



AGENDA

OVERVIEW AND SCRUTINY BUSINESS PANEL

Date: TUESDAY, 16 MARCH 2021 at 7.05 pm

Remote: Via Microsoft Teams

Enquiries to: Jasmine Kassim
Telephone: 0208 314 8577 (direct line)
Email: Jasmine.Kassim@lewisham.gov.uk

MEMBERS

Councillor Bill Brown	Chair of Overview & Scrutiny Committee	L
Councillor Peter Bernards	Chair of Housing Select Committee	L
Councillor Juliet Campbell	Chair of Safer Stronger Communities Select Committee	L
Councillor Patrick Codd	Chair of Public Accounts Select Committee	L
Councillor Liam Curran	Chair of Sustainable Development Select Committee	Labour Co-op
Councillor Joan Millbank	Labour Group Representative	L
Councillor Kim Powell	Labour Group Representative	L
Councillor John Muldoon	Chair of Healthier Communities Select Committee	Labour Co-op
Councillor Luke Sorba	Chair Children and Young People Select Committee	L

Members are summoned to attend this meeting

Kim Wright
Chief Executive
Lewisham Town Hall
Catford
London SE6 4RU
Date: Monday, 8 March 2021



INVESTOR IN PEOPLE

The public are welcome to attend our committee meetings, however occasionally committees may have to consider some business in private. Copies of reports can be made available in additional formats on request.

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Lewisham



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Overview and Scrutiny Business Panel

Minutes

Date: 16 March 2021

Key decision: No

Class: Part 1

Ward(s) affected: All

Contributors: Chief Executive / Head of Business and Committee

Outline and recommendations

Members are asked to consider minutes of that part of the meeting of the Overview and Scrutiny Business Panel of 16 February 2021 which were opened to the press and public

1. Recommendation

It is recommended that the minutes of those parts of the meeting of the Overview and Scrutiny Business Panel which were open to the press and public held on 16 February 2021 be confirmed and signed.

Kim Wright
Chief Executive,
Lewisham Town Hall,
Catford SE6 4RU

MINUTES OF THE OVERVIEW AND SCRUTINY BUSINESS PANEL

Tuesday 16 February 2021 at 7.25pm

PRESENT: Councillor Brown, Councillor Bernardis, Councillor Campbell, Councillor Codd, Councillor Millbank, Councillor Powell, Councillor Muldoon, Councillor Sorba, Councillor John Paschoud

Also present: Councillor Howard, Councillor Bonavia

Presenting Officers: Executive Director for Children and Young People, Executive Director for Housing, Regeneration and Public Realm, Head of Business and Committee, Director of Corporate Resources

Apologies: Councillor Davis and Councillor Curran

1. Minutes

Councillor Millbank asked that the minutes be changed from;

Item 5- "Councillor Millbank said that nursery provision was important and Lewisham would be supporting the nursery to find an alternative site because it would only be available for 5 years." to;

"Councillor Millbank said that nursery provision was important and Lewisham would be supporting the nursery to find an alternative site." As the sentence is not factual or an accurate depiction of what was said.

The amendment was agreed.

On matters arising, Councillor Millbank asked if there was any information on her question of whether Lewisham Market toilets were open, and requested that the relevant officer gives this information at their earliest convenience.

The minutes were agreed.

2. Declarations of Interest

Councillor Sorba declared an interest as Lewisham Council's governor representative on the South London and Maudsley NHS Foundation trust.

Councillor Millbank declared an interest in item 3 as a Member of Lewisham Local Collaborative.

3. Scrutiny of the Council's Covid-19 Response- Update Report

The Executive Director for Housing Regeneration and Public Realm presented this report. He summarised the report, giving the following update:

In the last few days infection rate numbers have dropped in the borough. The infection rates are still very high and numbers of admission to hospitals are still high.

He stated that throughout the whole pandemic, services which are critical have been prioritised and the Council has ensured these services remain available. He added that the Council has worked very hard and is managing well, being very agile and flexible around the workforce.

When the report was written there were 140 staff who were transferred from non-critical services to provide support to citizens and residents via the COVID Action Team, working with shielding, tracing, PPE distribution and supporting business grants. This service has been increased as the amount of adults needing shielding in the borough has increased. The government had announced that another 1.7 million people were being put in the shielding cohort. He added that for Lewisham, this meant 8000-9000 more residents in shielding.

Enforcement has been stepped up within the Metropolitan Police to ensure the restrictions since the national lockdown are adhered to. The Council is working closely with the police to assist in the relevant areas.

Councillor Muldoon introduced a call for action to the Panel to make a referral to Mayor & Cabinet.

Jane Keogh from Lewisham Refugees and Migrants Network presented a campaign to promote vaccination for all. She discussed the following:

While the government has stated that the vaccine is available to all, many people are unable to access the vaccine. The Department for Health and Social Care have overlooked the needs of marginalised groups and longstanding barriers to healthcare that deters people from seeking care or even registering with a GP service. She asked that Lewisham sign up for this campaign to ensure nobody will be excluded from the vaccine roll-out. The hope is that local councils will take action to ensure this accessibility.

She furthered that without any action, the virus will have a disproportionate impact on marginalised groups and communities, people who are homeless, and people at risk of homelessness. There is a fear among such communities that if they risk signing up at a GP or to take the vaccine they are at risk of being deported or facing death.

Councillor Bonavia added that there is both self- interest and mutual interest in making sure that the vaccine is accessible to the marginalised groups as the more people that are protected, the safe the community becomes. The Council has signed a joint letter with Doctors of the World to the Safer Services Initiative as reminder that immigration status and NI number can remain as undisclosed information and to point out the services which are available to assist with vaccination information and languages support, but he stated the Council is always willing to do more.

Councillor Campbell said the borough will have to be creative with helping those marginalised as the Council is unable to make its own rules. She pointed out that the purpose of the vaccine is defeated if it is not accessible to everyone as the nation is at risk of another lockdown if the issue is not addressed.

Councillor Bernard asked how these marginalised communities are being notified of the services that are out there to assist them. Councillor Bonavia responded that the Lewisham Migration Forum shares information with people and services who works with migrants to get the information out there. More practically, through the Forum, the Council has produced a cascade operation by asking these networks to distribute the information further.

Based on the discussion and presentation, the following referral was made;-

- 1) Guarantee a firewall that prevents any information governed by the NHS being used for Test & Trace being used for immigration enforcement
- 2) End all hostile environment measures in the NHS, including charging for migrants, to combat the fear and mistrust these policies have created
- 3) Provide specific support for all GP surgeries to register everyone including under-documented and undocumented migrants and those without secure accommodation and ensure that all other routes to vaccination are accessible to everyone
- 4) Fund a public information campaign to ensure that communities impacted by their hostile environment are aware of their rights and access to the vaccine.

The referral was agreed by the Panel.

Councillor Sorba asked if it were possible for the Council to boost testing support as PVI nursery workers are not given the same opportunity to self-test twice a week. The Executive Director for Children and Young People stated that the discrepancy has been acknowledged and the guidance set by the government is very strict and the Council is therefore constrained by these restrictions. The test kits are sent directly to the schools. It was said that the Council are working closely with PVI providers to support them to have their staff tested and testing points across the council has increased.

In response to questions from Councillor Codd, the Director of Housing, Regeneration and Public Realm stated that the Council is constantly reviewing what its doing and what needs to be done during this period, particularly its resourcing capability on a day-to-day basis

The report was noted.

4. Decisions made by the Mayor on February 10 2021

Councillor Sorba commented on the decision concerning child and adolescent mental health services. He said that following the discussions around the Council cutting its contribution to CAMHS, it is still the recommendation of the CYP Committee for the cut not to be taken. He also asked the Executive Director of CYP if he knew what circumstances the contingency fund will be used and who makes such a decision. He also asked if no reimbursement is made from the services will this have any bearing on the use of the fund.

The response was that a methodology of triggers for releasing that money is being worked on. The 2 elements being considered are the CAMHS and the work behind it. The triggers include increase of referrals; decrease in the acceptance of referrals; increase in waiting times; then an increase in wait from referral to assessment. It was also said by the Director of Corporate Resources that the cut will be made and the money will be held corporately in a central division to be monitored.

RESOLVED the report was noted.

5. Scrutiny Update

RESOLVED the report was noted.

6. Key Decision Plan

The Head of Business and Committee presented this report.

RESOLVED that the report be noted.

The meetings finished at 9.08pm

Agenda Item 2



Overview and Scrutiny Business Panel

Declarations of Interest

Date: 16 March 2021

Key decision: No

Class: Part 1

Ward(s) affected: All

Contributors: Chief Executive

Outline and recommendations

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

1. Summary

1.1. Members must declare any personal interest they have in any item on the agenda. 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.

1.2. Further information on these is provided in the body of this report.

2. Recommendation

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

3. Disclosable pecuniary interests

3.1 These are defined by regulation as:

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

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

4. Other registerable interests

4.1 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.

5. Non registerable interests

- 5.1. 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).

6. Declaration and impact of interest on members' participation

- 6.1. 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 not 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**
- 6.2. 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 6.3 below applies.
- 6.3. 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.
- 6.4. 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.
- 6.5. 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.

7. Sensitive information

- 7.1. 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.

8. Exempt categories

- 8.1. 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).

Agenda Item 3



Overview and Scrutiny Business Panel

Scrutiny of the Council's COVID-19 Response

Date: 16 March 2021

Key decision: No

Class: Part 1

Ward(s) affected: All

Contributors: Chief Executive and Council Gold Lead

Outline and recommendations

The purpose of this report is to provide an update and assurance to the Overview and Scrutiny Business Panel about the Council's response to COVID-19.

The Overview & Scrutiny Business Panel is recommended to:

- Note this update on the Council's response to COVID-19.

Timeline of engagement and decision-making

- **30 April 2020:** Council Urgency Committee agreed a programme of Council meetings in light of the Council's focus on responding to the immediate challenges of COVID-19.
- **5 May 2020:** Overview and Scrutiny Business Panel (OSBP) agrees an approach to receive a monthly COVID-19 update item that provides a high-level strategic overview of the Council's response to COVID-19
- **26 May 2020:** [OSBP discusses update paper on the Council's response to COVID-19.](#)
- **23 June 2020:** [OSBP discusses update paper on the Council's response to COVID-19.](#)
- **21 July 2020:** [OSBP discusses update paper on the Council's response to COVID-19.](#)
- **18 August 2020:** [OSBP discusses update paper on the Council's response to COVID-19.](#)
- **September 2020:** Select Committees resume, agreeing work programmes for the rest of the municipal year. On 29 September [OSBP discusses update paper on the Council's response to COVID-19.](#)
- **13 October 2020:** [OSBP discusses update paper on the Council's response to COVID-19.](#)
- **24 November 2020:** [OSBP discusses update paper on the Council's response to COVID-19.](#)
- **15 December 2020:** [OSBP discusses update paper on the Council's response to COVID-19.](#)
- **26 January 2021:** [OSBP discusses update paper on the Council's response to COVID-19.](#)
- **16 February 2021:** OSBP discussed update paper on the Council's response to COVID-19.

1. Summary

- 1.1. The purpose of this report is to provide an update and assurance for the Overview and Scrutiny Business Panel (OSBP) about the Council's ongoing response to COVID-19.
- 1.2. The COVID-19 update agenda item at OSBP was designed as a temporary mechanism during COVID-19 to replace usual scrutiny arrangements during the pandemic when scrutiny committees were wound down. This agenda item provides a strategic oversight of the management of the response from the Council's Gold lead. This report provides an update on developments since the last report on 16 February 2021 and key metrics used by officers to monitor and manage ongoing response to COVID-19.
- 1.3. This is the 11th COVID-19 summary report received by OSBP.

2. Recommendations

- 1.4. The Overview & Scrutiny Business Panel is recommended to:
 - Note this update on the Council's response to COVID-19.

3. Policy Context

- 1.5. The content of this report is consistent with all the Council's corporate priorities (as outlined in the Corporate Strategy 2018-22) as the need to protect the health and wellbeing of all our residents (particularly the most vulnerable) at the current time underpins the delivery of every commitment within the strategy. However, the recommendations are particularly relevant under the priority of:
 - *Delivering and defending: health, social care and support* – ensuring everyone receives the health, mental health, social care and support services they need
- 1.6. The Coronavirus Act (2020) sets out the temporary emergency measures that enable public bodies, such as local authorities, the NHS and police to respond to the COVID-19 outbreak. These measures are wide-ranging and involve the establishment of new powers and duties as well as changes to existing powers and duties.

4. Background

- 1.7. On 5 May, OSBP agreed that all formal scrutiny activity be channelled through the Overview and Scrutiny Business Panel, which will receive a standing item at each meeting to provide members and the public with a high-level strategic overview and assurance about the Council's response to COVID-19. Full Overview and Scrutiny Committee and all Select Committees ceased operating and all scrutiny activity was channelled through OSBP and specifically the seven scrutiny chairs.
- 1.8. At the AGM in July, Council agreed that Overview and Scrutiny Committee, six Select Committees all began again in September, along with the wider council bodies of planning, licencing, audit etc.
- 1.9. In August, in light of the recommencement of all wider scrutiny bodies, the Chief Executive advised OSBP that officers would consider how best to provide timely information to members through the most relevant channel to avoid duplication of efforts and reporting.
- 1.10. At the 19 September meeting of OSBP, it was agreed that this regular update paper continue and include key metrics and data collected by officers to support the ongoing response to COVID-19.
- 1.11. In light of the government's roadmap to ease coronavirus restrictions, decreasing case rates and progression of the vaccination programme, the Council's attention will now turn to planning for the reopening of society and the implications this has for Council

services. The Council's emergency response to COVID-19 will therefore start to be scaled back as we focus on service planning for 2021/22 in the context of lessons learned and impact of COVID-19 on services, residents and the borough. Therefore these centralised updates to OSBP are anticipated to cease as we move towards the 21/22 municipal year in which a full programme of governance, both executive and scrutiny, is anticipated to resume. If an emergency response were to be reactivated, so would emergency governance structures and reporting inclusive of response updates to OSBP if the select committees were to be paused.

5. Lewisham Council's response to COVID-19

- 1.12. On 4 January, following a rapid rise in infections, hospital admissions and case rates across the country, the Prime Minister announced a national lockdown and instructed people to stay at home. The Prime Minister reported that hospitals were under more pressure than they have been at any other point throughout the pandemic.
- 1.13. [A full description of national lockdown rules are available on the government website here.](#)
- 1.14. On Monday 22 February 2021, the Prime Minister announced the Government's roadmap for easing restrictions across the country. The roadmap, which has now been published online, outlines four steps for easing restrictions. Before proceeding to the next step, the Government will examine the data to assess the impact of previous steps.
 - This assessment will be based on four tests:
 - The vaccine deployment programme continues successfully.
 - Evidence shows vaccines are sufficiently effective in reducing hospitalisations and deaths in those vaccinated.
 - Infection rates do not risk a surge in hospitalisations which would put unsustainable pressure on the NHS.
 - Assessment of the risks is not fundamentally changed by new Variants of Concern.
- 1.15. There will be a minimum of five weeks between each step: four weeks for the data to reflect changes in restrictions; followed by seven days' notice of the restrictions to be eased.
- 1.16. [Full details of the government's roadmap is on gov.uk here.](#)

Managing critical services

- 1.17. As a result of the COVID-19 restrictions, the Council is using resources to protect and support critical services. Adult and children's social care services are continuing and our waste collection teams are still collecting bins. Schools are currently only open to vulnerable children and the children of critical workers.
- 1.18. [A summary of changes is available on the Council website.](#)
- 1.19. The performance of critical service delivery is closely monitored by the Council's Gold Group through a daily dashboard of data. The data monitoring dashboard indicates if and when a critical service is struggling due to high demand or absence which will prompt action to provide resources to ensure the continued delivery of critical service.
- 1.20. Following the government's announcement that schools will return on 8 March, the Council has been working hard to support schools prepare to welcome all students on 8 March. All schools have robust plans in place to reopen which include testing arrangements for secondary school pupils, secondary school staff and primary school staff. Schools and colleges have discretion on how to phase the return of their students

from March 8th to allow them to be tested on return.

