

Sustainable Development Select Committee Agenda

Wednesday, 30 January 2019

7.00 pm

Civic Suite

Lewisham Town Hall

London SE6 4RU

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

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

Part 1

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Sustainable Development Select Committee Members

Members of the committee, listed below, are summoned to attend the meeting to be held on Wednesday, 30 January 2019.

Janet Senior, Acting Chief Executive
Tuesday, 22 January 2019

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)	

MINUTES OF THE SUSTAINABLE DEVELOPMENT SELECT COMMITTEE

Wednesday, 12 December 2018 at 7.00 pm

PRESENT: Councillors Liam Curran (Chair), Patrick Codd (Vice-Chair), Suzannah Clarke, Mark Ingleby, Louise Krupski and James-J Walsh and Bill Brown

APOLOGIES: Councillors Obajimi Adefiranye and Alan Smith

ALSO PRESENT: Councillor Octavia Holland, Councillor Silvana Kelleher, Seamus Adams (Parking Service Manager), Timothy Andrew (Scrutiny Manager), Liz Dart (Head of Culture and Community Development), Simon Moss (Service Group Manager, Highways and Transport), Ralph Wilkinson (Head of Public Services), David Syme (Strategic Planning Manager), Simon Zelestis (Programme and Infrastructure Manager), Mark Dodds (Fair Pint Campaign), Stephen Kenny (Grove Park Community Group), Gary Mallen, Neil Pettigrew (CAMRA) and Mark Rochell (Lee Forum)

1. Minutes of the meeting held on 29 October 2018

- 1.1 Resolved: that the minutes of the meeting held on 29 October be agreed as an accurate record.

2. Declarations of interest

- 2.1 Councillor Curran declared interests in relation to item four as: Director of the Baring Trust; a member of CAMRA (Campaign for Real Ale) and a supporter of the FairPint Campaign.
- 2.2 Councillor Ingleby declared an interest in relation to item four as a member of the Musicians' Union (which supports the performance of live music in pubs)
- 2.3 Councillor Walsh declared an interest in relation to item four as a previous resident of a Lewisham pub/relative of a publican.

3. Responses from Mayor and Cabinet

- 3.1 The Committee noted the response from Mayor and Cabinet.

4. Pubs review update

- 4.1 Councillor Curran invited guests to present their views about the protection of pubs in Lewisham (written responses to a call for evidence for this session are appended to the agenda).
- 4.2 Stephen Kenny (Chair of the Baring Hall Trust/Grove Park Neighbourhood Forum) addressed the Committee, the following key points were noted:
 - At the time of the Committee's previous 'preserving local pubs review' The Baring Hall Hotel (a Lewisham pub) was locally listed and included on the Council's register of assets of community value.

- Despite the protections that were in place a developer had submitted proposals for housing on part of the pub site. The application was turned down (and appeal was rejected by the inspectorate).
- The pub had subsequently been nationally listed – but the threat to the viability of the business from inappropriate short term housing development remained.
- A reduction in business rates for publicans would be welcomed.
- Careful consideration should be given to the rules around residential accommodation above pubs.
- Development should not be permitted in the grounds surrounding pubs.
- The Baring Hall Hotel had been under threat of demolition but its subsequent listing demonstrated how vulnerable pubs were to development.

4.3 Stephen Kenny responded to questions from the Committee, the following key points were noted:

- It was agreed that any reduction in business rates would need to be matched by provision of space in pub buildings that was available for the community.
- The principal consideration for the use of a pub building should be the viability of the pub business.
- Previous plans for development of the Baring Hall Hotel did not take all the relevant information into consideration. Often developers wanted to make the case for development – rather than ensure the sustainability of pub businesses.

4.4 Gary Mallen (Publican) addressed the Committee, the following key point was noted:

- He was the operator of ten pubs in London (including one in Lewisham)

4.5 Gary Mallen responded to questions from the Committee, the following key points were noted:

- He took over the operation of the Lord Northbrook Pub in Lewisham, which had been poorly run.
- He had been determined to ensure that the pub provided a quality service for the local community, which made it a success.
- One of the obstacles to renovating the pub was the level of requirement from building control for the residential space above the pub – which had to meet a level of standards designed for independent property, rather than that which was integral to the running of the business.
- Significant levels of work were required for some pubs to ensure that they met regulations.
- Accommodation for pub businesses was important for retaining staff because of the high cost of housing in London.
- Attracting good people was key to the success of running a good pub business.
- New pub developments didn't always include space for kitchens/serving food/or other facilities (especially those below new accommodation) – which meant they were more likely to fail.

- Plans that were submitted for new pubs that were part of developments/redevelopments often only included information about the quantity of space to be provided- without details – which meant that once necessary facilities had been included in the new development, there was very little space left for anything but a bar.
- Applications should show an indicative layout of the space that would be provided in a new pub development. However, there was no set formula for the amount of space that should be provided to run a viable pub business.

4.6 Mark Dodds (Fair Pint Campaign) addresses the Committee, the following key points were noted:

- He was a former publican in South London and the founder of the Fair Pint Campaign.
- The campaign was started to challenge the ‘beer tie’ imposed on publicans by large pub operating companies (the tie forced publicans to buy their beer and other goods from the company).
- He was involved in research and advocacy to support pubs because pubs were highly vulnerable to change of use/development.

4.7 Mark Dodds responded to questions from the Committee, the following key points were noted:

- The beer tie was a legal agreement between a pub company and a pub operator that – in addition to the leasing agreement for a pub – obliged the operator to buy their beer (and other suppliers) from the pub company.
- The downside of the arrangement was that a single company had control of the rent of the pub and of the supply (and range) of goods that could be sold in a ‘tied’ pub.
- Charges from pub companies for supplying beer were often high.
- Planning applications that were submitted by developers for changes to pubs’ businesses were often designed to diminish the pub business and maximise profits.
- There were many reasons that a pub might fall into decline, which were not usually to do with the viability of the business – but due rather to a desire on the part of a developer to make money.
- He believed that the narrative around pubs – and the reasons for the overall decline pub numbers - in the UK was led by industry bodies and landlords, whose primary interest was profit making.
- Pubs were part of the UK culture and integral to local communities.
- Pubs that were run well provided spaces for communities from christenings to funerals.
- Pubs were typically catering/food businesses, this had been replaced by a focus on drinking.

4.8 Neil Pettigrew (Pub Protection Officer, Campaign for Real Ale (CAMRA)) addressed the Committee, the following key points were noted:

- It was recognised that Lewisham had a strong pubs protection policy – but CAMRA wanted to see it strengthened.

- Pubs were still an easy target for developers - who were interested in making short-term profits.
- CAMRA wanted the Council to have a clear policy that pubs would not get permission for demolition for change of use.
- When pubs were being marketed following closure – there should be a fair assessment of the cost of buying the business as a going concern.

4.9 Neil Pettigrew responded to questions from the Committee, the following key points were noted:

- Pub businesses were experiencing significant strain as a result of a number of factors however, principal amongst them was the desire on the part of owners to make profit.
- The number of pubs in London had declined significantly – allowing for a great deal of development. The number of pub businesses was sustainable, as long as they were supported and protected from development for short term gain.
- A register of community facilities within pubs might help to support local businesses.
- Every pub would be worth more to developers as flats rather than as a pub business. A pure reliance on ‘market forces’ would result in the loss of all pubs.
- There had been a number of cases when new housing near to a well-established pub forced the pub to reduce its opening hours, which ultimately affected the viability of the business. The emphasis on the ‘agent of change’ principle (a proposal in the draft London Plan, designed to put the impetus for mitigating noise from pubs on developers of new housing) for new developments would be welcomed.

4.10 David Syme (Strategic Planning Manager) addressed the Committee, the following key points were noted:

- Three important changes had come into place since the introduction of the Council’s policy on protecting pubs. Firstly, the government had withdrawn permitted development rights for the change of use of pub businesses to cafes or shops. Secondly, the ‘agent of change’ principle in the draft London plan would be incorporated into Lewisham’s plan. Finally, also in the draft London Plan, there was policy for protecting public houses and the Mayor of London had set out his support for pubs. The policy protected pubs against the loss of facilities that supported the business.

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

- Any reduction in business rates would have to be matched by a demonstrable use of facilities in a pub for the community.
- There were some good examples of European countries which had bars/pubs that provided spaces for communities and families, including children.
- The Council should support the protection of ancillary spaces around pubs (including car parks and gardens) to support business.
- The pressure on space for housing (and other uses) was severe.

- It was proposed that planning applications should consider minimum quantifiable ancillary spaces for the running of pub businesses – for example: kitchen; storage space; accommodation for key workers; office space for management.
- Even with the existing protections in place, developers could still find ways to change pubs to other uses.

4.12 **Resolved** - that the Committee would receive a report with the evidence gathered before making recommendations to Mayor and Cabinet.

5. Community Infrastructure Levy neighbourhood CIL strategy

5.1 The Chair of the Committee welcomed Councillors Kelleher and Holland, who were attending the meeting under standing orders. He noted the general feeling amongst Councillors that, whilst they understood the reasons for linking the proposals for neighbourhood Community Infrastructure Levy (CIL) spending to the timetable for the decision about the local assembly funding, they were separate proposals. He reasoned that additional time should be spent on developing the CIL proposals to ensure that they were right.

5.2 David Syme (Strategic Planning Manager) introduced the report, the following key points were noted:

- The proposals had been developed based on a set of principles (as follows).
- Firstly, that there should be an equitable distribution of funding. Officers recognised that the impact of development could be felt more broadly than the area that immediately surrounded development – and that wider pressures could be felt on public transport, cycling routes and green spaces away from a major development.
- It was recognised that a large proportion of current development made use of strategic industrial land in the north of the borough so officers had put forward a mechanism for distribution that took into account areas with most need and included those that did not have large amounts of development land available.
- The second principle was to ensure that the administration of the funds was workable. It was recognised that the process would be complex – so the intention was to link the proposals with existing structures. This reflected the process recommended in the CIL regulations (recognising existing mechanisms and boundaries.)
- Other options had been explored, including: the option to combine wards; to create larger sub-areas or the creation of a single pot of funding for the entire borough.
- It was felt that ward assemblies, as an established mechanism with a firm standing in the community, would be most appropriate.
- The third principle was to ensure that the process was transparent. The process of allocating neighbourhood CIL would be carried out in stages. The planning service would work with the communities team (which supports local assemblies) to strengthen processes and develop best practice.

- The fourth principle was to make sure that the proposals aligned with the Council's corporate strategies. It was recognised that all funding was precious and that funding had to be spent in a meaningful way, with maximum impact.
- The fifth principle was to ensure that the strategy could be agreed. It had been three years since the Council had started to collect CIL and two years since the process of a neighbourhood CIL strategy had been started. The Council wanted to see the funding being used.
- Officers had been working on developing the proposals since 2016. The Committee had been given a number of updates on the proposals.
- The sixth principle was to develop the strategy within the framework of the CIL regulations. There were things that the Council could and could not do, according to the legislation.
- Consideration had been given to best practice from across London.
- There has been a pilot project, which helped to develop the prioritisation process.

5.3 Mark Rochell (Lee Forum) addressed the Committee (a note was also submitted on behalf of the Lee Forum and the Blackheath Society. A copy is attached to the minutes) the following key points were noted:

- It was felt that neighbourhood CIL was a good thing, which if used well could enable communities to have a say about spending in their areas.
- It was recognised that there were a number of difficulties with the process: firstly, how neighbourhood CIL should be allocated to wards and secondly how wards should spend their allocation.
- The current proposals from the Council began to answer these questions and the Lee Forum and Blackheath Society welcomed much of what had been included in the plans.
- However, it was noted that because of the way the proposals had been developed, not all of the funding allocated to neighbourhood CIL was being spent in the wards in which it had been generated.
- There was concern that the current proposals meant that some wards received less funding than they should as per the regulations.
- It was proposed that the 50% allocation to neighbourhood CIL should be increased to 60% and that a new allocation at a rate of £1 per resident should be allocated as a 'flat rate' to all wards. This could be supplemented in wards with neighbourhood forums to increase the funding to 25%. This additional expenditure should come from the all ward pot.
- There was concern about how the all ward pot might be used. The Lee Forum and Blackheath Society did not believe that the all ward pot should be used for affordable housing.
- There was also concern about the fairness of using the local assemblies for the distribution of large amounts of funding, given that some meetings had very few attendees.

5.4 David Syme and Liz Dart (Head of Culture and Community Development) responded to questions from the Committee, the following key points were noted:

- There were plans in some wards- which currently had very little funding- that would generate significant future CIL receipts. Current proposals represented development over the past three years.
- The plans for the 'borough pot' were the least developed part of the current proposals. The initial intention was that the pot might be used for projects that crossed ward boundaries; there was potential flexibility about the ways in which it could be used.
- Funding for minority groups could be considered in the plans for spending the borough pot.
- The CIL retained by the Council would be spent on infrastructure. No neighbourhood CIL would be spent on affordable housing.
- A great deal of work had to be done to ensure that local assemblies were able to prioritise and deliver projects.
- CIL funding would have to be allocated and spent in a very different way than assembly funding.
- Consideration was being given to the ways in which more people could be consulted about funding decisions, this might include options to use digital solutions.
- Lots of options for spending neighbourhood CIL had been considered. Officers were still open to other suggestions about how the system should work.
- Officers welcomed the input (and support) of amenity societies.
- CIL funding remained with the Council until it was allocated and could be audited at any time. The processes for allocating it had to be robust.
- The regulations did not give a clear indication of the delineation between revenue and capital expenditure.
- Neighbourhood CIL could be spent on revenue based projects (rather than just capital) if the case could be made that it mitigated the impact of development.
- The parameters for projects that were acceptable in Lewisham would form part of the development of the current process.
- Officers would return to the Committee with a report about the increase in CIL that had been proposed.
- Additional information would be provided about the treatment of 'in-kind' CIL payments.

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

- It was recognised there had to be a distribution of funding according to need, however, some councillors felt that the indices of multiple deprivation (IMD) did not provide a precise enough breakdown of the spread of relative deprivation across wards. Officers were asked to consider using other indicators as well as the IMD.
- Councillors asked whether there could be a standard amount of funding allocated per ward, so that each area had a meaningful sum of funding to spend.
- The demographics of some wards had changed considerably due to development.
- Ward demographics and needs changed at different rates in different wards.

- CIL was designed to mitigate the damage and additional demands created by new development.
- There was concern that the current proposals were too simplistic.
- The linking of the proposals to the cut in funding to assemblies had obfuscated the decision making process.
- Some Members were concerned about the skill and capacity of assembly coordinating groups and officers to deal with significant sums of funding. There was also concern about the accountability and audit of sums being spent.
- There was concern that 'populist' activities would be the ones that would receive funding because the process would be based on 'communities of geography' rather than 'communities of interest', such as minority groups.
- There had been significant small scale development in some areas of the borough which did not meet the threshold for CIL payments but still required funding for new infrastructure.
- There was a perception that some wards of the borough had more funding, initiatives and support than others.
- All wards in the borough were facing increasing pressures and losses in spending and services.
- There were due to be ward boundary changes. This should be taken into consideration.
- Large developments on the boundary of a ward could have a significant impact on the neighbouring ward.
- Officers should give consideration to the changes being proposed by the Council for CIL policy and the potential impact on the viability of new developments.
- The Chair noted submissions from Councillors who could not attend the meeting including the importance of the ongoing democracy review and the potential to use participatory budgeting.

5.6 **Resolved:** that the Committee would share its views with Mayor and Cabinet as follows –

- The Committee disagrees with the tight timescale that has been developed for the proposals. It believes that more time should be taken to assess the options and to develop robust proposals.
- The Committee believes that the process for allocating neighbourhood CIL should be as open, transparent and as fair as possible. However, it recognises that it is not possible to develop a process that will satisfy everyone.
- The Committee believes that the proposals should give greater recognition to the level of quantifiable change (such as a measurable increase in population) that occurs as a result of new development.
- The Committee believes that the proposals should give consideration to levels of demonstrable need across the whole borough. The Committee recognises that the primary purpose of CIL is to mitigate the impact of large scale development but it is also conscious that there are areas of borough, without major projects being planned, that have significant need for infrastructure spending.

- The Committee recommends that consideration be given to an assessment of deprivation that is more specific than the indices of multiple deprivation.
- The Committee recommends that a baseline sum of funding should be provided for all wards (and that consideration should be given to reducing the all ward pot or increasing the overall level of neighbourhood CIL to fund this).
- The Committee is concerned about the use of wards to allocate funding. It recommends that consideration should be given to other options for demarcating the areas in which funding can be used. This might include allocating spending to projects within a set distance from a development, rather than within a single ward. The Committee also noted the likely future changes in ward boundaries and it requested that the potential implications of these changes be considered by officers.
- The Committee recommends that further clarity be provided about the proposed role of councillors in the allocation of funding.
- The Committee requests that further information be made available about the types of projects that can be funded using neighbourhood CIL.
- The Committee notes the importance of minority communities, communities of interest and groups with protected characteristics under the Equality Act (2010). The Committee asks that the needs of all communities and groups be given consideration in the future development of proposals.
- The Committee recommends that thought should be given to the options for engaging as many residents as possible in decisions about neighbourhood CIL allocation. This might include the use of digital platforms, Commonplace and options for holding votes.

6. Annual parking report

Items six and seven were considered together.

6.1 Seamus Adams (Parking Services Manager) introduced the annual parking report, the following key points were noted:

- There has been a steady increase in penalty charge notices as well as permits issued to residents and businesses.
- There had been a 38% increase in cashless payments for parking.
- Proposals were being developed for parking payment machines in the borough.
- Overall the performance of the parking enforcement provider had been good throughout the year.

6.2 Seamus Adams, Simon Moss (Group Manager Highways and Transport) and Ralph Wilkinson (Head of Public Services) responded to questions from the Committee, the following key points were noted:

- The number of enforcement agents had been increased last year – six agents had been added – making the total for the borough 30 agents.
- The level of enforcement activity was under constant review.

- Decisions to increase levels of enforcement were taken on a case by case basis – depending levels of infringement as well as requests from councillors and members of the public.
- CCTV could only be used on some types of infringement.
- Increasing digitisation would enable agents to cover more area.
- The surplus created by the parking service was ring-fenced for spending on highways and transport. The Council spent more than this sum on highways and transport in the borough.
- There was a prioritisation programme for controlled parking zones. The process could accommodate requests for the removal of controlled parking zones although no request to remove a zone had been yet been made.
- There would be a new process for prioritising controlled parking zone consultations. The aim was to ensure that resources were not spent on carrying out consultations with residents that resulted in a vote against the implementation of a new zone.
- Key performance indicators for the extension of the parking contract were based on standard measures for the delivery of parking services.
- There was no proposal for a new borough wide controlled parking zone.
- The borough wide review would give a view from the whole borough about priorities.
- Officers were planning to use online platforms for the borough wide controlled parking zone consultation. There were concerns about using polling stations for controlled parking zone consultations given the potential legal and logistical complications of doing so.
- Officers did not intend on carrying out consultations on the implementation of two hour zones where it was clear that a two hour zone would be difficult to implement and enforce.
- Officers would give consideration to the schedules of enforcement agents to make their rounds less predictable.
- The provision of free visitor permits had been introduced to mitigate the impact of increases in fees for resident parking permits.
- Administration of the permit scheme was more expensive than the value of the parking so the intention was to target free permits towards those most in need.
- Residents could request parking permits for carers. People with Blue Badges received a free resident's permit.
- Officers would raise the issue of enforcement on red routes with TfL and the police.
- There were pros and cons of focusing enforcement in the evenings (rather than during the daytime).

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

- The Parking Service was producing more revenue than it spent. Consideration could be given to increasing expenditure on enforcement.
- There might be wider needs in the review of controlled parking zones than just the implementation of new zones.
- Consideration should be given to the potential of using polling stations during elections for votes on controlled parking zones.

- Consideration should be given to the potential for 24 hour enforcement of parking in the borough in key areas, such as the hospital.

6.4 **Resolved:** that the Committee's views be referred to Mayor and Cabinet as follows:

- The Committee believes that the proposal for the removal of free parking permits should be reconsidered in order to ensure that the change does not have a detrimental impact on the most vulnerable (including those with a need for care).
- The Committee recommends that officers should carry out further work to ensure that people parking in areas with two hour enforcement are not able to take advantage of online payment options to park all day (paying remotely for the period of parking control).
- The Committee is concerned that regular enforcement rounds rely too much on routine and that further work should be carried out to ensure that people parking are not able to easily anticipate the movements of enforcement agents.
- The Committee recommends that the Council should consider how enforcement of all types of parking infringement is carried out. Members believe that this should include the Council's approach to the enforcement of TfL 'red routes' as well as enforcement in the evenings and at weekends.
- The Committee would support the growth of the parking service to increase enforcement activity whilst keeping income and expenditure at the same level.
- The Committee endorses the proposed measures to help improve air quality.

