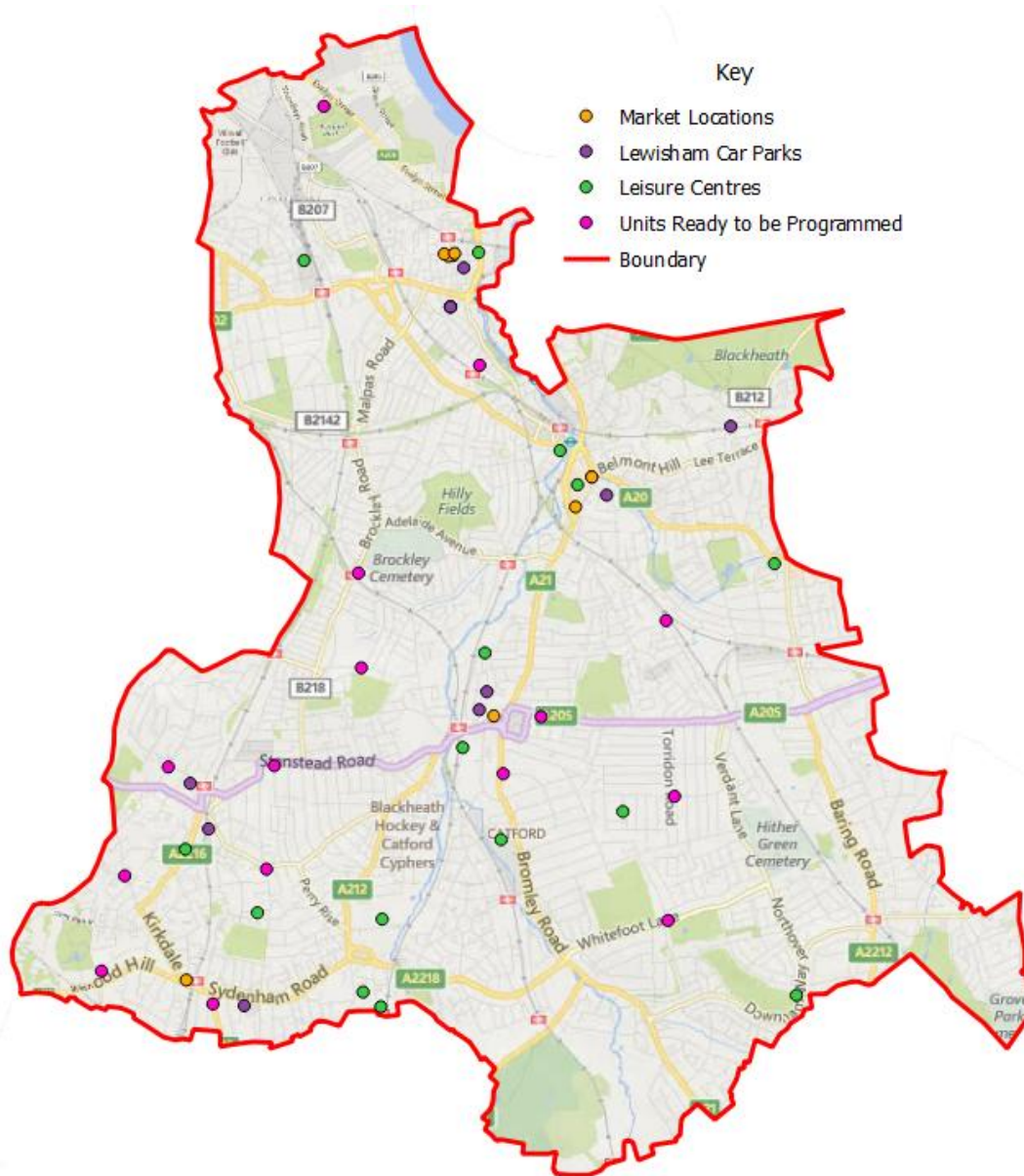
Currently 0.14% (160) of vehicles registered in the borough are electric, placing Lewisham 30th out of 33 boroughs in London

Existing Charge Points; Lewisham Map

The map pinpoints 'completed' charge point locations, existing off-street 7kW charging points and also highlights the 50 locations (Blue Dots) at which Zip-Car have car club bays within the borough (the numbers correspond to Table 2 in the Appendix).

If the evident increase in ownership is anything to go by, Lewisham's increasing uptake of electric vehicles will create more demand for charging points. The borough should endeavour to support the rapidly increasing use of electric vehicles by providing a greater number of reliable and user friendly charging points across the borough.





The map above highlights key locations across the borough, all of which are high visibility and high footfall areas especially around the town centres. Also displayed are locations where electric vehicle charging points are ready to be programmed. Lewisham intend on serving drivers visiting these high footfall areas by ensuring charging infrastructure is in place. Eventually, the objective is to create a network, spread relatively evenly across the borough.

If you would like more information or to register a request, please visit our website; www.lewisham.gov.uk/electricvehicles

3. CHAPTER THREE

Charging networks

Rapid (50kw) 30-40 min	Standard (7-22kw) 3-4 hours	Trickle (3kw) 7-8 hours
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There are a variety of charge points that may be introduced to meet the different needs of electric vehicle users. Lewisham is at a relatively early stage in the adoption of electric vehicles and it will be particularly important that a network of public chargers are introduced to help drive uptake. Those considering whether to convert from traditional vehicles to ULEVs are often concerned with 'range anxiety' and having public chargers visibly installed on-street helps to dispel this fear.

When considering the expansion of a charging network, thought must be given to the potential reduction of on-street parking bays to accommodate charging points.

Trickle or Residential 3-7kW (7-8 hour charging time)

This type of charging draws charge from existing infrastructure and is not currently offered in Lewisham.

Why?

Lewisham acknowledges that there is a need to consider a suite of charging offers to meet the needs of Lewisham residents. The majority of charging occurs at home, in residential areas. In order to support the uptake of electric vehicles amongst these residents in Lewisham, it is important that on-street chargers are installed. Lamp post chargers are a different approach to the majority of the existing car chargers. Primarily, they are intended to address the challenge of charging electric vehicles when owners do not have access to off-street parking and haven't been able to secure a standard floor mounted charge point, perhaps due to limited footway widths.

Lamp column chargers could be installed in clusters, increasing accessibility to points and meaning that the adjacent spaces do not necessarily have to be dedicated to electric vehicle users only.

How do they work?

Lamp post chargers tap into the existing power network created for street lighting and are either integrated into the lamp column or are attached to it; making them a less expensive alternative to floor-mounted units. As they piggyback on an existing power grid, they are limited in the power they can supply but are sufficient for overnight charging.

For lamp posts that are at the back of the footway, bollards could be placed at the front of the footway with the power being drawn from an adjacent lamp post, as seen below. However, this adds additional clutter to the street environment.



Site Criteria & General Principles for Lewisham to Consider

Civils/Network Capacity

One of the advantages of lamp column charging is that they can be retrofitted or alternatively, chargers may be attached using a 'backpack' style. Regardless, the chargers will use the existing power supply.

Street Furniture

Lamp column charging units do not require an electricity feeder post as they are installed in or on existing lamp columns. As a result, the street scene is not affected. The lamp columns need to be located at the front of footway, unless separate bollards are used as shown on the previous page.

Accessibility

Lamp column chargers are designed for residential use, so accessibility is vital. Units should be installed in clusters to ensure the facilities can match demand.

Road Space

Sites should avoid blocking any junctions and ensure passing traffic can navigate the road as normal.

On/Off-Street

Lamp column chargers are designed to facilitate those who have no access to off-street parking. Therefore, units will be on-street.

Distribution

A trial conducted in the London Borough of Hounslow deduced that lamp column chargers should be installed in clusters. For each request for a charger, Hounslow installs three chargers on the same street. The idea is that by oversupplying the chargers there is no longer a need for a dedicated EV charging bay. The benefit of this approach is that it removed the cost and time involved with TMOs and the advertising/appeals process. This also adheres to the active/passive provision as stipulated in the London Plan.

Safety/ Liability

Cables from charge points create a trip hazard. To minimise this small risk, lamp columns must be at the front of the footway. This reduces the length of cable and ultimately reduces the risk of tripping over it.

Concerns

- Lamp columns must be at front of footway and meet specific criteria
- Resident concerns over security of the smart cable, which holds all metering and billing information
- Passing charging cost back to the user
- Slower charging speeds
- Large numbers of units required

Additional Notes

- Lamp column chargers do not required marked bays or Traffic Management Orders
- Anybody can use the bays

Trickle Lamp Column Chargers

3kW (7-8 hours)



Standard 7-22kW

Why?

Standard 7kW-22kW chargers make up the vast majority of electric vehicle charging points in Lewisham and are most widely available across London and will cater for the vast majority of electric vehicle users. Lewisham will consider introducing a range of suppliers to create a mixed network, and to provide a wider range of options to electric vehicle drivers. Standard chargers can be installed in public and residential locations as either floor standing units or wall mounted units. A single unit will generally offer two sockets which allow vehicles in two adjacent bays to charge simultaneously. The key challenges are funding, loss of general parking and how to reserve bays just for residents.



"The use of new EVCPs will be closely monitored to determine levels of usage and the best locations for further charging facilities"

7-22kW



Civils/Network Capacity

An EV charge point requires a connection to the local power grid. To establish this connection, ducting and cabling will have to be laid. The DNO (Distribution Network Operator) must determine the amount of available capacity in the local grid which can be allocated to an EV charge point. Planning permission is required.

Street Furniture

These units must be accompanied by a bay marking and sign post/plate. Power for each charge point is fed from a feeder pillar which will need to be incorporated into the street-scape. Consider visual impact and consult design guidance.

Visibility/Accessibility

Chargers should be highly visible and accessible, installed in locations which are busy with a high footfall (desirable).