- 1.21. The Council COVID-19 Response Team is currently developing a plan of which services will be operating during the timeframes set out in the government's roadmap (8 March, 29 March, 12 April and 21 June). The plan will cover COVID-19 Action Team resourcing requirements, service operation over the coming months and considerations for a slow and phased return to the office. It is likely that there will be a continued focus and pressure on the Council regarding testing, support for vaccinations rollout as well as enforcement and business support. This will have implications for staff availability and service provision in the short to medium term and may affect the Council's ability to reopen services forced to close under COVID-19 restrictions. Officers are also exploring options for the medium and long term provision of specialist COVID-19 services if needed.

COVID-19 Action Team

- 1.22. All Council services have been prioritised for the purposes of responding to COVID-19. Staff from non-critical services have been deployed to the Council's COVID-19 Action Team to support critical services and the Council's response to the pandemic. The COVID-19 Action Team replaces the Council's original staff volunteering scheme and is staffed by officers from non-critical service areas who have been deployed to support the Council's response.
- 1.23. Staff have been deployed to support community testing, test and trace, shielding, personal protective equipment distribution, voluntary community services liaison, lockdown enforcement and supporting small businesses claim grants.

Supporting the Clinically Extremely Vulnerable

- 1.24. People classed as clinically extremely vulnerable (i.e. at the greatest risk of severe illness due to COVID-19) were advised to shield at the start of the pandemic – this involved taking additional action to prevent themselves from coming into contact with the virus (e.g. staying at home at all times and avoiding any face-to-face contact)
- 1.25. During the first wave of COVID-19, the Government created a centrally coordinated shielding programme for people who did not have family, friends, neighbours or other nearby networks to assist them. The support offer covered two key areas:
 - Essential groceries – a free, standardised weekly parcel of food and household essentials, and priority delivery slots with supermarkets;
 - Medicines – arrangements to have medicines delivered to people's homes by local community pharmacies or their dispensing doctor
- 1.26. The shielding programme was paused on 31 July and all clinically extremely vulnerable individuals were advised to adopt strict social distancing rather than full shielding measures.
- 1.27. The government announced in January that a further group of residents would be added to the clinically extremely vulnerable cohort. A further 12,000 residents were identified as clinically extremely vulnerable in Lewisham. The government has used a new risk assessment model to enable a more sophisticated approach to clinical risk based on multiple risk factors.
- 1.28. This model combines a number of characteristics to estimate the risk of catching and then being hospitalised or dying from COVID-19. These include age, sex registered at birth, ethnicity, body mass index (BMI), and specific health conditions and treatments.
- 1.29. Community Connections Lewisham (which has developed from the Lewisham Local service delivered during the first lockdown) continues to directly support both those who are shielding and those who are not shielding in terms of food and practical assistance.

Testing

- 1.30. The current Government guidance says that if people have symptoms of COVID-19 they should get a test which can be booked over the phone or online.
- 1.31. Currently in Lewisham there are now three live testing sites for people with coronavirus symptoms: one mobile testing site in Catford, one local testing site open every day in Deptford and a third testing site at Molesworth St in Lewisham town centre.
- 1.32. Residents in care homes are being testing on a monthly basis and care home staff are tested weekly. This identifies asymptomatic cases and supports effective isolation to prevent outbreaks in care homes.
- 1.33. Community Testing is a tool to help identify and isolate individuals who have COVID-19 but do not have symptoms and may inadvertently be spreading the virus. This is also known as rapid testing.
- 1.34. There are currently four rapid testing sites for those who do not have coronavirus symptoms in Lewisham: Catford Civic Suite, Green Man in Downham, Deptford Lounge and Ignition Brewery in Sydenham. There is also a dedicated site at Wearside specifically for critical staff who work at the Wearside Depot.
- 1.35. The Council is encouraging people to book testing if they need to leave home for work or volunteering, if they live in the same household or support bubble as someone who needs to leave home for work or volunteering or if they are in the same household or support bubble as primary, secondary and college-age children and young people.
- 1.36. As at 7 March 13,411 tests have been administered in the Community Testing centres with a positivity rate of 1%.

Enforcement

- 1.37. All legislation for the new lockdown is in place until March 31 meaning the rules and restrictions may need to be followed until then. The presence of crowded environments, often with individual and group non-compliance with government directives, poses increased risk of COVID-19 infection and contributes to hospitalisation and mortality rates.
- 1.38. Local authority enforcement powers relate mainly to breaches by businesses. By 5 March the Council had made 8,000 checks on businesses and undertaken 900 visits. The Council's approach seeks to coordinate that activity while providing a visible presence to reassure the general public and engaging the Police for wider enforcement where necessary.
- 1.39. As we exit lockdown the rules for businesses will change and the approach of the enforcement team, supported by communications, will be to ensure that businesses understand the changing rules and follow them. This will commence ahead of the first changes on 12 April when, if the four tests outlined by government are met, all shops will be allowed to open and restaurants and pubs allowed to operate outdoors only. As the restrictions are eased further in steps 3 and 4 of the roadmap businesses will be supported to operate safely.

Vaccinations

- 1.40. Led by the NHS, the national programme to vaccinate the public against COVID-19 disease is designed to reduce severe disease and death amongst those who become infected. A secondary aim is to reduce transmission though it is not yet known how effective vaccination will be in achieving this aim.
- 1.41. There are 7 vaccination sites across Lewisham: Waldron Health Centre, St Johns Medical Centre, Sydenham Green, Downham Health & Leisure Centre, The Jenner Health Centre, Lewisham Hospital and Vantage Pharmacy.

- 1.42. The following are the JCVI groups in order of priority (2021);
- 1.43. 1st dose vaccine by 15th February
- Older people's care homes residents and staff
 - People 80 years of age and over, and healthcare and social care workers
 - People 75 years of age and over
 - People 70 years of age and over and the clinically extremely vulnerable
- 1.44. 1st dose vaccine by 15th April
- People 65 years of age and over
 - Adults under 65 years of age at high and moderate risk due to medical conditions, including people newly added to the shielding list in February, and informal or unpaid carers
 - People 60 years of age and over
 - People 55 years of age and over
 - People 50 years of age and over
- 1.45. 1st dose vaccine by 31st July
- Key workers and the rest of the population
- 1.46. A communications and engagement campaign to support the vaccine roll-out is likely to be required for a sustained period of time as the JCVI priority group timetable progresses. Different messaging, tailored assets and flexibility in communications platforms will be deployed to support the roll-out, helping maximise vaccinations among those groups. The aims of communication and engagement is:
- To raise awareness of the benefits of getting the COVID-19 vaccination.
 - To encourage the take up of the COVID-19 vaccination, according to priority group.
 - To engage with groups disproportionately affected by COVID-19 to build trust, provide information, hear concerns, and address vaccine hesitancy.
 - To support those who may be excluded such as people with a learning disability or those who are digitally-excluded to access vaccination information.
 - To address any vaccination misconceptions.
 - To demonstrate a swift and efficient roll out of the COVID-19 vaccination in Lewisham.
 - To support the NHS in managing expectations.
 - To encourage broader participation in the vaccine survey especially BAME residents.
- 1.47. Further information and data regarding the vaccination programme will be provided to members by health colleagues.

6. COVID-19 in Lewisham – position as at 5 March 2021

- 1.48. The rate of cases has fallen in the last week both in Lewisham and across London.
- 1.49. The number of new cases has decreased to 107 in Lewisham during the week up to 27 February (most up to date data). Lewisham continues to see a case rate lower than the London and national average. We continue to monitor the situation daily to enable us to respond appropriately.

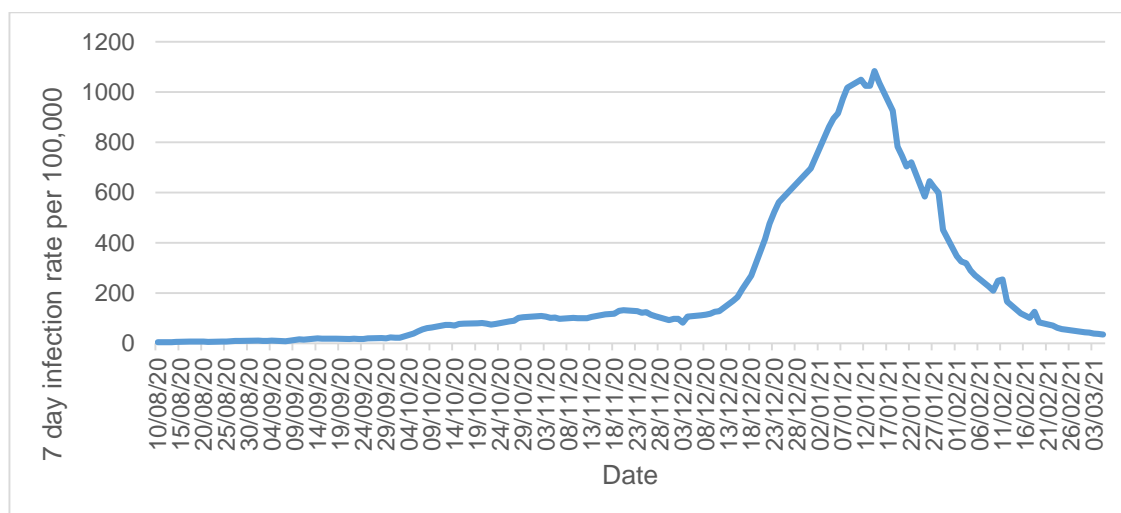
- 1.50. The testing rate in Lewisham has fallen and remains below the London average. Positivity has also fallen.
- 1.51. Case numbers and infection levels in Lewisham:

Number of COVID-19 lab confirmed cases in Lewisham			
Last 7 days	Last 14 days	Last 21 days	Total cases
107	264	521	21,218

Rate of lab-confirmed cases in the last 7 days (per 100,000 people)		
Lewisham	London	England
35	58	86

- 1.52. As at 5 March, the weekly testing rate per 100,000 population (7 day moving average) is 268.1, compared to 312.7 at a London level. The seven day test positivity levels (per 100 tests) in Lewisham are 2.6% compared to 3.1% across London.
- 1.53. The graph below shows the 7-day rate of infection per 100,000 in Lewisham since August 2020.

7-day infection rate per 100,000 in Lewisham since August 2020

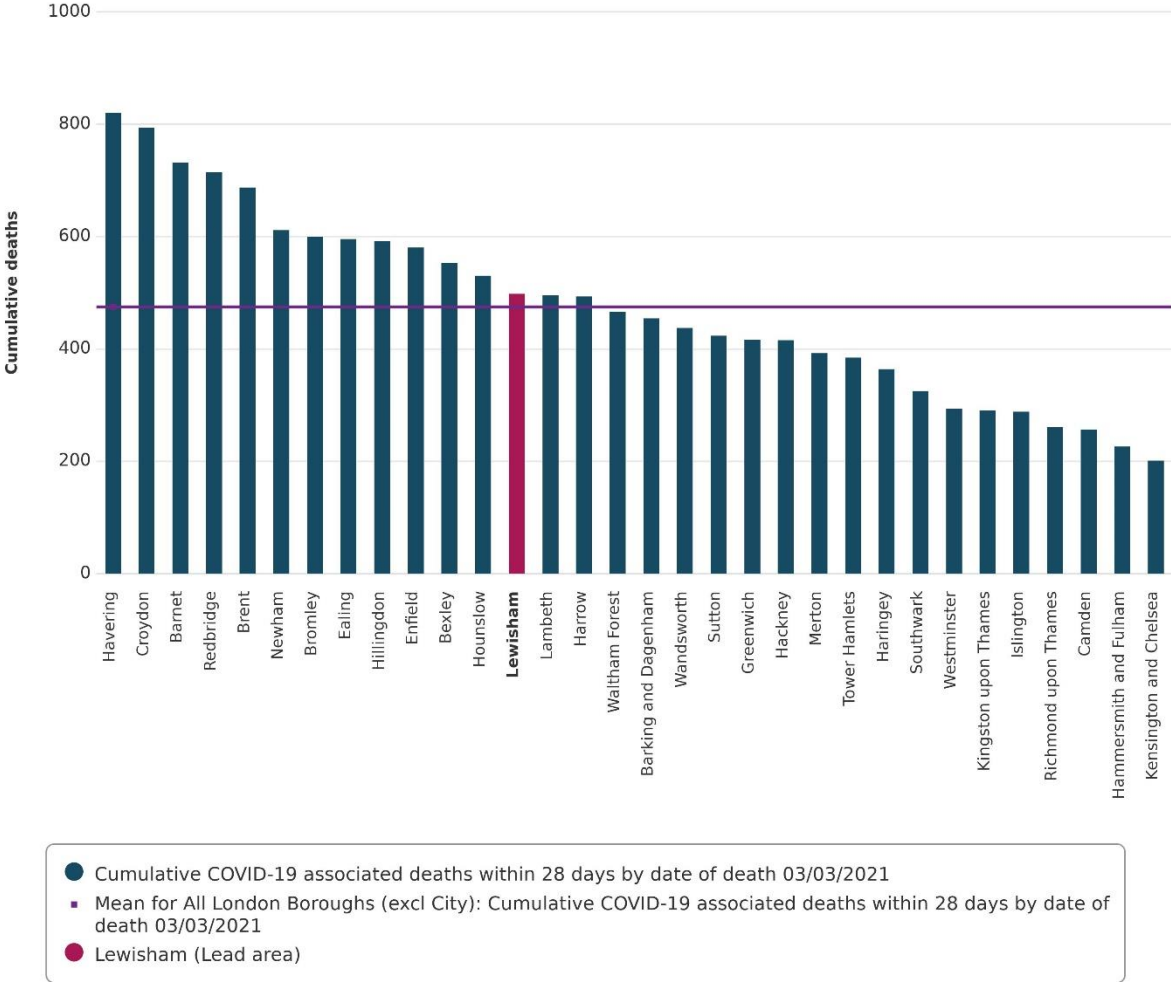


- 1.54. The R number is the average number of secondary infections produced by a single infected person. An R number of 1 means that on average every person who is infected will infect 1 other person, meaning the total number of infections is stable. If R is 2, on average, each infected person infects 2 more people. If R is 0.5 then on average for each 2 infected people, there will be only 1 new infection. If R is greater than 1 the epidemic is growing, if R is less than 1 the epidemic is shrinking. The higher R is above 1, the more people 1 infected person infects and so the faster the epidemic grows.
- 1.55. As at 5 March, the reproduction (R) number for London is: **0.6 - 0.8**

Mortality in Lewisham

- 1.56. There are two primary sources of information on COVID-19 mortality in all settings in Lewisham – Office of National Statistics (ONS) and Lewisham Registered Deaths.
- 1.57. ONS data is currently the only official, verified source of COVID-19 deaths registered in the UK that is available down to a local authority level. The data is published fortnightly and the numbers will therefore differ to the local registered deaths data that is available prior to verification by ONS. [This data is publically available from the ONS website.](#)
- 1.58. The Public Health Team now routinely receive details of all deaths registered at Lewisham Registry Office on a weekly basis. This information is considered highly confidential and sensitive. It is also shared before the official data verification process undertaken by ONS and for these reasons it is not for wider publication.
- 1.59. A total of 499 deaths from COVID-19 have been registered in Lewisham and verified by ONS up to 3 March 2021 from the beginning of 2020.