7. Parking policy review

7.1 This item was considered alongside item six.

8. Lewisham Local Plan update

8.1 David Syme provided a short update. The following key points were noted:

- The evidence base for the plan was still being developed and should be completed by the end of the financial year.
- A consultation on the Lewisham character study would take place early in 2019 – and officers would be seeking input from the Committee.
- Site portfolio work was also continuing. The call for sites enabled developers and landowners to submit sites for consideration.
- The draft London Plan had been delayed. Lewisham was taking legal advice to decide whether Lewisham should delay the Local Plan in order to meet the timetable for the London Plan.

9. Select Committee work programme

9.1 The Committee discussed the work programme.

9.2 **Resolved:** that the waste strategy should be an information item – and that the Committee would consider an update on the performance of the planning service at a future meeting. Further information would be provided about the work the Council was carrying out relating to fire safety in tall buildings.

10. Items to be referred to Mayor and Cabinet

10.1 **Resolved:** that the Committee’s comments under items five, six and seven be referred to Mayor and Cabinet for consideration.

The meeting ended at 10.25 pm

Chair:

Date:

Sustainable Development Select Committee		
Title	Declaration of interests	
Contributor	Chief Executive	Item 2
Class	Part 1 (open)	30 January 2019

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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Agenda Item 3

Sustainable Development Select Committee		
Title	Responses to referrals	
Contributor	Scrutiny Manager	Item 3
Class	Part 1 (open)	30 January 2019

1. Purpose

To advise the Committee of responses to its referrals.

2. Recommendations

2.1 The Committee is recommended to receive the response to its referral.

3. Responses to referrals

3.1 At its meeting on 12 December 2018 Mayor and Cabinet considered a response to the Committee's referral on the development of the local plan.

3.2 The response is appended to this report.

4. Financial implications

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

5. Legal implications

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

Background documents

Minutes of the meetings of Mayor and Cabinet on 12 December 2018:
<https://tinyurl.com/mandc12december18>

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MAYOR AND CABINET		
Report Title:	Local Plan – Response To Referral From Sustainable Development Select Committee	
Key decision:	No	Item No:
Ward:	All	
Contributors:	Executive Director for Resources & Regeneration (David Syme – Strategic Planning Manager)	
Class:	Part 1	Date: 12 December 2018

1. SUMMARY

- 1.1 This report responds to the referral from Sustainable Development Select Committee (SDSC) to Mayor and Cabinet in October, regarding the new Local Plan.

2. PURPOSE

- 2.1 The purpose of this report is to respond to the SD SC referral.

3. RECOMMENDATION

- 3.1 The Mayor and Cabinet are asked to note the report and officers response in Section 5 and agree that it be submitted to the Sustainable Development Select Committee.

4. BACKGROUND

- 4.1. The Local Plan is the main development plan document for LB Lewisham, setting out a vision and strategy for future development of the borough, addressing the needs and opportunities in relation to housing, the economy, community facilities and infrastructure, as well as providing detailed policies for managing growth and change, safeguarding the environment, meeting the challenge of climate change, securing good design in developments, and identifying specific proposals for the use of land in the borough.
- 4.2. The Local Plan also has an important role in translating any corporate strategy into a spatial vision for the borough, along with guidance to assist in delivering that vision.

Reasons for a new Local Plan

- 4.3. The council has a statutory duty to review its Local Plan every 5 years. Work is therefore underway to progress preparation of a new Plan for the borough, informed by a review of the current suite of adopted Local Plan documents. This will ensure the council continues to maintain an up-to-date and robust

framework for managing new development and coordinating investment across Lewisham.

- 4.4. The current Local Plan has helped the council to secure and deliver significant investment in homes, jobs and infrastructure. Most of the key strategic sites identified by the Plan for development now have planning permission or have started/completed build out. A new overarching strategy is therefore required to ensure that current and future local needs, such as for housing and business floorspace, can be accommodated in appropriate locations. For sustainable community development it is vital that such needs are met in a coordinated rather than piecemeal manner.
- 4.5. Furthermore, the Local Plan is required to be in line with national and regional planning policy. Crucially, there have been significant changes in this higher level policy landscape since the Plan was adopted. The new National Planning Policy Framework (NPPF) and its associated guidance were published in July 2018. Together these help give effect to the Government's proposals set out in the Housing White Paper ("Fixing our broken housing market"). In addition, the current London Plan, which came into force in March 2016, is now proposed to be replaced. The draft new London Plan was published in December 2017 and is due to go to examination imminently, with its adoption scheduled for summer 2019. Lewisham's strategic housing target will significantly increase in the light of these higher level policies.
- 4.6. The new Local Plan provides a timely opportunity to reconsider the borough's overall development strategy in light of the aforementioned issues and policy changes, particularly in a manner that confidently aligns with the latest corporate strategy and key priorities across the council.

5. SDSC REFERRAL

- 5.1 At its meeting on 12th September 2018, the Sustainable Development Select Committee considered an officer report on the development of the local plan.
- 5.2 The Committee resolved to advise Mayor and Cabinet of the following:
 1. The Committee recommends that Mayor and Cabinet ensures that all options be explored for the consultation on the new Local Plan. The Committee acknowledges that the plan has to be technically sound and legally robust. However, it asks that options be considered for the production of a simplified version of the plan for consultation with as broad a group of residents and stakeholders as possible. The Committee recognises that the Planning Department may need support from other Council teams to achieve this aim.
 2. The Committee recommends that options be considered for the engagement of all councillors in the production of the new plan, the Committee believes that specific focus should be placed on the role of ward councillors in engaging local groups and in identifying local opportunities and challenges.

3. The Committee recommends that the new plan be used to promote the inclusion of infrastructure for renewable energy production in new developments.
4. The Committee believes that further consideration should be given to how best areas of public realm (that are delivered as part of new developments) can be maintained in the long term.
5. The Committee recommends that options should be considered for the retention and expansion of community spaces. It believes that this might best be achieved through the protection and development of the spaces categorised in the D1 planning class. The Committee would welcome the development of a new community space strategy.

Officers response

1. Officers are currently in the process of preparing a consultation strategy for the new Local Plan. This will set out the approach and techniques for engaging with internal and external stakeholders including: Members, statutory consultees, local community groups and the general public. The strategy will be prepared having regard to the council's adopted Statement of Community Involvement (SCI), which the council is legally required to undertake planning consultations in line with. The draft consultation strategy will be presented to Sustainable Development Select Committee for approval in due course. We are statutory required to consult on all of the detailed proposals set out in the Local Plan. However, as part of this consultation strategy, consideration will be given to the production of a summary document highlighting key objectives and policies for consultation purposes to make the plan more accessible.
2. As set out above, detailed proposals for maintaining engagement with councillors in the production of the new Local Plan will be set out in the draft consultation strategy. It is noted that officers have facilitated three All Member Workshops to-date on the new Local Plan following the local elections in May 2018, and will seek to continue to build on this early engagement through the next stages of the plan process.
3. Noted. Officers will be considering policy options for minimising carbon emissions, including the use of renewable energy, consistent with higher level policy. These options will be pursued through the 'development management' policies update in the new Local Plan.
4. Noted. Officers will be considering policy options for the long term management of public realm. These options will be pursued through the 'development management' policies update in the new Local Plan.
5. Noted. Officers will be considering policy options for the appropriate provision of community and social infrastructure to support planned levels of growth in the borough. These options will be pursued through the 'development management' policies update in the new Local Plan, along with consideration given in the plan's companion Infrastructure Delivery Plan. The new Local Plan will help give effect to the council's key plans and strategies and officers will work proactively with colleagues to support the Community and Culture Team with any future strategy or related work.

6. FINANCIAL IMPLICATIONS

6.1 There are no specific financial implications arising from this report.

7. LEGAL IMPLICATIONS

7.1 There are no specific environmental implications arising from this report.

8. ENVIRONMENTAL IMPLICATIONS

8.1 There are no specific environmental implications arising from this report.

9. CRIME AND DISORDER IMPLICATIONS

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

10 EQUALITIES IMPLICATIONS

10.1 The Equality Act 2010 (the Act) brings together all previous equality legislation in England, Scotland and Wales. The Act includes a public sector equality duty which 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.

10.2 The Council must in the exercise of its functions, have 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.

10.3 The Council's Comprehensive Equality Scheme for 2016-20 provides an overarching framework and focus for the Council's work on equalities and helps ensure compliance with the Equality Act 2010.

10.4 There are no specific equalities implications arising from this report.

If you have any questions about this report please contact David Syme, Strategic Planning Manager david.syme@lewisham.gov.uk

Agenda Item 4

Sustainable Development Select Committee		
Title	Draft Transport Strategy and Local Implementation Plan 2019-2041 (LIP3)	
Contributor	Scrutiny Manager	Item 4
Class	Part 1 (open)	30 January 2019

1. Purpose

- 1.1 Mayor and Cabinet is due to consider the draft transport strategy and local implementation plan (2019-2041) at its meeting on 6 February 2019.

2. Recommendations

- 2.1 The Committee is recommended consider the contents of the report (attached) and direct questions to officers in attendance at the meeting on 30 January.

MAYOR & CABINET		
Report Title	Draft Transport Strategy and Local Implementation Plan 2019-2041 (LIP3)	
Key Decision	Yes	Item No
Ward	All	
Contributors	Executive Director for Resources & Regeneration	
Class	Part 1	Date: 6/2/2019

1. Summary

- 1.1. This report is a follow up report from the first tabled at Mayor and Cabinet on 20th September 2018, which sought approval to take the draft Transport Strategy and Local Implementation Plan 2019-2041 (LIP3) to public consultation (see Background Document 1). This report details the results of that public consultation along with a summary of the subsequent changes made to the LIP3 document. It also revisits the main elements of the LIP3 development. The full consultation report can be found attached to this report in Appendix 2.
- 1.2. The LIP3 forms part of the Council's policy framework. Whilst drafting the LIP3, all relevant plans and strategies have been taken into consideration. Objectives and proposals recommended for LIP funding have been shaped and prioritised by the Mayor of London's Transport Strategy (MTS) objectives (Background Document 2), along with an informal borough wide web based consultation, whilst recognising the need for a balanced programme and acknowledging that several projects are already committed.
- 1.3. This will be the third LIP for the London Borough of Lewisham, covering the same period as the newly adopted Mayor's Transport Strategy (MTS) up to 2041.
- 1.4. In addition to setting out long term goals and transport objectives for the London Borough of Lewisham for the next 20 years, it includes delivery proposals for the three year period 2019/20 - 2021/22 and sets out the targets and outcomes the borough are seeking to achieve. A more detailed delivery plan for the first financial year of the plan (2019/20), was submitted to TfL on the 2nd of

November and approved by TfL on the 7th December 2018, the full response from TfL can be found in the Consultation report (Appendix 2 page 116).

1.5. This LIP is a statutory document prepared under section 145 of the GLA Act and identifies how the London Borough of Lewisham will work towards achieving the MTS goals of:

- **Healthy Streets and healthy people.**
- **A good public transport experience.**
- **New homes and jobs.**

1.6. For this edition of the LIP, TfL has given boroughs the option of using a model template to help produce their LIP3. The benefit of using the TfL template, as referred to in the LIP guidance (see background document 3), is that it sets out clear a four chapter structure, identifying the 24 compulsory requirements that each LIP3 must contain. Lewisham's LIP3 broadly follows this template:

- **Chapter 1 Introduction and Statutory content.**
- **Chapter 2 Borough and Transport Objectives.**
- **Chapter 3 Delivery Plan.**
- **Chapter 4 Targets and Monitoring**

1.7. The borough commissioned transport consultancy, Project Centre, to help develop LIP3 alongside council officers. A Strategic Environmental Assessment (SEA) and an Equality Impact Assessment (EQIA) have been undertaken to ensure compliance with statutory responsibilities and these documents are can be found in the background documents Items 4 and 5.

1.8. On the 4th October 2017, Mayor and Cabinet approved Lewisham's annual spending submission to TfL for 2018/19, an interim year between LIP2 and LIP3 (see Background Document 6). Along with this submission there was a provisional three year delivery plan assuming a lower level of LIP funding year on year, based on existing projects and the previous MTS objectives. This previous LIP2 programme will be superseded by the new LIP3 programme and projects contained within it, based on prioritisation against the new MTS objectives. As a result certain schemes, which were not fully committed under the old LIP2 but which were included in its indicative future programme, no longer feature as borough priorities moving forward. Notably this includes a number of local shopping parades that do not sufficiently deliver the new MTS objectives noted in section 4.4-4.6, as stand-alone schemes. However, there is potential for these to be incorporated into the Healthy Neighbourhoods programme, as described in section 9.6, dependent on an assessment of priorities within this programme.

1.9. This report provides a summary of how the LIP3 has been prepared, its contents, the key issues arising and proposes approval of the draft LIP3 for formal approval by the London Mayor.

2. Purpose of the Report

2.1 This report seeks approval to submit the final Transport Strategy and Local Implementation Plan 2019-2041 (LIP3), and associated documents, to the Mayor of London for formal approval by the deadline of 16 February 2019. TfL has reviewed the consultation draft to ensure it meets the core requirements specified in LIP3 Guidance to the boroughs. Overall the feedback from TfL was very positive, and officers have made some minor amendments to take on board the feedback from TfL and comments from the wider public consultation. A revised version of the LIP is attached to this report in Appendix 1.

3. Recommendations

3.1 The Mayor is recommended to approve the draft of the Transport Strategy and Local Implementation Plan 2019-2041 (LIP3), for final submission to TfL and approval by the Mayor of London.

3.2 The Mayor is recommended to delegate authority to the Executive Director for Customer Services, for minor changes to LIP3 in the lead up to final submission to TfL. This will be done in consultation with the appropriate Cabinet Member.

4. Policy Context

4.1 The LIP itself forms part of the Council's policy framework, and it is consistent with other parts of this framework. It supports the achievements of the Sustainable Community Strategy policy objectives:

- Safer: where people feel safe and live free from crime, antisocial behaviour and abuse;
- Clean green and liveable: where people live in high quality housing and can care for and enjoy their environment and
- Dynamic and prosperous: where people are part of vibrant communities and town centres, well connected to London

It also supports the Council policy priorities:

- Clean, green and liveable: improving environmental management, the cleanliness and care for roads and pavements and promoting a sustainable environment and
- Strengthening the local economy: gaining resources to regenerate key localities, strengthen employment skills and promote public transport.

4.2 Proposals recommended for LIP funding have been shaped and influenced by these objectives, whilst recognising the need for a balanced programme and acknowledging the fact that several projects are already committed.

4.3 LIP funding is provided by TfL to help support delivery of proposals in LIPs, that implement the objectives found in the London Mayor's Transport Strategy (MTS). The Greater London Authority Act requires each London local authority to prepare a plan (a LIP) to help implement the MTS within their area, as soon as reasonably practicable after publication of the MTS. The MTS was published in March 2018, alongside statutory guidance to London boroughs on LIPs (see Background Document 3).

4.4 A key theme within the MTS, is the 'Healthy Streets' approach, which aims to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business. See figure 3 page 37 of Background Document 2 (the MTS) for the 10 indicators chart that show a what elements makes a successful Healthy Street.

4.5 The Healthy Streets Approach applied to the whole transport system will help create:

- **Healthy Streets and healthy people:** streets make up 80% of London's public spaces - making them Healthy Streets will improve the quality of life for everyone in London
- **A good public transport experience:** public transport is the most efficient way for people to travel distances that are too long to walk or cycle. A seamless, 'whole-journey' experience will provide an attractive alternative to using the car
- **New homes and jobs:** London needs 65,000 new homes every year to meet demand, plus around 1.3 million more jobs by 2041. Healthy Streets reshape London and make sure it grows in a way that improves the quality of life for everyone

4.6 The 2018 MTS sets nine outcomes/indicators that LIP proposals should seek to influence at a local level and against which performance will be assessed. Further detail on these outcomes was provided in the September 2018 report on the draft LIP3 (see background document 1).

5. **2018/19 Interim year LIP**

5.1 As indicated, much of the investment the Council makes in streets and transport employs funds provided by TfL to support delivery of these proposals, through a number of named funding programmes such as LIP, Liveable Neighbourhoods and Cycle Quietways.

5.2 The annual spending submission which details how the borough intends to spend its annual TfL LIP allocation was presented for formal approval by Mayor and Cabinet on 4th October 2017 (Background Document 6). High level totals for the five main programmes are detailed below:

- Corridors, Neighbourhoods and Supporting Measures **£2.273 million**
- Principal Road Maintenance **£200,000**
- Local Transport Fund **£100,000**
- Go Ultra Low Cities Scheme (EV charging grants) **£300,000**
- Liveable Neighbourhoods **£157,000** (initial funding of potential funding of 1.54m for Deptford Parks Scheme)

- 5.3 This year (2018-19) was an interim year between two LIP periods. A number of new funding programmes were created and some programmes either removed or suspended in preparation for the new MTS objectives.
- 5.4 The most notable changes were the removal of the Major Schemes Programme and it being replaced with the Liveable Neighbourhood Programme (LN), a direct response to the MTS overarching objectives of reducing the dependency on cars in favour of increased walking, cycling and public transport. The shift away from the car will address many of London's health problems, by reducing inactivity and improving air quality. This change in priorities will mean that Major Schemes that were previously prioritised under the old MTS objectives may not hold the same priorities under the new one.
- 5.5 After the 2018/19 Annual Spending Submission was approved by Mayor and Cabinet on 4th October 2017, TfL indicated that it was having to reduce the borough's LIP allocation by £318k due to budgetary constraints. After Boroughs objected to this last minute reduction in funding, TfL reinstated the funding to the original amount however it indicated future LIP3 funding (starting in 2019/20) would likely be reduced to the amount originally proposed in 2018/19. TfL has since confirmed this to be the case. However, it has advised that the additional £100k of Local Transport Funding will remain.

6. LIP3 Structure

- 6.1 LIPs are intended to look forward over a 20 year time frame, and will be formed of four chapters. The first chapter provides an overview of the process and statutory requirements. The second chapter sets out the challenges and opportunities the local authority faces in achieving the MTS outcomes. These (plus goals and priorities drawn from other plans and strategies) are then reflected within a set of LIP objectives. The third chapter of the LIP includes a three year delivery plan, setting out a programme for 2019/20 -2021/22, plus a longer term plan. The fourth (final) chapter of the LIP is a performance plan reporting on indicators set by TfL. The draft LIP3 containing these chapters can be found as Appendix item 1.

7. LIP3 Objectives and targets

- 7.1 The borough objectives align and assist with meeting the overarching MTS aim of increasing the sustainable travel mode share, as well as the three core MTS objectives and its associated nine outcomes (listed in Table 1 below). Specific outcome indicators are included to aid delivery of the LIP objectives. The four Lewisham objectives and linked outcomes are summarised below, with reference to the aligning MTS outcomes.