Road Space

Sites should not be too close to junctions or be in a position which could disrupt traffic flow. It's also important to consider whether introducing a charging point would reduce the amount of footway space to a point where the width is unacceptable. 1.8m of footway clearance is desirable.

On/Off-Street

These units may be installed on or off-street, though most floor-mounted trip destination chargers are located on-street where a TRO and consultation is required. On-street locations would be more visible. These chargers can however be installed in off-street car parking facilities and at retail, leisure, and commercial premises where visitors are likely to park.

Distribution

A study commissioned by TfL found that a key consideration for EV drivers when choosing an EV charge point was the proximity to their end destination. It is also of particular importance to attempt to install more than one EV charger at each location. Passive provision should be installed where possible to future proof sites against rising demand in the future. Consideration should also be given to the locations of existing chargers; analysing their data usage may provide insight into additional distribution and geographical spread. In areas where EV drivers may spend less time, 22kw units could be installed. In locations where users may spend more time, 7kw units would suffice.

Passive/Active Provision

It is best practice to install both passive and active provision. That is power supply for the chargers which will be immediately installed and cabling for additional chargers which may be installed in the future when demand increases.

Safety/ Liability

Cabling from charge points can create trip hazards. To minimise this small risk EV charge points should be designed to minimise the cable extension. TfL guidance recommends that bays and chargers should be laid out to achieve a maximum of a 45 degree angle on a cable in operation.

Concerns

- Enforcement of vehicles being plugged-in but not charging
- Current lack of interoperability
- Concerns over future upgrades to power infrastructure

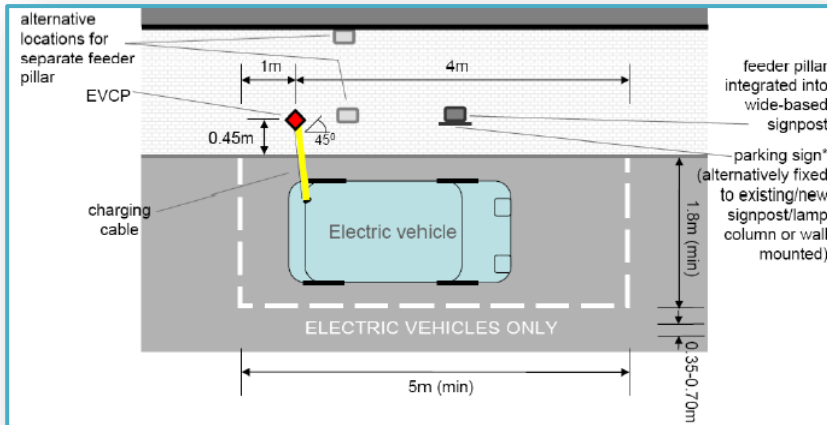


Design of Charge Point Locations

When designing or introducing charge points, there are fundamentals to consider both on and off-street to ensure sites are suitable.

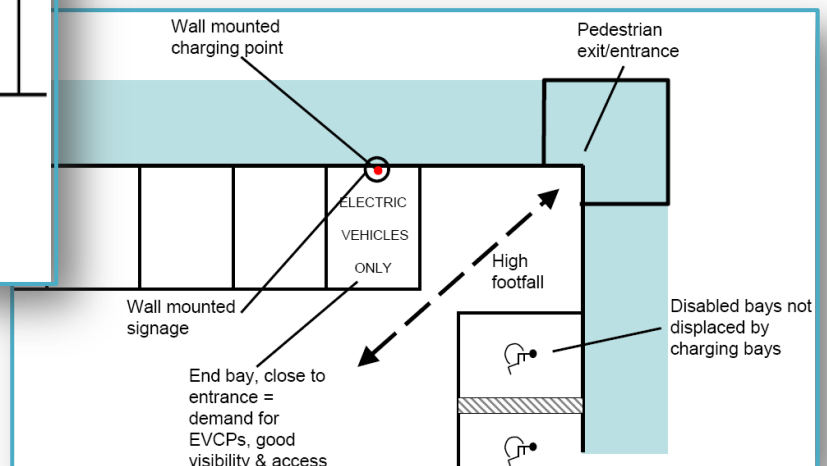
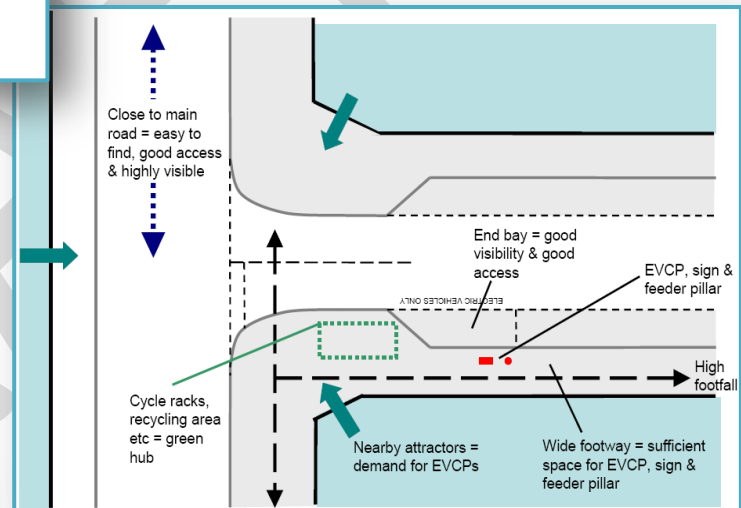
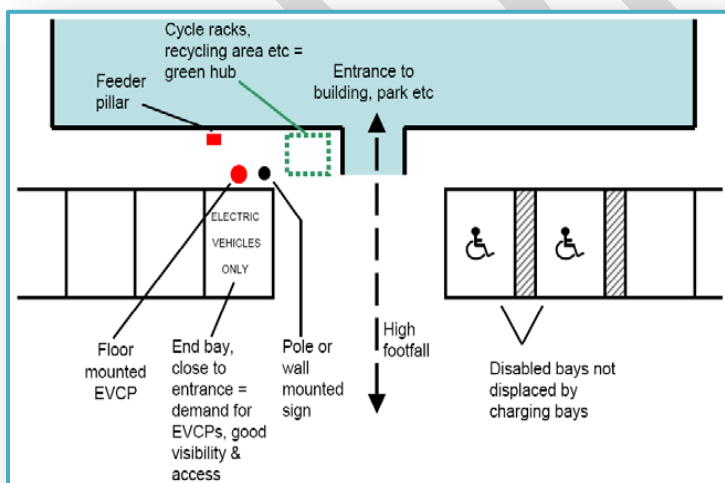
Lewisham will consider the impact on the street scene and loss of parking amenity before agreeing to any locations.

On-street



These criteria are for free-standing charging points.

Off-Street



These off-street criteria are also applicable for rapid charging units.

Rapid 50kW

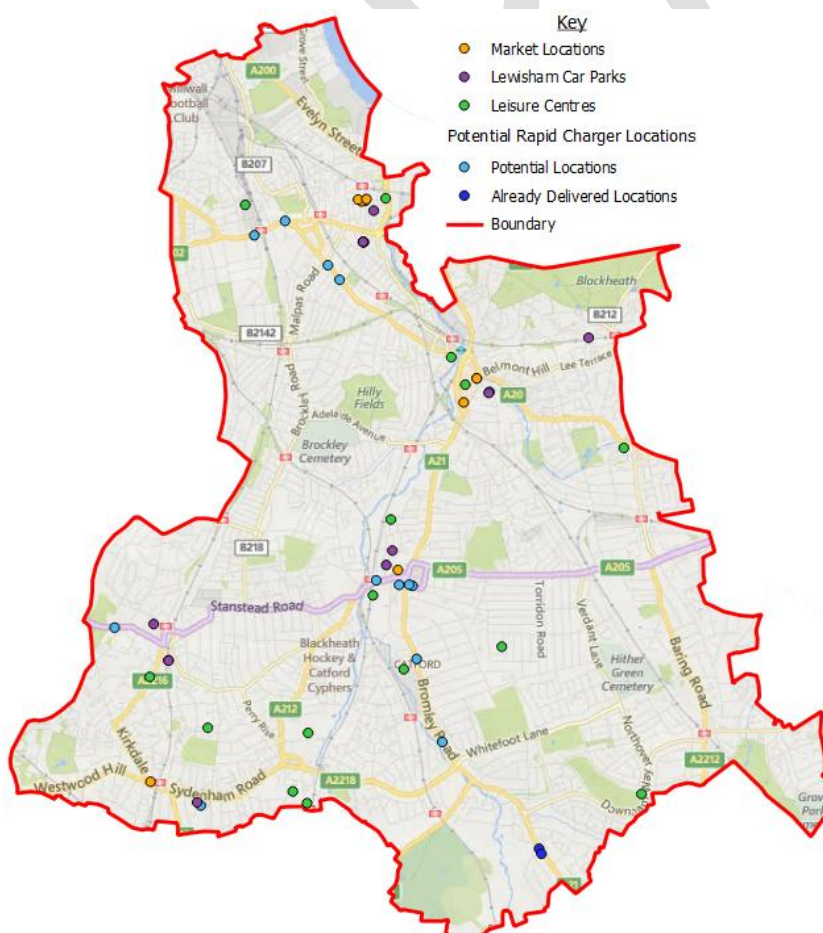
Why?

To meet the growing needs of different electric vehicle users, Lewisham is investigating the introduction of Rapid Charging points and working closely with Transport for London to achieve this.

Rapid chargers are capable of recharging a vehicle in minutes rather than hours. They are vital to long distance travel and for commercial vehicles such as taxis, which will need to top up during the day. The standard rapid charging speed is currently 50kW although Tesla currently offers an Ultra Fast 120kW with their proprietary 'Super Chargers'. Due to their greater power consumption, they require larger feeder pillars or a substation and often more extensive civils works. Consequently, car parks are generally the most ideal locations for rapids, due to the space required for the associated equipment.