Cumulative COVID-19 associated deaths by date of death where the death was within 28 days (03/03/2021) for All London Boroughs (excl City)

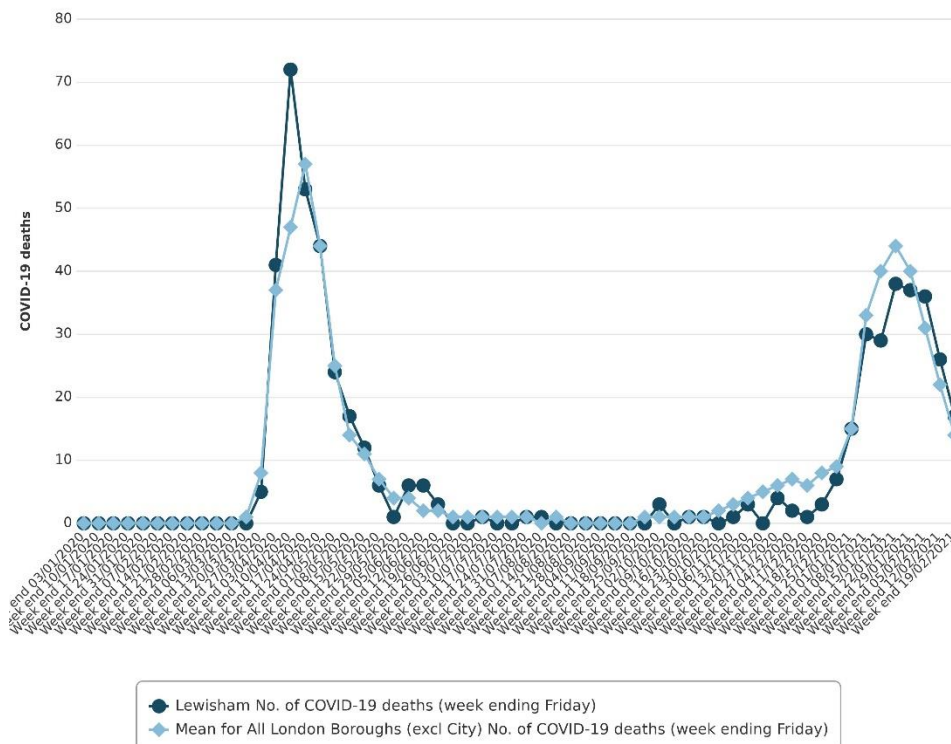


Source: Public Health England

Powered by LG Inform

- 1.60. Lewisham has the 13th highest cumulative number of deaths from COVID-19 of all London boroughs, just over the London mean.
- 1.61. The graph below illustrates the number of deaths from COVID-19 in Lewisham compared to the mean for all London Boroughs between January 2020 and February 2021 (latest available data).

Number of COVID-19 deaths (week ending Friday) (from Week end 03/01/2020 to Week end 19/02/2021) for Lewisham



Source:
Office for National Statistics

Powered by LG Inform

1.62. Up to 19 February 2021 there had been 36 COVID-19 deaths registered as occurring in care homes in Lewisham.

7. Financial implications

1.63. The Council is facing in-year financial pressures due mainly to the need to ensure that throughout the COVID-19 pandemic the Council continues to protect its residents and maintain front line critical services.

8. Legal implications

1.64. The Coronavirus Act 2020 received Royal Assent on 25 March this year. It gives the Government emergency powers to combat the COVID 19 pandemic. The provisions of the Act are time-limited for two years, though this period may be shortened by ministerial direction. In addition the Act is subject to Parliamentary review every 6 months.

1.65. The Act enables the Government to restrict or prohibit public gatherings, control or suspend public transport, order businesses such as shops and restaurants to close, temporarily detain people suspected of COVID-19 infection, suspend the operation of ports and airports, enrol medical students and retired healthcare workers in the health services, relax regulations to ease the burden on healthcare services, and assume control of death management in particular local areas.

1.66. Many of its provisions are specific to local government. For example the Act temporarily suspends local authorities' legal duty to meet the care needs of all people who are eligible under the Care Act 2014. Instead, councils will have a duty to provide care only if necessary to avoid breaching a person's rights under the Convention of Human Rights (ECHR). However as set out in the report, the Council has not sought to rely on any of the easements to the Care Act allowed in the Coronavirus Act.

1.67. The Act also makes provisions for elections and annual general meetings to be

deferred and for council meetings to be held remotely.

- 1.68. A number of directions have been made to legislative provisions using the Coronavirus provisions. For example, the Secretary of State issued a direction on 31 March 2020 to Ofqual about the calculation of students' GCSE, AS and A level results and on 9 April in respect of technical qualifications though many of the government's intentions for local government have been expressed through non statutory guidance. Whilst having no statutory force, the Council would be well advised to have regard to this guidance, and only departing from it with good reason, particularly bearing in mind that the Secretary of State retains the power to issue directions if necessary.
- 1.69. Under Section 17 Crime and disorder Act 1998 the Council has a duty in the exercise of its functions to consider the impact of all their functions and decisions on crime and disorder in their local area.
- 1.70. Section 12 of the Health and Social Care Act inserted a new section 2B into the NHS Act 2006 to give a local authority a new duty to take such steps as it considers appropriate to improve the health of the people in its area. The steps in this report are consistent with that duty.
- 1.71. Under S3 Local Government Act, 1999 the Council must make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness. This duty remains even in these exceptional circumstances.

9. Equalities implications

- 1.72. There is emerging evidence that suggests a disproportionate impact of COVID-19 on groups with protected characteristics. National research shows there are significant health inequalities affecting Black African and Caribbean communities, which are perpetuated by inequalities in the wider determinants of health such as housing, employment and education. These have been exacerbated by COVID-19 and may underpin some of the excess deaths in these populations.
- 1.73. Lewisham Council and Birmingham City Council are partnering to conduct a review gather insights on health inequalities within Black African and Caribbean communities in Birmingham and Lewisham asking 'how do we break the cycle of inequality?'. The Council has also submitted evidence to the Women and Equalities Committee about the different and disproportionate impact that the Coronavirus – and measures to tackle it – is having on people with the protected characteristics under the Equality Act.
- 1.74. The Council is supplementing this work with an extensive impact assessment of COVID-19 on the borough, with a focus on those with protected characteristics.
- 1.75. The Equality Act 2010 (the Act) introduced a public sector equality duty (the equality duty or the duty). It covers the following protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 1.76. In summary, 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
- 1.77. It is not an absolute requirement to eliminate unlawful discrimination, harassment, victimisation or other prohibited conduct, or to promote equality of opportunity or foster

good relations between persons who share a protected characteristic and those who do not. It is a duty to have due regard to the need to achieve the goals listed in the paragraph above.

- 1.78. The weight to be attached to the duty will be dependent on the nature of the decision and the circumstances in which it is made. This is a matter for members, bearing in mind the issues of relevance and proportionality. They must understand the impact or likely impact of the decision on those with protected characteristics who are potentially affected by the decision. The extent of the duty will necessarily vary from case to case and due regard is such regard as is appropriate in all the circumstances.
- 1.79. The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at:
 - <https://www.equalityhumanrights.com/en/advice-and-guidance/equality-act-codes-practice>
 - <https://www.equalityhumanrights.com/en/advice-and-guidance/equality-act-technical-guidance>
- 1.80. The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:
 - The essential guide to the public sector equality duty
 - Meeting the equality duty in policy and decision-making
 - Engagement and the equality duty: A guide for public authorities
 - Objectives and the equality duty. A guide for public authorities
 - Equality Information and the Equality Duty: A Guide for Public Authorities
- 1.81. The essential guide provides an overview of the equality duty requirements
 - The essential guide to the public sector equality duty
 - Meeting the equality duty in policy and decision-making
 - Engagement and the equality duty
 - Equality objectives and the equality duty
 - Equality information and the equality duty
- 1.82. The essential guide provides an overview of the equality duty requirement including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at:
 - <https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>

10. Climate change and environmental implications

- 1.83. There are no direct climate change and environmental implications arising from this

report.

11. Crime and disorder implications

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

12. Health and wellbeing implications

1.85. There are no direct health and wellbeing implications arising from this report, however it should be acknowledged that COVID-19 presents a serious threat to the health and wellbeing of Lewisham's residents, as it does across the world. The Council's response and recovery objectives are rooted in promoting good public health and safety for Lewisham's residents.

13. Background papers

1.86. [Overview and Scrutiny Business Panel 5 May 2020 - Scrutiny of the Council's COVID-19 Response](#)

1.87. [Overview and Scrutiny Business Panel 26 May 2020 - Scrutiny of the Council's COVID-19 response.](#)

1.88. [Overview and Scrutiny Business Panel 23 June 2020 – Scrutiny of the Council's COVID-19 response.](#)

1.89. [Overview and Scrutiny Business Panel 21 July 2020 – Scrutiny of the Council's COVID-19 response.](#)

1.90. [Overview and Scrutiny Business Panel 18 August 2020 – Scrutiny of the Council's COVID-19 response.](#)

1.91. [Overview and Scrutiny Business Panel September 2020 – Scrutiny of the Council's COVID-19 response.](#)

1.92. [Overview and Scrutiny Business Panel October 2020 – Scrutiny of the Council's COVID-19 response.](#)

1.93. [Overview and Scrutiny Business Panel November 2020 – Scrutiny of the Council's COVID-19 response.](#)

1.94. [Overview and Scrutiny Business Panel December 2020 – Scrutiny of the Council's COVID-19 response.](#)

1.95. [Overview and Scrutiny Business Panel January 2020 – Scrutiny of the Council's COVID-19 response.](#)

14. Glossary

Term	Definition
Council Gold	A gold/silver/bronze command structure is a hierarchy used by the emergency services and other public sector organisations (including local authorities) to manage the response to major incidents. Gold command is responsible for formulating a strategy for dealing with the incident and has overall control of resources.

Term	Definition
COVID-19	Coronavirus disease (COVID-19) is an infectious disease caused by a newly discovered coronavirus. The three main symptoms of COVID-19 are a high temperature and a new, persistent cough, and loss or change in sense of smell or taste.
Overview and Scrutiny Business Panel	<p>Lewisham has two Business Panels (sub-committees of the Overview and Scrutiny Committee).</p> <p>Overview & Scrutiny Business Panel is made up of the chair and vice-chair of the Overview and Scrutiny Committee, the chair of each of the Select Committees, and two other non-Executive councillors.</p> <p>The main functions of Business Panel are reviewing key decisions once they have been taken (potentially “calling in” key decisions that have been made but not yet implemented); coordinating and approving the overall scrutiny work programme; and allocating scrutiny work in the event that it crosses the remit of more than one scrutiny body.</p> <p>Three parent governors and two diocesan representatives sit on the Education Business Panel, alongside the councillors that make up the regular Business Panel. The Education Business Panel reviews.</p>
Shielding	Those who are at the greatest risk of severe illness and have been advised to shield by the NHS.

15. Report author and contact

- 1.96. If there are any queries about this report, please contact Charlotte Parish, Principal Officer – Policy, Service Design and Analysis by email charlotte.parish@lewisham.gov.uk.



Overview and Scrutiny Business Panel

Key Decision Plan

Date: 16 March 2021

Key decision: No

Class: Part 1

Ward(s) affected: All

Contributors: Chief Executive / Head of Business and Committee

Outline and recommendations

Members are asked to receive a draft copy of the statutory Key Decision Plan and an explanatory appendix

1. Recommendation

It is recommended that the Business Panel receives and comments on the draft Key Decision Plan

FORWARD PLAN OF KEY DECISIONS

Forward Plan April 2021 - July 2021

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

Anyone wishing to make representations on a decision should submit them in writing as soon as possible to the relevant contact officer (shown as number (7) in the key overleaf). Any representations made less than 3 days before the meeting should be sent to Kevin Flaherty 0208 3149327, the Local Democracy Officer, at the Council Offices or kevin.flaherty@lewisham.gov.uk. However the deadline will be 4pm on the working day prior to the meeting.