Table 1 - Lewisham LIP Objectives		MTS Outcomes
Lewisham Objectives	Outcomes	
Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham	<p>Improved network of cycling and walking routes with links to town centres and improved east-west connections</p> <p>Reduced ownership and use of private motor vehicles</p> <p>Improved public transport links to the south, including the delivery of the Bakerloo Line Extension</p> <p>Creation of new orbital public transport connections and improved interchange</p>	1, 3, 7, 6
Lewisham's streets will be safe, secure and accessible to all	<p>Improved safety and security will increase social inclusion and encourage walking and cycling</p> <p>100% of all feasible bus stops will be brought to TfL accessible standards</p> <p>Increase number of step-free rail stations</p> <p>Eliminate fatal and serious collisions on Lewisham's roads</p>	2, 6
Lewisham's streets will be healthy, clean and green with less motor traffic	<p>Reduce air pollution from road traffic</p> <p>Encourage switch to electric vehicle use and reduce car ownership in absolute terms</p> <p>Reduce traffic levels, congestion and vehicle idling and encourage active travel</p> <p>More street trees to promote carbon capture</p>	3, 4
Lewisham's transport network will support new development whilst providing for existing demand	<p>Walking, cycling and public transport will be prioritised in new developments as the best options</p> <p>Work with TfL and Network Rail to increase public transport capacity in the Borough, to support growth</p>	5, 8, 9

7.2 Table 2 outlines the targets that Lewisham need to work towards to help achieve the nine MTS outcomes. Interim targets for 2021 have been included, as well as the end year 2041 target, for outcomes 1 to 7. These targets vary by borough, to take account of their local characteristics. Further information can be found in Chapters 2 and 4 of the draft LIP3 document:

Table 2 - MTS Outcomes		Current	2021	2041
80% walking, cycling, public transport		68%	72%	81%
Outcome 1: London's streets will be healthy and more Londoners will travel actively				
Target 1a: % of residents doing at least 20mins of active travel		37%	44%	70%
Target 1b: % of residents within 400m strategic cycle network		4%	19%	71%
Outcome 2: London's streets will be safe and secure				
Target 2: Vision Zero (KSI)		67	48	0
Outcome 3: London's streets will be used more efficiently and have less traffic on them (annual vehicle km)	Target a) low: -15% by 2041	766	747	635
	high: -20% by 2041	766	747%	598
Target 3c: Reduce car ownership (no. of cars owned)		79,792	75,100	67,800
Outcome 4: London's streets will be clean and green				
Target 4a: CO2 (tonnes)		155,200	132,000	34,800
Target 4b: Nox (tonnes)		610	200	30
Target 4c: PM10 (tonnes)		54	44	24
Target 4d: PM2.5 (tonnes)		30	21	12
Outcome 5: The public transport network will meet the needs of a growing London				
Target 5: PT Use (Trips per day (000s))		222	255	331
Outcome 6: Public transport will be safe, affordable and accessible to all				
Target 6: Step-free journey time (% change between 2015 and 2041)				-51%
Outcome 7: Journeys by public transport will be pleasant, fast and reliable	high: +15% by 2041	9.2	9.6	10.6
	low: +5% by 2041	9.2	9.3	9.7
Target 7: Bus Speeds (mph) 15% overall reduction				
Outcome 8: Active, efficient and sustainable travel will be the best options in new developments			n/a	
Outcome 9: Transport investment will unlock the delivery of new homes and jobs			n/a	

8. LIP3 Sources of Funding

- 8.1 The key source of funding is the borough's LIP allocation. Figures provided by TfL have confirmed that the borough will receive £1,940,400 per year for 2019/20 to 2021/22 through the corridors programme, a total of £5,821,200, although it should be noted that this could be subject to further change.

- 8.2 The value of the current 2018/19 delivery plan was £2,273,000 which represents a reduction of 15% annually between 2018/19 and the LIP3 annual programme.
- 8.3 In addition to the above, between 2018/19 and 2022/23 the borough will receive £1,547,000 from TfL (dependant on successfully passing several gateway assessments) in response to the successful Deptford Parks Liveable Neighbourhood project. The total value of this project is £2,587,000, so other funding sources (such as s106 and Good Growth funding) will be required to deliver the project.
- 8.4 Table 3 below identifies potential funding sources for implementation of LIP3, including the LIP funding allocation from TfL, Local Transport Funding, contributions from the borough's own funds, and funding from other sources.

TABLE 3	2019/20	2020/21	2021/22	Total
Funding source	£k	£k	£k	£k
TfL/GLA funding				
LIP Formula funding –Corridors & Supporting Measures	1940.4	1940.4	1940.4	5821.2
Local Transport Funding (LTF)	100	100	100	300
Discretionary funding [Liveable Neighbourhood]	157	940	450	1547
External funding bids (eg Good Growth) ¹	0	250	250	500
Sub-total	<u>2197.4</u>	<u>3230.4</u>	<u>2740.4</u>	<u>8168.2</u>
Borough funding				
Capital funding ²	4000	4000	4000	12000
Revenue funding	0	0	0	0
Parking / EV charge point revenue ³	tbc	tbc	tbc	tbc
Sub-total	<u>4000</u>	<u>4000</u>	<u>4000</u>	<u>12000</u>
Other sources of funding				
S106 allocated	333	333	333	999
S106 unallocated ⁴	1000	1000	1000	3000
CIL ⁵	0	0	0	0
European funding	0	0	0	0
Sub-total	<u>1333</u>	<u>1333</u>	<u>1333</u>	<u>3999</u>
Total	7530.4	8563.4	8073.4	24167.2

¹Figures represent the funding that officers intend to bid for.

²This figure is an averaged total across the complete Capital programme including once off funding as well as annual allocations such as footway and highway resurfacing.

³Currently no significant funding is generated for use on other transport related projects however there is an aspiration that both programmes will generate revenue in the future.

⁴Figures are taken from unallocated transport S106 funding. It is assumed that additional site-specific S106 contributions will come in during the LIP period, however the Council does not conduct forecasting figures on this.

⁵The Council are in the process of developing a CIL spending strategy. The amount of funding available for the LIP3 programme is currently unknown.

9. LIP3: Three year indicative programme of investment (2019/20 to 2021/22)

9.1 The three-year indicative programme of investment has been completed in Table 4. The table summarises, at a programme level, the borough's proposals for the use of TfL borough funding in the period 2019/20 – 2021/22.

TABLE 4 London Borough of Lewisham TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget		
	Allocated 2019/20	Indicative 2020/21	Indicative 2021/22
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES	£k	£k	£k
Crofton Park Corridor	350	350	0
Deptford Parks Liveable Neighbourhoods	0	50	0
A21 Healthy Streets Corridor outcome definition	20	0	0
Healthy Neighbourhoods	508	558	978
Local Pedestrian Improvements	100	100	100
Local Cycling Improvements	250	250	250
Road Danger Reduction	180	100	100
Air Quality and Noise	100	100	80
Safer and Active Travel	327	327	327
Public Transport Supporting Interventions	10	10	10
Small scale schemes	30	30	30
Completion of previous years schemes	65	65	65
Sub-total	1,940	1,940	1,940
LOCAL TRANSPORT FUNDING (LTF)	£k	£k	£k
Local Transport Funding	100	100	100
Sub-total	100	100	100
DISCRETIONARY FUNDING	£k	£k	£k
Deptford Parks Liveable Neighbourhoods	157	940	450

Sub-total	157	940	450
EXTERNAL FUNDING BIDS	£k	£k	£k
Deptford Parks Liveable Neighbourhoods*	0	250	250
Sub-total	0	250	250
All TfL borough funding	£2,197k	£3,230k	£2,740k

9.2 Supporting commentary for the annual programme

Derivation of the annual programme began with setting aside LIP funding for ongoing council programmes and committed schemes. Funding has been ring-fenced for the following programmes;

9.3 Crofton Park Corridor

During 2014/15 a feasibility study considered the transport issues along the B218 corridor, including Brockley Road, Stondon Park and Brockley Rise. Road safety and air quality were the key issues to be investigated, alongside public realm improvements which would support local places. The purpose of the study was to identify concept stage solutions which might be feasible and affordable, and to consult with the public at an early stage of development. Following an appraisal of the potential schemes, Crofton Park has been recommended as the highest priority scheme along the B218 corridor, largely on the basis of the road safety, air quality and the relatively high footfall it experiences as a local shopping parade. The project is now moving towards the detailed design stage, following public consultation and dialogue with key stakeholders, and will be delivered in phases. The costs for the scheme have been re-profiled to reflect delivery timescales. The project will involve completion of streetscape improvement works, including widened footways and improved pedestrian crossings, raised table junctions, increased street trees and public realm improvements. Funding will comprise £350,000 for each of the first two years of the LIP period. During 2019/20, the funding will be used to commence construction of the scheme.

9.4 Deptford Parks Liveable Neighbourhood

This scheme will include new cycling and walking links, including the removal of local traffic, road closures, the creation of a world class north/south traffic-free walking and cycling facility, public realm improvements and healthy routes to schools. The interventions will transform streets, travel choices and the health of people, by connecting them with schools, parks, public transport, local businesses and high streets, as well as enabling new journeys beyond the neighbourhood. The project will mobilise and empower the local community, fostering collaboration at the neighbourhood level and empowering people to have a say in the design of their streets and public spaces. LIP funding will contribute £50,000 during the 2nd year of the LIP period. The concept design for Rolt Street constitutes a key part of the scheme, and was developed in partnership with the community, although this will be subject to further feasibility/design work and consultation.

9.5 A21 Healthy Street

Lewisham is one of the most pro-cycling Boroughs in London, and has a track record of working collaboratively with TfL to deliver cycling infrastructure, including London's first Quietway and CS4 which is under development. The A21 is the central spine of the Borough. It links our main TLRN routes, rail and Tube services, and our two major town centres. It also links in with CS4 in the north (which will provide a route into central London), and Bromley to the south, providing just the kind of vital link between inner and outer London that would be required to achieve the ambitious targets set out in the MTS vision. It is included as a key aspiration within the Council's Cycling Strategy.

The Council is working in collaboration with TfL on an Outcome Definition exercise, to determine opportunities and priorities along the corridor, and to inform a concept design that responds to the Council's Manifesto pledge to work with TfL to provide a new segregated cycle route connecting Downham to Deptford. The LIP3 programme makes an allowance in 2019/20 for a £20k contribution towards this Outcome Definition work, in recognition that the northern part of the route is on Lewisham highway.

9.6 Healthy Neighbourhoods

Through the Mayor's Transport Strategy and associated LIP guidance, there is a requirement for boroughs to demonstrate a clear strategy of how they intend to reduce traffic by an average of 10-15% across London. The draft Lewisham Transport Strategy and LIP sets out how this will be achieved, and acts as a holistic traffic reduction strategy for the borough.

The Healthy Neighbourhoods programme is a key component within this strategy – it will adopt the principles of the Liveable Neighbourhoods schemes, which aims to improve air quality, reduce traffic and congestion and encourage active travel, and will apply them at a smaller-scale. This will include using interventions such as point closures, modal filters (traditionally road closures allowing pedestrians and cyclists to pass while stopping motorised traffic from doing so) and banned turns, enforced by cameras. This will be complemented by a series of other measures such as contraflow cycling, improved crossing points, cycle hangars, and electric vehicle charging points, parklets, street trees and benches. The impact of these small interventions spread across a defined zone or area will create an impact that is greater than the sum of its individual parts, making Lewisham's diverse communities greener, healthier and more attractive places to live, work, play and do business.

The intention of this programme is to utilise the responses to the Commonplace public consultation, alongside officer knowledge, to identify areas where low cost but effective traffic reduction techniques might be trialled. The programme will incorporate 'Healthy Schools' principles and provide measures to encourage more active travel. Schemes such as this will link, where possible, with Public Health Department's new 'School Superzones', which will be piloted throughout the Borough during 2019. This new initiative involves a series of interventions in a 400m radius of the school to provide a wide range of benefits across health and wellbeing. Through the Healthy Neighbourhoods scheme, Lewisham will be piloting school-time road closures at

selected schools to address the school run issues around congestion and parking and encourage mode shift and assist traffic reduction.

Subject to an assessment of priorities, the Healthy Neighbourhoods programme could also assist in delivering schemes that form part of wider masterplan projects, such as the New Cross Road masterplan.

A programme of two to three neighbourhoods a year is envisaged, with funding of £508k proposed for the first year of the programme, and a similar amount in the second year. The final year of the programme allows for inclusion of a more ambitious scheme. There is also potential to supplement the programme with other funding sources such as from the Mayors Air Quality Fund and developer funding.

A map showing the proposed neighbourhood areas is included in Appendix 3, which has been derived taking into account a number of basic principles. These include

- Areas to be of a reasonable size to allow analysis and treatment. The areas chosen are around 1 to 3 hectares.
- The boundaries to the areas should, where possible, have low permeability (such as railway lines, parks etc.) or be “major” roads (Red Routes & other “A” roads etc. - where high volumes of traffic could be expected to occur).
- Where practicable known intrusive traffic routes (rat-runs) between “major” roads have been included in a single area to allow a full analysis of the issues and comprehensive proposals for alleviation interventions in a single scheme.

The order in which the neighbourhoods have been prioritised for treatment is data led and based on a number of criteria. Most of the criteria are related to the changes and benefits that could be expected when areas become less trafficked and more people are encouraged to use active travel for all or part of their journeys. A small element of the selection criteria relates to the acceptability, practicality and viability of introducing the types of intervention to significantly reduce/remove through traffic. The criteria used to help prioritise the neighbourhoods include the following:

- **personal injury collisions** – the delivery of a successful healthy neighbourhood has the potential to reduce collisions in line with the borough’s Vision Zero ambition. Neighbourhoods with a higher number of collisions are given a higher score;
- **levels of obesity in an area** - A successful healthy neighbourhood should encourage more active travel, thereby helping to reduce obesity levels. Higher scores are given to neighbourhoods with a higher level of obesity;
- **air quality levels** – A successful healthy neighbourhood should help to improve air quality levels within the neighbourhood. Neighbourhoods with the worst air quality are therefore given a higher score;
- **asthma levels in the community** – The prevalence of asthma has been linked to air quality issues, which should improve within healthy neighbourhood areas. Higher scores are therefore given to those neighbourhoods with higher asthma levels;

- **levels of deprivation** – people in deprived areas tend to suffer more from the negative effects of heavy traffic, but are less likely to contact the Council to raise attention to their concerns. Higher scores are therefore given to neighbourhoods with higher levels of deprivation.
- **School Travel Plan (STP) accreditation level** – one of the main aims of a STP is to encourage the use of sustainable travel for journeys to school. These schools are more likely to encourage sustainable travel and support the effectiveness of a Healthy Neighbourhood. Areas with high levels of STP accreditation are therefore given a higher score.
- **public transport accessibility (PTAL) and car/van availability** – a higher 'PTAL' should assist people to make the switch from private car use to more sustainable modes when a healthy neighbourhood is introduced. Similarly, where private vehicle availability is lower, more residents are likely to travel sustainably and benefit from the measures implemented.
- **LIP public consultation feedback** – feedback was received during two stages of consultation on the LIP, which was taken as an indication of support for change. Higher scores are given to higher levels of support.
- **pre-existing local community support and action** – in recent years a number of local groups/associations have been actively involved in looking at traffic problems in their areas and suggesting possible changes. This suggests that there is likely to be a reasonable level of local support for a Healthy Neighbourhood scheme and the types of measures that would be required to support it, therefore making the scheme more viable.

There is a desire to see different parts of the borough benefitting from the programme. Cells have therefore been separated into those inside and outside the extended ULEZ boundary (i.e the south circular), with at least one neighbourhood from either side of the boundary to be implemented in each tranche. Other factors may also be taken into consideration when determining the priority for delivery, such as the availability of funding from other sources to progress schemes within a particular area. Areas will be re-prioritised at least every 2 years, using the latest available data, with an announcement made each January/February on the 2-3 Healthy Neighbourhoods to be delivered in the coming financial year.

The results of the above prioritisation exercise have provided us with four areas to be progressed over the first two years of the LIP programme: Lewisham and Hither Green, West Brockley, Bellingham and East Sydenham. It should be noted that delivery of all four areas may be dependent on the borough securing further funding through other sources such as the Mayors Air Quality Fund.

9.7 Local Pedestrian Improvement

Key to this programme will be an £80,000 investment in interim resurfacing and public realm improvement works to the area outside of Lewisham Shopping Centre. With a potential to build on the scheme with more ambitious plans in future years.

- **Year 1** – resurfacing improvements to the footway area. An interim scheme to address the immediate issues around broken and missing paving in the area but could also tie in to more long term improvements outlined below.

- **Future years** – Public realm design for the area including pedestrian improvements on Albion way junction. A scheme that could build on the interim measure outlined above that also addresses the road safety concerns surrounding the junction of Albion Way. Any scheme delivered would require a significant budget derived from multiple sources and would need to be designed in such a way that it could be adapted to any longer term plans that come forward for the town centre.

The remaining funding will provide a detailed improvement strategy comprising small-scale, localised schemes to provide a better walking environment. Schemes will be guided by local need, and Commonplace feedback will be used to identify potential initiatives. A key aspect of this programme will be focusing on improving accessibility around rail stations, ensuring a comprehensive network providing dropped kerbs and tactile paving, ensuring links to public transport are fully inclusive and accessible to all and delivering other small scale interventions that help to achieve healthy streets such as the street trees and benches.

This funding will also be used towards match funding for developer contributions, in particular in key growth areas to the north of the Borough. Improvements to pedestrian conditions at Cold Blow Lane have been earmarked under this programme, and will provide a high-quality link in an area that currently suffers from east-west pedestrian severance. The need for this scheme has been reinforced through public comments on Commonplace.

These LIP funded projects will be supported by the Council's maintenance and capital works programmes to ensure that footways are maintained in a safe condition.

9.8 Local Cycling Improvements

Three key cycling improvement projects have been identified to be delivered as part of the annual programme, including 2019/20. This will be supported by the delivery of other actions from the Council's Cycling Strategy (see www.lewisham.gov.uk/cycling and then click on the 'Strategies and Plans' link):

Contraflow cycle routes: a three-year programme of introducing contraflow cycling to the existing one way systems in the borough, where feasible. Through analysis of TfL and Commonplace data a priority list will be developed and individual projects designed and delivered.

Cycle parking: areas will be identified to install secure bike hangers across the borough for use by residents who may not have access to off-street parking at home. It is likely that in some areas of the borough on street parking may have to be taken out to accommodate the new and secure cycle parking. This will only be done in consultation with the local community. Furthermore a review of cycle parking in town centres will be carried out to ensure sufficient and appropriate provision.

Improved cycle routes: finally important walking and cycling links and connections such as bridges across railways and paths through greenspaces will be assessed for potential improvements. This will complement TfL's Cycle Quietway and Cycle Superhighway programme. Officers have commenced discussions with TfL on the next

phase of Quietway routes and priorities, but awaits confirmation of future funding, which it is assumed will be provided outside of LIP3 for the priority routes identified.

The borough will also be seeking to work with at least one dockless bike sharing scheme provider to see dockless bikes introduced into the borough. This will help further drive uptake in cycling and make it more accessible.

9.9 Road Danger Reduction

The Borough has adopted a new approach to safety on the roads as recognised through the MTS's Vision Zero and Healthy Streets ambitions. This involves a shift in emphasis from 'Road Safety' to 'Road Danger Reduction', Reducing the dominance, speed and overall numbers of the most dangerous vehicles is central to the Healthy Streets Approach and to achieving Vision Zero, and will reduce Londoners' exposure to road danger. By making our streets safer and feel safer, we will create streets where people want to walk, cycle and use public transport.

The 2019/20 road danger reduction programme will consist of a series of interventions across the borough supporting the boroughwide 20mph speed limit, which was implemented in 2016. Interventions will mainly consist of traffic calming measures to encourage compliance of the new and lower speed limit alongside an exploration into enforcement tools available to the council. In parallel to this a review of the emergency services principal road network in the borough will be undertaken in consultation with the various blue light services to ensure that the traffic calming measures installed and planned are suitable for their requirements. The borough will also review any collision hotspots on the Lewisham road network, as highlighted through an annual review of collision data. This will be supported by the phased implementation of 20mph on TLRN, as outlined in the TfL's Vision Zero Action Plan.

9.10 Air Quality and Noise

The Council has developed an Air Quality Action Plan in order to tackle poor air quality and reduce the impact on health. Air quality is a significant priority in the emerging MTS, which supports measures to improve air quality, particularly the development of electric vehicle charging infrastructure.

The recently published low emission vehicle strategy 2018-22 sets out an ambitious vision to ensure that all of Lewisham's residents, businesses and visitors are within 500m of a charging point by 2020. An action plan to deliver a significant increase to the on-street charging assets in the borough is contained within the strategy.

In 2019/20 LIP funding will be used to match fund the electric vehicle charging infrastructure implementation grant we have secured from London Councils *Go Ultra Low City Scheme* (GULCS) to implement the Vision in Lewisham's Low Emission Vehicle Charging Strategy of delivering an extra 41 charging locations to achieve a 500m distance between charging locations.

It will also be used to support the implementation of the recommendations identified through the Mayor's Schools Air Quality Audits, where these are not covered by the Healthy Neighbourhoods programme.

Funding may also be used to support the Council's air quality and noise monitoring programme, and to support future DEFRA and/or Mayor's Air Quality Fund bids for other projects, as these arise.

9.11 Safer and Active travel

The supporting measures or active travel programme is an important part of the Lewisham LIP3. The three-year programme has been set at £327,000 per year and will deliver crucial and popular public services such as cycle training, road danger reduction programmes and school travel planning. This programme will be data led and will use the information highlighted in the collision analysis undertaken as part of the LIP. The programme will continue to monitor trends and data in future reviews. In response to the ambition of the MTS and this LIP3 the programme will continue to work in partnership with the council's public health and environmental services programmes.

During 2019/20 the following funding breakdown is envisaged:

£123k will be spent on child and adult cycle training. Level 1 and 2 training will be offered to all schools in the borough for their year 5/6 pupils. Adult cycle lessons will be offered to encourage safer cycling and will aim to make cycling part of everyday life, creating healthier lifestyles, and reducing reliance on the private car.

£100k will be used to improve the School Travel Planning programme developed over recent years. This includes working with whole school communities to identify ways of encouraging walking and cycling to school and to address real or perceived barriers to using sustainable modes of transport. Projects to raise awareness and promotion of healthy lifestyles, active travel options, walking and cycling initiatives will be developed using tried and tested behaviour change methods.