TfL have publicised their rapid charge framework, offering the scheme to local authorities within London. They are proposing to identify locations across TfL, borough and private land which would be capable of hosting electric vehicle rapid charging infrastructure. Under the scheme, chosen locations would be tendered out to six charge point operators who will bid for a concession contract to install, operate and maintain rapid charge points at their own cost. TfL will fund the installation of the power infrastructure and associated street furniture.

How do they work?



Rapid chargers work in the same way as a standard floor mounted charger but charge at a more accelerated rate.

The map displays the two charge point locations already delivered by TfL and the potential additional locations across the borough. These are along strategic routes, leading traffic in to and out of Lewisham.



Civils/Network Capacity

The DNO (Distribution Network operator) must be contacted and permission obtained to connect to the grid . For TfL's rapid programme TfL will do this. They will indicate the power capacity available. Due to the large amounts of power which chargers draw they may mandate that upgrades are made to the infrastructure. This is of particular concern with rapid chargers. Upgrades to cables and transformers can become prohibitively expensive.

Street Furniture

Rapids require an electricity feeder post (See TfL guidance section). This is often housed in a separate cabinet to the charger and can reach the size of a substation if multiple units are installed in one location. There are two considerations - Whether there is sufficient space to locate the charger and the feeder post, and whether the street scene will be significantly impacted.

Visibility/Accessibility

Rapids are largely installed in off-street locations such as car parks and so need to be visible. Taxis and LGVs who wish to charge during the working day require rapid chargers, located on key arterial routes into London and close to taxi ranks.

Road Space

Due to the size of the rapids, build-outs can be created to avoid the unit needing to be placed on the footway, where footways are narrow. In a car park, this is less of an issue, as long as the feeder pillar/substation is accounted for.

On/Off-Street

The majority of existing rapid chargers are located in car parks/ other off-street locations. This is due to a number of reasons; dwell time, turn over, footfall and ease of installation. The legal process for creating a dedicated EV bay in a car park is much easier than on-street where a TRO and consultation is required.

Distribution

Rapids do not necessarily need to be installed in clusters; however rapid hubs could be considered but with hubs of four or more it may also be necessary to install a substation. Strategic hubs are being evaluated on arterial roads, owned and maintained by TfL, and on private land.

Safety/ Liability

Trailing cables from charge points create a trip hazard. To minimise this small risk EV charge points should be designed to minimise the cable extension. TfL guidance recommends that bays and chargers should be laid out to achieve a maximum of a 45 degree angle on a cable in operation.

Concerns

- Locations are harder to determine due to the size of the units
- If multiple units are installed, space for a substation is necessary
- Ensuring power grid has been upgraded to support the infrastructure



4. CHAPTER FOUR

Lewisham's Objectives

500m

To support the following types of charging through provision of appropriate infrastructure in the right locations:

- a) Charging points in residential areas
- b) Charging points in town centres, workplaces and at other key destinations
- c) Charging points for car club vehicles
- d) Charging points for freight and servicing vehicles
- e) Charging points for taxis

TfL research informs that 93% of electric vehicle users would use a fast charge point within a 5 minute walk of their vehicle and 73% would use a charge point if it were within 10 minutes walk; this equates to a distance of roughly 500m.

The average walking time to cover 500m is between 5 to 10 minutes (slow-fast walking)

£

To Ensure that provision and maintenance of electric vehicle charging points becomes cost neutral through the pursuit of infrastructure funding opportunities and income from the charging points

The provision of electric vehicle infrastructure should remain cost neutral wherever possible so as not become a financial burden on the council. To achieve this Lewisham should make use of all available funding and revenue. This includes government grants, partnerships with private companies which provide profit shares and fees, make use of planning powers (sect. 106 and CIL).

Making best use of assets - Parking facilities across the Council's housing estates are under-utilised. In total, Lewisham Homes manage over 18,000 residential properties. Lewisham have the opportunity to utilise redundant car parking spaces in their housing estates and may be able to generate an annual income.



To ensure the charging network is fit for purpose, can cater for future expansion and is adaptable to emerging technologies

When creating a charging network, the infrastructure must remain fit for purpose. By monitoring the usage data, the Council will be able to confirm that charging locations are appropriate and the units are being well utilised.

If electric vehicle uptake increases as predicted, the network must be able to cater for a higher volume of vehicles charging; charging points must be accessible and available.



To encourage the uptake of electric vehicles through supporting policy frameworks, initiatives and public engagement exercises, drawing on best practise from around the UK and beyond

Engagement events and vehicle trials are key to encouraging electric vehicle uptake and increasing familiarity.

In regard to policy frameworks, reviewing parking policies and Local Plan policy will ensure that standards are implemented.

Objective 1

To support the following types of charging through provision of appropriate infrastructure in the right locations:

- a) Charging points in residential areas
- b) Charging points in town centres, workplaces and at other key destinations
- c) Charging points for car club vehicles
- d) Charging points for freight and servicing vehicles
- e) Charging points for taxis

1a. Charging points in residential areas

Key actions:

- Install even spread of 7kW chargers throughout residential areas where there is sufficient footway space, focusing on achieving 500m coverage in the first instance (see page 37)
- Consider and prioritise requests from residents for new on-street charging points, delivering this through a mixture of lamp column chargers and 7kW chargers
- Deliver lamp column chargers in clusters or across whole street
- Work with Lewisham homes to identify locations for 7kW and lamp column chargers in the Council's housing estates
- Consider creating charging hubs co-located with other sustainable transport modes i.e. cycle parking and car club vehicles

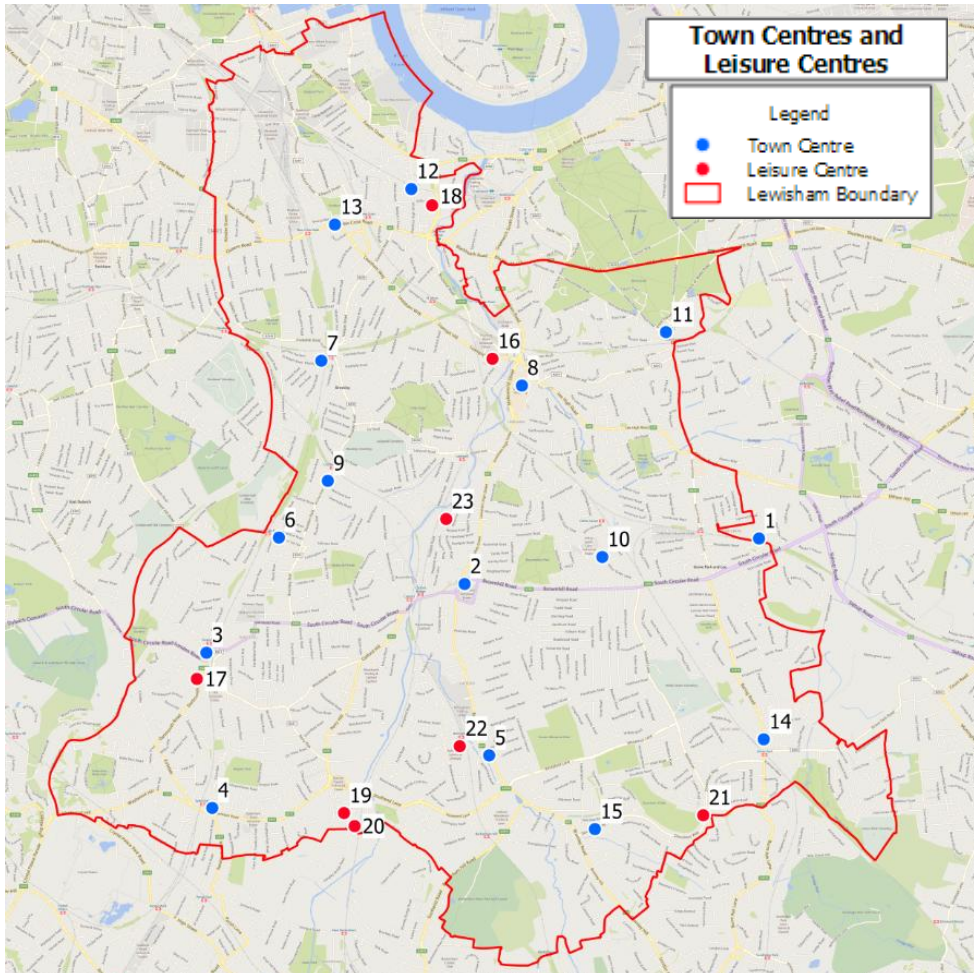
Expressions of interest are invited from those residing within Lewisham to ensure charge points are utilised and effective locations are selected. Residents may register their interest, find more information and propose locations for lamp column and standard 7kW charging points by visiting the following website: www.lewisham.gov.uk/electricvehicles

1b. Charging points in town centres, workplaces and at other key destinations

Key actions:

- Install 7-22kW chargers at key destinations, such as town centres, working with a range of operators
- Encourage supermarkets, leisure centres and workplaces to install charging provision in their car parks
- Contact petrol stations to ask that they consider installing rapid charging points
- Choose locations where chargers will generate a sufficient level of usage demand to ensure the unit becomes self financing
- Consider location of points along the low emission bus corridor

The map below pin-points leisure centre locations and town centres within Lewisham. Two of the leisure centres are in close proximity to the Low Emission Bus Zone route and as such, may be candidates for electric vehicle charging points if the site fits necessary criteria. Lewisham Indoor Bowls Centre already has two charging points, which appear to have become redundant.