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

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

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
June 2020	Climate emergency action plan update	10/03/21 Mayor and Cabinet	Martin O'Brien, Climate Resilience Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport		
September 2020	Building for Lewisham Programme Requirements	10/03/21 Mayor and Cabinet	Karen Barke, Head of Strategic Development and Councillor Paul Bell, Cabinet Member for Housing & Planning		
November 2020	Small Sites SPD	10/03/21 Mayor and Cabinet	James Masini, Regeneration and New Supply Manager and Councillor Paul Bell, Cabinet Member for Housing & Planning		
February 2021	Neighbourhood CIL borough wide pot	10/03/21 Mayor and Cabinet	David Syme, Strategic Planning Manager and Councillor Paul Bell, Cabinet Member for Housing & Planning		
February 2021	Learning Disability Framework - Permission to procure contract	10/03/21 Mayor and Cabinet	Tom Bird, Integrated Commissioning Manager and Councillor Chris Best, Deputy Mayor and Cabinet Member for Health and Adult Social Care		
February 2021	Statement of community	10/03/21	Christopher Dale,		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
	involvement [ceasing temporary covid changes to the scheme of delegation)	Mayor and Cabinet	Development Manager and Councillor Paul Bell, Cabinet Member for Housing & Planning		
February 2021	Main Grants Extensions	10/03/21 Mayor and Cabinet	Winston Castello, Community Enterprise Manager and Councillor Jonathan Slater, Cabinet Member for Community Sector		
February 2021	Governing Body proposal regarding future of St Mary Magdalen RC Primary School	10/03/21 Mayor and Cabinet	Matthew Henaughan, Head of Business, Infrastructure, Compliance and Education and Councillor Chris Barnham, Cabinet Member for Children's Services and School Performance		
February 2021	Contract Extension - Parks and Open Spaces Management	10/03/21 Mayor and Cabinet	James Lee, Director of Communities, Partnerships and Leisure and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport		
February 2021	Riverside Youth Club: Refurbishment	10/03/21 Mayor and Cabinet	Catherine Bunten, Commissioning Manager and Councillor Chris Barnham, Cabinet Member for Children's Services and School Performance		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
February 2021	COVID-19 Related Contract Extensions including Stop Smoking, National Health Checks, specialist support for Gypsy Roma community, supported housing services for homeless adults and young people, primary care and counselling and drop in services	16/03/21 Executive Director for Community Services	Iain McDiarmid and Councillor Chris Best, Deputy Mayor and Cabinet Member for Health and Adult Social Care		
February 2021	ULEZ expansion: section 8 agreement	16/03/21 Executive Director for Housing, Regeneration & Environment	Alexandra Crush, Transport Policy and Development Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport		
February 2021	Adult Social Care Consultant Procurement	16/03/21 Executive Director for Community Services	Kathy Freeman, Executive Director for Corporate Resources and Councillor Chris Best, Deputy Mayor and Cabinet Member for Health and Adult Social Care		
February 2021	Electric Vehicle Recharging Point programme	16/03/21 Executive Director for Housing, Regeneration & Environment	Alexandra Crush, Transport Policy and Development Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
February 2021	Cycle hangar programme	16/03/21 Executive Director for Housing, Regeneration & Environment	Alexandra Crush, Transport Policy and Development Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport		
February 2021	School streets programme	16/03/21 Executive Director for Housing, Regeneration & Environment	Liz Brooker, Road Safety & Sustainable Transport Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport		
February 2021	Review of social distancing measures on high streets	16/03/21 Executive Director for Housing, Regeneration & Environment	Alexandra Crush, Transport Policy and Development Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport		
February 2021	Deptford Parks Liveable Neighbourhood programme	16/03/21 Executive Director for Housing, Regeneration & Environment	Alexandra Crush, Transport Policy and Development Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport		
February 2021	Bus priority programme	16/03/21 Executive Director for Housing, Regeneration & Environment	Alexandra Crush, Transport Policy and Development Manager and Councillor Sophie McGeevor, Cabinet		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			Member for Environment and Transport		
February 2021	Thames Water Rebates	24/03/21 Mayor and Cabinet	Rachel Dunn, Service Group Manager - Partnerships and Service Improvement and Councillor Paul Bell, Cabinet Member for Housing & Planning		
December 2020	Lewisham Homes Business Plan 2021-22	24/03/21 Mayor and Cabinet	Councillor Colin Elliott and Councillor Paul Bell, Cabinet Member for Housing & Planning		
November 2019	Approval to appoint operator for concessions contract at the lake, Beckenham Place Park	24/03/21 Mayor and Cabinet	Gavin Plaskitt, Programme Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport		
February 2021	COVID-19 Related Contract Extensions including Sexual Health, Home Care, and Learning Disability Frameworks for Supported Living & Registered Residential Care	24/03/21 Mayor and Cabinet	Iain McDiarmid and Councillor Chris Best, Deputy Mayor and Cabinet Member for Health and Adult Social Care		
February 2021	COVID-19 Related Contract Extensions - CYP Directorate	24/03/21 Mayor and Cabinet	Richard Marks, Children with Complex Needs Commissioner and Councillor Chris Barnham, Cabinet		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			Member for Children's Services and School Performance		
December 2019	Additions of new buildings to Local List St Lukes Church	24/03/21 Mayor and Cabinet	Joanna Ecclestone, Senior Conservation Officer and Councillor Paul Bell, Cabinet Member for Housing & Planning		
February 2021	Annual Complaints Report	24/03/21 Mayor and Cabinet	Irene Bremang, Interim Complaints Service Manager and Councillor Amanda De Ryk, Cabinet Member for Finance and Resources		
February 2021	New Hope Supported Housing project	24/03/21 Mayor and Cabinet	Kenneth Gregory, Joint Commissioning Lead, Adult Mental Health and Councillor Chris Best, Deputy Mayor and Cabinet Member for Health and Adult Social Care		
February 2021	Lee Green school road safety measures	30/03/21 Executive Director for Housing, Regeneration & Environment	Josh Learner, Cycling and Walking Programme Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport		
February 2021	Dockless bikes	30/03/21	Alexandra Crush,		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
		Executive Director for Housing, Regeneration & Environment	Transport Policy and Development Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport		
September 2020	Catford Regeneration Partnership Ltd Business Plan 2020-21	19/05/21 Mayor and Cabinet	Kplom Lotsu, SGM Capital Programmes and Councillor Paul Bell, Cabinet Member for Housing & Planning		
June 2020	Conversion of 114-116 Manor Avenue to temporary housing	19/05/21 Mayor and Cabinet	James Masini, Regeneration and New Supply Manager and Councillor Paul Bell, Cabinet Member for Housing & Planning		
February 2021	The Shaftesbury Centre Approval of S106 funding for Housing Development	19/05/21 Mayor and Cabinet	Karen Barke, Head of Strategic Development and Councillor Paul Bell, Cabinet Member for Housing & Planning		
February 2021	Catford Town Centre Framework	19/05/21 Mayor and Cabinet	Paul Moore, Interim Director for Regeneration and Place and Councillor Paul Bell, Cabinet Member for Housing & Planning		
December 2020	Approval of a new Housing Allocations Scheme'	19/05/21 Mayor and Cabinet	Michael Moncrieff, Housing Policy & Partnerships Manager		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			and Councillor Paul Bell, Cabinet Member for Housing & Planning		
February 2021	Building for Lewisham Programme Requirements	19/05/21 Mayor and Cabinet	James Ringwood, Housing Delivery Manager and Councillor Paul Bell, Cabinet Member for Housing & Planning		
February 2021	Libraries' Update	19/05/21 Mayor and Cabinet	Antonio Rizzo, Library and Information Services Manager and Councillor Jonathan Slater, Cabinet Member for Community Sector		
February 2021	Film Location Service Contract Award	01/06/21 Executive Director for Community Services	Nancy Stridgen, Local Assembly Coordinator and Councillor Andre Bourne, Cabinet member for Culture, Jobs and Skills (job share)		
October 2019	Mayow Road Supported Living Service Parts 1 & 2	14/07/21 Mayor and Cabinet	Tom Brown, Executive Director for Community Services and Councillor Chris Best, Deputy Mayor and Cabinet Member for Health and Adult Social Care		

FORWARD PLAN – KEY DECISIONS

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials

EXPLANATORY NOTES KEY DECISION PLAN

Name of Report	Contact Officer and Cabinet Member	Description of Item
Climate emergency action plan update	Martin O'Brien, Climate Resilience Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport	The Climate Emergency Action Plan agreed on the 11 March 2020 (item 282) included proposals for Mayor and Cabinet to undertake an annual review of progress.
Building for Lewisham Programme Requirements	Karen Barke, Head of Strategic Development and Councillor Paul Bell, Cabinet Member for Housing & Planning	To seek approval for the Demolition budget for schemes using the Small Sites Small Builders GLA Grant and to report S105 consultation outcomes.
Small Sites SPD	James Masini, Regeneration and New Supply Manager and Councillor Paul Bell, Cabinet Member for Housing & Planning	The Small Sites Supplementary Planning Document (SPD) will become part of a suite of planning guidance documents which underpin, elaborate and explain the policies within Lewisham's Development Plan. The document is intended to support an increase in the delivery of new homes in the borough as part of the GLA's Homebuilding Capacity Fund.
Neighbourhood CIL borough wide pot	David Syme, Strategic Planning Manager and Councillor Paul Bell, Cabinet Member for Housing & Planning	This report seeks agreement from M&C to allocate a further £396,161 to the NCIL borough wide fund and to propose an additional priority to add to the current list of NCIL borough wide priorities previously agreed through M&C on the 11 March 2020.
Learning Disability Framework - Permission to procure contract	Tom Bird, Integrated Commissioning Manager and Councillor Chris Best, Deputy Mayor and Cabinet Member for Health and Adult Social Care	To seek agreement for the procurement of a contract for the supported living service to be delivered to the 6 learning disability supported housing units being developed as part of the Mayow Road development
Statement of community involvement [ceasing	Christopher Dale, Development Manager	To recommend the adoption of a refreshed Statement of Community Involvement in response

<p>temporary covid changes to the scheme of delegation)</p>	<p>and Councillor Paul Bell, Cabinet Member for Housing & Planning</p>	<p>to the findings of the Local Democracy Review and lessons learned during the pandemic. This period has shown that changes in how the Planning Service engages and undertakes the planning process in new ways, using technology has not disenfranchised the community. It has also demonstrated that there is a need for flexibility in processes to enable the Council to respond to changes in circumstances. The report will recommend new working practices following the cessation of the temporary changes to the SCI which were agreed by the Mayor and Cabinet in June 2020 and extended for a further period of 6 months on 3rd September 2020.</p>
<p>Main Grants Extensions</p>	<p>Winston Castello, Community Enterprise Manager and Councillor Jonathan Slater, Cabinet Member for Community Sector</p>	<p>This proposal is to extend Main Grants funding of the activities of eight organisations for an additional year. In April 2019, Mayor and Cabinet agreed funding awards to 44 organisations under the 2019-22 Main Grants programme. The majority of organisations were awarded funding for the full funding period. Eight organisations were awarded funding for an initial period, subject to review. The activities of these organisations have now been reviewed and they have demonstrated successful operation for the period of their grant to date. It is therefore proposed that the organisations should have their funding extended to 31 March 2022 in line with their grant agreements. The total funding to be granted under this arrangement amounts to £155,815.</p>
<p>Governing Body proposal regarding future of St Mary Magdalen RC Primary School</p>	<p>Matthew Henaughan, Head of Business, Infrastructure, Compliance and Education and Councillor Chris Barnham, Cabinet Member for Children's Services and School Performance</p>	<p>To consider a Governing Body proposal regarding the future of St Mary Magdalen RC Primary School</p>

Contract Extension - Parks and Open Spaces Management	James Lee, Director of Communities, Partnerships and Leisure and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport	The paper seeks an extension of the current contract for 2 years.
Riverside Youth Club: Refurbishment	Catherine Bunten, Commissioning Manager and Councillor Chris Barnham, Cabinet Member for Children's Services and School Performance	This report requests permission to accept grant funding from the Football Foundation in order to provide a 3G pitch and to refurbish Riverside youth club.
COVID-19 Related Contract Extensions including Stop Smoking and National Health Checks	Iain McDiarmid and Councillor Chris Best, Deputy Mayor and Cabinet Member for Health and Adult Social Care	Extensions to formal contracts across multiple services as a result of Covid-19, including; stop smoking service and nhs checks.
ULEZ expansion: section 8 agreement	Alexandra Crush, Transport Policy and Development Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport	In October 2021 TfL plans to extend the ULEZ boundary as far as (but not including) the south circular. To ensure that motorists are aware of the scheme entry points, TfL will need to install signage at the ULEZ boundary and on its approaches, some of which will be located on borough roads. This report seeks approval for the signage designs and to enable Lewisham to enter into a section 8 agreement with TfL, which will allow TfL to complete the necessary works on our behalf.
Adult Social Care Consultant Procurement	Kathy Freeman, Executive Director for Corporate Resources and Councillor Chris Best, Deputy Mayor and Cabinet Member for	Awaiting summary

	Health and Adult Social Care	
Electric Vehicle Recharging Point programme	Alexandra Crush, Transport Policy and Development Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport	Awaiting summary
Cycle hangar programme	Alexandra Crush, Transport Policy and Development Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport	Awaiting summary
School streets programme	Liz Brooker, Road Safety & Sustainable Transport Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport	Awaiting summary
Review of social distancing measures on high streets	Alexandra Crush, Transport Policy and Development Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport	Awaiting summary
Deptford Parks Liveable Neighbourhood programme	Alexandra Crush, Transport Policy and Development Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport	Awaiting summary
Bus priority programme	Alexandra Crush, Transport Policy and	Awaiting summary

	Development Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport	
Deptford Parks Liveable Neighbourhood programme	Alexandra Crush, Transport Policy and Development Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport	Awaiting summary
Bus priority programme	Alexandra Crush, Transport Policy and Development Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport	Awaiting summary
Lewisham Homes Business Plan 2021-22	Councillor Colin Elliott and Councillor Paul Bell, Cabinet Member for Housing & Planning	A report setting out the Lewisham Homes Business Plan for 2021-22 and detailing performance against previous years business plans and broader strategic objectives.
Approval to appoint operator for concessions contract at the lake, Beckenham Place Park	Gavin Plaskitt, Programme Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport	This report seeks the approval of Mayor & Cabinet to award a new five year concession contract for the operation of swimming and boating activities at Beckenham Place Park lake.
COVID-19 Related Contract Extensions including Sexual Health, Home Care, and Learning Disability Frameworks for Supported Living & Registered Residential Care and Community Equipment	Iain McDiarmid and Councillor Chris Best, Deputy Mayor and Cabinet Member for Health and Adult Social Care	Extensions to formal contracts across multiple services as a result of Covid-19, including; Sexual Health, Home Care, Community Equipment and Learning Disability Frameworks for Supported Living & Registered Residential Care and Community Equipment.

COVID-19 Related Contract Extensions - CYP Directorate	Richard Marks, Children with Complex Needs Commissioner and Councillor Chris Barnham, Cabinet Member for Children's Services and School Performance	Extensions to formal contracts across multiple services as a result of Covid-19, - Specialist short breaks
Additions of new buildings to Local List St Lukes Church	Joanna Ecclestone, Senior Conservation Officer and Councillor Paul Bell, Cabinet Member for Housing & Planning	Consideration of a Local Listing proposal that was deferred in
Annual Complaints Report	Irene Bremang, Interim Complaints Service Manager and Councillor Amanda De Ryk, Cabinet Member for Finance and Resources	The annual report provides an overview of corporate complaints and casework in 2019/20 by Lewisham Council at its housing partners. The statutory adult and children's social care complaints report are provided in the appendices along with reports from the Independent Adjudicator and Local Government and Social Care Ombudsman. A high level Complaints and Casework Improvement Action Plan is also provided in the report.
New Hope Supported Housing project	Kenneth Gregory, Joint Commissioning Lead, Adult Mental Health and Councillor Chris Best, Deputy Mayor and Cabinet Member for Health and Adult Social Care	<p>Mayor and Cabinet are recommended to give approval for officers to negotiate a contract with Penrose (Social Interest Group) for the delivery of the New Hope Mental Health Supported Housing Project for the period of 1 August 2020 to March 2022.</p> <p>The local authority is one of three commissioning authorities (LBL, SEL Clinical Commissioning Group and South London and Maudsley MH Trust – SLaM) that have been funding this contract since the early 2000's. SLaM previously managed the service on behalf of the three authorities. Subsequently there was an agreement to novate the contract to the Council in December 2020.</p>

Thames Water Rebates	Rachel Dunn, Housing Partnerships and Service Improvement Manager and Councillor Paul Bell, Cabinet Member for Housing & Planning	The council has committed to refunding affected tenants and former tenants who have mistakenly been overcharged for their water following a Court of Appeal ruling in October 2020. This report will seek the approval of Mayor and Cabinet for rebates to be processed to affected tenants.
Lee Green school road safety measures	Josh Learner, Cycling and Walking Programme Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport	Awaiting summary
Dockless bikes	Alexandra Crush, Transport Policy and Development Manager and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport	Awaiting summary
Approval of a new Housing Allocations Scheme'	Michael Moncrieff, Housing Policy & Partnerships Manager and Councillor Paul Bell, Cabinet Member for Housing & Planning	The Allocations Policy outlines the priorities by which social housing is allocated, and procedures to be followed in assessing housing need. This paper will ask Mayor and Cabinet to agree a public consultation on proposed changes to the Housing Allocations Policy.
Building for Lewisham Programme Requirements	James Ringwood, Housing Delivery Manager and Councillor Paul Bell, Cabinet Member for Housing & Planning	To seek approval for the Demolition budget for schemes using the Small Sites Small Builders GLA Grant, to approve appropriations, to report S105 consultation outcomes and adjustments to current Building for Lewisham Programme
Libraries' Update	Antonio Rizzo, Library and Information Services Manager and Councillor Jonathan Slater, Cabinet Member for Community Sector	

The Shaftesbury Centre Approval of S106 funding for Housing Development		Request for s106 funding from Lewisham for a unique development that will provide 33 temporary accommodation units at social rent, with 100% LBL nomination rights.
Catford Town Centre Framework		Review of Public Consultation Feedback & Approval to adopt the Catford Regeneration Masterplan Framework
Conversion of 114-116 Manor Avenue to temporary housing		This report relates to potential opportunities for converting properties for use as temporary housing for homeless households. The report sets out the properties, the early design work and the viability based on those designs. The report will request a budget to complete design work, submit planning applications (where applicable) and a budget to complete the work.
Catford Regeneration Partnership Ltd Business Plan 2020-21		Annual consideration of the company's Business Plan.
Film Location Service Contract Award	Nancy Stridgen, Local Assembly Coordinator and Councillor Andre Bourne, Cabinet member for Culture, Jobs and Skills (job share)	To award a 4 year contract

Agenda Item 5



Overview and Scrutiny Business Panel

Decisions made by Mayor and Cabinet

Date: 16 March 2021

Key decision: Yes

Class: Part 1

Ward(s) affected: All

Contributors: Chief Executive / Head of Business and Committee

Outline and recommendations

Members are asked to consider decisions taken at a meeting of the Mayor and Cabinet held on 10 March 2021 in open session

1. Recommendation

To consider decisions taken by the Mayor and Cabinet on 10 March 2021, which will come in to force on 17 March 2021, unless called in by the Overview & Scrutiny Business Panel on 16 March 2021.