£39k will be used for an Active and Sustainable Travel programme of initiatives, events and publicity to raise awareness and use of sustainable modes of transport.

£65k will deliver the training and publicity programme. For 2019/20 this work will continue to be data led and will focus on a road danger reduction programme of work. The programme will continue to develop to support the MTS Vision Zero target.

The remaining available LIP funding has been allocated through consideration of a list of projects curated through internal Council workshops, site visits, and through analysis of Commonplace suggestions. Consideration has been given to the MTS objectives, Healthy Streets indicators and Lewisham LIP objectives. Schemes have been grouped together under the following programme lines, and will be prioritised on an annual basis. At this stage, the Commonplace suggestions have also been used as a validation tool to ensure the programme is fulfilling public need.

9.12 Public Transport Supporting Interventions

In recognition of the role the local highway has in improving the public transport experience, a LIP funded public transport improvement programme is proposed to start in 2019/20. This programme will be utilised to complement the completion of the bus

stop accessibility programme which is planned to be completed in 2018/19. This programme will look at accessibility to rail stations as well as bus stops, working in partnership with TfL and Network Rail. It will also include working with TfL to see an extension to the 225 bus route delivered.

This will be complemented by the more strategic public transport schemes outlined in the TfL Business Plan, and Longer-Term strategy sections. These longer term aspirations include the delivery of the Bakerloo Line Extension, improved station interchanges at Lewisham and Brockley, metroisation, creating step-free access to all rail stations within the Borough, improving orbital public transport connections, and increasing bus provision to lower PTAL areas. These schemes will ensure that travel by public transport is encouraged and facilitated, in turn supporting the delivery of new homes and jobs across the Borough.

9.13 Small Scale Schemes

The Council receives many requests for minor traffic management measures from the public, including those raised during the Commonplace consultation. These are assessed and prioritised based on their cost against factors such as safety, traffic speed and volume, intrusive parking, community use and cost. Small scale schemes are highly valued by local communities, but are often too low in cost, or do not have high enough priority, to be included in the LIP programme in their own right. The programme is therefore funded by various sources, including a LIP contribution, and the Council's own revenue budgets.

Demand for traffic schemes has increased dramatically as a result of heightened concerns about air quality, expectations linked to new 20mph limits, and emerging MTS priorities, such as "Healthy Streets", "Vision Zero" (new target for zero KSIs) and removal of traffic from residential streets. Although some of these will be picked up as part of the Healthy Neighbourhoods programme as individual neighbourhoods are prioritised, there is still a need for a relatively small budget to address priority issues in other areas of the borough.

9.14 Completion of previous years' schemes

Many schemes are carried out each year that require the Council to commission services where it has little or no control over their programming and invoicing. This includes the provision of electrical connections, disconnections and supplies from the statutory companies. It is recommended that £65k be set aside from this annually. This funding is intended to allow a planned approach to settling these 'late' accounts whilst not putting pressure on existing schemes in the programme. Any funding not required for this will be reallocated into existing or new schemes.

9.15 Local Transport Funding

This funding is allocated to boroughs by Transport for London to address local priorities. It is therefore proposed to use this funding: to support and deliver the Council's LIP programmes; to fund feasibility studies and surveys for proposed or potential LIP schemes; or to develop the Council's policies and strategies on key transport issues affecting the borough.

9.16 Complementary projects

Further to the programmes identified above, schemes at Creekside and Bell Green will be brought forward during the period of this LIP3 and are funded through other sources. Although funded separately, these will contribute towards the achievement of the MTS and LIP3 objectives. The Creekside scheme will be fully funded through S106 contributions, and will form a major package of works to improve footway, carriageway and public realm spaces whilst implementing a CPZ. At Bell Green, as part of the proposed Quietway route through the area, pedestrian crossings will be improved around the Bell Green / Sydenham Road gyratory will be improved. This is to be fully funded through S106 and Quietway funding.

10. Medium to Long Term Strategy (2021 – 2041)

10.1 Within the draft LIP3, a medium to long-term programme of significant, but currently unfunded, projects is identified. Potential funding sources and anticipated timelines are included. These schemes are considered necessary to deliver the MTS and Lewisham LIP objectives and targets, in the context of the development forecast to take place in the borough over the next 20 years which will lead to increased demand and new pressures on the Borough's transport network. Table 5 below summarises the long term strategy and programme that is envisaged.

TABLE 5 Project	Approx. date	Indicative cost	Likely funding source	Comments
Local High Streets and Shopping Parades	TBC	£1.5m per scheme	TfL / Borough / S106 / S278 / CIL	Measures including public realm, active travel and safety improvements at local High Streets and shopping parades. Potential schemes have been identified at Kirkdale,(Sydenham), Hither Green Lane, Burnt Ash Road and the remainder of the Brockley corridor.
More low emission bus corridors	2020	TfL to confirm	TfL	Expansion of low emission bus zones beyond the current zones on A21 and A2.
LEZ - tightening of standards	Post-2021	TfL to confirm	TfL	Tighten LEZ standards to same as ULEZ extension.
The Lewisham Spine – A21 Healthy Streets Corridor	2025	£10m (Borough cost only) £20m (TfL cost)	TfL / Borough	Linking CS4 (A200) to the southern Borough boundary on the A21. Including Cycle Superhighway standard facilities, low emission bus zone, healthy streets improvements with piazza-type environments ¹ . This project includes a major public realm/healthy streets scheme on Deptford Church Street, but not Lewisham Town Centre and Catford Regeneration Masterplan schemes.
Cycle network improvements (see Council's Cycling Strategy)	2041	tbc	TfL/borough/s 106	Delivering the network of routes set out in the Council's Cycling Strategy
A2 New Cross Road / Amersham Gyratory removal	2025	£30m for A2 element.	TfL / Borough / S106 / S278 / CIL	Transformation of A2 New Cross Road and area surrounding station. Improve pedestrian comfort and

¹ Lewisham Cycle Strategy, London Borough of Lewisham, 2017

TABLE 5 Project	Approx. date	Indicative cost	Likely funding source	Comments
				permeability, create an easily accessible High Street, improve cycle facilities and reduce traffic dominance ² .
Bakerloo Line Extension	2023 – 2028/29	£3,600m (for an extension to Lewisham)	TfL	Extension of the Bakerloo Line beyond its current termini at Elephant & Castle, to serve New Cross Gate and Lewisham. The Council urges the full extension to Hayes to be brought forward as a single phase to serve Catford. ³
Lewisham Station & Interchange	2028	£250m	Network Rail / TfL / Borough / s106 / CIL	Enhancements to capacity and station quality to create a high-quality interchange between National Rail, DLR, the future BLE, buses, taxis, walking and cycling. Place-making measures to help elevate Lewisham Town Centre to a Metropolitan Centre.
New Cross to Lewisham Overground Extension	TBC	TBC	TfL	An extension of the London Overground line beyond its current terminus at New Cross to Lewisham. This will provide more capacity and improve connectivity and resilience, and ensure that Lewisham joins the 3 other Strategic Interchanges in London as gateways to the Overground.
Step-Free Station Access	TBC	TBC	TfL / Network Rail	Create step-free access to all rail stations within the Borough.
Ringway Corridor (Southend Lane and Whitefoot Lane) Improvements	2030	£4m	TfL / Borough / S106 / S278 / CIL	Improve public realm and active travel links using excess carriageway space. Explore potential for improvements such as linear parks, a bus priority corridor, and active travel corridor.
Lewisham Town Centre	2030	£10m	TfL / s106/278	To elevate the attraction of the Town Centre to local people through a range of improvements to goods and services, as well as public realm to provide a high-quality environment.
Catford Regeneration Masterplan	2021 (for A205 and A21) aspects	£30m	TfL / Borough / S106 / S278 / CIL	Rerouting the South Circular Road to provide more pedestrian space and improvements to transport infrastructure.
New Bermondsey Station	TBC	£12m	TfL / S106	A new London Overground station to be brought forward through the regeneration scheme of New Bermondsey.
Brockley Station Interchange	2030	TfL to confirm	Network Rail / TfL	Creation of a high-level platform at Brockley Station to provide an interchange between the East London Line and the Lewisham – Victoria Line.
Brockley Station western entrance reopening	TBC	TBC	Network Rail / TfL	Reopening of a direct passenger entrance to the western platform at Brockley Station to reduce overcrowding at main station entrance.
Metroisation	TBC	TBC	TfL	Reorganisation of services to provide more regular trains on a simplified route network, providing frequent metro-style services on standardised routes.
New or improved bus services in the south of the borough	tbc	Dependent on route	TfL/ s106 contributions	New or improved bus services in areas with low Public Transport Accessibility Levels.

² Draft New Cross Gate Area Framework, 2018

³ Bakerloo Line Extension Document, London Boroughs of Lewisham and Southwark

11. Informal consultation (June – August 2018)

- 11.1 The timescale for the development of the LIP document was fairly tight and was further constrained by a delay in receiving the supporting guidance documentation from TfL. Transport and Highways continually engage with local residents and businesses. As a result many of the schemes the Council delivers start as requests from local residents and stakeholder groups.
- 11.2 However for such an important document that will shape the borough transport objectives for the next 22 years it was felt an 'up to date' canvas of the borough's residents and businesses was required. This borough wide canvassing was delivered through an online mapping portal called Lewisham streets Common Place'. <https://lewishamstreetsmap.commonplace.is/>
- 11.3 This map based survey allowed the public to pin point issues they were aware of on Lewisham's streets and add comments on how they would like to see it improved. The 7 week consultation (25th June to 13th August) gathered 11,065 comments and 'likes', covering the whole borough, with 2171 individual comments.
- 11.4 Supporting commentary for the three-year annual programme section of the draft LIP3 (Appendix 1), provides a summary of the consultation analysis and outlines how this consultation has influenced the development of the LIP3 programme lines contained within Table 4. In summary the following issues featured most prominently in people's comments about their streets:
- 1) Not pedestrian friendly.
 - 2) Fast traffic.
 - 3) Polluted.
 - 4) Not cycle friendly.
 - 5) Congested.
 - 6) Unregulated parking.
 - 7) Poor visibility.
 - 8) Inadequate parking.
 - 9) Potholes.
 - 10) Poorly lit.
- 11.5 With such a significant number of comments it is impossible in the short term to address every issue. Figure 1 shows the geographical spread of the comments received. Within each of the programme lines put forward through LIP3 (as set out in Table 4), officers will be analysing the responses received to help inform the development of a more detailed annual programme.

Figure 1 - Overview Map of Lewisham Streets Common Place Consultation.



12. Formal Consultation on Draft LIP (October – November 2018).

- 12.1 Following Mayor and Cabinet approval of the draft LIP3 on 20th September 2018, officers launched a formal public consultation on the document. The draft LIP and supporting documents were placed on the Council's consultation portal on 12th October 2018, along with a consultation summary and online questionnaire. The full consultation report can be found as Appendix 2. However the key details and outcomes from the consultation are outlined below.
- 12.2 The Consultation was publicised via the Council's communication channels including the Council website and its social media presence. It was also sent to

local Councillors and neighbourhood forum co-ordinators who were asked to further publicise the consultation. Statutory and key stakeholders were sent direct invitations to respond to the consultation via email.

12.3 Officers also attended a scrutiny committee (Sustainable Development Select Committee) on 29th October, who provided comments on the document which can also be found in the consultation report (Appendix 2). In summary the Committee on the whole supported the LIP's overarching aim and objectives and provided the following recommendations which have been considered in this revised LIP3 presented with this report.

- Councillors wanted to see more reference to air quality when describing the benefits of individual schemes.
- Councillors raised the issue that there was no proposed cycle route on the south circular.
- Councillors spoke about the targets set by TfL for Lewisham under the 9 objectives, and considered that the air quality targets were not ambitious enough.

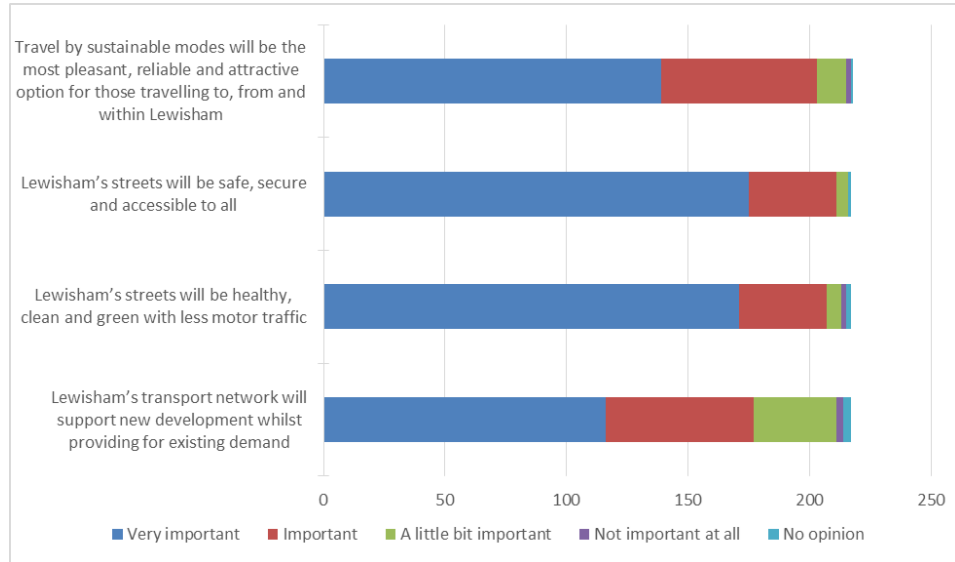
12.4 The Council received 218 full or part responses to the online consultation. Along with a further 8 email responses from Statutory and key Stakeholders.

12.5 The responses show that respondents are generally positive about different aspects of LIP, the main ones being:

- The majority of respondents felt that all the LIP objectives were 'important' or 'very important'
- The Air Quality and Noise programme gained the highest level of support
- Few respondents oppose the LIP programmes.
- The scheme for step-free station improvements in the Vision for Rail gained the most support, followed by the Bakerloo Line Extension.
- The longer-term schemes gained lower levels of support in general, but the most supported schemes were 'More Low Emission Bus Corridors' and 'LEZ tightening of standards'.
- Overall, the majority of respondents felt the LIP targets were 'realistic'. For all targets, a minority felt the targets were 'too ambitious'.

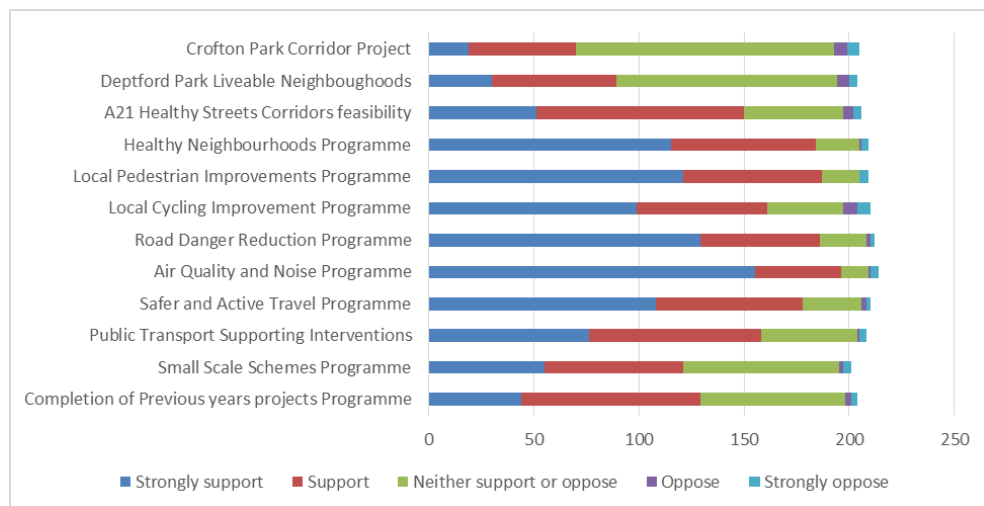
12.6 This can further be demonstrated in the responses to 2 key questions from the consultation "How important do you consider each of these objectives to be" and "Do you support the individual projects in the programme". Below are graphical representations and commentary to these questions.

Graph 1. How important do you consider each of these objectives to be?



12.7 Responses to this question indicated that for all four objectives, over 50% of respondents view them as being 'very important', with 96.8% of respondents viewing the objective of 'Lewisham's streets will be safe, secure and accessible to all' as important or very important. This suggests people are largely supportive of the objectives and view them as important for the borough.

Graph 2. Do you support the individual projects in the programme.



12.8 This question showed the project with the highest level of support to be the 'Air Quality and Noise Programme' with 89.9% of people either supporting or strongly supporting the programme. Very few people oppose any of the projects, and the majority of projects have over 50% of respondents supporting or strongly supporting them.

- 12.9 Page 22 of the full consultation report details 39 Key questions or criticisms of the LIP that came out of consultation, along with how the LIP either already does or intends to address them. A full unedited catalogue of all free text responses to the consultation is included in the full consultation reports appendix (B to F) including Statutory and key stakeholder full responses.
- 12.10 The final LIP3 document as Appendix 1 represents the changes highlighted in the consultation report.

13. Legal Implications

- 13.1 A Local Implementation Plan is a statutory document that must set out a plan of how the Council proposes to implement the Mayor’s Transport Strategy in its area. It must show how the proposals cover the necessary policy, effects, projects, programmes implementing mechanisms, planning and activities. Resources assumptions and performance measures must also be included. Guidance is:

- that there must be clear link between LIP proposals and MTS policies;
- timetabling for implementing the different prospects in the plan and the date by which these will be achieved;
- clear proposals for delivery of Mayoral targets;
- an assessment of the funding and resources needed to deliver the LIP;
- assumption about the sources of funding.

There are strict requirements on who are required to be consulted on the draft LIP by section 145 of the Greater London Authority Act 1999

- 13.2 By virtue of section 159, subsection 1, of the Greater London Authority Act 1999 (as amended) Transport For London (TfL) may give financial assistance to any body in respect of expenditure incurred or to be incurred by that body in doing anything which in the opinion of Transport for London is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London. (subsection1) Financial assistance may be given under this section by way of grant, loan or other payment. (subsection2).The financial assistance that may be given to any London authority under this section includes in particular assistance in respect of any expenditure incurred or to be incurred by the authority in discharging any function of a highway authority or traffic authority. (subsection 3). In deciding whether to give financial assistance to a London authority under this section, and if so the amount or nature of any such assistance, the matters to which Transport for London may have regard include—

- (a) any financial assistance or financial authorisation previously given to the authority by any body or person, and
- (b) the use made by the authority of such assistance or authorisation.

Financial assistance, under this section, may be given subject to such conditions as Transport for London considers appropriate, including (in the case of a grant) conditions for repayment in whole or in part in specified circumstances.

- 13.3 TfL's Guidance on the Preparation of Local Implementation Plans (Background Document 3) states that TfL will have regard to the following matters in relation to activities undertaken by a borough:
- Use of TfL funding for the programmes or proposals for which it was provided
 - Removal or substantial alteration of works carried out or infrastructure installed, with the benefit of TfL funding, without the prior written consent of TfL
 - Implementation of the goals, challenges, outcomes and manifesto commitments of the Mayor, as outlined in the MTS
 - Other reasonable TfL requests for project management reports and other information relating to the provision of financial assistance

The Guidance also sets out the conditions TfL imposes on financial assistance, namely the recipient authority is required to:

- Use funding for the purpose for which it was provided, except with prior written approval from TfL
- Comply with the requirements as set out in the Guidance

In circumstances where the recipient breaches the above conditions, TfL may require repayment of any funding already provided and/or withhold provision of further funding. In circumstances where, in TfL's reasonable opinion, funding is being used, or is about to be used in breach of these requirements, TfL may suspend payments or withdraw funding pending satisfactory clarification.

- 13.4 Subsection (1) of Section 146 of the GLA Act requires each local authority to submit its LIP to the London Mayor for his approval. Subsection (3) requires that the London Mayor shall not approve LIP unless he considers—
- (a) that the LIP is consistent with the transport strategy,
 - (b) that the proposals contained in the LIP are adequate for the purposes of the implementation of the transport strategy, and
 - (c) that the timetable for implementing those proposals, and the date by which those proposals are to be implemented, are adequate for those purposes
- 13.5 If the London Mayor refuses to approve a LIP, Subsection (3) of Section 147 of the GLA Act requires the local authority which submitted the plan to prepare a new LIP and submit it to the London Mayor, unless the London Mayor notifies the local authority that he intends to exercise his powers under subsection (4); namely the London Mayor may prepare a LIP on behalf of the local authority.