ID	Name
1	Lee
2	Catford
3	Forest Hill
4	Sydenham
5	Bellingham
6	Honor Oak Park
7	Brockley
8	Lewisham
9	Crofton Park
10	Hither Green
11	Blackheath
12	Deptford
13	New Cross
14	Grove Park
15	Downham
16	Glass Mill Leisure Centre
17	Forest Hill Pools
18	Wavelengths Leisure Centre
19	The Bridge Leisure Centre
20	Lewisham Indoor Bowls Centre
21	Downham Leisure Centre
22	Bellingham Leisure Centre
23	Ladywell Arena

1c. Charging points for car club vehicles

Car Clubs and Car Club Operators

Car club services provide an alternative to a private car and require an accessible range of fast charging infrastructure to enable operators to introduce more ULEV vehicles into their fleets. This is with the intention that at least 50% of car operators fleets in London are ULEV's by 2025 (TfL target in the ULEV Delivery Plan for London). The expansion of electric car clubs will be an essential service to encourage lower car dependency, as population densities and demand for electric vehicle charge points increase from car owners.

Floating and point-to-point car club models will need access to charging networks. Zip-Car Flex already operates within Lewisham. Car club membership in Lewisham is growing, as people look for more cost effective and sustainable alternatives to car ownership. Lewisham currently has around 7000 car club members.

Key actions:

- Gradually install charge points in fixed car club bays, with 100% coverage by 2025
- Install an even spread of 7kW chargers across the borough, which point-to-point car club providers can also utilise
- Install EVCPs in any new fixed car club bay from the outset, with a requirement that the vehicle serving it is an electric vehicle
- Any new point-to-point provider permitted to operate in the borough should have at least 50% electric fleet, with a view of reaching 100% by 2025
- Create a new permit for car club vehicles through the parking policy review

1d. Charging points for freight and servicing vehicles

Key actions:

- Work in partnership with TfL to deliver a network of rapid chargers across the borough
- Encouraging businesses with off-street servicing/parking to install charging points and making them aware of suitable funding opportunities (See Objective 2)
- Exploring the possibility of installing charging points in loading bays
- Trial electric vehicle charging points for market traders

Market Trading; Socket networks

Lewisham manage street markets in the centre of Lewisham, Deptford, Catford and Sydenham. With this in mind, socket networks may be an additional option going forward acting as multi-purpose charging infrastructure.

Socket networks are plug sockets discretely installed in the footway. There are several variants including bollards, pop-up posts and flip top boxes.

They would offer slower 3kW speeds (like a standard 3-pin plug) but this would be sufficient for overnight trickle charging.

These ideas have not been widely trialled but they are seen as being a low cost solution to residential charging, once clusters of electric vehicles begin to form.

Consideration would have to be given on how best to manage access to these units, especially when market days are not in operation and in locations which may be pedestrianised. One solution is to use 'smart cables', such as those used with lamp column chargers. The user would purchase a cable at a cost of £200 and the metering technology within it would allow the Distribution Network Operator to bill the user for the



energy consumed. A simpler solution would be to provide keys, in a similar way to CPZ permits.

There is potential for creating trip hazards and this would have to be considered. However, these units are widely used for other purposes already and are not thought to pose significant risk.

Loading Bays

To facilitate delivery vehicles, Lewisham are considering installing charging points within loading bays, allowing vehicles to charge for a certain time period whilst loading or unloading goods. These charging points will be a mixture of standard trip-destination units and rapid units, providing options to the user; if the delivery vehicle has a short turnaround time, a rapid unit can be used for a quick top-up charge. Outside the hours of operation of the loading bay, these charging points can also be used by residents and other electric vehicle users.

The map below shows locations for all loading bays within the borough.



1e.
Ch

arging points for taxis

Key actions:

- Consider provision of rapid chargers in off-street locations and near taxi ranks
- Prioritise requests from taxi drivers for charging provision on-street near home for those with no off-street parking

TfL are creating a network of rapid chargers in the capital to support zero emissions capable (ZEC) taxis and commercial fleet vehicles. They seek to install 150 chargers by 2018 which will coincide with the requirement for new taxis to be ULEVs and in advance of the introduction of the ULEZ in 2019. This infrastructure will enable taxi drivers to maximise fuel savings and operate mostly in zero emission mode. It is also a requirement that as of 1st January 2018, no more new diesel taxis are licensed in London and all newly registered taxis are Zero Emission Capable. Lewisham are working collaboratively with key partners to deliver appropriate charging infrastructure for taxis.

One challenge is accommodating the demand for accessible charge points from the high concentrations of taxi and PHV drivers who live in the borough, who will need to ensure their vehicles are compliant with TfL's zero emission capable licensing requirements by 2020.

Objective 2

To ensure that provision and maintenance of EVCPs becomes cost neutral through the pursuit of infrastructure funding opportunities and income from the charging points

Key Tasks:

- To keep abreast of funding opportunities and apply for these where eligible
- Make use of the Source London model which pays a fee for each parking bay used by the scheme
- Develop a pricing strategy for points funded by the borough to ensure that income covers ongoing maintenance of charging points
- Make use of s106 agreements to help fund car club bays at new developments
- Ensure EVCP infrastructure implementation is incorporated into the policies, delivery plans and identified funding mechanism for Lewisham's LIP3 proposals
- To make best use of the Council's assets, such as car parks, town centres, housing estates and leisure centres
- Support local businesses in the take up of low emission vehicles by offering advice on the grants available to them

Funding Options

GULCS

Lewisham are part of the consortium of London Boroughs which can apply for funds through the GULCS framework mechanism for residential on-street charging networks, electrification of car club bays and the roll out of rapid charging infrastructure. The GULCS will be a key funding source for Lewisham to utilise for the delivery of a range of electric charging infrastructure. Following a GULCS bidding process, TfL have confirmed Lewisham have been awarded a portion of GULCS funding in 2018/19 to fund 75% of the costs for installing residential on-street charging facilities. The remaining 25% funding is intended to be provided by Lewisham's LIP mechanism.

The funding criteria states that the funding can be used up to a maximum of £7,500 for each free standing charging point and £2,000 for each lamp column charging point.

Lewisham will have the opportunity to source more GULCS funding in the next round of bidding, for 2019/20 delivery.

LIP3

Lewisham intends to apply for funding for electric vehicle charging points through its LIP. A revised Borough LIP (LIP 3) will be developed for implementation from April 2019. The new Mayor's Transport Strategy and LIP3 guidance has been circulated, to which boroughs must conform.

OLEV

The Office for Low Emission Vehicles (OLEV) is part of the Department for Transport and the Department for Business, Energy & Industrial Strategy. OLEV is a team working across government to support the early market for ultra-low emission vehicles (ULEV). They are providing over £600 million from 2015 to 2020 in funding to position the UK at the global forefront of ULEV development, manufacture and use. An additional £270m was announced at the 2016 Autumn Statement. This will contribute to economic growth and will help reduce greenhouse gas emissions and air pollution on UK roads.

OLEV allocated £1.5m of funding for 17/18 and £4.5m for 18/19 and 19/20 for on-street residential projects. This funding is available for eligible projects and similarly to the GULCS funding, Council's must secure a minimum of 25% of capital funds via sources other than OLEV funding, which makes available 75% of the capital costs.

Infrastructure Grants

The Government (as of January 2017) has committed almost £1bn to support Ultra Low Emission Vehicles (ULEVs) from 2015-2020. Of this funding, £32m has been committed for infrastructure. This has been broken down into the following schemes:

The Electric Vehicle Homecharge Scheme

OLEV is currently part-funding electric vehicle charging points for domestic installation. To help private plug-in vehicle owners offset some of the upfront cost of the purchase and installation of a dedicated domestic recharging unit, the Government is running the Electric Vehicle Homecharge Scheme. Customers who are the registered keeper, lessee or have primary use of an eligible EV may receive up to 75% (capped at £500, inc. VAT) off the total capital costs of the charge point and associated installation costs. Customers must provide evidence of keepership, lease, be named as the primary user of an eligible EV or have a vehicle on order in order to be able to qualify for the grant.

The Workplace Charging Scheme

The Workplace Charging Scheme is a voucher-based scheme that provides support towards the up-front costs of the purchase and installation of EVCPs for employee and fleet use. The contribution is limited to £300 for each socket up to a maximum of 20 across all sites for each application. The voucher will be valid for 4 months (120 days) from the date of issue, (expiry date printed on the voucher). Once the charge point(s) have been installed, the authorised installer will claim the grant from OLEV on the applicant's behalf by submitting a PDF claim form via OLEV's portal.

The On-street Residential Charging Scheme

This grant is available to councils who wish to install on-street charge points in residential areas. This encourages the installation of chargers in these un-commercially viable areas which are not attractive to private companies.

OLEV will fund 75% of all capital costs up to £7500. This includes the equipment, installation and costs associated with the bay and TMO.

Plug-in Car Grant

OLEV will offer a grant to subsidise new ULEVs. The funding depends upon which category the vehicle falls into, as shown in the Figure below.

Categories of OLEV Grant Funding

Requirement		Grant	Examples
Category 1	Cars with a zero emission range of over 70 miles	£4,500	Full EVs such as BMW i3 and Nissan LEAF
Category 2	Cars that have CO ₂ emissions of less than 50g/km and a zero emission range of between 10 and 69 miles	£2,500 (If vehicle under £60k)	Hybrids such as the Audi A3 e-tron and Toyota Prius Plug-in)
Category 3	Cars with CO ₂ emissions of 50 to 75g/km and a zero emission range of at least 20 miles	£2,500 (If vehicle under £60k)	

Plug-in Van Grant

A more generous grant is available for commercial vehicles. There are currently very few ULEV vans and the higher subsidy represents the desire to drive adoption in this category. For vans under 3.5T there is a grant of 20% of the price (up to £8000) and for those over 3.5T there is a 20% grant capped at £20000. This will be reviewed either after 5000 applications or in 2018 depending on which is reached first.