2. Background

2.1 The Mayor and Cabinet considered the following decisions on 10 March 2021:

- i. Lewisham Climate Emergency Action Plan
- ii. Main Grants Extensions
- iii. Small Sites Study Supplementary Planning Document
- iv. Building for Lewisham Programme Requirements (also in Part 2)
- v. Top up of the NCIL Borough Wide Pot and proposing an additional Borough wide priority (also in Part 2)
- vi. Statement of Community Involvement [ceasing temporary Covid changes to the scheme of delegation
- vii. Decision on Acceptance of Football Foundation Capital Grant – Riverside Youth Club (also in Part 2)
- viii. Learning Disability Framework - Request for permission to procure a contract for Supported Living (also in Part 2)
- ix. Contract Extension – Parks and Open Spaces Management

2.2 The notice of the decision in respect of this report is attached below.

2.3 Under the provisions of Standing Orders Part IV E 14, Members may call in an executive decision within 7 days. If this report is not called in, the decisions will come into force on 17 March 2021.



NOTICE OF DECISIONS MADE BY THE MAYOR & CABINET

The Mayor and Cabinet made the following decisions on March 10 2021. All recommendations shown were agreed by a 10-0 vote of voting members in attendance.

The decisions will become effective on March 17 2021 unless called in by the Overview & Scrutiny Business Panel on March 16 2021.

1. Lewisham Climate Emergency Action Plan

Having considered an officer report, and a presentation by the Cabinet Member for Environment & Transport, Councillor Sophie McGeevor, and the Chair of the Sustainable Development Select Committee, Councillor Liam Curran, the Mayor and Cabinet agreed that:

(1) the update on progress and future plans for delivery on Lewisham's Climate Emergency Action Plan be noted; and

(2) the proposed response to the 3 February 2021 referral from the Sustainable Development Select Committee set out in Section 6 be approved.

2. Main Grants Extensions

Having considered an officer report, and a presentation by the Cabinet Member for Community Sector, Councillor Jonathan Slater, the Mayor and Cabinet agreed that a sum of £155,815 be granted to eight organisations to extend their delivery period under the current Main Grants programme to 31 March 2022 to allow all organisations that have been granted funding under the Main Grants programme to continue delivery of crucial Covid-19 recovery-related services to Lewisham residents and also ensure that all organisations are enabled to continue delivery of essential community activities and work towards sustainability in light of previous disruptions resulting from the Covid-19 crisis, until the start of the new Main Grants programme in April 2022.

3. Small Sites Study Supplementary Planning Document

Having considered an officer report, and a presentation by the Cabinet Member for Housing & Planning, Councillor Paul Bell, and the Chair of the Sustainable Development Select Committee, Councillor Liam Curran, the Mayor and Cabinet agreed that:

(1) the comments received from the meeting of Sustainable Development Select Committee held on 3 March 2021 be accepted in their entirety and officers be delegated to incorporate the comments into the Small Sites Supplementary Planning Document (SPD)

(2) the content of the draft Small Sites SPD be approved for public consultation in accordance with the Council's original Statement of Community Involvement consultation process.

4. Building for Lewisham Programme Requirements

Having considered an open and a confidential officer report, and a presentation by the Cabinet Member for Housing & Planning, Councillor Paul Bell, the Mayor and Cabinet agreed that.

(1) Having considered the responses to the consultation carried out on Elderton Road under s105 of the Housing Act 1985 between 25 January 2021 and 15 February 2021, the proposal to build new homes on Elderton Road be continued subject to planning permission being granted, and the budget to proceed with the enabling works for the Elderton Road site be approved;

(2) the budget to proceed with enabling works for the Endwell Road site be approved;

(3) subject to the consent of the Secretary of State being obtained under Schedule 1 of the Academies Act 2010, the appropriation of the Fairlawn Nursery Annex (as shown in the red outline on an attached plan from Education Use (General Fund) to Housing Use (Housing Revenue Account) under Section 122 of the Local Government Act 1972 be approved;

(4) the making of an application to the Secretary of State for Education under Schedule 1 of the Academies Act 2010 be approved;

(5) the removal of the Eddystone Tower conversion project from the Building for Lewisham programme be approved and the abortive costs be noted;

(6) a redesign of the Mayfield scheme, submission of a revised planning application, tender for works and an associated budget be approved.

5. Top up of the NCIL Borough Wide Pot and proposing an additional Borough wide priority

Having considered an open and a confidential officer report, and a presentation by the Cabinet Member for Housing & Planning, Councillor Paul Bell, the Mayor and Cabinet agreed that:

(1) a top up of the existing borough wide fund by a further £396,161 be approved which was collected through CIL receipts during the period of April 2018 – March 2020 bringing the available funding available through the borough wide pot to £977,094; and

(2) the additional priority addressing projects that aim to assist in Lewisham's Covid-19 recovery that will benefit Lewisham's communities at a borough wide level be approved.

6. Statement of Community Involvement [ceasing temporary Covid changes to the scheme of delegation]

Having considered an open officer report, and a presentation by the Cabinet Member for Housing & Planning, Councillor Paul Bell, the Mayor and Cabinet agreed that:

(1) the intention to cease the temporary changes to the Council's scheme of delegation be noted;

(2) temporary modifications to the Council's Statement of Community Involvement (SCI) be authorised for a further 18 month period to enable the following:

(a) Invitations to planning committee meetings and other communications and information (including publication of agendas) relating to planning committee meetings be carried out electronically wherever possible

(b) Make it explicit that people wishing to speak at planning committee will need to register to speak in advance of the meeting and will need to submit written copies of their speeches in advance of the meeting

(c) Local Meetings to be able to be held remotely

(d) Make any necessary amendments regarding the publication of planning applications, agendas and decisions

7. Decision on Acceptance of Football Foundation Capital Grant – Riverside Youth Club

Having considered an open and a confidential officer report, and a presentation by the Cabinet Member for Children's Services and School Performance, Councillor Chris Barnham, the Mayor and Cabinet agreed that:

(1) the application for external funding from the Football Foundation be approved;

(2) the procurement of a works contractor to deliver the Riverside redevelopment be approved;

(3) authority be delegated to the Executive Director for Children & Young People, on the advice of the Executive Director for Corporate Resources and Executive Director for Housing, Regeneration & Environment to award a works contract to deliver the Riverside Youth Club redevelopment Programme; and

(4) the construction budget set out in Part 2 be approved.

8. Learning Disability Framework - Request for permission to procure a contract for Supported Living

Having considered an open and a confidential officer report, and a presentation by the Deputy Mayor, Councillor Chris Best, the Mayor and Cabinet agreed that the initiation of the procurement of a 4 year supported living contract via a mini-competition under Lot 1: Supported Living of the Framework Agreement for Adults with Learning Disabilities 2019-2023 be approved.

9. Contract Extension – Parks and Open Spaces Management

Having considered an officer report, and a presentation by the Cabinet Member for Environment & Transport, Councillor Sophie McGeevor, the Mayor and Cabinet agreed that a further extension of 24 months to the Green Space Contract with Glendale Grounds Management be approved from 1st November 2021 until 31st October 2023 at a cost of £ £5.2m.

Kim Wright
Chief Executive,
Lewisham Town Hall,
Catford SE6 4RU
March 11 2021



Overview and Scrutiny Business Panel

Decisions made by the Executive Director of Community Services

Date: 16 March 2021

Key decision: Yes

Class: Part 1

Ward(s) affected: All

Contributors: Chief Executive / Head of Business and Committee

Outline and recommendations

Members are asked to consider key decisions taken by the Executive Director of Community Services – open session

1. Recommendation

To consider key decisions taken by the Executive Director of Community Services in closed session, which will come in to force on 17 March 2021, unless called in by the Overview and Scrutiny Business Panel on 16 March 2021.

2. Background

2.1 The Executive Director of Community Services made the following key decisions:

- Award contract – Adult Social Care Consultancy Services – Part 1

2.3 Under the provisions of Standing Orders Part IV E 14, Members may call in an executive decision within 7 days. If the reports are not called in decisions to be made will come into force on 17 March 2021.



Executive Director for Community Services

Contract Award - Adult Social Care Consultancy Service

Date: 2nd March 2021

Key decision: Yes

Class: Part 1

Ward(s) affected: All

Contributors: Corporate Procurement Team, Stewart Weaver-Snellgrove, Legal Team

Outline and recommendations

The purpose of this report is to seek agreement from the Executive Director for Community Services to award the contract for an Adult Social Care Consultancy Service to Newton Europe Limited (Newton Europe) following a competitive tender exercise. Officers consider that appointing Newton Europe represents value for money and quality of the returned tenders.

The Executive Director for Community Services is recommended to approve the award of the contract to Newton Europe for the provision of consultancy services for the Adult Social Care department within Community Services, from 30 March 2021 to 30 June 2021. This will involve a fixed fee expenditure of £268,579.00 over the full contract term. This consultancy service will provide strategic and analytical capacity to identify the best way to deliver transformational change at pace and scale within Adult Social Care.

Timeline of engagement and decision-making

The Authority to Procure Report for the procurement of an Adult Social Care Consultancy Service was presented to Tom Brown, Executive Director for Community Services on 18th January 2021. The Authority to Procure Report was signed and approved by Tom Brown, Executive Director for Community Services on 18th January 2021.

The tender was issued on Proactis e-procurement portal on 3rd February 2021 and the tender was returned on 17th February 2021.

1. Summary

- 1.1. This report sets out the tender process to procure a consultancy service which will provide strategic and analytical capacity to identify the best way to deliver transformational change at pace and scale within Adult Social Care at Lewisham Council, and recommends award of the contract of services to Newton Europe.
- 1.2. The purpose of this report is to seek agreement and approval from the Executive Director for Community Services to award the contract for the provision of an Adult Social Care (ASC) Consultancy Service to Newton Europe following a competitive tender exercise.
- 1.3. Officers consider that appointing Newton Europe represents value for money and quality of the returned tenders.
- 1.4. The 'mini-competition' tender exercise was conducted using Lot 5 Health and Community of Crown Commercial Services' (CCS) RM3745 Management Consultancy Framework. The use of this framework was approved by the Executive Director for Community services on 18th January 2021. The fifty listed suppliers were invited to bid for this tender. Following the competitive tendering process and evaluation of bids the successful supplier has been identified as Newton Europe.
- 1.5. The Executive Director for Community Services is recommended to approve the award of the contract to Newton Europe for the provision of consultancy service, from 30 March 2021 to 30 June 2021.

2. Recommendations

- 2.1. It is recommend that the Executive Director for Community Services:
- 2.2. Approve the contract award to Newton Europe for the provision of consultancy services, including strategic and analytical capacity, in order to identify the best way to deliver transformational change at pace and scale within the Adult Social Care department at Lewisham Council for a contract value of £268,579.00.

3. Policy Context

- 3.1. A budget savings process is well underway Council-wide and there is an urgent need to deliver £40m over the next three years (2021-24) as described in the [Financial Stabilisation Medium Term Plan](#).
- 3.2. This financial position illustrates the impact of the severe financial constraints which

have been imposed on Council services due to a decade of funding cuts. This situation has been compounded by the Covid-19 pandemic and the need to protect Lewisham's most vulnerable residents.

- 3.3. ASC must realise £7m of savings in 2021/22, more than any other service area in the Council. To help deliver these savings within the required timeframe, a full-scale review of ASC must be undertaken. The objective of this review is to identify sustainable financial benefits through service change (please see glossary for definition) and improvement, whilst continuing to provide good outcomes for Lewisham residents.
- 3.4. It is against this backdrop that the procurement of a consultancy service for ASC was approved, as Lewisham Council require management consultancy services to support the delivery of savings within ASC services whilst maintaining good quality outcomes for residents. This review will support the wider service transformation required in order to create a model that supports residents to be independent for longer.
- 3.5. It is important to note, whilst the appointed supplier will support the savings process, realisation of these savings is not wholly contingent on the completion of this review. The Council has already identified interventions to partially address the current budget position. Work to deliver £7m of savings in 2021/22 is already in progress under the Delivery Action Plan for ASC. This was explained to all suppliers within the service Specification.
- 3.6. For the purposes of procuring the intended service for ASC the Council chose to use Lot 5 (Health and Community) of CCS's RM3745 Management Consultancy Framework as this covered the subject matter in question and focussed on cost and commercial/efficiency review of public services.
- 3.7. As outlined in the ITT, the achievement of savings will not be contingent on the review in itself as work on the cuts process will commence in advance of the review taking place. The review will shape the strategy going forward, moving towards a model of independence and re-enablement, transforming how care is provided in Lewisham.
- 3.8. As outlined in the ITT to all suppliers, ASC is a statutory service and will continue to implement the legislative requirements and relevant guidance appropriately. Consideration will be given to, for example, whether care arrangements currently in place have appropriately considered the choices and aspirations of individual service users and carers when considering how needs can be met. All decisions made regarding – for example - how a care and support plan is changed (for example following any re-assessment of needs) will need to continue to be made in line with the Care Act guidance. Any re-assessments of current arrangements will follow Care Act guidance by taking into account the strengths and assets that individuals can contribute to support themselves, for example, looking at what family and community networks can provide, and whether there are sufficient finances to self-fund support required.
- 3.9. The Council's Corporate Strategy 2018 – 2022 which outlines a range of the Council's commitments including those regarding Adult Social Care services was also outlined to all suppliers within the ITT document. One of the seven corporate priorities is the delivery and defending of health, social care and support. 'Ensuring everyone receives the health, mental health, social care and support services they need' is directly related to Adult Social Care services. The proposals put forward will need to take those matters into account regarding provision of these services to our residents.