14. Financial Implications

- 14.1 As set out in section 8, Table 3, of this report, the Council has been allocated the following LIP funding. The corridors, neighbourhoods and supporting measures element of the programme has seen a 15% reduction compared to the 20-18/19 LIP programme.

TABLE 6 – Summary of LIP3 funding	2019/20	2020/21	2021/22
Corridors, Neighbourhoods and Supporting Measures	£1,940,400	£1,940,400	£1,940,400
Local Transport Funding	£100,000	£100,000	£100,000
Principal Road Maintenance	tbc	tbc	tbc

- 14.2 TfL has confirmed that boroughs will still benefit from a further £100k per annum of Local Transport Funding to be spent on schemes of its choice, provided they contributed towards the delivery of the MTS.
- 14.3 The Principal Road Maintenance programme was ‘frozen’ by TfL for 2 years, up to and including 2019/20. However, during 2018/19 the Council applied for funding for a number of priority routes that needed addressing and was successful in securing some funding. It is anticipated that a similar process will be run in 2019/20, with a fuller programme reinstated from 2020/21. However, there is currently no indication as to how much funding will be received during the LIP3 period.
- 14.4 The funding for ‘Bridge Assessment and Strengthening’ is considered on a pan London basis by the ‘London Bridge Engineering Group (LoBEG)’ and the allocations for 2019/20 have not yet been notified.

15. Programme Risk Management

- 15.1 Table 7 below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the three-year programme. The risk register summarises the strategic risks identified that could impact on the three-year programme of schemes/initiatives.
- 15.2 The LIP Programme encompasses all projects funded by TfL and is managed in line with the Council’s project management framework, with a Project Initiation Document and Programme Highlight Reports that cover the full TfL programme. Adjustments to the annual LIP programme may be required during the course of each financial year to take account of any evolving priorities, new funding sources, and/or project issues arising. Any such changes are managed and reported through this governance framework and any significant changes are reported annually, along with any more strategic changes, through the Annual Spending Submission to Mayor & Cabinet and TfL.

TABLE 7 – LIP3 RISK ASSESSMENT Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
Reduction in scheme funding due to budget restrictions.		X		Consider implementing lower cost options if permissible.	LIP objectives not met or non-progression of project.
Increase in unforeseen project costs due to environmental factors.		X		Undertake judicious project management to ensure funding is used efficiently and justifiably.	LIP objectives not met or non-progression of project.
Statutory / Legal					
Lewisham is required to implement the LIP under s151 of the GLA Act without sufficient external funding support.			X	Explore possibility for legal challenge, if possible jointly with other affected bodies.	Other Lewisham services may be impacted.
Third Party					
Stakeholders and/or third party support decreased or withdrawn.		X		Keep public and Members, and other partners informed through clear communication of planned projects and emerging issues.	LIP objectives not met or non-progression of project.
Public / Political					
Change in policy or political direction.			X	Ensure that Members are frequently engaged in a variety of schemes through various different policy areas.	Non-progression of project.

Individual projects are not supported by Members.			X	Ensure that Members are involved at the early stage of project development, so that fundamental issues can be addressed and incorporated into the design.	Non-progression of project.
Individual projects are not supported by the public at the consultation stage.			X	Undertake appropriate consultation at an early stage to ensure public support. Redesign project to resolve objections.	Non-progression of project.
Programme & Delivery					
Insufficient staff resources to develop designs	X			Recruit temporary staff (consultants).	Non-progression or late delivery of project.
Projects undertaken are not successful.			X	Schemes are to be carefully monitored and reviewed to identify non-delivered outputs early within the work programme.	LIP objectives not met.
Delays to progress of work	X			Consult with statutory undertakers as early as possible. Reprogram or transfer budget to support the next highest priority scheme.	LIP delivery programme extended or non-progression of projects.

16. Environmental Implications

16.1 LIP development is subject to a linked process of Strategic Environmental Assessment (SEA). This SEA has been developed alongside LIP3 and the draft document is attached (Background Document 4). The SEA for the draft LIP3 concluded that:

The objectives of the draft Lewisham Local Implementation Plan complement the objectives of the Strategic Environmental Assessment. The initial assessment identifies that the delivery of the Local Implementation Plan is likely to have a positive effect on Lewisham's environment.

- 16.2 It is likely that the cumulative effects of all the policies, schemes and measures implemented through the period of LIP3, will bring about significant positive effects on SEA objectives relating to health, air quality, promoting more sustainable modes of transport, promoting safer communities, improving road safety, and improving accessibility in the Borough.

17. Equalities Implications

- 17.1 An Equalities Impact Assessment has been developed alongside the LIP and is attached to this report in Background Document 5. On the whole the Draft LIP will have either a positive or neutral effect on the equality groups identified in the report. The Council's Comprehensive Equality Scheme for 2016-2020 provides an overarching framework and focus for the Council's work on equalities and helps to ensure compliance with the Equality Act 2010.

18. Crime and Disorder Implications

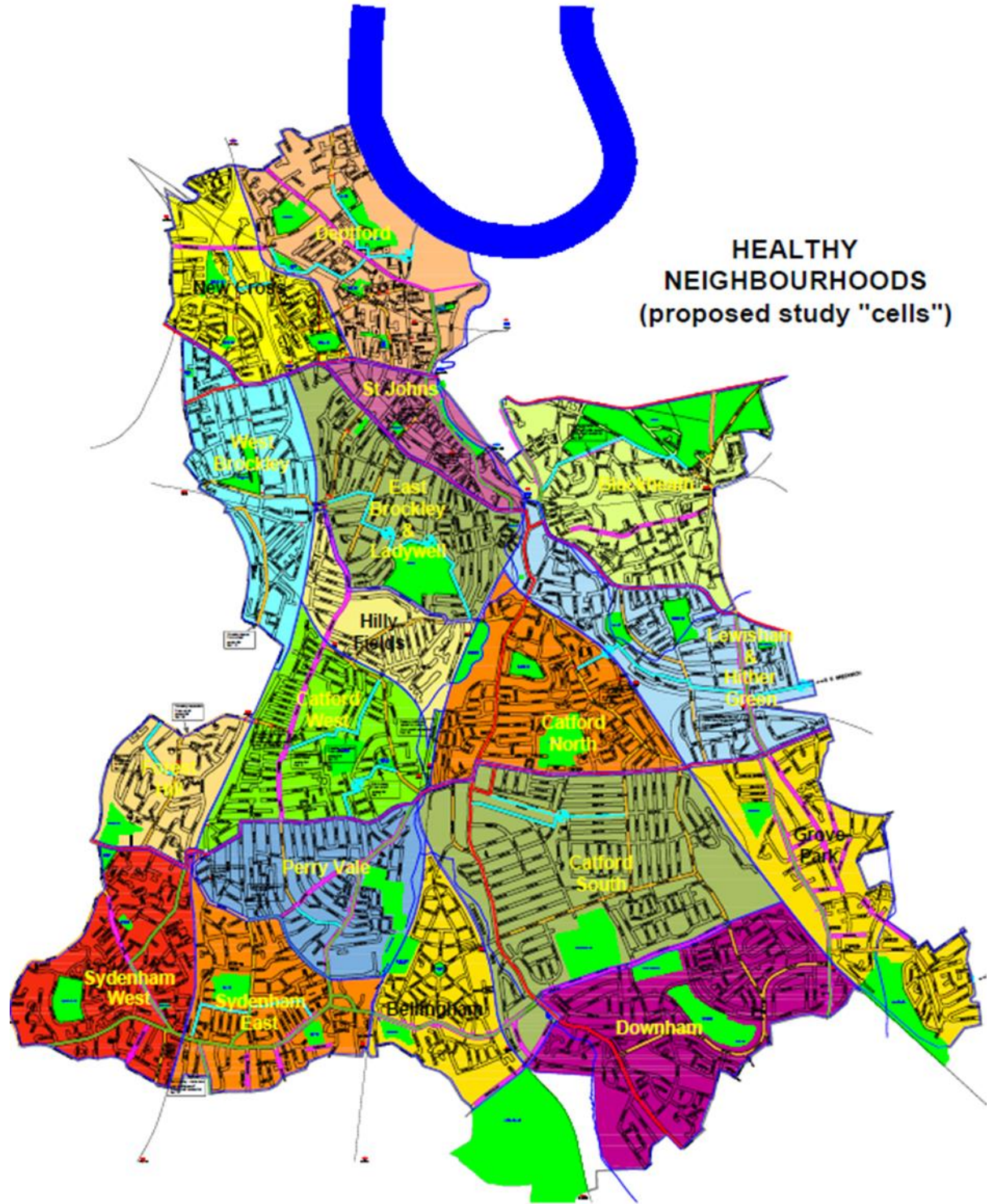
- 18.1 The Sustainable Community Strategy reminds us that 'Feeling safe is about more than crime and policing, it's also about how an area looks and feels...' Many of the recommended Corridor and Neighbourhood proposals seek to help deliver the London Mayor's 'Better Streets' objective, creating an environment that is well designed, looks well managed and cared for, thus aiding a sense of security.
- 18.2 Many of the schemes will also incorporate measures that address "Plans for the future" in the Sustainable Community Strategy to "Make new developments, open spaces and public facilities including the new and refurbished train stations, feel safe by 'designing out' crime, improving lighting and accessibility and dealing with vandalism and graffiti".

19 Appendices

Appendix 1 - Draft Local Implementation Plan (LIP3) **see separate document attached.**

Appendix 2 - LIP3 Consultation report (see separate document attached)

Appendix 3 Healthy Neighbourhoods Study Areas.



19. Background Documents

Report reference	Short Title Document	Date	File Location	Contact Officer	Exempt
1	Sept 2018 M&C report	September 2018	http://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MIId=5208&Ver=4	Nick Harvey	
2	Mayors Transport Strategy (MTS) 2018	March 2018	https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018	Nick Harvey	
3	Borough Officer Guidance to writing LIP3	June 2018	http://content.tfl.gov.uk/third-lips-guidance-2018.pdf	Nick Harvey	
4	SEA	November 2018	https://consultation.lewisham.gov.uk/planning/lip/	Nick Harvey	
5	EQIA	November 2018	https://consultation.lewisham.gov.uk/planning/lip/	Nick Harvey	
6	LIP 2018/19 Annual Spending Submission	October 2017	http://councilmeetings.lewisham.gov.uk/documents/s52658/LIP%20Annual%20Spending%20Submission%202018-19.pdf	Nick Harvey	

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Sustainable Development Select Committee			
Title	Local Plan Update	Item No	6
Contributor	David Syme – Strategic Planning Manager		
Class	Part 1 (open)	30 January 2019	

1. Purpose

- 1.1. This report is intended to update Members on the progress of the new Local Plan for Lewisham.

2. Recommendation

- 2.1. The Select Committee is asked to note the content of this information report and direct questions to officers.

3. Background

- 3.1. On 12th September 2018 a report was presented to Sustainable Development Select Committee (SDSC) on Lewisham’s Local Plan. This provided an overview of the reasons why the council is preparing a new plan, the timetable for its production and the scope of the new plan (i.e. which adopted planning policy documents the new plan will replace). The SDSC report also highlighted some of the key opportunities and challenges that will need to be addressed by the new Local Plan in helping to deliver a “Lewisham for the many”. Finally, the report signposted key progress in the different areas of plan production, including early-stage engagement with Members and preparation of the evidence base studies which are needed to inform policy options.
- 3.2. Updates on the Local plan have been presented to SDSC on the 29th October where a report set out progress made and on the 12th Dec where David Syme, the Strategic Planning Manager gave a verbal update.
- 3.3. This paper provides a further update on the production of Lewisham’s new Local Plan and follows on from previous briefing reports. To avoid duplication of information, this report focusses on key progress made in the period since the last SDSC report.

4. Progress report

- 4.1. The following section discusses progress on the preparation of the new Local Plan, focussing on updates since the 12th December 2018 verbal update to SDSC.

Evidence gathering

- 4.2. In order to pass independent examination local plans are required to meet prescribed 'tests of soundness' as set out in the NPPF. This includes that they must be 'justified' by evidence. The process of plan making therefore involves a significant amount of information gathering at the front end of the process. This information is then used to set policy options and preferred approaches for the plan going forward.
- 4.3. Accordingly, much of the work on the Local Plan to-date has focussed on the preparation of the council's technical evidence base. This includes in-house research along with the commissioning of specialist studies, most of which have now been published online, completed in draft format or are in preparation.
- **Strategic Housing Land Availability Assessment (SHLAA)** – led by the Greater London Authority in partner with the London boroughs, this study investigates the indicative capacity of potential development sites for housing in Lewisham and elsewhere, and has informed the draft London Plan housing targets. **Status: Complete.**
 - **Site portfolio work** – building on the SHLAA work above, in-house research is being undertaken to finalise a portfolio of potential development sites to be considered for inclusion in the Local Plan; this includes sites identified through a 'call for sites' consultation which was held 19th September to the 1st November 2018. **Status: draft being finalised.**
 - **Lewisham Strategic Housing Market Assessment (SHMA)** – an update to the council's previous SHMA carried out jointly with the south-east London boroughs, and to supplement the latest pan-London SHMA, this study provides a local analysis of housing need in terms of type, tenure and size of housing, as well as the need for affordable housing and needs of specialist groups. **Status: final draft received additional work being commissioned.**
 - **Lewisham Character Study** – An urban characterisation study which analyses the form, character and special attributes of the borough, and will be central to underpinning the place-shaping direction and policies of the new Local Plan. The main document is now complete with an executive summary being finalised. The document is intended to be published for consultation Feb/March **Status: Complete see appendix A**
 - **Area Frameworks** – the council has commissioned work on the Catford Town Centre Master Plan and New Cross Area Framework, both of which will help to identify opportunities for area regeneration and improvements, and be given effect through the new Local Plan. **Status: Catford – Ongoing, New Cross Gate Framework – Complete**

- **Retail Capacity Study** – assesses performance of the borough’s town centres and provides an indication of future need for retail floorspace over the plan period, which the Local Plan must address. **Status: Original commission complete, considering update.**
- **Employment Land Study** – assesses future requirements for employment land and floorspace over the plan period and provides an audit of all designated employment sites in the borough, to help inform policy options for managing the borough’s industrial land stock. **Status: 2015 complete, update at final draft stage.**
- **Open Space Study** – provides an audit of the quantity and quality of open space in the borough and will be particularly useful to inform land use designations and interventions in areas of identified deficiency. **Status at final draft stage.**
- **Strategic Flood Risk Assessment (SFRA)** – an update to the existing SFRA which will ensure that the latest available baseline information on flood risk is used to inform plan making and decision taking. **Status: Ongoing – stage 2 will commence when site portfolio agreed.**
- **Infrastructure Delivery Plan** – developed in liaison with key infrastructure providers (both internal and external) this document sets out the infrastructure that is required to support the levels of planned growth in the borough, along with information on funding and delivery, and is regularly reviewed and updated. **Status: Ongoing**
- **Sustainability Appraisal / Strategic Environmental Assessment** – these social, economic and environmental assessments are a statutory requirement which are carried out iteratively throughout the plan process. **Status: Ongoing**

4.4. All evidence base documents will be made publicly available as appropriate (accessible on the council’s planning webpages) as they are finalised. The evidence base will be published alongside the submission Local Plan and be subject to scrutiny through the independent examination process.

5. Financial implications

5.1. At this stage there are no direct financial implications arising from this report.

6. Legal implications

6.1. At this is an information item there are no direct financial implications arising from this report.

7. Crime and disorder implications

7.1. There are no crime and disorder implications arising from this report.

8. Equalities implications

- 8.1. Our vision and ambition for our borough is that: “Together we will make Lewisham the best place in London to live work and learn.”
- 8.2. This is underpinned by hard-edged principles for:
 - **reducing inequality** – narrowing the gap in outcomes for citizens
 - **delivering together efficiently, effectively and equitably** - ensuring that all citizens have appropriate access to and choice of high quality local services
- 8.3. The Council’s Comprehensive Equality Scheme (CES) for 2016-20 provides an overarching framework and focus for the Council's work on equalities and helps ensure compliance with the Equality Act 2010.
- 8.4. The Council equality objectives through the CES include:
 - tackle victimisation, discrimination and harassment
 - improve access to services
 - close the gap in outcomes for all residents
 - increase mutual understanding and respect within and between communities
 - increase citizen participation and engagement
- 8.5. There are no direct equalities implications arising from this report

9. Conclusion

- 9.1. The Committee is asked to note the content of this report setting out an update on work being undertaken by officers. If you have any questions about this report please contact David Syme, Strategic Planning Manager david.syme@lewisham.gov.uk

Sustainable Development Select Committee		
Title	Bakerloo Line Extension update	
Contributors	Regeneration Advisor, BLE Planning Manager	Item 7
Class	Part 1 (open)	30 January 2019

1. Purpose

- 1.1 This report is intended to update Members on the progress of the work to extend the Bakerloo Line and the workstreams that are being progressed to support the proposed extension. The Bakerloo line extension is intended to serve existing stations at New Cross Gate and Lewisham as a first phase and Ladywell, Catford and Lower Sydenham in its second phase.

2. Recommendations

- 2.1 The Select Committee is asked to note the content of this information report and direct any questions to officers.

3. Background

- 3.1 Consultation on the Phase 1 extension of the Bakerloo line to Lewisham Station was undertaken by TfL in the early part of 2017. Since that time the Council have sent two holding responses to that consultation which took into account feedback from SDSC.
- 3.2 Both responses confirmed that LB Lewisham fully supports the Bakerloo Line extension to Lewisham via Old Kent Road and New Cross Gate which would provide new capacity and frequent connections from areas currently underserved by rail as well as enable development close to new stations. It confirmed that LB Lewisham considers the extension essential to the Borough because it will (in brief):
- Enable it to realise its significantly increased housing targets and associated growth.
 - Support Lewisham's productivity by providing homes for people within easy reach of central London and by better connecting the business and higher education community.
 - Much improved access to the central London employment market and a wider sales market for our existing businesses.
 - Provide increased capacity for passengers and better connections for existing and future residents.
 - Fundamental to sustainable growth of the Borough.
- 3.4 Also made clear was our concern that without the BLE, some parts of Lewisham's public transport network will be unable to meet demand for parts of the travelling day.

- 3.5 The responses also strongly set out LB Lewisham's support of a Phase 2 extension beyond Lewisham to Catford and Hayes as it is considered to be essential for the Borough. It would be the catalyst for housing and economic growth, improve connectivity and bring significant change to our existing communities. The business case for such an extension is considered to be very strong, particularly as the bulk of the infrastructure costs are in the Phase 1 tunnelling.
- 3.6 TfL previously consulted on a proposal to extend the Bakerloo line via Lewisham and down the Hayes line, assuming its conversion from National Rail to Tube services. The case for its conversion lies primarily in the prospect of delivering a more frequent rail service on the Hayes line itself, and the recast of the current National Rail paths from Hayes to central London termini onto alternative Southeastern network routes, thereby increasing rail frequencies elsewhere in the south east London region and beyond. Those frequency increases would improve passenger journeys and support future growth along the routes.
- 3.7 Since 2014, TfL has not ruled out an extension of the Bakerloo line beyond Lewisham either down the Hayes line or to an alternative destination. TfL stated in its final response to the 2017 consultation exercise, published on September 12th 2018 that *"the case for extending beyond Lewisham remains under review including considering if doing so could support our objectives for construction or operation of the Bakerloo line extension, or the contribution the scheme can make to the delivery of the aims and objectives of the Mayor's Transport Strategy"*.
- 3.8 Through our regular discussions with officers from TfL, we understand that TfL's work has been progressing on the approach to constructing the Bakerloo line extension to Lewisham. They have been considering a number of options to achieve that, including the 2014 consultation option of extending down the Hayes line which we consider there is a good business case for. TfL is investigating different options to Lewisham (which have different impacts on the scope of the scheme) and the potential destination beyond Lewisham. TfL expects to arrive at recommendations in summer of this year. We will continue to work with TfL officers to understand their work as it progresses.
4. **Progress update**
- 4.1 Since the holding responses were submitted, Officers continue to make the case for Phase 2 and a number of work streams have commenced in and around the stations along the existing Hayes Line (which could be future BLE stations) which are explained in the report.
- 4.2 The Council is in a Growth Partnership with the GLA, TfL and LB Southwark, dealing with regeneration, transport and planning matters along the Bakerloo Line Extension corridor.
- 4.3 Senior Officers from each organisation meet at the quarterly Old Kent Road, New Cross and Lewisham Board and other Officers meet on a regular basis with Officers from the GLA and TfL as part of a BLE Working Group and a BLE Communications Group.