OLEV also fund other projects such as the Go Ultra Low Scheme which awarded £40million to four cities to carry out innovative projects which aid the adoption of ULEVs. It also funded the Plugged-in Places project which created regional charging networks such as Source London.

Go Ultra Low Cities Scheme

The Go Ultra Low Cities scheme is part of a wider £600 million investment from the Government to encourage EV uptake in the UK through a step change in ULEV car uptake in their locality, including criteria for the bids included improvements in air quality, innovation, and linking with other OLEV schemes.

Rapids

TfL have publicised their rapid charging framework, offering the scheme to local authorities within London. They are proposing to identify locations across TfL, borough and private land which would be capable of hosting EV rapid charging infrastructure.

Under the scheme, chosen locations would be tendered out to six charge point operators who will bid for a concession contract to install, operate and maintain rapid charge points at their own cost. TfL will fund the installation of the power infrastructure and street furniture. TfL is working with the boroughs and investing £18million to unlock potential sites, including upgrading the power supply.

Charging Point Providers

Rapid Charging

There are several other operators who will fund and manage rapid chargers. Source London /Bolloré is most notable in London, others include Engenie and InstaVolt.

Destination Charging

There are many network operators who provide trip destination chargers. Each network operates a different business model but they can be separated into those who lease the land from councils and those who sell chargers to councils and profit from fees charged to the user. Within London, the two largest networks are POLAR and Source London.

Source London

Source London is operated by Bolloré Ltd., on behalf of TfL. The network currently consists of over 1000 EVCPs but there are ambitious plans to greatly expand this number, with over 2000 by 2019. Users are required to pay a monthly subscription and can then operate the charge points via an RFID card.

Expanding the existing Source London network would be a quick win for Lewisham. At no cost, an additional network of chargers could be installed and the council would continue to receive an annual income which could be reinvested into other electric vehicle schemes.

Lewisham wishes to provide a mix of charge points, operating parallel networks within the borough. The following is an example of a charge point manufacturer and operator which would be a suitable alternative.

POLAR

The POLAR network is the UK's largest charging network (outside London) with over 12000 points. It is owned by EVCP manufacturer Chargemaster. The company operates points across the country and holds contracts with numerous councils including Milton Keynes and the City of London.



Users operate the chargers using either an app or RFID card. There is the option to either pay for a monthly subscription or to pay on an ad hoc 'pay as you go' basis. This provides flexibility to occasional users who can arrive at a charger, download the app and charge with no prior planning, whilst offering convenience to regular users who simply tap their card on the reader. The pricing aims to be cheaper than charging at home: 9p/kWh for members.



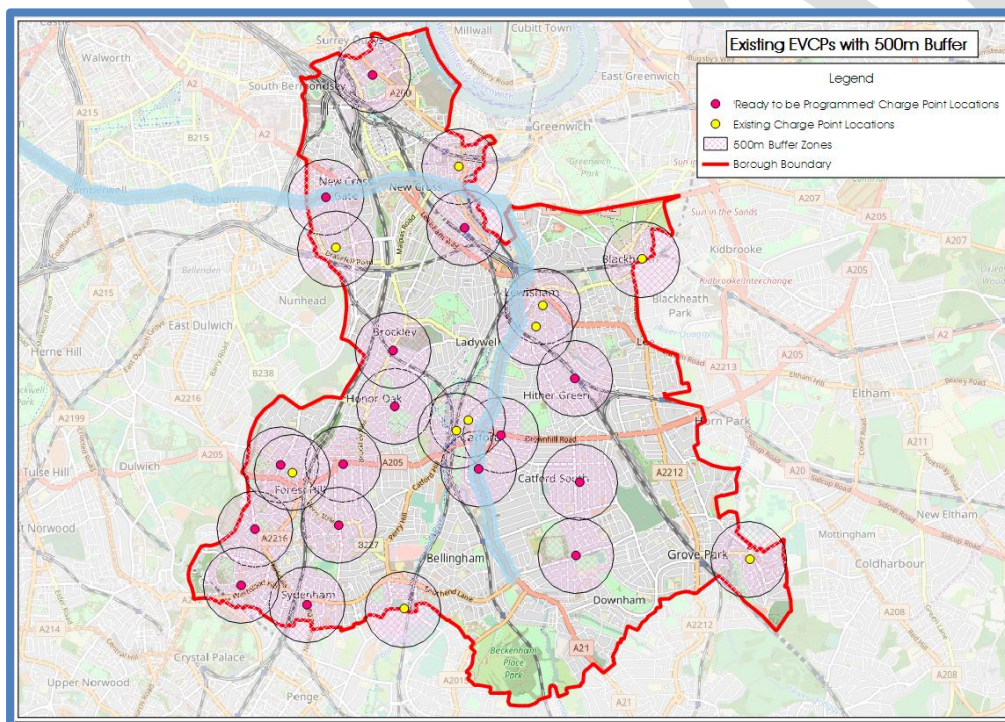
Objective 3

To ensure the charging network remains fit for purpose, can cater for future expansion and is adaptable to emerging technologies

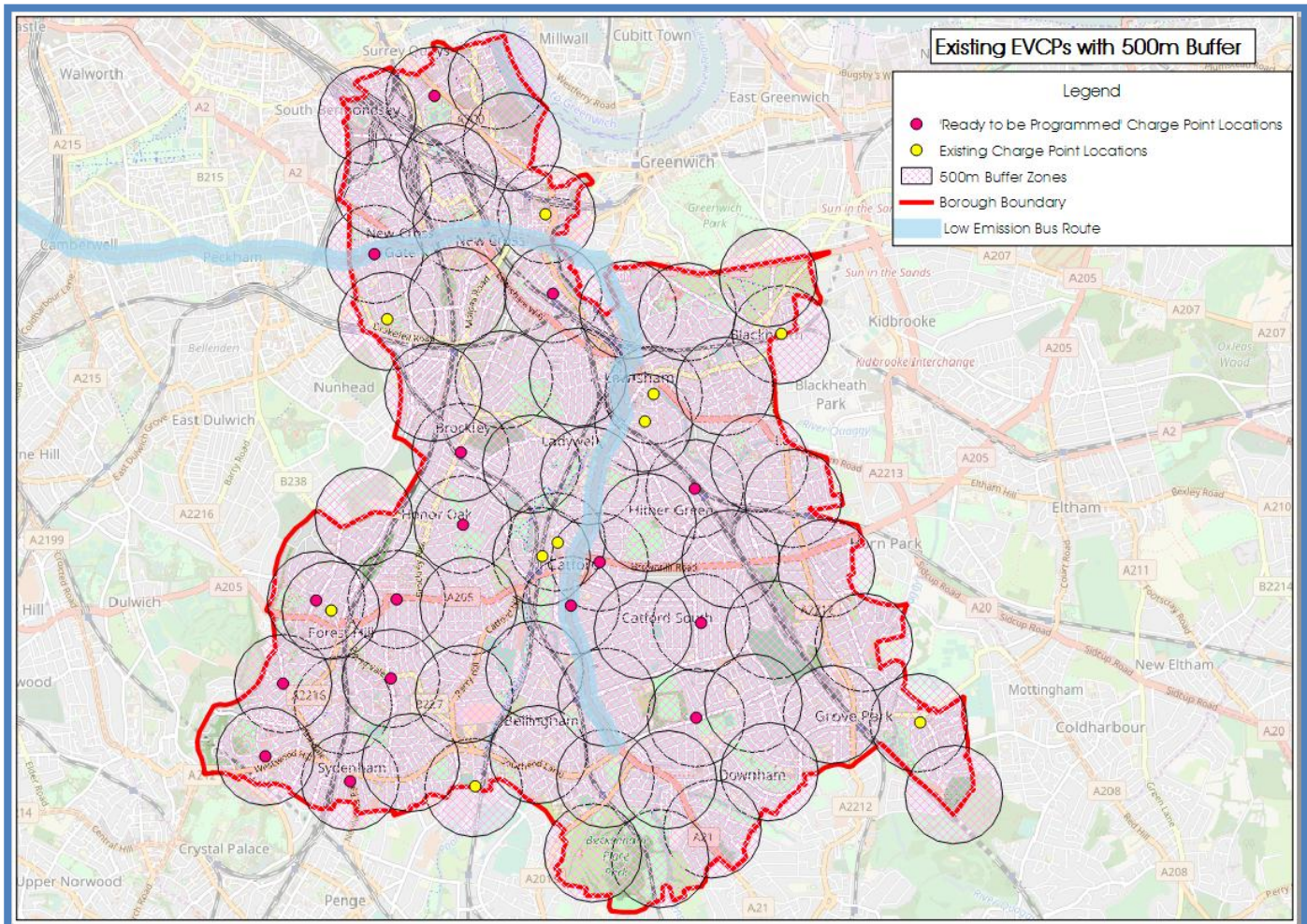
Key actions:

- Monitor usage data from charging units to ensure that they are well located, used and promoted
- When installing EVCPs of any type, consider active and passive provision i.e. lay cabling for provision of further points in the future so additional installations are quicker and more cost effective
- Keep abreast of emerging technologies and work with the private sector to deliver trials
- Apply best practice from across the UK to provide the best possible electric vehicle provision