4. Background

- 4.1. Permission to proceed and implement a 'mini-competition' using CCS framework RM3745 Lot 5 Health and Community was gained on 18th January 2021 from the Executive Director for Community Services.
- 4.2. Tender documents were developed and outlined in detail the requirements of this

service, including by not limited to:

- Work in partnership with ASC, helping them to find ways to expedite key deliverables, as identified in Section 3 of this Specification, to achieve the £7m of savings in 2021/22.
 - Build a detailed understanding of potential areas for ASC service improvement using existing service-related intelligence (e.g. financial and performance data), business insights, live studies, user experiences and stakeholder engagement.
 - Ensure that every stage of the review is data driven, evidence-led and linked to tangible outcomes. There should be a strong emphasis on data in every part of your review, with clearly referenced evidence provided for all data-based conclusions.
 - Highlight any specific barriers (including issues of capacity, capability and organisational culture) that would need to be overcome to implement improvements in these areas. This includes the identification of any internal or external policy barriers.
 - Produce a report quantifying the potential in each opportunity area and detail on the specific operational hurdles that must be addressed to release this potential. If opportunities are identified across the broader health and care system, then ensure that these are clearly highlighted.
 - Build a benefits model illustrating the rate at which improvements are expected, the source of these outcomes and the resultant financial improvements.
 - Establish an order of priority for improvement opportunities framed by robust rationale.
 - Develop a supporting narrative for transformational change that ASC staff can work consistently towards.
 - Develop a Diagnostic Report for Phase 1 (owned by the Council) with clear performance targets, resource requirements, owners, and timescales for agreement with the management team.
 - Impart skills or knowledge transfer to key council staff through mentoring or training opportunities throughout the lifecycle of the project.
 - Provide the identification of opportunities to either work with or train Lewisham officers in order that they are able to deliver part of any potential implementation process.
 - Using Lewisham's Corporate Strategy to develop a vision for change and create a future service offer that elected members and officers have confidence in and Lewisham residents can understand.
 - Identify the best approach to any organisational culture change that needs to be initiated as part of Phase 1. Create a delivery and implementation plan for Phase 2 that supports the council in the potential design and roll-out of these changes.
- 4.3. As a 'mini-competition' was used for the procurement of the consultancy service, as opposed to an open procurement, suppliers listed on Lot 5 of RM3745 were invited to tender via the Pro-contract procurement portal, in accordance with the Council's Contract Procedure Rules. It was also advertised via Contracts Finder, with an assessment taking place marking on a 20/75/5 price/quality/social value split.
- 4.4. The project was live and open to bids from 3rd February – 17th February 2021.
- 4.5. The contract will be between Newton Europe and the Council for the period of up to a maximum of three months. Newton Europe will, however, remain flexible with regard

to both this timeframe and the service launch date due to the ongoing demand placed upon the Council and its partners as a result of the COVID-19 pandemic.

- 4.6. Newton Europe will begin the provision of the consultancy service on Tuesday, 30 March 2021 at the earliest.

5. Evaluation

- 5.1. Tenders were received on 17th February 2021 from the following organisations:

- Newton Europe (successful bidder)
- Bidder A
- Bidder B
- Bidder C

- 5.2. The following criteria were used during the evaluation process:

Criteria	Weighting
Financial	20%
Commercial Offer	15%
Service Delivery	15%
Savings Action Plan	15%
Sustainability and Innovation	10%
Culture Change	10%
Equality, Diversity and Inclusion	10%
Social Value	5%

- 5.3. Three of the criteria – Commercial Offer, Service Delivery and Savings Action Plan – were assigned a minimum score of seven (7). All other criteria had a minimum score of five (5). Where a bidder did not reach these minimum scores, the Council had the ability to reject the tender.
- 5.4. Tenderers were asked to submit a description of their proposals in the form of Method Statements in order to test their understanding of service requirements. The Method Statements were assessed under the quality criteria, and those provided by the successful tender will form part of the contract documentation against which their performance will be monitored.
- 5.5. The evaluation of the price was worth 20% of the overall score and was calculated using a model that evaluated all tenders against the lowest paid submission.
- 5.6. The evaluation of the quality element was worth 80% of the overall score, and was awarded on the responses to the Method Statements.
- 5.7. The evaluation panel consisted of representatives from Community Services, Adult Social Care, the Programme Management Office, Finance and our Social Value Officer. Additional support was provided by the Corporate Procurement Team.

Synopsis of Bids

- 5.8. Following the provision of comments and scores by individuals on the evaluation panel, a consensus score for each bidder's response to the Method Statements was reached

during the moderation meeting. The moderation matrix indicates whether or not the response has reached the minimum scoring requirement for each Method Statement (as set out in the ITT). Two bidders, Bidder A and Bidder C, failed to meet the minimum scores required for an acceptable and valid tender. Bidder A failed to reach the minimum score of seven (7) for MS2 and Bidder C failed to reach the minimum score of seven (7) for MS2 and MS3. Therefore both Bidder A and Bidder C did not meet the minimum score threshold, so both submissions were deemed invalid and the prices submitted by Bidder A and Bidder C were not evaluated.

- 5.9. Further information regarding the invalid tenders can be found in section five of the Part 2 report.
- 5.10. Information regarding the final priced tenders received can be found in section five of the Part 2 report.

Contractor	Weighted Price Score
Newton Europe	16.44
Bidder A	Invalid Tender
Bidder B	20
Bidder C	Invalid Tender

- 5.11. The qualitative assessment was based on the tendering suppliers' responses to method statements included in the ITT and weighted scores for these are summarised in the table below and in Part five of the Part 2 report. Submitted tenders were analysed and evaluated using Lewisham's standard tender evaluation processes.

Contractor	Quality Score
Newton Europe	67.00
Bidder A	Invalid Tender
Bidder B	63.00
Bidder C	Invalid Tender

- 5.12. Please see Appendix A with the qualitative scores for each Method Statement and bidder.
- 5.13. Please see Appendix B to view the table outlining price, quality and overall scores for each bidder.
- 5.14. A detailed synopsis of the tenders received is set out in Section five of the Part 2 report.
- 5.15. Following evaluation of the submissions, Newton Europe provided best value based on the price and quality evaluation criteria used.
- 5.16. It is therefore recommended that the Council accepts the proposal submitted by Newton Europe.

6. Budget

- 6.1. Following completion of Phase 1 of the review there will be a brief pause whilst consideration is given to the possibility of in-house delivery of the service improvement opportunities, alongside alternative approaches. At this time, a decision on how to proceed to Phase 2 will follow the appropriate route required by the Council's Constitution (including Contract Procedure Rules) and Schemes of Delegation.

- 6.2. Should Phase 2 be procured, any payment to the successful bidder for Phase 2 will be based on a percentage of the savings achieved. Payment will be contingent on the successful bidder achieving the sustainable savings set out in the report.

7. Financial implications

- 7.1. The proposed contract award recommended in paragraph 2 will be funded from the Corporate Transformation fund. The overall cost of the contract award, in the region of £300k, is outweighed by the benefits both financial and transformational to the Adult Social Care service and the Council as a whole. The payments are also linked to the achievements of key milestones and therefore provide value for money.

8. Legal implications

- 8.1. The Council's Constitution contains requirements about how to procure and manage contracts. These are in the Contract Procedure Rules (Constitution Part IV). Some of the requirements in those Rules are based on the Public Contracts Regulations 2015 as amended by the Public Procurement (Amendment etc.) (EU Exit) Regulations 2020 ("the Regulations") with which the Council must comply. Under the Council's Contract Procedure Rules the Council may use a framework agreement set up by a public sector body where that framework agreement has been procured in accordance with the Regulations and allows for the Council to use the Framework Agreement. The framework agreement used for this procurement is EU compliant and the Council is entitled to use the framework.
- 8.2. The report proposes the establishment of a contract for provision of consultancy services, including strategic and analytical capacity, in order to identify the best way to deliver transformational change at pace and scale within the Adult Social Care department at Lewisham Council for a contract value of £268,579.00. The potential value of the contract is less than £500,000, which means that this is a Category B contract for the purposes of the Council's Contract Procedure Rules and one which is to be awarded by the Executive Director.
- 8.3. This contract has been procured as required by the Regulations and the Council's Constitution. If the proposal to award the contract is approved, an award notice must be published in the prescribed form.
- 8.4. Procedures for tendering are to be determined by contracting authorities in accordance with the Regulations (regulation 76). These require procedures to be transparent and ensure equal treatment of suppliers. Time limits must also be reasonable and proportionate.
- 7.5. The report explains the evaluation approach and process applied to the bid and the reasons for recommending the successful bid for approval. The report demonstrates that the winning bidder meets all of the Council's requirements.
- 7.6. This decision is a Key Decision under Article 16.2 (c) (xxiii) of the Constitution as it has a value of more than £200,000. It is therefore required to be contained in the current Key Decision Plan.
- 7.7. The Council has a public sector equality duty (the equality duty or the duty - The Equality Act 2010, or the Act). It covers the following protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 7.8. In summary, 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.

7.9 It is not an absolute requirement to eliminate unlawful discrimination, harassment, victimisation or other prohibited conduct, or to promote equality of opportunity or foster good relations between persons who share a protected characteristic and those who do not. It is a duty to have due regard to the need to achieve the goals listed above. The weight to be attached to the duty will be dependent on the nature of the decision and the circumstances in which it is made. This is a matter for Mayor and Cabinet, bearing in mind the issues of relevance and proportionality. Mayor and Cabinet must understand the impact or likely impact of the decision on those with protected characteristics who are potentially affected by the decision. The extent of the duty will necessarily vary from case to case and due regard is such regard as is appropriate in all the circumstances.

7.10 The Equality and Human Rights Commission (EHRC) has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance. The Council must have regard to the statutory code in so far as it relates to the duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found on the EHRC website.

7.11 The EHRC has issued five guides for public authorities in England giving advice on the equality duty. The 'Essential' guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice.

9. Equalities implications

9.1. Newton Europe will be required to comply with the Council's equality and diversity policies and guidance.

9.2. Addressing inequalities within the health and care system, especially those impacting upon our Black, Asian and Minority Ethnic (BAME) communities, is a key priority for the Council and its partners. This focus has been sharpened in response to the disproportionate impact that COVID-19 has had on these communities. Any changes to ASC services originating from this review will need to be mindful of this, with a thorough consideration of the equality implications for our most vulnerable residents alongside appropriate mitigation to reduce any negative impacts.

10. Climate change and environmental implications

10.1. There are no anticipated climate change and environmental implications arising from this review of ASC. However, any proposed service changes or recommendations made by Newton Europe must be mindful of the Council's intention of becoming a carbon neutral borough by 2030 and observe our commitments in the Climate Emergency Action Plan that was agreed by Mayor and Cabinet in March 2020.

11. Crime and disorder implications

- 11.1. There are no crime or disorder implications relating to this contract.

12. Health and wellbeing implications

- 12.1. Any proposed changes made by Newton Europe to the delivery of services must be fully compliant with relevant legislation regarding Health and Safety in respect of both staff and our service users.

13. Social Value implications

- 13.1. As part of the Invitation to Tender Documents, bidders had to outline how they would deliver Social Value and meet the following targets during the life of the contract.
- A. Employment, Skills and Economy
 - B. Greener Lewisham
 - C. Healthier Lewisham
 - D. Training Lewisham's Future
- 13.2. Following the evaluation process, Newton Europe scored a 6 on this Method Statement question. Their responses to each social value target are as follows:
- 13.3. Employment, Skills and Economy

Newton Europe stated that their experience suggests a well-trained, fairly compensated workforce will support higher quality provision for residents. Their Diagnostic will therefore examine opportunities in jobs, training and development for those working in ASC (both in-house and commissioned) and for service users. They will therefore:

- Deliver a clearer understanding of ideal demand for services (versus current) and will identify opportunities to better support the social care market to meet residents' needs. Newton Europe will consider how well service providers are aligned to the ASC vision (providing good quality outcomes, independence and reablement) and their potential to create further social value (e.g. opportunities to support training and development structures to improve effectiveness of provision, or further encourage providers to adopt the London Living Wage);
- Understand opportunities to support current ASC users to be more independent, accessing volunteering, training, and employment. Pathway reviews will therefore bring together multi-disciplinary teams to rigorously understand pathway decisions of real cases and highlight potential opportunities for promoting independence. Newton Europe will seek opportunities to help vulnerable people (e.g. with learning difficulties) otherwise dependent on provisioned support to learn new skills and so increase their engagement with their communities.
- Work closely alongside Lewisham Council to share their methodology and approach. They will freely provide skills transfer to our staff as part of this offer.
- Build the delivery plan, by working closely with staff from frontline roles to leadership roles, in order to assess the capacity and capability of operational and business support functions to undertake transformational change. This will include identifying areas where upskilling, training or recruitment is required to enable a successful and sustainable Phase 2.

- 13.4. Greener Lewisham

Newton Europe will pay particular attention to Lewisham's Climate Emergency Action Plan:

- Newton Europe will review ways of working to understand the daily challenges frontline staff face and map potential changes to release more time to spend face-to-face with residents. Changing ways of working to reduce travel time will both increase the proportion of time staff can spend with residents and reduce the environmental impact of unnecessary travel. Newton Europe's previous experience in reviewing community-based services has found that route planning and geographic matching of resource and demand can save travel time by 20% and 30% respectively. Newton Europe will therefore consider how potential service providers use travel time and whether this is effective compared to taking up more environmentally friendly transport options.
- The Covid-19 pandemic has resulted in significant shifts in ways of working within many organisations. During the Diagnostic, Newton Europe will review the ways of working of Lewisham teams and how they best support a service that promotes good outcomes for service users. The design and implementation plan Newton Europe create will ensure that any positive changes to ways of working driven by Covid-19 are appropriately supported to become a sustainable part of 'business as usual' and thus reduce environmental impact from travel, materials and waste (e.g. taking advantage of the possibilities of remote working and opportunities for digital innovation.).
- Where the Newton team is working 'on-site' (unless ongoing Covid-19 restrictions require remote working), they will ensure their working practices are aligned to the vision for a Greener Lewisham. Newton Europe will actively work to reduce their impact on carbon emissions, e.g. staying locally to avoid long daily commutes, using public transport or car sharing where travel is required, and making use of digital tools to avoid waste.