- 4.4 Officers maintain a constant dialogue with TfL and meet every month at an Officer Group on the details of how the scheme will work in the various localities.
- 4.5 A joint communications strategy has been developed with the GLA, TfL and LB Southwark. Over the last 18 months Officers from both Lewisham and Southwark Councils have campaigned to increase the profile of the BLE and gain support for it and in doing so have attended and spoken at London First and New London Architecture events, MIPIM London, the West London Growth Summit, the Civil Engineers and the London Real Estate Forum. Attending and speaking at these events has ensured officers connect with relevant stakeholders to obtain their support. We remain in a close working relationship with LB Southwark and intend to jointly continue campaigning as more work needs to be undertaken in this regard to ensure that we secure the BLE into the borough.
- 4.6 A website has been developed by LB Lewisham and LB Southwark called 'Back the Bakerloo' which explains the plans for the BLE and encourages people to pledge their support. The number of pledges is now over 8000. A poster campaign is about to be launched across the borough in approximately 60 locations which will encourage people to go to the Back the Bakerloo website and give their support.
- 4.7 To fully support the Council's work on the BLE in identifying, maximising and driving the benefits to Lewisham, two additional posts have been created which are being recruited to at present which will add to the existing team.

Lewisham

4.8 Lewisham Station Interchange

- 4.9 Lewisham Station would be the proposed terminus for the BLE Phase 1. In the 2017 consultation TfL identified a location for a new Bakerloo line station adjacent to the existing station in Thurston Road.
- 4.10 The London Mayor's Transport Strategy 2017 (MTS) identified Lewisham Station as one of four Strategic Interchanges alongside Stratford, Old Oak Common and Clapham Common. Lewisham is an important interchange station in south-east London as it is served by a number of national rail routes to Charing Cross, Cannon Street and Victoria, as well as DLR services to Canary Wharf and Bank. The station is also a hub for other local services such as buses, taxis, pedestrians and cyclists.
- 4.11 The Lewisham Interchange Study was produced in 2017 by LB Lewisham, the GLA, Network Rail and TfL and the consultant team Studio Egret West and Atkins. This detailed study looked at the issues with the existing station and the implications of introducing an interchange between the BLE, DLR and National Rail services. The principles of the study were to ensure that a future station:
- Connected the site to open space
 - Integrated with nature
 - Engaged with the river
 - Was visible

- Made sustainable travel connections and promote cycling and walking
- Unlocked connections
- Stitched together neighbourhoods
- Created an intuitive passenger experience
- Increased capacity and safety
- Created a holistic interchange

4.12 The study was jointly funded by LBL, Network Rail and TfL.

4.13 The Council is working with TfL, GLA, Network Rail and South-Eastern Trains to identify a cost-effective programme of incremental enhancements which take account of the BLE. The Council is also seeking to improve the environment at Lewisham station, reduce congestion and potentially provide new western and northern accesses to improve the station catchment. The Lewisham Interchange Study is currently helping to shape some shorter term capacity enhancements that Network Rail intend to undertake so that they work with the long term aspirations for Lewisham as an interchange. Running concurrently with this has been the securing of s106 contributions from developments close to Lewisham Station for improvements to the station.

4.14 Officers hold regular meetings with Network Rail and TfL in regard to Lewisham Station Interchange (which Southeastern have more recently also attended) and wider group meetings are to be held by Vicky Foxcroft MP involving LB Lewisham , Network Rail, TfL, Lewisham Station Users Group and the Station Manager, the next one being on the 31st January 2019.

4.15 Memorandum of Understanding (MoU)

4.16 A MoU has been drafted between LB Lewisham, TfL and Network Rail and its purpose is to outline the strategy agreed by the three parties for continued joint working to review the opportunities at the station and identify possible sources of funding for delivering a comprehensive and integrated upgrade of the station interchange. One of its key aims is for the three parties to maintain a close working relationship and to explore how we can deliver our shared vision and objectives for the station.

4.17 The vision which has been agreed by the three parties is:
To create an integrated and well connected strategic transport interchange of exemplar quality at Lewisham to act as a catalyst for regeneration and promote both the local area and the wider south-east sub-region.

4.18 Developments around Lewisham Station

4.19 Over the past 2 years Officers have been seeking financial contributions from major schemes in Lewisham town centre towards improving capacity, efficiency and safety at Lewisham Station as well as ensuring that the BLE is planned for.

4.20 There are two schemes which have specific provision for the BLE within them: The Carpet right scheme provides passive provision for a future station entrance to the BLE station and Connington Road scheme which includes a public square which has

been designed to allow for a new northern station entrance into Lewisham Station (platform 4). Both Network Rail and TfL have been involved in the designs of these aspects of the schemes.

- 4.21 In both cases the delivery of the station entrances rely on TfL or Network Rail, both schemes also include financial contributions towards improvements to Lewisham Station.

New Cross Gate

- 4.22 The 2017 TfL consultation proposed the Sainsbury's site (now known as 'Hatcham Works') as the preferred station location at New Cross Gate. During the consultation process, the site on the eastern side of the railway, known as Goodwood Road was brought back for reconsideration and since that time TfL have continued to investigate both options. In September 2018, TfL in their 'Response to issues raised from the Spring 2017 consultation' document stated that their emerging conclusion was that the site identified (i.e. the Hatcham Works site) in the 2017 consultation remains their preferred option.

- 4.23 Following the consultation TfL have, in response to feedback, changed their proposal for constructing a station at New Cross Gate to include maintaining access to the current trading Sainsbury's.

- 4.24 Officers are currently working with the GLA and TfL on two pieces of work to understand the impact of the BLE on New Cross and the wider area and to undertake a detailed study on the creation of a station interchange, which consists of:
- i. The New Cross Area Framework for an area of approximately 1km radius around New Cross Gate station which includes a detailed Station Opportunity Study.
 - ii. A2 Corridor Study

- 4.25 These projects have investigated the implication of the proposed BLE at various scales. Each study has informed an implementation plan that details individual projects, sites and interventions contained within each study, and identifies potential timeframes, partners and funding opportunities.

4.26 New Cross Gate Area Framework

- 4.27 The framework covers an area of approximately 1km radius around New Cross Gate station and looks at the opportunities the proposed BLE offers to New Cross as a place whilst looking to protect its existing character. It will include:
- An exploration of future development opportunities
 - Identification of opportunities for improvements to the A2 Old Kent Road- Deptford corridor, including upgrades to strategic links
 - Assessment of the environmental improvements which could be achieved by enhancing the public realm and mitigating the impacts of traffic
 - Understanding the local economy with a view to consolidating and improving employment opportunities in future development scenarios- particular focus should be placed on the role of the creative industries in New Cross, and links to Goldsmiths University of London and Deptford

- Improving the retail offer
- Looking into the mix of residential, employment, retail and social infrastructure – quantity, location and typology.
- An assessment of how key assets within the area including Goldsmiths University, Lewisham College and the creative industries can be supported and grow.
- Above all, the framework explores the benefits that the BLE can provide for existing and future residents.
- A Station Opportunity Study – which includes a detailed study into New Cross Gate Station and the implications of introducing an interchange between the BLE, London Overground and National Rail services, a detailed investigation of the Hatcham Works and Goodwood Road sites, looking at the optimal capacity and nature of development around the station with a view to information future development briefs and at the opportunities to significantly improve the public realm and environment of New Cross Road.

4.28 The Area Framework and Station Opportunity Study is in its final stages and has been through three rounds of public consultation as well as a number of specific consultation exercises such as walkabouts and 1-2-1s during 2018. These studies have been jointly funded by LBL, Network Rail and TfL.

4.29 A2 Corridor Study

4.30 This work is being undertaken by TfL with the involvement of Lewisham officers. The study area stretches from the borough boundary with Southwark to Deptford High Street. It focuses on the roadway in New Cross and New Cross Gate with more detailed studies on those parts of the route with a higher level assessment of the remainder. TfL have collated baseline data and are developing their plans.

4.31 Catford

4.32 LB Lewisham is leading on major regeneration plans to transform Catford town centre by rerouting the South Circular, redevelopment of the Catford Shopping Centre, demolition of Milford Towers, construction of new homes across the town centre, creation of pedestrian-friendly areas, open spaces and new community facilities.

4.33 Extending the BLE to Catford would support its ability to deliver new homes, shops and community facilities and would also be a driver for economic growth within the town centre.

4.34 Lower Sydenham

4.35 Officers have been looking at the feasibility of undertaking a Framework or Masterplan for Lower Sydenham. The GLA and TfL support the Council in looking at Lower Sydenham in greater detail given the opportunity that the BLE stopping there presents. There are a number of other reasons why Officers consider that a masterplan for Lower Sydenham should be undertaken:

- The BLE Phase 2 from Lewisham to Hayes is gathering momentum its arrival offers enhanced opportunities for homes including affordable homes and employment. Undertaking this study would add to the business case for Phase 2;

- To tackle inequalities and deprivation to the south of the Borough
- To take on a place making approach and move away from a place centered around an 'out of town' style grocery store. This approach would look at the 'human scale' and puts people and their needs, wants and preferences at the centre of place-making.
- To address highways issues: The Bell Green gyratory, the rail over-bridge to the east of Bell Green and the sense of arrival at Lower Sydenham all present a poor user environment
- To accommodate housing growth
- To reduce development pressure on a number of sites

4.36 A consultation strategy can be established which would draw on the recent positive engagement process in Catford. Effective stakeholder engagement is the foundation for effective master-planning.

4.37 The outputs of the masterplan could be:

- A strategic masterplan study for Lower Sydenham and wider area.
- An investigation into the location of Lower Sydenham Station and whether or not the station can be located further north.
- A detailed transport assessment.
- A detailed masterplan study for each of the key sites informed by a high level vision for the place as a whole.
- An employment strategy.
- An implementation plan that details individual projects, sites and interventions contained within the study, and identifying potential timeframes, partners and funding opportunities.

4.38 The document could be used:

- As part of the business case for Phase 2 BLE.
- As a material consideration in planning decisions
- To inform the new Local Plan and site specific planning briefs,
- It may be taken forward as a Supplementary Planning Document (SPD).
- To inform funding bids by LB Lewisham and its partners for a range of transport and regeneration related initiatives.

4.39 We would welcome views from councillors on suggested masterplan for Lower Sydenham.

4.40 OTHER STUDIES

4.41 Possible Sources of Funding Study

4.42 LB Southwark commissioned KPMG in mid-2018 to investigate the potential for a range of possible existing and new funding mechanisms, including Land Value Capture techniques, to raise or otherwise identify funding contributions towards the BLE. , LB Lewisham and TfL form part of the client team.

- 4.43 The consultants have analysed a set of land value uplift estimates, which have been agreed with the client group within a localised study area (generally a 1km radius around each station) which is adjacent to the line of route. The study area contains 65, 643 homes and 925 535m² of non-residential stock.
- 4.44 The study looks at a set of potential funding mechanisms associated with property uplift impacts and related revenue streams. It does not assess the overall funding position of the BLE project but considers how these funding streams can contribute to servicing and repaying BLE related borrowings.
- 4.45 Some of the mechanisms proposed involve raising entirely new funding and some may not raise exclusively new funding (either local or national) or funding that occurs entirely as a result of the BLE.
- 4.46 The study assesses the impact of the BLE on the study areas in terms of volume and value up to March 2065 in three different scenarios: 'Do Nothing' (a 'baseline' scenario which assumes that the BLE is not constructed); 'Do Something – low growth'; and 'Do Something – high growth'. The 'Do Something' scenarios assume that the BLE is constructed and delivers either comparatively moderate or comparatively higher levels of growth in the volume and value of property in the study area. This approach seeks to show the upper and lower bound of the potential order of magnitude of outcomes, rather than exclusive/alternative options.
- 4.47 The study is at a high level and provides an insight as to what may be possible. The study is due to be finalised by February 2019.

4.48 Bermondsey Dive Under Study

- 4.49 The LB Southwark, LB Lewisham and Network Rail in 2018 commissioned a feasibility study to assess the development potential of Bermondsey Trading Estate, and the land around the new Bermondsey Dive Under. The intention being to look to intensify non office commercial uses within the study area. The study, undertaken by Lydon Goode, is in its final stages.
- 4.50 The study area falls partly within LB Lewisham and partly within LB Southwark. The Bermondsey Dive Under was part of the Thameslink project completed in December 2016 to untangle the tracks on the approach to London Bridge station. As a result Southeastern, Southern and Thameslink trains now all have their own dedicated lines. Now complete there are spaces left between the railway lines and newly created arch spaces. This study looks at how these new spaces could be used for commercial and mixed use and how the existing commercial spaces integrate with the new commercial opportunities, particularly the existing trading estate.
- 4.51 This study is due to be finalised in early 2019.

4.52 Local Economic Assessment

- 4.53 In order to better understand the impact of the BLE across the Borough and to add to the business case for the BLE, Officers from LBs Lewisham and Southwark intend to engage consultants to undertake a Local Economic Assessment. TfL have welcomed

the study given that it will assist in boosting the case for the extension to Lewisham and beyond to Hayes. In Lewisham Borough the assessment would look at the possible impacts of the BLE from New Cross Gate to Lower Sydenham. It is intended that this assessment will:

- demonstrate the benefits or disbenefits to the economies of Lewisham and Southwark of the BLE;
- feed into the assessment of the total value for money/ business case for the BLE;
- test and bring together the purported economic benefits of the BLE as set out in existing project development studies.

4.54 The study is considered important as it would:

- Provide an independent understanding of the economic benefits of the BLE specific to Southwark and Lewisham, their places and residents.
- Provide an opportunity to review and bring together the range of studies which have already been undertaken as part of the development of the BLE project. It can bring together this existing work, as well as form the basis of other research and analysis. It will also feed into the business case for the BLE to Lewisham and onwards extension to Hayes, in the face of competition for funding.
- The assessment will inform the council's lobbying and communications strategy for the BLE.

4.55 It is intended that the study produces the following outputs:

- An assessment of the direct transport impacts;
- An analysis of economic and social impacts
- Make recommendations for areas for further research to support the case for the BLE and on work and potential associated projects which will maximise opportunities for Lewisham and Southwark.

4.56 We would welcome views from councillors on suggested Local Economic Assessment.

4.57 Policy Position

4.58 Direction of Travel document

4.59 The Council's existing planning policy position is contained within the development plan which comprises the Core Strategy, Development Management Local Plan, Lewisham Town centre Local Plan and sits alongside the London Plan. These documents promote growth in the designated Regeneration and Growth corridor which covers New Cross/Deptford, Lewisham Town Centre and Catford. The policies contained within these documents, whilst noting the need for additional infrastructure, pre-date the proposed BLE. As such, a Direction of Travel document was prepared in November 2017 in advance of a new local plan to ensure that there is a clear and consistent application of the existing policy position to support the delivery of the Bakerloo line to Lewisham and beyond.

4.60 The Direction of Travel: Accommodating the Bakerloo Line Extension document sets out how the Council's existing planning policy framework supports the delivery of the

BLE and how growth and development associated with its arrival will be supported, planned for and sustainably delivered for the benefit of the whole Borough.

- 4.61 The document highlights that the existing Core Strategy provides a positive framework for growth and that the spatial strategy contained within it that identifies the broad growth areas is still fit for purpose and supports the argument for the delivery of the BLE in these areas.
- 4.62 It also confirms that the Council will work with developers, landowners and other partners to deliver new development in the context of the delivery of the BLE and ensure that these enhanced development opportunities are brought forward in a managed and coordinated way. The document:
- Confirms the borough's approach to growth is established and the aspiration to optimise this growth with the necessary, supporting infrastructure.
 - Sets out the Council's aspiration to capture development opportunities associated with the delivery of the BLE and ensure that these enhanced development opportunities are managed and coordinated.
 - Confirms the Council's commitment to plan for the arrival of the BLE.
 - Sets the standard and promote the highest quality in all new developments
 - Confirms the Council's commitment to the delivery of genuinely affordable housing which addresses the borough's housing need.
 - Demonstrates how we are reflecting the draft London Plan (November 2017) and key London Plan documents locally (namely the Transport Strategy June 2017, Good Growth by Design programme (launched July 2017) and the Affordable Housing and Viability SPD August 2017).

4.63 Local Plan timetable

- 4.64 The arrival of the Bakerloo Line Extension and the associated possibilities for growth will be an important element of the spatial strategy contained within LB Lewisham's new Local Plan.
- 4.65 The timetable for preparing the Local Plan is set out in the council's adopted Local Development Scheme (LDS). The latest LDS was approved by Mayor and Cabinet on 10th January 2018. It commits the Council to progressing the plan to the following key milestones: public consultation on a draft Local Plan early 2019; submission of the draft plan to Secretary of State for independent examination early 2020; and adoption by council late 2020.
- 4.66 Officers will be working to understand the implications of the BLE in partnership with existing local communities, Members, delivery partners and statutory consultees including the Greater London Authority (GLA), LB Southwark, LB Greenwich, and local amenity societies.

4.67 Draft London Plan

- 4.68 The draft London Plan was published on 29th November 2017 which gives support to the Bakerloo Line Extension in Policy T3 and Table 10.1.

4.69 The draft London Plan Examination in Public has just started with its adoption scheduled for summer 2019.

4.70 Mayoral CIL

4.71 This is a charge targeted at developers to help contribute towards strategically important transport infrastructure created by the GLA. In the Mayoral CIL 2 (MCIL2) consultation, the Supporting Document refers to MCIL2 being for Crossrail 2 and other strategic transport projects. Officers consider the BLE to be a strategic transport project as it will create a cross-London rail link from south-east to north-west. The BLE Phase 1 is also highlighted as critical within the London Infrastructure Plan 2050, and contained within the London Plan, and officers therefore consider it should be considered for funding from the Mayoral CIL. Officers responded twice to the MCIL consultation seeking that the BLE was considered as a strategic transport project. The Examination in Public was held in September 2018. MCIL2 is scheduled to be adopted in April 2019.

4.71 Local CIL

4.72 CIL is a levy that local authorities can choose to charge on new development in their area. The Council must spend the levy on infrastructure needed to support new development in the borough, which can include a wide range of infrastructure such as schools, hospitals, roads, open space, and leisure facilities.

4.73 Our new CIL Preliminary Draft Charging Schedule (PDCS) has recently been consulted on (ending in September 2018). It has been amended to reflect changes in property values and build costs, and will be looking to capture some of the uplift in land value that arise from the BLE, and to help fund essential infrastructure. The PDCS is the first stage in the process of adopting a new charging schedule. The Council's previous charging schedule was adopted in April 2015.

4.74 The PDCS sets out the charges for different types of development in the borough. The rates proposed have been informed by viability evidence. A further round of consultation on the Draft Charging Schedule is currently scheduled for later in the year.

4.75 Mayor's Transport Strategy

4.76 This strategy was published on 21st June 2017 and it sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. It is a statutory document and it builds on the Mayor's vision for a better London that was outlined in 'A City for All Londoners' and takes forward the approach set out in 'Healthy Streets for London'.

4.77 Proposal 67 of the document states 'that the Mayor, through TfL and working with Network Rail and the boroughs, will deliver a programme of station capacity improvements to complement line capacity enhancements and to improve the overall public transport journey experience in London.' It notes the extensions of the Bakerloo line to Lewisham and beyond, which will provide extra capacity for 65,000

journeys in the morning and evening peak, as one of those improvements which will unlock developments.

4.78 The Accessibility Implementation Plan within the document schedules the Bakerloo Line Extension in the 'Tube improvement programme' which will introduce new trains and reduced overcrowding as well as an extension to the line itself.

4.79 Lewisham Station is identified in the Mayor's Transport Strategy (MTS) as a Strategic Interchange.

4.80 The Local Implementation Plan

4.81 The Mayor of London requires Councils to develop a document that sets out how they are going to deliver the three MTS objectives at a local level. Lewisham's document, named 'The Lewisham Transport Strategy and Local Implementation Plan 2019–2041 (LIP3)', will act as the council's main transport strategy. The consultation on the draft LIP3 and associated Rail Vision ended on 24th November 2018.

4.82 The LIP3 will act as the Council's primary transport strategy, which is then supported by separate more detailed strategies including ones for Rail, Cycling, Air quality and Low emission vehicles. The LIP3 will allow the council to seek funding for the projects and schemes contained within it.

4.83 The benefits of the Bakerloo Line Extension are noted throughout the LIP3, which strongly supports the extension to Hayes to be implemented as a single phase. Of particular note is that it considers that improving links to the south east would provide the opportunity to make significant steps towards reducing car ownership and use and would also unlock the potential to implement a stronger orbital bus network. Also that the BLE and the Lewisham Strategic Interchange, alongside, Brockley Interchange and metroisation, plus the other measures outlined in the Council's Rail Vision, will support the expected housing growth by providing capacity increase and more frequent, reliable services.

4.84 Other matters

4.85 Officers continue to pressure the GLA and TfL to commit to the Bakerloo line beyond Lewisham and TfL deliver the line to Hayes in a single phase and to explore options for re-zoning Lewisham stations for the benefit of residents.