Catering for Future Expansion

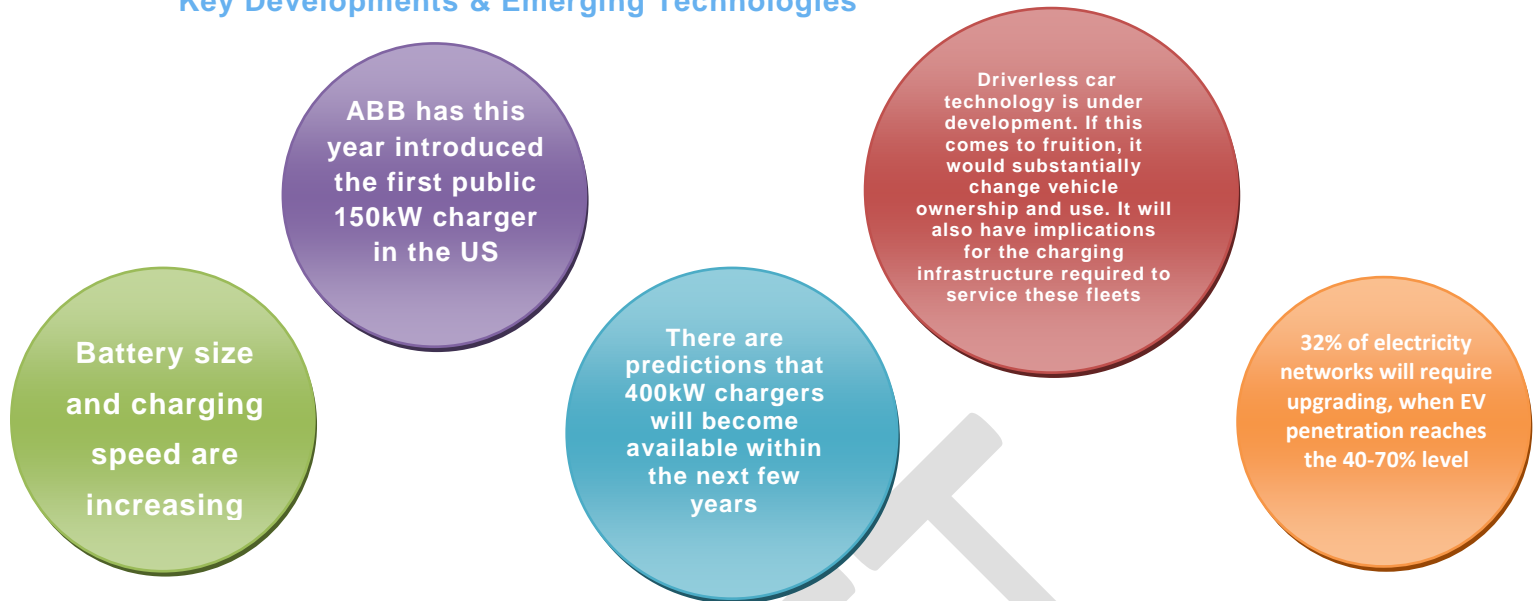


The map to the left shows 500m buffers around all existing charge point locations within Lewisham. The map overleaf shows how many buffers would be required to give full coverage to the borough, and achieve our target of having everyone within 500m of a charging point. 500m takes around 5-10 minutes to walk, depending on walking speed (slow to fast)

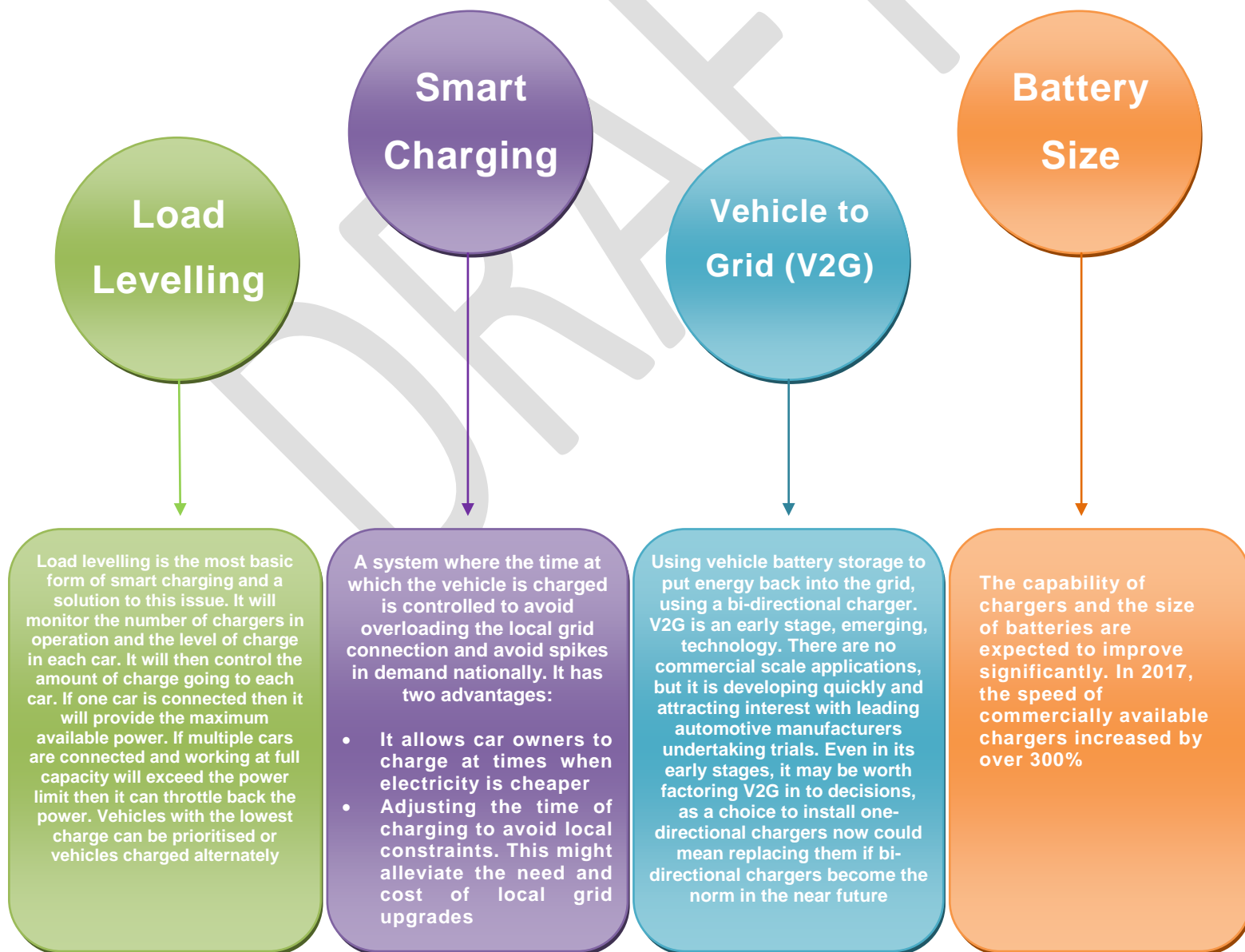


Lewisham will need to install charge points in 41 additional locations, in addition to those already on-street or ready to be programmed, in order to give the entire borough 500m or less coverage. This would mean a total of 67 locations. Multiple units should be installed at each site.

Key Developments & Emerging Technologies



Future Innovations



Objective 4

To encourage the uptake of electric vehicles through supporting policy frameworks, initiatives, and public engagement, drawing on best practice from around the UK and beyond

Key actions:

- Review parking policy to consider how to encourage uptake of electric vehicles in all types of bays
- Review Local Plan policy to consider how to encourage uptake of electric vehicles and ensure that London Plan standards are implemented
- Consider power supply needs in Lewisham's Infrastructure Delivery Plan
- Consider a strategic EVCP levy through CIL to fund charging infrastructure
- Consider introduction of innovative schemes that encourage electric vehicle uptake such as Low Emission Streets/Neighbourhoods
- Run engagement events and consider vehicle trials in partnership with the private sector to raise public awareness and acceptability of electric vehicles
- Invite members of the public to put forward suggestions for new charging point locations
- Carry out a review of EVCP strategy by 2025 to ensure delivery of action plan targets and proposals

5. CHAPTER FIVE

Delivery Plan and Monitoring

This section provides an action plan of deliverables that Lewisham are hoping to achieve, summarising the actions listed earlier in the strategy.

<u>Objectives</u>	<u>Action / Tasks</u>	<u>Time Scale:</u> <u>Short term: <2yrs</u> <u>Medium: 2-5 yrs</u> <u>Long term: 5+ yrs</u>	<u>Funding Source</u>	<u>Targets/ Indicators</u>	<u>Relevant Page Numbers</u>
<p>1.</p> <p>To support the following types of charging through provision of appropriate infrastructure in the right locations:</p> <ul style="list-style-type: none"> a) Charging points in residential areas b) Charging points in town centres, workplaces and at other key destinations c) Charging points for car club vehicles d) Charging points for freight and servicing vehicles e) Charging points for taxis 	<ul style="list-style-type: none"> a) Charge points for residential areas <ul style="list-style-type: none"> • Install even spread of 7kW chargers throughout residential areas where there is sufficient footway space, focusing on achieving 500m coverage in the first instance (see page 37) • Consider and prioritise requests from residents for new on-street charging points, delivering this through a mixture of lamp column chargers and 7kW chargers • Deliver lamp column chargers in clusters or across whole street • Work with Lewisham homes to identify locations for 7kW and lamp column chargers in the Council's housing estates • Consider creating charging hubs co-located with other sustainable transport modes i.e. cycle parking and car club vehicles b) Charge points for Town Centres, workplaces and other key destinations <ul style="list-style-type: none"> • Install 7-22kW chargers at key destinations, such as town centres, working with a range of operators • Encourage supermarkets, leisure centres and workplaces to install charging provision in their car parks • Contact petrol stations to ask that they consider installing rapid charging points • Choose locations where chargers will generate a sufficient level of usage demand to ensure the unit becomes self financing • Consider location of points along the low emission bus corridor c) Charge points for car club vehicles <ul style="list-style-type: none"> • Gradually install charge points in fixed car club bays, with 100% coverage by 2025 • Install an even spread of 7kW chargers across the borough, which point-to-point car club providers can also utilise • Install EVCPs in any new fixed car club bay from the outset, with a requirement that the vehicle serving it is an electric vehicle • Any new point-to-point provider permitted to operate in the borough should have at least 50% electric fleet, with a view of reaching 100% by 2025 	<p>Short, medium and long term</p>	<p>GULCS/ OLEV/ LIP/ TfL</p>	<p>All residents/businesses/visitors no more than 500m from a charging point (41 additional locations, total of 67) by 2020, with at least 2 charge points at each location (134 in total). Over 300 across the borough by 2025</p> <p>Installation of 4 rapid chargers by 2018/19 and 10 by 2020, led by TfL</p> <p>Keep working towards electrifying our current and future car club fleets, with 100% by 2025</p> <p>Any new point-to-point provider permitted to operate in the borough should have at least 50% electric fleet, with a view of reaching 100% by 2025</p> <p>Increase proportion of electric vehicles in Lewisham from 1.4% to 2% by 2022 and above 10% by 2025</p>	<p>p26</p>