13.5. Healthier Lewisham

Newton Europe has committed to identifying opportunities to support a Healthier Lewisham - stating their belief that this is integral to the Diagnostic - and that they will build a plan to deliver the ASC vision of supporting people to achieve good outcomes and live more independently and safely. Newton Europe have stated that this is aligned to Newton's their ASC ethos of: being outcome-focussed, promoting high-quality outcomes and ensuring people (particularly those with complex needs) are accessing the right services at the right time:

- Newton Europe has stated that n 'best outcome' workshops, multi-disciplinary teams of practitioners will review real user journeys through service pathways and understand the potential for higher quality outcomes through different ways of working. For example, by reviewing user journeys through the hospital discharge pathway with Lewisham and NHS colleagues, Newton Europe will explore opportunities to support more residents to return home from hospital rather than entering residential settings (reducing the need for long term care and support).
- As well as exploring demand management from the community and hospital, Newton Europe will seek to understand opportunities in early intervention or prevention to improve resident health and wellbeing, combat social isolation, and delay or avoid the need for escalation to statutory services later in a user's care pathway.

- Newton Europe has stated their belief that many opportunities to create a Healthier Lewisham will require work across the interfaces between ASC, the NHS and Public Health. Newton Europe will therefore work with Lewisham to fully understand those who will need to be engaged in the work across Lewisham and its system partners, from senior leaders to frontline practitioners. During the Diagnostic, Newton Europe will engage key stakeholders to shape workshops, studies and discussions that best identify where social value can be gained to ensure alignment between system partners in future opportunities.

13.6. Training Lewisham's Future

Newton Europe outlined their view that the biggest priority for 'Training Lewisham's Future' is the education of young people. Whilst outside the scope of Phase 1, as this is a key focus area, Newton Europe would like to explore how they can support Lewisham Council in this area, therefore:

- Newton Europe are committed to maximising their positive impact, particularly on young people across the country. They will manage this through the Newton Foundation, whose flagship cause is social mobility, due to a belief that improving educational standards and raising skills are two of the key strategic interventions which can help to alleviate poverty. Newton Europe aim to support as many young people as possible from low-income backgrounds to engage in degree-level study and then graduate into employment.
- Over the past 2 years, Newton Europe has supported a new charity - The Elephant Group (TEG) – to begin their ambition of scaling as a national charity. TEG has committed to improving fair access to top universities with the goal of improving social mobility in the UK through the power of collaboration and partnerships between leaders in education, the third sector and the private sector. As part of this work, Newton Europe has worked with TEG to develop a performance tracking and impact dashboard to continuously improve their programme. Newton Europe also funded and staffed the 2019 TEG summer school at the University of Exeter for 160 students, similarly supporting a 2020 programme via a virtual platform.
- Newton Europe has committed to exploring opportunities to link Lewisham schools and education institutions with TEG so that young people in the Borough can benefit from the work of this charity.

14. Background papers

14.1. Authority to Procure Report



ASC Management
Consultancy Service_

15. Glossary

15.1.

Term	Definition
ASC	Adult Social Care
CCS	Crown Commercial Services
ITT	Invitation to Tender
Service Change	Finding the most effective and efficient way to deliver quality services using the resources available

16. Report author and contact

- 16.1. Flora Allan, Trainee Procurement Officer
- 16.2. Flora Allan, flora.allan@lewisham.gov.uk, 020 8314 3047

17. Comments for and on behalf of the Executive Director for Corporate Resources

- 17.1. [Type here, Arial size 11]
- 17.2. *Provide the name, number and email address of the author of the financial implications.*

18. Comments for and on behalf of the Director of Law, Governance and HR

- 18.1. [Type here, Arial size 11]
- 18.2. *Provide the name, number and email address of the author of the legal implications.*

Appendix A

MS #	Description	Absolute weight (/100)	Minimum threshold score	Newton Europe	Bidder A	Bidder B	Bidder C
MS1	Please outline how you will demonstrate value for money over the course of this project. Your answer should reference your approach to payment on the achievement of milestones.	15	7	8	7	8	7
MS2	Please provide a detailed and clear proposal as to how you will deliver Phase 1 of this review, as outlined in the Specification. Your answer should include your key service; milestones, methodology, analytical tools, resourcing requirements, risk management, stakeholder engagement, reporting and skills transfer.	15	7	9	6	8	6
MS3	Please outline how you will take the Council's existing Savings Action Plan, as detailed in Section 3 of the Specification, into account in your analysis. You should outline how you will ensure that the interventions identified within this Plan will be addressed in Phase 1 of the review.	15	7	9	7	9	6
MS4	Please explain your approach to innovation and sustainability. You should outline how you will ensure that the service changes and improvements identified in Phase 1 are the right ones to deliver good outcomes for Lewisham residents whilst realising sustainable financial benefits.	10	5	9	7	7	6
MS5	Describe how you will undertake and implement a culture of continuous improvement and, where necessary, culture change in order to fully realise both the potential and value of this service-wide review of Adult Social Care.	10	5	8	8	8	5

MS6	Please describe how you would implement the principle of equal opportunity in Phase 1 within the context of the specification. You should clearly set out how you will promote and safeguard equality, diversity and inclusion to reduce inequalities in outcomes for users of Adult Social Care services.	10	5	8	6	7	6
MS7	In relation to the delivery of the Specification please detail how you propose to deliver Social Value and how you will meet these targets during the life of the contract. A) Employment, Skills and Economy B) Greener Lewisham C) Healthier Lewisham D) Training Lewisham's Future	5	5	6	9	7	5

Appendix B

	Newton Europe	Bidder A	Bidder B	Bidder C
PRICE				
Total fixed price	268579.00	51100.00	220725.00	79100.00
Weighted Price score	16.44	Invalid tender	20	Invalid tender
Price ranking	2		1	
QUALITY				
Weighted Quality score	67.00	Invalid tender	63.00	Invalid tender
Quality ranking	1		2	
OVERALL SCORE				
Overall Weighted score	83.44	Invalid tender	83.00	Invalid tender
Overall ranking	1		2	



Overview and Scrutiny Business Panel

Decisions made by the Executive Director of Housing, Regeneration and Public Realm

Date: 16 March 2021

Key decision: Yes

Class: Part 1

Ward(s) affected: All

Contributors: Chief Executive / Head of Business and Committee

Outline and recommendations

Members are asked to consider key decisions taken by the Executive Director of Housing, Regeneration and Public Realm – open session

1. Recommendation

To consider key decisions taken by the Executive Director of Housing, Regeneration and Public Real, which will come in to force on 17 March 2021, unless called in by the Overview and Scrutiny Business Panel on 16 March 2021.

2. Background

2.1 The Executive Director of Housing, Regeneration, and Public Realm made the following key decisions:

- Transport for London Ultra Low Emission Zone
- School Street Report
- 2020/21 Buss Priority Programme
- 2020/21 Cycle Hanger Programme
- Update on Deptford Parks Livable Neighbourhood Constrution Programme

2.3 Under the provisions of Standing Orders Part IV E 14, Members may call in an executive decision within 7 days. If the reports are not called in decisions to be made will come into force on 17 March 2021.



Executive Director Housing, Regeneration & Public Realm

Report title: 2020/21 TfL Ultra Low Emission Zone

Date: 5 March 2021

Key decision: Yes.

Class: Part 1.

Ward(s) affected: All.

Contributors: Kieran Flynn, Alexandra Crush, Oscar Akintoye.

Outline and recommendations

This report seeks approval for the Council to enter into a Section 8 agreement of the Highways Act 1980 with Transport for London, to put in place infrastructure to facilitate the expansion of the London Wide Ultra Low Emission Zone (ULEZ) in Lewisham.

The Executive Director for Housing, Regeneration & Public Realm is recommended to:

- Approve the implementation of the signs, cameras and associated works required to facilitate the expansion of the ULEZ within Lewisham.
- Agree to officers using their existing delegated powers, to progress and implement these measures, as necessary, including:
 - Finalising designs
 - Undertaking the required public/stakeholder engagement
 - Making the necessary traffic orders,
- Approve the entering into the Section 8 legal agreement with TfL to enable them to deliver these works on Lewisham's public highway

Timeline of engagement and decision-making

The expansion of the ULEZ is included in the Lewisham Transport Strategy and Local Implementation Plan, which was agreed by Mayor & Cabinet in January 2019 (see Background Paper 3)

TfL will be responsible for the communications and engagement around the expansion of the ULEZ to raise awareness of the expansion of ULEZ

1. Summary

- 1.1 The purpose of this report is to seek approval to proceed with the expansion of the ULEZ in Lewisham in line with the objectives of the Council's Air Quality Action Plan.
- 1.2 The report also seeks approval to enter into the Section 8 legal agreement.

2. Recommendations

- 2.1 The Executive Director for Housing, Regeneration & Public Realm is recommended to:
 - Approve the implementation of the signs, cameras and associated works required to facilitate the expansion of the ULEZ within Lewisham.
 - Agree to officers using their existing delegated powers, to progress and implement these measures, as necessary, including:
 - Finalising designs
 - Undertaking the required public/stakeholder engagement
 - Making the necessary traffic orders,
 - Approve the entering into the Section 8 legal agreement with TfL to enable them to deliver these works on Lewisham's network.

3. Policy Context

- 3.1 Lewisham Council has welcomed the expansion of the Ultra Low Emission Zone in response to the strategy objectives set out in the Mayor of London's Transport Strategy and the London Plan, and as set out in the Lewisham Transport Strategy & Local Implementation Plan and Lewisham Air Quality Action Plan.
- 3.2 The Lewisham Air Quality Action Plan is Council policy, and it is consistent with other policy. It aligns and supports the priorities of the Borough's Corporate Strategy 2018-2022 especially priorities 1, 4 and 6 below;
 - **Open Lewisham**, Lewisham is a welcoming place of safety for all, where we celebrate the diversity that strengthens us.
 - **Building an inclusive local economy**, everyone can access high-quality job opportunities, with decent pay and security in our thriving and inclusive local economy.

- **Making Lewisham greener**, everyone enjoys our green spaces, and benefits from a healthy environment as we work to protect and improve our local environment.

3.3 Below is an outline of the policies that the Air Quality Action Plan aligns with or takes direction from.

- **The Climate Change Act 2008** – This Act saw the UK tasked with reducing emissions by at least 80% by 2050, with London being set a target to reduce annual emissions of CO2 by 60% in the same time frame. The responsibility was placed on all sectors; however, the Mayor’s Climate Change Mitigation and Energy Strategy (CCMES) suggested the transport sector should contribute to the wider target by making a 48% reduction in transport CO2 emissions.
- **The Government’s Clean Air strategy** – This strategy was published in January 2019, setting out plans to meet ambitious legally binding international targets to reduce emissions of the 5 most damaging air pollutants by 2020 and 2030. This strategy outlines the government’s ambitions relating to reducing air pollution, making air healthier to breathe, protecting nature and boosting the economy. The strategy sets out a clear direction for future air quality policies and goals. Emissions from road transport have been in the spotlight because of their impact on local air quality, but the government is committed to cutting air pollution from all forms of transport.
- **Mayors Transport Strategy (MTS)** – The MTS introduces the concept of healthy streets and suggests that streets make up 80% of the city’s public space.

A key action within the MTS was the implementation of the Ultra Low Emission Zone (ULEZ), which came into force in 2019 and covers London’s current congestion zone area for vehicles failing to meet the Euro 6 emissions standard for diesel, and Euro 4 for petrol (Euro 3 for motorcycles). An expansion in the ULEZ area (‘ULEX’) is programmed for October 2021 and this new area will include all parts inside the north and south circular which covers approximately 50% of Lewisham.

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

Lewisham Transport Strategy & Local Implementation Plan 2019-2041 (LIP3) – The LIP sets out how the borough is going to achieve the targets set out in the MTS. Several LIP objectives and programmes focus on reducing traffic and improving air quality. It recognises that whilst the overall aim is to encourage a shift to more sustainable modes of transport, there will always be a certain proportion of trips that need to be made by motorised vehicle and the LIP is supportive of strategies that aim to mitigate this.

4. Background

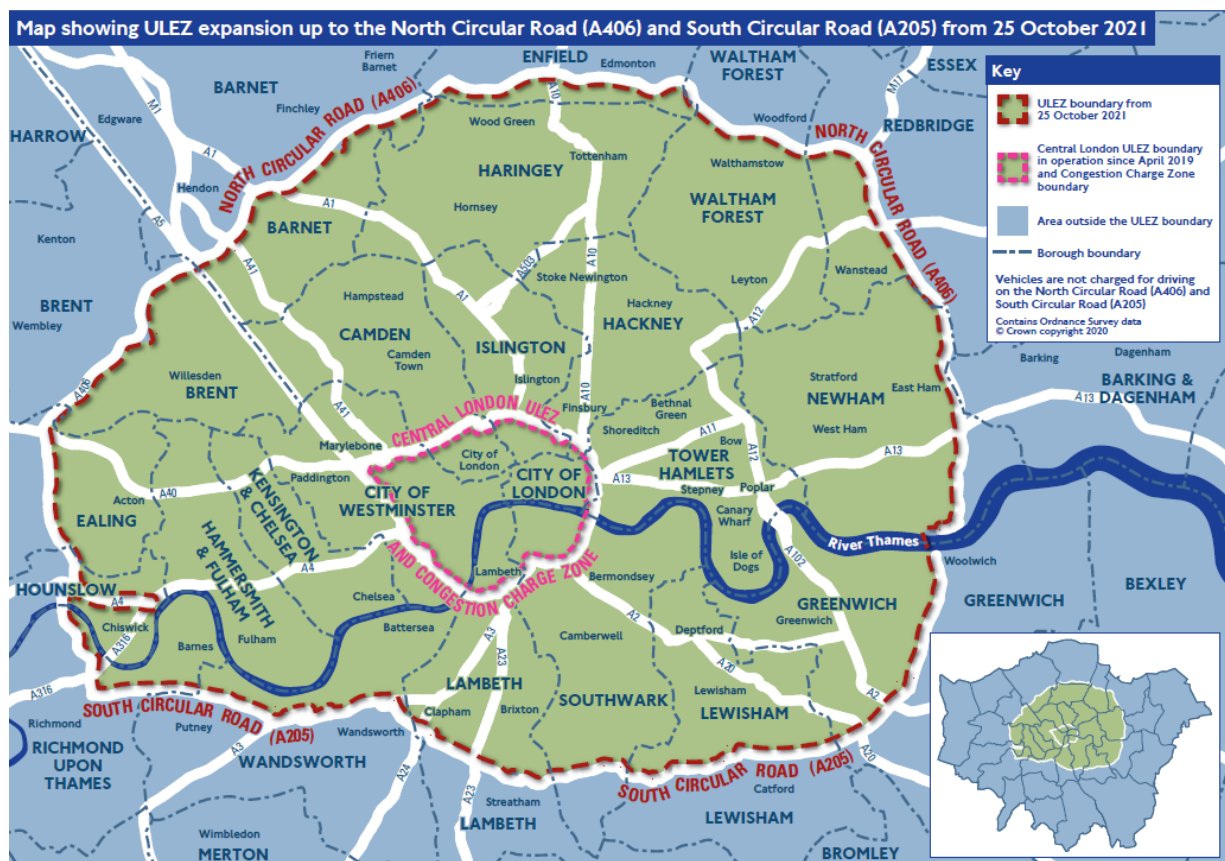
- 4.1 The Ultra Low Emission Zone (ULEZ) came into force within the current congestion charging area on 8 April 2019. From October 2020 the current LEZ standards for buses, coaches, lorries and larger vehicles were strengthened to match the ULEZ Euro VI standard. From 25 October 2021, the ULEZ will be extended to cover the area up to, but not including, the south and north circular roads (see figure 1 below).
- 4.2 Vehicles that don’t meet the ULEZ standards will need to pay a daily charge of £12.50. The zone will be in operation 24hr hours a day, 365 days a year. The charge runs from midnight to midnight so if a vehicle enters the zone before midnight and leaves after midnight it will be liable for two days of charges. This charge is on top of any congestion

charge payments that motorists may also be liable for. However, it replaces the current £10 T-Charge. The fine for not paying the ULEZ fees is £160.