5. Financial Implications

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

6. Legal implications

6.1 As this is an information item there are no direct legal implications arising from this report.

7. Crime and disorder implications

7.1 There are no crime and disorder implications arising from this report.

8. Equalities implications

8.1 Our vision and ambition for our borough is that:
“Together we will make Lewisham the best place in London to live work and learn.”

8.2 This is underpinned by hard-edged principles for:

- reducing inequality – narrowing the gap in outcomes for citizens
- delivering together efficiently, effectively and equitably - ensuring that all citizens have appropriate access to and choice of high quality local services

8.3 The Council's Comprehensive Equality Scheme (CES) for 2016-20 provides an overarching framework and focus for the Council's work on equalities and helps ensure compliance with the Equality Act 2010.

8.4 The Council equality objectives through the CES include:

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

9. Environmental Implications

9.1 There are no direct environmental implications arising from this report.

10. Conclusion

10.1 The Committee is asked to note the content of this report setting out an update on work being undertaken by officers since the submission of the holding responses to the BLE consultation in April and November 2017.

If you have any questions about this report please contact Claudette Forbes, Re generation Advisor or Julia Robins, BLE Planning Manager (ext 47116).

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Sustainable Development Select Committee		
Title	Beckenham Place Park Regeneration scrutiny paper	
Contributor	Executive Director for Customer Services	Item 8
Class	Part 1 (open)	30 Jan 2019

1. Purpose

- 1.1 This report to the Sustainable Development Select Committee sets out the progress made on the regeneration of Beckenham Place Park to date, and the programme and plans to complete the restoration of the whole park and its buildings.
- 1.2 Since the closure of golf in the park, at the end of October 2016, HLF funds were secured to restore Beckenham Place Park and many of its listed buildings, (awarded Dec 2016). Detailed designs were worked up, activities in the park have been expanded considerably, and the HLF restoration works are now nearing completion.
- 1.3 This paper sets out the achievements of the project to date, clarifies what the HLF project will deliver, and sets out the road map to ensure the whole park benefits from significant regeneration over the coming years.

2. Summary

- 2.1 The HLF 'Parks for People' bid set out a commitment to restore the landscape of the whole of Beckenham Place Park, as well as several listed buildings – the stable block, the gardener's cottage and the externals of Southend Lodge and gatehouse.
- 2.2 Lewisham Council also committed funds to restore the cottages within the stable yard, on the understanding that rental income would subsequently be forthcoming. The cottages are currently being restored and will be let on this basis.
- 2.3 In addition, the GLA committed funds to the project (£500k) to fund the restoration of the lake and tree planting on the site.

2.4 The regeneration of the part of the park to the east of the railway line was to be carried out in conjunction with the Environment Agency (EA). The EA were leading the project which was part of a large, 10 site flood alleviation scheme which sought to protect Lewisham and Catford town centres from fluvial flooding. Beckenham Place Park was to be the holding reservoir for fluvial waters in times of exceptionally high flow. However, in summer of 2018 the EA concluded that the cost of the designed scheme had risen too significantly from the initial cost estimates to be cost effective or deliverable within the government funding protocols they work within. As a result, the scheme was abandoned.

2.5 The regeneration of this part of Beckenham Place Park was to be delivered as part of this flood alleviation scheme. Lewisham Council had committed funds to the flood scheme, as the EA's key partner in the scheme, but the landscape improvements for the park would be delivered as part of this whole. Whilst the HLF expected that the whole of the park would be restored, and the funding bid to the HLF was made on that basis, none of the HLF project budget was committed to the eastern side of the park, as financially this stood as a separate package, to be delivered primarily by the EA.

2.6 The vision for the western side of the park is now coming to fruition. The park is already much busier, despite the significant earthworks, and the range of people enjoying it and the activities taking place in the park is much more diverse than it was. Key landscape features and buildings are being restored, and the park is becoming the well used and well loved community asset it should be.

2.7 However, as we approach the completion of the first phase of Beckenham Place Park, there is more work required to make the most of this unique open space for the community.

2.8 Further investment is required for the eastern part of the park, and further work is required to define the best medium to long term strategies for the two key remaining buildings in the park that have not benefitted from the Parks for People HLF funds – the Foxgrove, and the mansion house itself.

3. Recommendations

- 3.1 The Sustainable Development Select Committee is asked to :
- Note the content of the report

4. Policy context

- 4.1 Lewisham's long standing vision is: 'Together, we will make Lewisham the best place in London to live, work and learn'. This vision was developed following extensive consultation with Lewisham residents, public sector agencies, local business, voluntary and community sector organisations, and has been adopted by all our partners. It continues to be a bold ambition that stretches and motivates the Council and its partners to set priorities and deliver services in ways that achieve our vision.
- 4.2 The restoration of Beckenham Place Park will create a significant open space, venue and leisure facility that genuinely impacts the quality of life of thousands of residents. A park of this scale and history could make a substantial contribution to the regeneration of the south of borough, helping to engender a sense of place and pride in the area. Already we are beginning to see this happening. As the park's reputation, activities and events grow over the next few years, the positive impact of the open space on the surrounding areas will be felt to a greater and greater extent.
- 4.3 The key strategic document for Lewisham and our partners is the Sustainable Community Strategy 2008-2020, "Shaping our Future". In this document, the strategic partners set out six priorities – creating communities that are:
- Ambitious and achieving
 - Safer
 - Empowered and responsible
 - Clean, green and liveable
 - Healthy, active and enjoyable
 - Dynamic and prosperous
- 4.4 A large and thriving open space can make a contribution to local communities in each and every priority area above. The restoration of the park through the Parks for People project means that Beckenham Place Park is beginning to have much more relevance and a much greater positive impact on the communities which surround it. To ensure that the park makes the maximum possible positive contribution to the communities of Bellingham, Downham and Whitefoot particularly, it is important that further investment is secured to improve eastern part of the park.

5. The park and the vision for regeneration

5.1 Two years ago (April 2017) a paper was brought to Sustainable Development Committee describing the project and its aims. The report stated

5.2 *“Beckenham Place Park is Lewisham’s largest park by far; indeed it is the one of the largest parks in London, and South east London’s biggest open space. At 95 hectares it is 30% bigger than Greenwich Park. It boasts ancient woodland, meadow, parkland, a river and several historic buildings. It was originally acquired by the London County Council to be the key amenity space for the new estates of Bellingham and Downham.*

Yet today the park is little known among the wider community and is used significantly less than many other Lewisham parks, despite its size. A usage and movement survey of the park was carried out by Building Design Partnership (BDP) in 2013. In addition, in November 2015 and April 2016 a further usage survey was carried out. Together these surveys establish a fairly robust picture of usage throughout the year. They conclude that the park currently attracts around 220,000 visits a year, which is only around a quarter of the number of visits made to Brockwell Park.”

5.3 At the heart of the vision to regenerate Beckenham Place Park and its buildings has always been the aspiration to significantly increase the use of the park, both in terms of visitor numbers and in terms of the diversity of those visitors. Already, there has been significant movement in this direction, with visitor numbers increasing from 220,000 a year in 2015-16 to 400,000 in 2018 and an increasing proportion of visitors from non-white ethnic groups. Previously few children or families visited the park; already the age demographic visiting more closely matches that of the neighbouring populations. Please see appendix 3 for more details.

5.4 In order to engage a much broader and larger audience to benefit from the park, it is important to recognise the breadth of appeal and opportunities it affords. To ensure the regeneration plans built on the full breadth of the parks potential, five themes were developed:

Themes for the park’s regeneration:

- Community
- Heritage
- Outdoor activity
- Nature
- Relaxation and play

These themes have shaped the development of the park over the past two years – both in terms of the landscape change, and in terms of the activities and events which have been offered.

5.4.1 Community

Already we have seen

- Hundreds of volunteers involved in tree planting
- A hugely successful Straw bale garden – two years running – maintained by volunteers
- Volunteers helping with many events from the Festival of Lights to the Flower and dog show, to the outdoor cinema events.
- Volunteers of all ages and all walks of life – with two special schools regularly using and volunteering in the park

The new community garden, (which replaces the temporary straw bale garden) based around the restored gardener's cottage will create a focus for horticultural volunteers in the summer, and a base for winter activities such as wood craft and woodland maintenance.

The restoration is making Beckenham Place Park into a place where community gathers – where people from all walks of life and all ages come together to volunteer, to learn, to celebrate, to enjoy events and the great outdoors, together.

5.4.2 Heritage

Beckenham Place Park is a place full of history. Its listed buildings are much loved by local people, and the regeneration of the park aims to bring alive the stories of the park and its buildings to all park users. As the mansion is the dominant building in the park, built by John Cator in the late eighteenth century, the regeneration looks particularly to restore the eighteenth century landscape of the Cator estate, for twenty-first century use. The restoration of the lake and pleasure grounds, and the relocation of the current car park away from the mansion's curtilage and restoration of the carriageway drive will redefine the park's landscape as an attractive setting in line with the principles favoured by Historic England and the council's conservation officers.

The restoration of the eighteenth century stable block and stable yard, will create a historic and beautiful arrival point and hub for the park, providing a café, public toilets and an education centre, and a gateway to the gardens and the park beyond.

Through the regeneration of the park, many key heritage features will be restored, and the history of the park will be brought to life through landscape and interpretation.

The Open House events which have been held as part of London's Open House weekend in September 2017 and 2018 have brought in hundreds to people and given a real opportunity to bring the Georgian heritage of the park to life, and demonstrate how this has shaped the restoration of the landscape, as well as the buildings.

5.4.3 Outdoor activity

As south east London's largest park, Beckenham Place Park offers many opportunities for outdoor activities that other urban parks simply cannot support. ParkRun is established in the park with around 170 runners each week. Once the restoration is complete, a children's park run will also begin. New paths and trails will encourage park users to explore the whole park, - to walk, run, and (on some paths) to cycle through the landscape.

Scouts groups, orienteering groups, running clubs and other sporting groups are now making use of the park, and guided family cycle rides are now taking place. The BMX facility, built in the eastern part of the park in close proximity to the skate park, has been very successful, offering open access riding, club sessions and sessions for specific school groups and women's riding.

Perhaps the most unique and exciting sports offer the park will make is that of outdoor swimming. The project team is currently working to define the best means of safely operating the lake as a place for wild swimming – both in the summer – where the potential audience is much larger – and also throughout the year.

5.4.4 Nature

Beckenham Place Park is Lewisham's most important site for nature conservation. With its varied habitats of ancient woodland, acid grassland, river and meadow, the site already supports considerable biodiversity. The regeneration of the park introduces two new habitats identified as priorities within Greater London – open water and wet woodland.

The project has planted 3 hectares of new woodland following award of two rounds of funding from the Mayor of London, and is expanding the areas of meadow and improving the management of existing woodlands, removing

invasive species and reducing the amount of holly which shades out the native ground flora.

The regeneration of the park is also helping park users to engage with and to appreciate the wealth of nature in Beckenham Place park, through new trails, interpretation, education, events and through the accessibility of the landscape itself. Many people commented in consultation events that they appreciate Beckenham Place Park as a 'piece of countryside'. This sense of openness and reconnection with nature is an important aspect of the park, and the regeneration serves to strengthen this special character.

5.4.5 Relaxation and play

In a busy urban area it is important that communities have places to relax; where adults and children alike can 'play'. New play provision has been installed as part of the pleasure grounds, close to the lake and café. But just as importantly, there will be ample opportunities to explore, to discover, to relax, and to 'breathe'.

Please refer to Appendix 1, a masterplan of the park.

6. The eastern side of the park

- 6.1 As stated in section 2.4 above, plans for the eastern side of the park have collapsed due to the withdrawal of the Environment Agency's flood scheme. In order to bring the original vision of Beckenham Place Park's restoration to fruition, significant funding is required to provide key facilities in this part of the park. This is particularly important to help Downham residents, living on this side of the park, to make use of the open space and feel connection and ownership of it.
- 6.2 Facilities and investment are required that brings this part of the park to life and enhances its aesthetic and habitat value. The original plans for the whole park placed the major play area for the space in this part of the park. Currently there is little formal play provision included in the scheme – yet we know this is a key draw – not only for children, but for their parents and grandparents too. If we are to realise the vision to triple use of the park and increase the connection local communities feel to the park, (therefore increasing the benefits it brings them) a major play area is needed here, as well as other key facilities – toilets, a refreshment kiosk or café, and a more welcoming entrance to the open space.
- 6.3 The Environment Agency have also expressed a desire to work with us to make the most of the major natural asset in this part of the park – the River

Ravensbourne. Currently park users, even those that walk along the riverside path, can scarcely see the river at all. There is huge potential to bring character and form to the parkland, enhance biodiversity, and provide modest flood storage by making small scape alterations to the river and banks, and introducing some wetland areas. This part of the park could be transformed in a similar way to Ladywell fields or Sutcliffe Park.

- 6.4 Funding in the region of £1.8 - £2m is required to make this a reality. The project team is beginning to pull together a funding strategy and timeline for the project. It is hoped that external funds might be secured from the EA and from the GLA and discussions are underway with these institutions. It is likely that the Council will also need to make a capital contribution, though this would be of less than the £2m the Council had indicated it would provide for the planned flood alleviation scheme here.

7. Project timetable and transformation to date

- 7.1 It is exciting to see many years of work come to fruition. Restoration works on the western side of the park will be completed this summer, and the new era for Beckenham Place Park will begin in earnest. The table below tracks some major milestones in the journey – past and future.

Milestone	Date
Golf course closed	Nov 2016
12,000 trees planted	Feb 2017
BMX track opened	Sept 2017
Planning permission granted	Oct 2017
Works started on site	April 2018
Environment Agency scheme collapse	Summer 2018
Works completed on western side of park	May 2019
Opening celebration	20 th July 2019
Seeking funding for eastern side of the park	2019
Programme for eastern side of the park works dependent on funding	Earliest possible completion summer 2021

- 7.2 Although the physical transformation of the park has not yet been completed, the change in use and popularity of the park has already been marked, providing a strong indication that the project will not only fulfil but exceed the original vision to triple use and diversify audiences.

The community engagement officer has been instrumental in making this possible. Please see appendix 2 for details on the community engagement and volunteering activities in the park to date. This post is funded through the HLF project until 2021.

There are also funds available in the HLF budget to help to market the park and the commercial opportunities it could support. The project team are currently discussing how these funds can be best spent to achieve the vision of the project and ensure the park's transformation is sustainable in the long term.

8. Buildings within the park

8.1 The HLF 'Parks for People' transformation of the park delivers the restoration of several key listed buildings in the park:

- The Grade II listed eighteenth century stable block will become a café and education centre
- Southend Lodge and Gate house (Grade II listed) will be restored externally to create a welcoming and historic entrance to the park from Beckenham Hill Road
- The Victorian gardener's cottage will be fully restored to become a volunteer hub for the park
- The stable yard cottages will be restored (Council funded) and let out commercially for uses related to the park.

8.2 The mansion, and Foxgrove sit outside of the scope of the current project. (Please see appendix 1 for locations.) The current status of these buildings is as follows:

Mansion

A meanwhile use lease was granted to use the mansion when the golf course was closed in October 2016. This use has ensured that the building remains protected and that the Council avoids significant security costs; it has also ensured that a café and disabled toilet remains available until the wider works are carried out. The building, which is managed by RJK properties, contains a mix of uses including a café, yoga, craft and artists' studios as well as rooms to rent for a variety of uses. The management of the mansion have worked collaboratively with the Council's project team to support a variety of events aimed at attracting new audiences to the park including free open air cinema, local markets, food & flower festivals etc.

The building requires significant investment, probably in the region of £3-4 million to bring it back into good condition and to improve access throughout the building. Securing the necessary funds to complete this restoration through a

funder will take some years and viable long term plan for its use will have to be developed.

Foxgrove

The original golf clubhouse tucked away at the edge of the park's woodland is currently occupied by property guardians as a cost effective way to secure it against damage. The building requires investment of around £250k to bring it into good condition.

9. Conclusion

9.1 Substantial progress has been made to make Beckenham Place Park the well used and well loved community asset it should be. The capital works on the western side of the park are now coming to completion, and the project team is confident that large numbers of local people will enjoy the restored landscape and facilities this summer.

Many activities are being planned, and some further events - all of which will draw in new audiences to enjoy the park.

The next few months are crucial – not only to establish the landscape and get Beckenham place park firmly on the map, both locally and further afield – but also to secure the funding needed for the eastern side of the park and to define the medium to long term strategy for the Foxgrove and the mansion.

10. Background documents and report author

10.1 Alison Taylor - Project Manager x48758

Appendices:

- 1) Masterplan – showing the restored landscape
- 2) Community engagement highlights 2017-18
- 3) Audience development, Beckenham Place Park 2016 – 2018

If you require any further information about this report please contact Alison Taylor on alison.taylor@lewisham.gov.uk

Appendix 1



Sustainable Development Select Committee Report 30th January 2019

Community engagement activity highlights, Beckenham Place Park

- Regular weekly volunteering since January 2017, now with 14 volunteers each week (over a morning and an afternoon session). Undertaking a range of activities including woodland management
- Conisborough college regularly coming on Fridays to undertake volunteering
- 3 classes from Drumbeat school, Downham campus, attending 5 sessions each in the park this academic year, to create nature-related items (eg a bug house) that will be homed in the volunteer hub. This follows on from a series of 3 introductory sessions in the summer term of 2018.
- A woodland management plan for the park written (by independent ecologist) and approved by Forestry Commission, including a grant to write it
- Regular, free activities during half term and school holidays for younger children (especially nature related) attended by up to a 50 children and 28 adults (summer going on a bear hunt activity)
- BMX club sessions every Sunday
- Wednesday weekly BMX sessions female only sessions (BMXercise)
- Quarterly park users forums (along 2 themes) attended by about 15 volunteers
- Flower show committee to deliver second flower show in June 2019 after highly successful one with 3000 people in June 2018.
- 4 volunteers trained up to run a twitter account for the park (@beckenhampark)
- Developed strong volunteer identity – branded t shirts for regular volunteers, volunteers offered Lewisham Local cards once contributed 12 hours to the park
- over 90 volunteers on list, many help at one off events such as Open House London
- Park email newsletter list with over 1000 people on it.
- Tree planting on eastern side through Woodland Trust community trees initiative – 30 young people and parents came one Saturday morning in December
- Small scale tree planting by Sedgehill students of trees they ordered through the Woodland Trust
- Trees for Cities tree planting event, attracting over 150 volunteers
- Park run, with an average of 170 runners each week. Featured on Five Live sport on Christmas day – good promotion for the park. One runner was doing his 250th parkrun that day, at BPP and one regular volunteer was interviewed about the benefits of volunteering.
- Junior park run (2k course) in process of being set up to start once Homesteads completed.

Appendix 2

- Small scale forest school practitioners working in the park on a fairly regular basis
- Successful public events eg Festival of Lights, flower and dog show, cinema events
- Working towards making the park Dementia Friendly. Have applied to be a partner organisation for Capital Growth – to find out in February 2019. Network of food growers around the capital, with links to wider volunteering and training around horticulture.
- Successfully participated in first National Park open city week in July 2018. Will repeat in 2019.
- Have put the park forward as a location to host event(s) as part of Lewisham's first Creative Ageing Festival in October 2019
- Links made with Sydenham Garden so that their co-workers can consider moving on to BPP once their projects finish with Sydenham Garden. Project worker from Sydenham Garden has accompanied 3 groups of co-workers to BPP to introduce them to the park over the last year
- Community engagement officer part of numerous local networks eg Bellingham Inter-Agency, #together event on 26 January (MET police, at Athelney School), and developing links with Phoenix Community Housing, through the new Head of Community Regeneration
- 2 guided walks/activities for Sedgehill school GCSE Geography students in line with their curriculum on deciduous woodland

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Sustainable Development Select Committee		
Title	Waste and recycling service update – information item	
Contributor	Strategic Waste & Environment Manager	
Class	Part 1 (open)	30 January 2019

1. Summary

- 1.1 This paper updates the Sustainable Development Select Committee on the food and fortnightly collection service and provides an overview on the waste and recycling service undertaken by the Council. It further updates the committee on Lewisham's performance.

2. Recommendations

- To note the contents of the report.
- To discuss the item and provide views on the content.