	<ul style="list-style-type: none"> • Create a new permit for car club vehicles through the parking policy review <p>d) Charge points for freight and servicing vehicles</p> <ul style="list-style-type: none"> • Work in partnership with TfL to deliver a network of rapid chargers across the borough • Encouraging businesses with off-street servicing/parking to install charging points • Exploring the possibility of installing charging points in loading bays • Trial electric vehicle charging points for market traders <p>e) Charge points for taxis</p> <ul style="list-style-type: none"> • Consider provision of rapid chargers in off-street locations and near taxi ranks • Prioritise requests from taxi drivers for charging provision on-street near home for those with no off-street parking 				
<p>2.</p> <p>To ensure that provision and maintenance of charging points becomes cost neutral through the pursuit of infrastructure funding opportunities and income from charging points</p>	<ul style="list-style-type: none"> • To keep abreast of funding opportunities and apply for these where eligible • Make use of the Source London model which pays a fee for each parking bay used by the scheme • Develop a pricing strategy for points funded by the borough to ensure that income covers ongoing maintenance of charging points • Make use of s106 agreements to help fund car club bays at new developments • Ensure EVCP infrastructure implementation is incorporated into the policies, delivery plans and identified funding mechanism for Lewisham's LIP3 proposals • To make best use of the Council's assets, such as car parks, town centres, housing estates and leisure centres 	<p>Short to medium term</p>	<p>Section 106 and CIL</p>	<p>Apply for all rounds of funding made available by OLEV, GULCS and TfL</p>	<p>P31</p>

<p>3.</p> <p>To ensure the charging network remains fit for purpose, can cater for future expansion and is adaptable to emerging technologies</p>	<ul style="list-style-type: none"> • Monitor usage data from charging units to ensure that they are well located, used and promoted • When installing EVCPs of any type, consider active and passive provision i.e. lay cabling for provision of further points in the future so additional installations are quicker and more cost effective • Keep abreast of emerging technologies and work with the private sector to deliver trials • Apply best practice from across the UK to provide the best possible electric vehicle provision 	<p>Short, medium and long term</p>		<p>Regular review meetings with EV charging providers</p> <p>As standard design, look to deliver EVCP's or enabling works for EVCP's on highway and public realm schemes</p> <p>Continue active membership of EV Stakeholder Groups sharing good practice and incorporating new ideas back into Lewisham's options</p> <p>To encourage the uptake of electric vehicles through supporting policy frameworks, initiatives and public engagement, drawing on best practice from around the UK and beyond</p>	<p>p36</p>
<p>4.</p> <p>To encourage the uptake of electric vehicles through supporting policy frameworks, initiatives and public engagement, drawing on best practice from around the UK and beyond</p>	<ul style="list-style-type: none"> • Review parking policy to consider how to encourage uptake of electric vehicles in all types of bays • Review Local Plan policy to consider how to encourage uptake of electric vehicles and ensure that London Plan standards are implemented • Consider power supply needs in Lewisham's Infrastructure Delivery Plan • Consider a strategic EVCP levy through CIL to fund charging infrastructure • Consider introduction of innovative schemes that encourage electric vehicle uptake such as Low Emission Streets/Neighbourhoods • Run engagement events and consider vehicle trials in partnership with the private sector to raise public awareness and acceptability of electric vehicles • Invite members of the public to put forward suggestions for new charging point locations • Carry out a review of EVCP strategy by 2025 to ensure delivery of action plan targets and proposals 	<p>Short, medium and long term</p>		<p>Review London Plan when available and make any changes to that are appropriate</p> <p>Invite private companies to Council run events such as Peoples Day to promote EV technologies</p> <p>By December 2018 Launch a new online application form for EVCP requests</p> <p>Set up a Review of objectives and Targets of Lewisham's Low Emission Vehicle Charging Strategy by December 2025</p> <p>Investigate funding options for providing Taxi and wider Fleet charging options</p>	<p>p39</p>

APPENDIX

The table below projects the number of ULEVs in London boroughs and further supports the growth line in the 'EV ownership; Lewisham' graph. There are projected to be 5, 298 ULEVs in Lewisham in 2025 (high scenario) or 1, 398 in 2025 (baseline scenario).

Table 1

Borough Name	Baseline Scenario			High Scenario		
	2015	2020	2025	2015	2020	2025
Barnet	332	2,200	9,215	332	4,741	16,337
Richmond upon Thames	276	1,719	7,372	276	3,872	11,839
Hillingdon	243	1,598	6,764	243	3,469	17,541
Croydon	216	1,661	6,618	216	3,214	13,322
Westminster	204	1,314	5,593	204	2,893	7,832
Wandsworth	195	1,310	5,460	195	2,793	10,022
Redbridge	173	1,208	4,970	173	2,506	11,261
Ealing	157	1,263	4,963	157	2,373	11,270
Brent	153	1,208	4,768	153	2,293	8,551
Harrow	153	1,078	4,428	153	2,226	10,718
Bexley	142	1,128	4,440	142	2,127	10,247
Islington	137	916	3,831	137	1,964	5,397
Camden	131	1,060	4,169	131	1,984	6,151
Kensington and Chelsea	127	802	3,431	127	1,794	5,917
Tower Hamlets	123	871	3,553	123	1,784	5,567
Bromley	119	1,053	4,034	119	1,860	12,677
Enfield	110	966	3,695	110	1,710	10,835
Kingston upon Thames	101	716	2,933	101	1,468	7,453
Haringey	98	716	2,897	98	1,433	6,295
Hammersmith and Fulham	85	577	2,390	85	1,216	4,615
Sutton	79	688	2,648	79	1,224	8,103
Hounslow	78	728	2,741	78	1,235	7,070
Waltham Forest	71	650	2,457	71	1,117	6,512
Havering	67	788	2,777	67	1,162	8,805
Hackney	64	536	2,080	64	981	4,018
Lambeth	56	476	1,840	56	864	5,098
Greenwich	53	444	1,714	53	808	6,065
Merton	52	506	1,890	52	839	5,105
Southwark	48	435	1,654	48	758	3,636
Lewisham	36	386	1,398	36	599	5,298
Newham	31	311	1,136	31	501	4,157
Barking and Dagenham	21	309	1,038	21	399	4,210
City of London	16	106	447	16	232	525

The table below lists the locations of the existing 3kW and 7kW standard charge points installed within Lewisham; these points may be found on the charge point map on Page 13.

Table 2

No.	Road Name	Post Code	Supplier	Location	Costs	Additional Information
01	Clipper Way-Slaithwaite Road	SE13 6NA	Source London, 3kW and 7kW	Public Car Park; 5 devices	RFID card £4/month + 3.6p/min(minimum 20 mins)	Parking charges may apply
02	Blackheath Grove	SE3 0DG	Source London, 3kW and 7kW	Public Car Park; 1 device	RFID card £4/month + 3.6p/min(minimum 20 mins)	Parking charges may apply
03	Holbeach Road	SE6 4SA	Source London, 3kW and 7kW	Public Car Park; 5 devices	RFID card £4/month + 3.6p/min(minimum 20 mins)	Parking charges may apply
04	Pearcefield Avenue	SE23 3EU	Source London, 3kW and 7kW	Public Car Park; 4 devices	RFID card £4/month + 3.6p/min(minimum 20 mins)	Parking charges may apply
05	Frankham Street NOTE: one unit not installed here, it looks as though there were plans to (fault registered on Zap-Map)	SE8 4RH	Source London, 3kW and 7kW	Off-street Parking; 4 devices	RFID card £4/month + 3.6p/min(minimum 20 mins)	Parking charges may apply
06	Kitto Road	SE14 5SG	Source London, 3kW and 7kW	On-Street; 2 devices	RFID card £4/month + 3.6p/min(minimum 20 mins)	Parking charges may apply
07	Riddons Road	SE12 9RB	Source London, 3kW and 7kW	On-Street; 2 devices	RFID card £4/month + 3.6p/min(minimum 20 mins)	Parking charges may apply
08	Doggett Road	SE6 4QA	Source London, 3kW and 7kW	On-Street; 1 device	RFID card £4/month + 3.6p/min(minimum 20 mins)	Parking charges may apply
09	Kangley Bridge Road/ Westerly Crescent	SE26 5DD	Source London, 3kW and 7kW	Public Car Park; 2 devices	RFID card £4/month + 3.6p/min(minimum 20 mins)	
10	Clarendon Rise Car Park site 3	SE13 5ES	Source London, 3kW and 7kW	Public Car Park; 5 devices	RFID card £4/month + 3.6p/min(minimum 20 mins)	Parking charges may apply

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Lewisham Local Plan

Lewisham Council



1. Introduction

Agenda

1. Introduction to the Local Plan process
2. Existing Local Plan
3. Why is the council preparing a new Local Plan
4. Programme
5. Key challenges

A more place based approach



2.

1.