3. Background –Waste & Recycling Services

- 3.1 Waste & recycling is governed by a number of legislative requirements at an EU and National level, including the revised Waste Framework Directive, the Government's Waste Review and the Waste Strategy for England.
- 3.2 In May 2018 the Mayor of London published his London Environment Strategy. The Strategy sets out objectives, targets and policies for the effective management of London's municipal waste and to accelerate the transition to a circular economy. The Strategy's waste targets and minimum service levels for London are:

London-wide targets:

To cut food waste and associated packaging waste by 50 per cent per person by 2030

To achieve a 65 per cent municipal waste recycling rate by 2030, including a 50% recycling rate for local authority collected waste (LACW) by 2025

To send zero biodegradable or recyclable waste to landfill by 2026

London to manage net 100 per cent of all the waste it produces by 2026

Minimum level of household waste recycling service

Strategy Proposal 7.2.1.a sets a minimum level of service for household waste recycling that waste authorities should deliver by 2020:

All properties with kerbside recycling collections to receive a separate weekly food waste collection service and all properties to receive a collection of, at a minimum, the six main dry materials, glass, cans, paper, card, plastic bottles and mixed rigid plastics (pots, tubs and trays).

- 3.4 Lewisham’s approach to waste and resource management contributes towards delivering the Council’s corporate priorities, especially in respect of a ‘clean, green and liveable’ borough and ‘inspiring efficiency, effectiveness and equity’.
- 3.5 Increasing the participation and effectiveness of the recycling collection services is considered an essential element of the Council’s approach to managing waste and recycling.
- 3.6 Mayor and Cabinet approved a range of service options in 2016. These options included a subscription garden waste service and a food waste collection service. Food waste collections were introduced to 80,000 properties in the London Borough of Lewisham during October 2017. This did not include properties on red routes, estates, flats above shops, or flats. Houses with food bins had their refuse collections changed from weekly to fortnightly. Houses excluded from the food collection service remained on weekly refuse collections

4. Food & Fortnightly Waste Services Update

- 4.1 The food and fortnightly residual service has now been in place for just over 12 months and the level of resident satisfaction has improved considerably. Inevitably, there were issues when the collection service was implemented. The main issues experienced were:

<u>Issue</u>	<u>Resolution</u>
Food Bin delivery	During the roll-out of the new food waste collections, there was an increase in complaints from residents who had not received their food bins. This was rectified when the issue arose, and all eligible properties now have food bins.
Resident confusion over collection dates	With the transition to the new service, there were notable comments from residents that they were confused when their waste was set to be collected. This was resolved over time, as it was a routine change that residents needed to get used to. Residents were provided with calendars that detailed collection days for each waste service and also advised to use the tool on the website to check their collection date,
Crews adjusting to new rounds	Missed collections increased due to crews having their rounds adjusted to increase efficiency. This gradually decreased and missed collections have now settled to a minimal amount. This issue was resolved through regular crew briefings and crew training.

- 4.2 The service was monitored and complaints/requests were analysed over the first 6 months. A small percentage of residents complained that they were experiencing on going issues with foxes opening the food bins. Due to this, the Strategic Waste Team

explored alternative containers and ordered a number of new food bins with new locking lids, these bins are now being provided to those residents that experience issues with foxes.

4.3 Collection day calendars for 2019/20 have been delivered to residents with a food waste service.

5. Organic Waste Disposal Contract

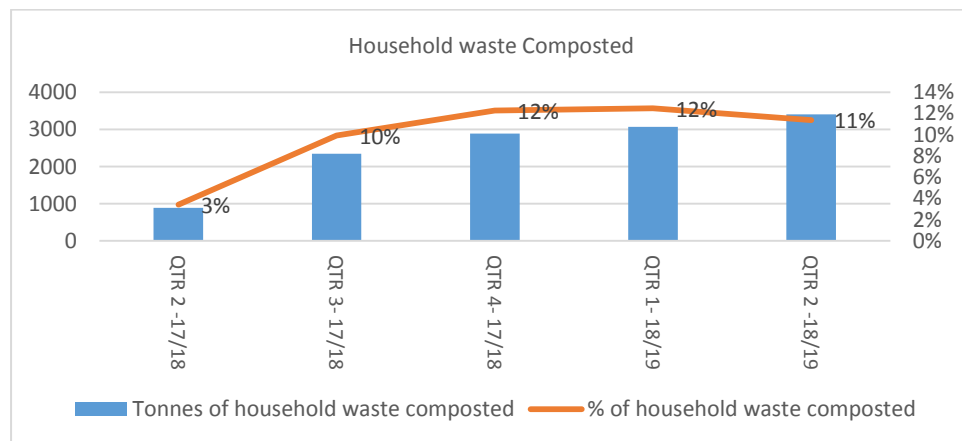
5.1 As the current disposal arrangement with Veolia Southwark, was for an interim period only, and due to finish January 2019. The tender of this contract was advertised in the Official Journal of the EU & the London Tenders Portal during November 2018. A single stage open procurement process was used, due to limited facilities available within a close proximity to LB Lewisham that provide IVC (In vessel composting) or a location for tipping and transportation to a facility that provides IVC.

5.2 The evaluation of tenders has now been completed and the Award report for the new contract will go to M&C January 2019. The new contract will be for a period of 3+2 years and commence 4th February 2019.

6. Performance Data,

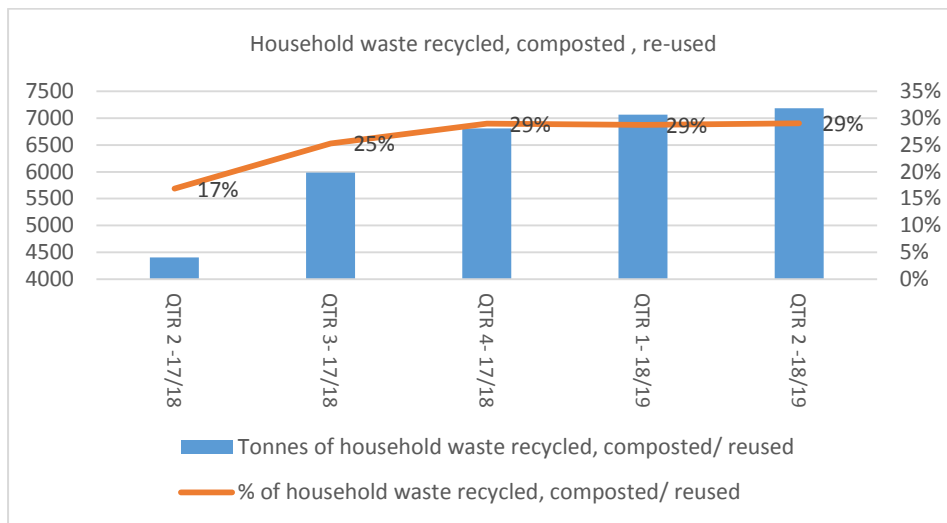
Comparative data below shows how the performance has improved in all disposal routes since the introduction of food and the fortnightly collection service.

6.1 Household waste composted:



Household waste collected and sent for composting during (qtr.2) July – Sept 2018 showed an increase of 282%, when compared to the same period in 2017.

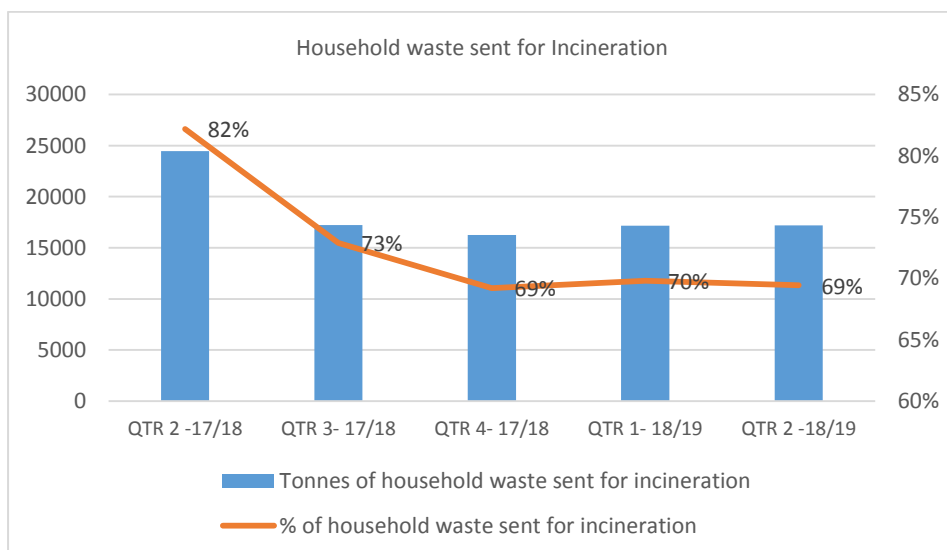
6.2 Household waste recycled, composted or re-used:



Household waste collected and sent for recycling, composting, re-use during (qtr.2) July –Sept 2018 showed an increase of 63% when compared to the same period 2017.

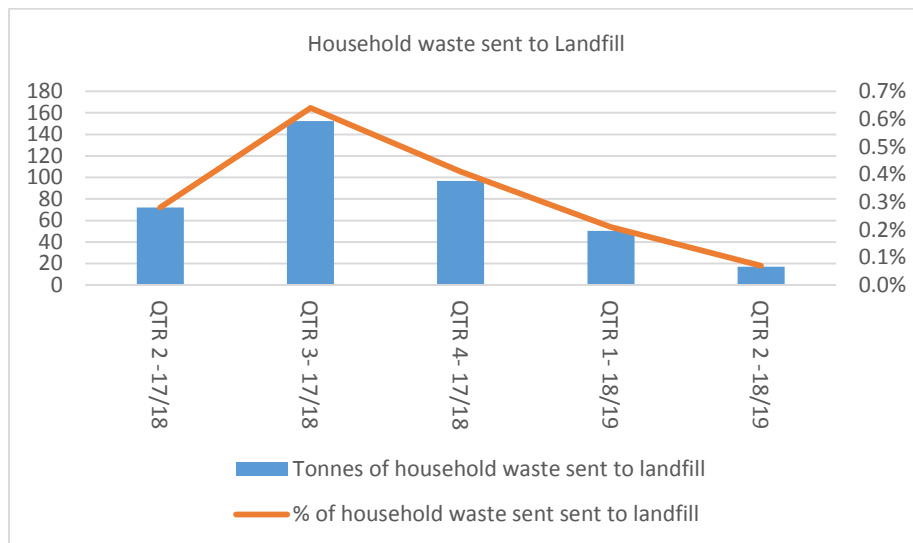
The % of household waste that was sent for recycling, composting or re-use is currently at 29% (YTD), an increase, compared to the 17% previously achieved during 2016/17

6.3 Household waste incinerated:



Household waste collected and sent for incineration during (qtr.2) July –Sept 2018 showed a reduction of 30% when compared to the same period 2017.

6.4 Household waste sent to Landfill:



Household waste collected and sent to landfill during (qtr.2) July –Sept 2018 showed a reduction of 76% when compared to the same period 2017. Only 17.5 tonnes disposed of via landfill during July –Sept 2018 compared to 72 tonnes for the same period in 2017.

6.5 Missed collections complaints:

The number of complaints received since the start of the Food collection service has reduced considerably. During the Oct – Dec '17 period, a total of 6431 missed collections complaints were recorded online. This reduced by 68% during July – Sept 18. The complaints analysed include all waste collections services.

7. Key Actions 2019/20

Due to the objectives, targets and policies in place it is important that we encourage, educate, and assist residents to recycle as much of their waste as possible.

- 7.1 Local Authorities are expected to develop a Reduction & Recycling Plan (RRP) setting out how we will reduce waste and increase recycling performance, making an effective contribution to the Mayor of London waste targets. Lewisham is required to submit the RRP to the Mayor for approval by December 2020.
- 7.2 To feed into the RRP, a borough wide consultation will be carried out commencing on the 18th Feb and will run for 7 weeks gaining views from residents on what barriers are in place that prevent waste being disposed of correctly. Feedback from the consultation will help direct Lewisham strategy.
- 7.3 In line with the London Mayor's Strategy, (proposal 7.2.1) we are required, by 2020, to provide all properties with kerbside recycling collections to receive a separate weekly food waste collection service.

During 2019 the next phase of the food service roll out will commence. Stage 2 will be rolled out to kerbside properties that are on red routes followed by properties with wheelie bins on estates.

7.4 Objective 7.2 of the Waste Strategy is to maximise recycling rates, and the London Wide target is set at 50% for Local Authority collected waste (LACW) is to be recycled by 2025. To work towards these targets Officers are working with Managing agents to trial different projects on estates to help reduce contamination

7.4.1 **Recent initiatives**

Estates/ Flats are an area of concern, as recycling rates are low and contamination rates are high. The Strategic Waste and Environment Team recently worked in partnership with Pinnacle PSG on a project to reduce the level of contamination on an estate in Brockley. By taking an educational approach, the team worked with residents in order to improve the quality of the recycling being produced. The work carried out resulted in a 7.37% reduction in the contamination rate.

8. Financial Implications

There are no financial implications relating to this report.

9. Legal Implications

There are no legal implications relating to this report.

10. Equalities Implications

There are no equalities implications relating to this report.

11. Environmental Implications

Environmental considerations have been taken into account in this report.

12. Crime and Disorder Implications.

There are no crime and disorder implications relating to this report.

13. Conclusion

This paper provides the Committee with an update on the waste & recycling services. This report seeks to capture the views of the Committee on the waste & recycling service.

14. Further Information

For further information please contact Wendy Nicholas, Strategic Waste & Environment Manager at wendy.nicholas@lewisham.gov.uk or 020 8314 2194

Sustainable Development Select Committee		
Title	Select Committee work programme	
Contributor	Scrutiny Manager	Item 10
Class	Part 1 (open)	30 January 2019

1. Purpose

To advise Members of the proposed work programme for the municipal year 2018-19 and to decide on the agenda items for the next meeting.

2. Summary

- 2.1 At the beginning of the new administration, each select committee drew up a draft work programme for submission to the Business Panel for consideration.
- 2.2 The Business Panel considered the work programmes of each of the select committees on 24 July 2018 and agreed a co-ordinated overview and scrutiny work programme. However, the work programme can be reviewed at each Select Committee meeting so that Members are able to include urgent, high priority items and remove items that are no longer a priority.

3. Recommendations

3.1 The Committee is asked to:

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

4. The work programme

4.1 The work programme for 2018-19 was agreed at the Committee's meeting on 19 July 2018.

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

4.3 Items within each Select Committee work programme are linked to the Council's corporate priorities. Work is currently underway to develop a new corporate strategy, which will give corporate expression to the priorities of the new administration. Once developed, scrutiny work programmes can be adjusted to reflect the new corporate strategy and corporate priorities, if required.

5. The next meeting

5.1 The following reports are scheduled for the meeting on 4 March 2019:

Agenda item	Review type	Link to corporate priority	Priority
Fire safety in tall buildings	Standard item	Clean, green and liveable; Inspiring efficiency, effectiveness and equity	High
Economy and Partnerships	Standard item	Clean, green and liveable; Inspiring efficiency, effectiveness and equity	High
Home energy conservation	Standard item	Clean, green and liveable; Inspiring efficiency, effectiveness and equity	High
Performance of the planning service	Standard item	Inspiring efficiency, effectiveness and equity	High
Lewisham local plan	Standard item	Clean, green and liveable; Inspiring efficiency, effectiveness and equity	Medium
Catford town centre regeneration update	Standard item	Clean, green and liveable; Inspiring efficiency, effectiveness and equity	Medium

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

6. Financial implications

There are no financial implications arising from the implementation of the recommendations in this report.

7. Legal implications

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

8. Equalities implications

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

Background Documents

Lewisham Council's Constitution

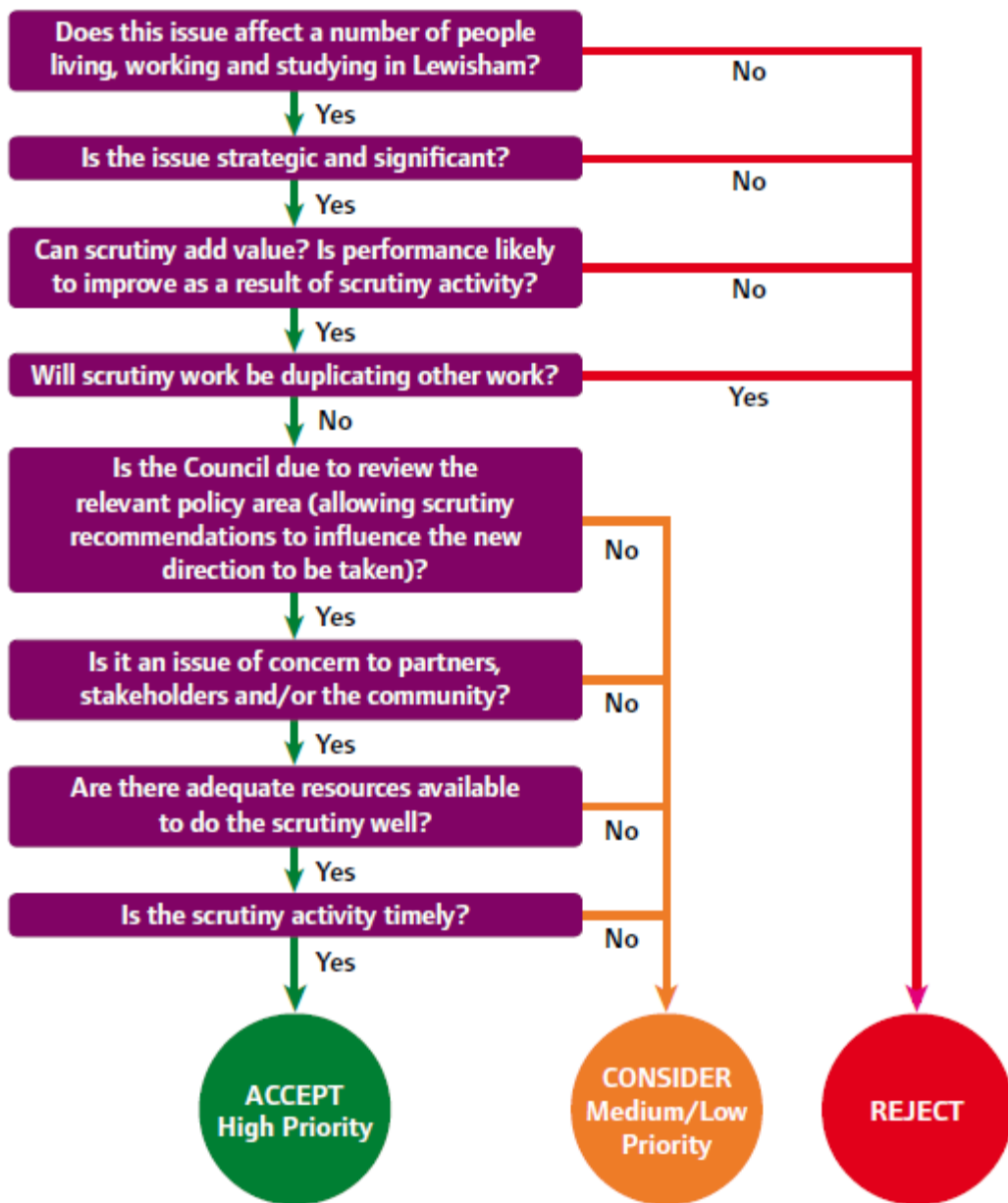
Appendix A: Scrutiny work programme prioritisation process

Appendix B: Committee 2018-19 work plan

Appendix C: Key decision plan (the plan can be accessed online here:

<https://tinyurl.com/keydecisionplan300119>

Scrutiny work programme – prioritisation process



Appendix B: work plan

Work Item	Type of item	Priority	Strategic priority	Delivery deadline	19-Jul	12-Sep	29-Oct	12-Dec	30-Jan	04-Mar
Budget cuts	Performance monitoring	High	CP10	Ongoing			Proposals			
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		Masterplanners	Masterplanners			
Implementation of the air quality action plan	Performance monitoring	Low	CP6	Jul						
Lewisham Local Plan update	Information item	Medium	CP6	Mar						
Development of the local implementation plan	Standard item	High	CP6	Oct						
Pubs	Single meeting review	High	CP6	Dec						
Planning service annual monitoring report	Information item	Medium	CP6	Dec						
Community Infrastructure Levy neighbourhood CIL strategy	Standard item	High	CP1/CP10	Dec						
Bakerloo line extension update	Information item	Low	CP6	Dec						
Parking policy review	Policy development	High	CP6	Dec						
Annual parking report	Performance monitoring	Low	CP6	Mar						
Beckenham Place Park	Performance monitoring	High	CP6	Jan						
Waste strategy implementation and performance monitoring	Information item	High	CP6	Jan						
Fire safety in tall buildings	Performance monitoring	High	CP6	Jan						
Economy and partnerships	Standard item	Medium	CP6	Mar						
New Cross Area framework	Standard item	Medium	CP6	Mar						
Home energy conservation	Standard item	Low	CP6	Mar						

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