Local Plan

Existing

Its Purpose

Sets a strategy for how the borough will develop over the next 15 years

A strategic plan for the entire borough with a set of design codes and policies that cover:

- Regeneration and growth areas
- Site allocations and briefs
- Design and conservation guidance
- Housing
- Transport and infrastructure
- Employment, town centres and retail
- Environment

Effectively guide decision making and/or set priorities for regeneration and investment

Existing Local Plan



Planning Policy Framework

NPPF and Guidance

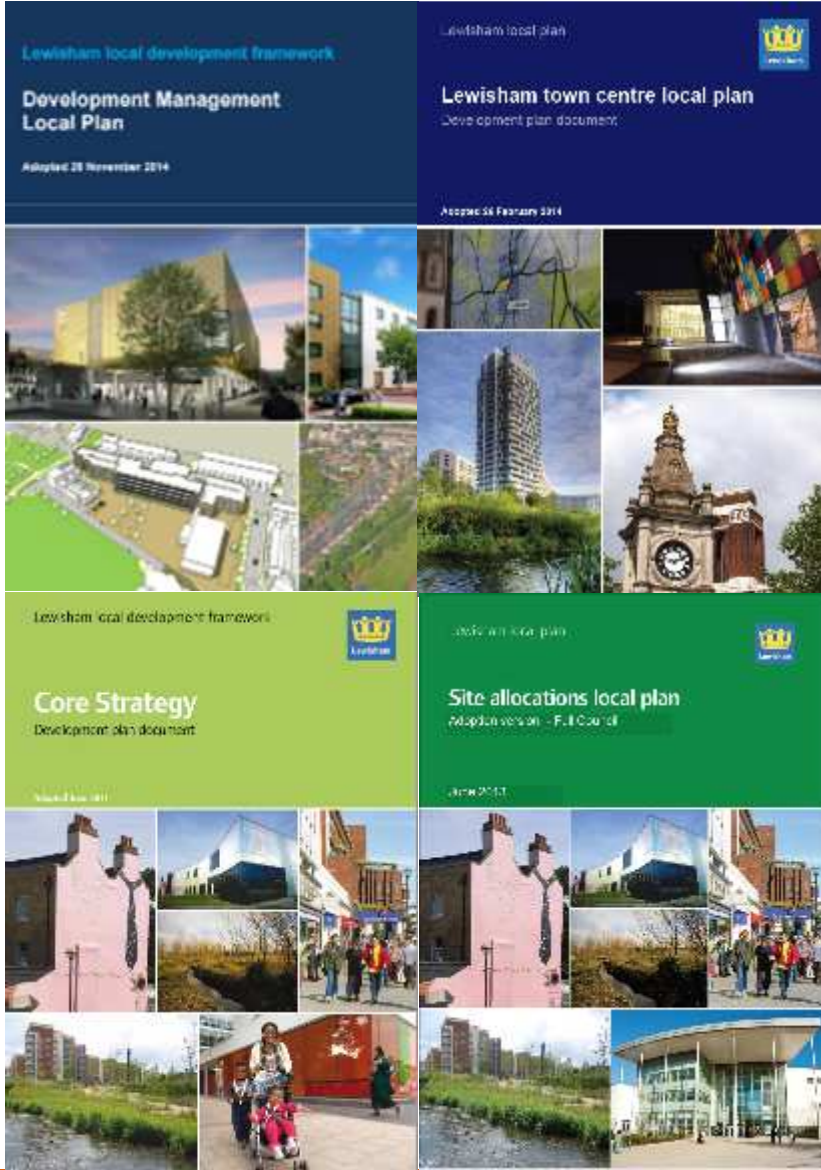
London Plan

Lewisham Local Plan
Core Strategy (2011)
Site Allocations (2013)
Development Mgmt (2014)
Lewisham Town Centre (2014)

Neighbourhood Plans

Local Planning Guidance

**Statutory
Development
Plan**

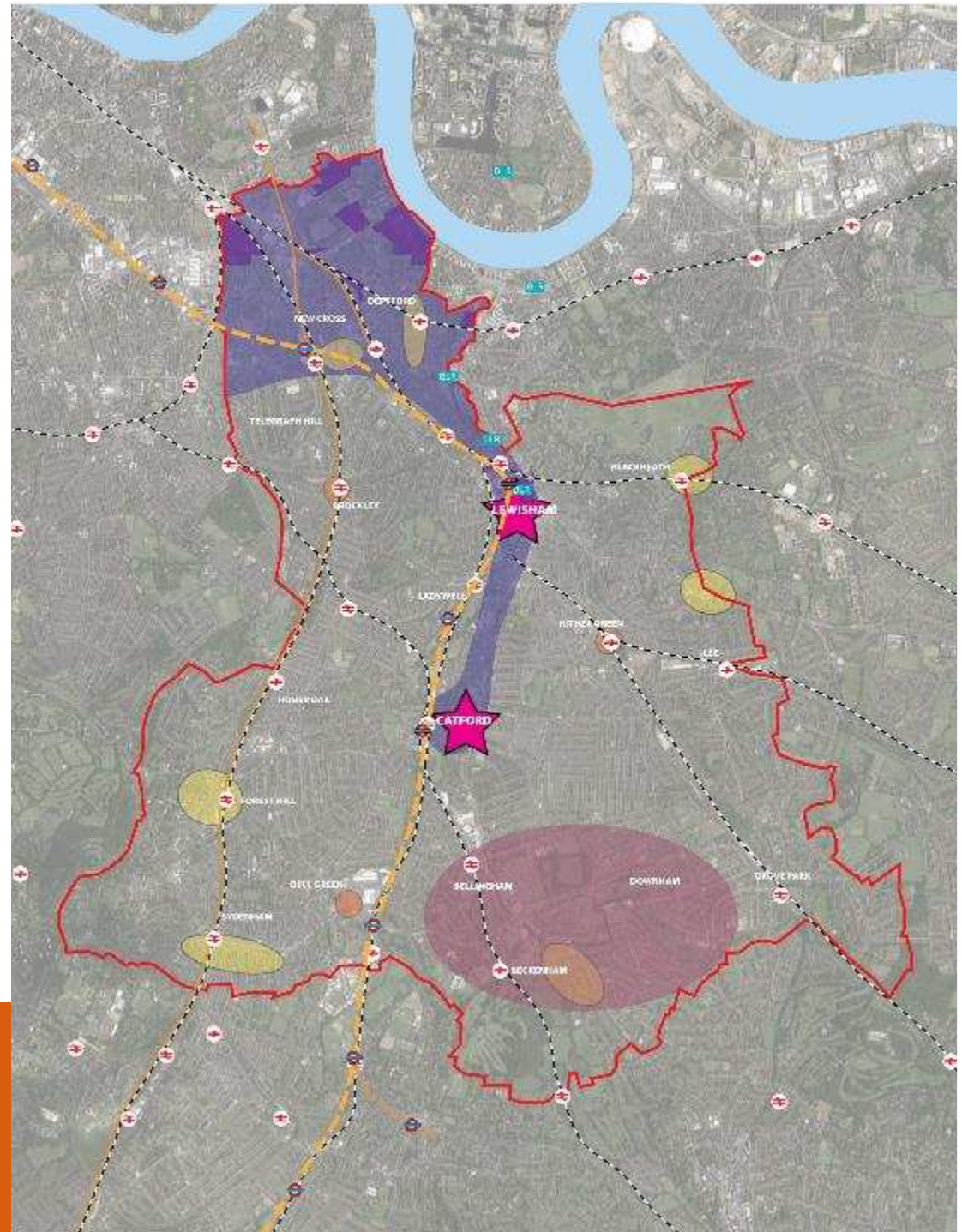


Existing Local Plan



Spatial Plan

- Regeneration & Growth Area
- Release of SIL to MEL to facilitate growth
- Key Centres
 - Catford
 - Lewisham
- Area of local regeneration to the south



Existing Core Strategy



New neighbourhoods





New affordable and specialist housing





New and improved parks and public spaces





New community, education, leisure and employment uses



Delivery

	2014 / 2015	2015 / 2016	2016 / 2017
No. of homes completed	1,468	1,533	1,604
% of affordable	450 – 29%	211 – 14%	327 – 20%
No. homes approved	5,400*	2,371	1,202
S106 received	£7.6m	£5.2m	£7.8m
CIL received	N/A	£1.4m**	£4.4m
New Homes Bonus	£7.8m	£9.7m	£10.1m

* Includes 3,500 outline permission for Convoys

** CIL Introduced this year

Existing Local Plan



3

3

A New Local Plan

Why now?

Its Purpose

Why we need a new Local Plan?

- New requirement to review plans every 5 years
- To remain consistent with emerging NPPF and London Plan
- Most of Local Plan sites now committed (with permission or building started/complete)
- Ensure plan aligns with new Corporate priorities



Why now





4. Local Plan Programme

Programming

	NPPF	London Plan	Local Plan
Public Consultation	Winter 2015/16	Winter 2017/18	Jan/Feb 2019 (Preferred Approach)
			Spring/Summer 2019 (Publication)
Examination	N/A	Starts Spring 2019	Starts Early 2020
Adoption	Summer 2018	Autumn/Winter 2020	Winter 2020

4. Programme





5

:/

Local Plan

Key challenges

What the new Local Plan needs to deliver

39,000 - 48,000 sqm
retail floorspace



20,438 homes
(new London Plan target)



Along with infrastructure

14,000 -19,000 sqm
employment floorspace



Where can this growth be accommodated...and how?

The numbers



Spatial Plan Scenarios

1. Focus on and intensify growth / opportunity areas
2. Distribute growth across the borough
3. Hybrid approach (focus on accessible locations and corridors)

Housing target

Info	London Plan (Current)	London Plan (Draft)	Government target
Methodology	Bespoke		Standardised
Annual	1,385 units	2,117 units	3,181 units
10 Year	13,850	21,170	31,810
% increase on current	-	53%	130%

2. Housing numbers