4.3 As a rule of thumb petrol cars registered before 2006 and diesel cars registered before 2015 will be liable to pay, although there are some variations. These dates are slightly different for other types of vehicle such as vans, minibuses, motorbikes and mopeds. Residents can check whether their vehicle meets the criteria here and find out further information on the TfL website (see below link). Exemptions/discounts are limited, but do exist, for instance for some disabled users. It should be noted that there is no 'sunset' period of exemption/discount in the lead up to the scheme for Lewisham residents. <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/check-your-vehicle>

4.4 TfL has prepared an enforcement plan for the ULEZ, and has confirmed it intends to carry out enforcement both at the boundary of the zone and within the zone, and will be engaging with boroughs on this in due course to ensure the plan is effective. Only vehicles being driven on a particular day (rather than those parked) are liable to pay the charge. So for instance, if a resident lives within the zone and parks a non-compliant vehicle within the zone, they will only be liable for charges on days that they choose to drive the vehicle.

Figure 1 Map illustrating the scope of the expansion of the Ultra low Emission Zone in London



Borough Communications

4.5 TfL has asked for help from boroughs to raise awareness amongst local communities and stakeholders. Borough officers have been provided with electronic copies of leaflets, posters and flyers and TfL will also supply hard copies on request. TfL has planned awareness raising activities in the lead up to the October 2021 launch, as well as the proposed signage for the scheme.

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- 4.6 We plan to supplement TfL's awareness campaign locally through our main channels and our initial ULEZ communications will include our main online and offline channels, including: Lewisham Life magazine, the website (new ULEZ webpages), Lewisham Life newsletter, social media and internal messages to staff. This messaging has already commenced using twitter.

Purchasing/leasing a cleaner vehicle

- 4.7 To support residents with the transition to cleaner vehicles, Lewisham developed a Low Emission Vehicle Charging strategy in 2019. The results of the strategy consultation showed broad support for the strategy's objectives and key actions. The core objective of the strategy will be to ensure that all residents are within a 500m walk of a charge point by December 2021, to align with introduction of the expanded ULEZ. A variety of different types of charging point will be delivered in order to cater for different users. The borough is currently securing resource to put this plan into action, and is already working with partners at Source London to help deliver 7kw (standard) chargers across the borough in phases. This provision will be supplemented by lamp column chargers and rapid chargers over the coming years.
- 4.8 As the strategic transport authority for London, TfL would like to facilitate the installation of the Ultra Low Emission Zone (ULEZ) Expansion Signage and Automatic Number Plate Recognition (ANPR) cameras and their additional supporting equipment (including electricity supply pillars where required). The Council is the highway authority for the highways upon which the improvement works will be situated. In order to successfully deliver the improvement works TfL will need the support of the Council. The Council supports the implementation of the Improvement Works and has negotiated an Agreement in Principle under Section 8 of the Highways Act 1980 to enable TfL to carry out the improvement works on the Council's public highways. This agreement protects the interests of the council by ensuring that TfL will bear the cost of undertaking the works, maintaining the equipment once installed, and pay any costs such as traffic orders, administrative costs and any other ancillary or incidental costs involved in the process. The Council's Legal team have been involved in the drafting of this agreement.

5. Financial implications

- 5.1 Financial resources are required to implement the expansion of the Ultra Low Emission Zone and the Council has secured a separate section 8 agreement with TfL to cover the following costs; application/administration costs - £5,000, legal costs - £3,000.
- 5.2 TfL will bear the whole cost of undertaking and maintaining the improvement works, including any costs arising from undertaking maintenance; repairs whether emergency or as a result of a routine inspection; any remedial works or performance tests to the improvement works or any part of them and for the avoidance of doubt this will include all related Traffic Order Costs, administrative costs and any other ancillary or incidental costs.
- 5.3 There will be no call on Council resources to fund this project.

6. Legal implications

- 6.1 Section 8 of the Highways Act 1980 enables local highway authorities to enter into agreement with each other for or in relation to the construction, reconstruction, alteration, improvement or maintenance of a highway for which any party to the agreement are the highway authority. The agreement may provide for specified

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functions of one local authority to be exercised by another local authority. The Council intends to enter into a S8 Agreement with TfL in relation to the expansion of the ULEZ in order for them to be able to carry out the works to the Council's highways which are necessary for the expansion to the ULEZ to proceed. Paragraph 4.8 confirms that the agreement will provide that TfL will bear the cost of undertaking the works, maintaining the equipment once installed, and pay any costs such as traffic orders, administrative costs and any other ancillary or incidental costs involved in the process.

- 6.2 The Council has a wide general power of competence under Section 1 of the Localism Act 2011 to do anything that individuals generally may do. The existence of the general power is not limited by the existence of any other power of the Council which (to any extent) overlaps the general power. The Council can therefore rely on this power, where appropriate, to undertake the proposals contained in the expansion of the Ultra low Emission Zone.
- 6.3 The Road Traffic Regulation Act 1984 (RTRA) sets out the legal framework for traffic management orders.
- 6.4 Section 122 of the Act imposes a duty on the Council to exercise the functions conferred on them by the RTRA as (so far as practicable having regard to the matters specified in S122 (2)) to 'secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians and the provision of suitable and adequate parking facilities on and off the highway'.
- 6.5 The matters set out in S122(2) are:-
- a) the desirability of securing and maintaining reasonable access to premises;
 - b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - c) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
 - d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - e) any other matters appearing to the local authority to be relevant.
- 6.6 The procedures for making permanent and experimental traffic management orders and the form that they should take are set out within the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and they, prescribe inter alia, specific publication, consultation and notification requirements that must be followed. The results of any traffic order process are to be reported separately through the existing delegated approval process and the Council is legally obliged to take account of any representations made during the statutory consultation period before deciding whether or not to make the TMO.
- 6.7 The Department for Transport published advice on 21st April 2020 at: <https://www.gov.uk/government/publications/traffic-orders-advertising-during-coronavirus-covid-19> . This advice suggests ways in which authorities can continue to make traffic orders, whilst complying with the intention of the legislation for making those orders. Certain requirements are difficult for local authorities to implement due to current restrictions under the circumstances of the Covid-19 emergency. Specifically, these are:
- the publishing of order adverts in local newspapers - newspapers may have moved

to online publication only or closed

- the posting of site notices on streets and concerns about the risks to staff
- making traffic orders available for public inspection at an authority's offices which may be closed

6.8 The Traffic Management Act 2004 (TMA) is the primary legislation for the management of parking in England. It reinforces the legal duty under the RTRA to ensure the expeditious movement of traffic. Part 6 of the TMA affects parking and is accompanied by statutory and operational guidance documents. Councils are legally obliged to 'have regard to' the former, while the latter sets out the principles underlying good parking management and recommends how this can be achieved.

6.9 The main principles advocated in the TMA statutory guidance are:

1. managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty
2. improving road safety
3. improving the local environment
4. improving the quality and accessibility of public transport
5. meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car
6. managing and reconciling the competing demands for kerb space.

6.10 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). 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.

6.11 In summary, the Council must, in the exercise of its function, have due regard to the need to:

- a) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
- b) advance equality of opportunity between people who share a protected characteristic and those who do not;
- c) Foster good relations between people who share a protected characteristic and persons who do not share it.

6.12 The duty continues to be a "have regard duty", and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.

6.13 The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled "Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice". The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes

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steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at:

<https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england>.

- 6.14 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:
1. The essential guide to the public sector equality duty
 2. Meeting the equality duty in policy and decision-making
 3. Engagement and the equality duty
 4. Equality objectives and the equality duty
 5. Equality information and the equality duty
- 6.15 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at: <https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>.

7. Equalities implications

- 7.1 TfL carried out a comprehensive Integrated Impact Assessment on the ULEZ in 2017. 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.
- 7.2 An Equalities Analysis Assessment (Supporting document 5) has been developed alongside the LIP to ensure that any potential adverse impacts were fully considered and, where necessary, appropriate changes made. The overall findings of the assessment were that the proposals within the LIP on balance do not discriminate or have significant adverse impacts on any of the protected characteristics. This includes the expansion of the Ultra low Emission Zone.
- 7.3 Table 2 provides an overall assessment of the current proposals as a whole. The analysis that follows then considers in more detail the protected characteristics where it is considered that there is an impact, and the reasons for this.

Protected Characteristic	Overall Assessed Impact of Proposals
Age	Minor positive
Disability	N/A

Protected Characteristic	Overall Assessed Impact of Proposals
Gender reassignment	N/A
Marriage and civil partnership	N/A
Pregnancy and Maternity	Minor positive
Race	Minor positive
Religion or Belief	N/A
Sex	N/A
Sexual Orientation	N/A

Table 2 – Overall assessment of proposals

- 7.4 The expansion of the Ultra low Emission Zone is expected to lead to improvements in air quality, with those groups listed as receiving a minor positive impact in Table 2 expected to benefit more from this intervention as they are more susceptible to the negative impacts of poor air quality.

8. Climate change and environmental implications

- 8.1 There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. The expansion of the Ultra low Emission Zone should result in improvements to air quality.

9. Crime and disorder implications

- 9.1 There are no specific crime and disorder implications resulting from these measures.

10. Health and wellbeing implications

- 10.1 The expansion of the Ultra low Emission Zone with its expected benefits to air quality will be fully compliant with the European Convention clauses on protection from noise and air pollution, and to safeguarding and protecting one's living environment.

11. Background papers

1. Mayors Transport Strategy (MTS)
<https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy>
2. London Plan

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- <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/draft-new-london-plan/>
3. Transport Strategy and Local Implementation Plan 2019-2041 (LIP3)
<https://lewisham.gov.uk/inmyarea/regeneration/transport-and-major-infrastructure/local-implementation-plan>
 4. Lewisham Local Implementation Plan - Equalities Analysis Assessment
<http://councilmeetings.lewisham.gov.uk/documents/s62495/Equalities%20Impact%20Assessment.pdf>
 5. Corporate Strategy 2018-2022
<http://councilmeetings.lewisham.gov.uk/documents/s61022/Draft%20Corporate%20Strategy%202018-2022.pdf>
 6. Lewisham Air Quality Action Plan (2016-2021)
<https://www.lewisham.gov.uk/myservices/environment/air-pollution/Documents/LewishamAirQualityActionPlanDec2016.pdf>
 7. Traffic orders: advertising during coronavirus (COVID-19) (DfT April 2020)
<https://www.gov.uk/government/publications/traffic-orders-advertising-during-coronavirus-covid-19>
 8. Transport for London Ultra Low Emission Zone - Further Proposals Integrated Impact Assessment
https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-3b/user_uploads/integrated-impact-assessment.pdf

12. Glossary

The table below includes a glossary of terms, abbreviations and acronyms used in this report

Term	Definition
COVID-19	Coronavirus disease (COVID-19) is an infectious disease caused by a newly discovered coronavirus
DfT	Department for Transport
EHRC	Equality and Human Rights Commission
EAA	An Equalities Analysis Assessment (EAA) is undertaken when making changes to the way a service is being delivered to ensure that the Council is meeting its obligations in relation to the Equality Act 2010 and the Council's equality objectives
Equality Act 2010	The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society.
ETO	An Experimental Traffic Management Order is a legal order made by a Local Authority which manages the behaviour of all road user where consultation is carried out after the order becomes live, with the restrictions already in place. This type

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Term	Definition
	of order may be in place for up to 18 months.
EV	Electric Vehicle - a vehicle which can be wholly or partially propelled by electrical motive power derived from an electrical storage battery and can be charged from a mains electrical source external to the vehicle.
Highways Act 1980	An Act of the Parliament of the United Kingdom dealing with the management and operation of the road network in England and Wales
LEVCS	Low Emission Vehicle Charging Strategy 2019-2022 published by Lewisham Council in July 2019.
Modal shift	The change from one mode of transport to another, such as from car to bicycle or public transport.
RTRA 1984	The Road Traffic Regulation Act 1984 is an Act of Parliament in the United Kingdom, which provides powers to regulate or restrict traffic on UK roads, in the interest of safety
TfL	Transport for London
TLRN	Transport for London Road Network – a network of roads for which Transport for London is the Highway Authority
TMA	The Traffic Management Act 2004 (TMA) is an act of parliament that was introduced to tackle congestion and disruption on the road network. The TMA places a duty on local authorities to make sure traffic moves freely and quickly on their roads and the roads of nearby authorities
TMO	A Traffic Management Order (TMO) is a legal order made by a Local Authority which manages the behaviour of all road users and which is consulted on prior to restriction being made live
ULEX	An expansion in the ULEZ area programmed for October 2021 to include all roads in London inside the north and south circular, which covers approximately 50% of Lewisham
ULEZ	The TfL Ultra-Low Emission Zone within the same area of central London as the Congestion Charge, which operates 24 hours a day, 7 days a week, every day of the year, except Christmas Day (25 December). Most vehicles, including cars and vans, need to meet the ULEZ emissions standards or their drivers must pay a daily charge to drive within the zone

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Term	Definition
Zero carbon	Achieving net zero carbon dioxide emissions by balancing carbon emissions with carbon removal or simply eliminating carbon emissions altogether

13. Report author and contact

Kieran Flynn, Senior Transport Planner, kieran.flynn@lewisham.gov.uk

14. I approve the recommendations in this report

Signed:



Kevin Sheehan

Executive Director for Housing, Regeneration and Public Realm

8th March 2021



Executive Director Housing, Regeneration & Public Realm

Report title: School Street Programme

Date: 5 March 2021

Key decision: Yes.

Class: 1.

Ward(s) affected: New Cross, Bellingham, Ladywell, Crofton Park, Lewisham Central, Blackheath, Grove Park, Telegraph Hill, Whitefoot, Downham, Catford South and Forest Hill

Contributors: Louise McBride, Head of Highways & Transport

Outline and recommendations

This report provides the detail and background for delivery of the next phase of the School Street programme. The primary aim of these measures is to improve the environment and the feeling of safety around the school gates at the start and end of the school day, which should in turn encourage more trips to be made to school on foot and by bicycle, reducing congestion and improving air quality.

The Executive Director for Housing, Regeneration & Public Realm is recommended to:

- Approve the implementation of the next tranches of School Streets as set out in this report.
- Agree to officers using their existing delegated powers, to progress and implement these measures, as necessary, including:
 - Finalising designs
 - Undertaking the required Councillors/ Schools/public/stakeholder engagement on schemes
 - Making the necessary traffic orders,
 - Implementing the necessary amendments on street including (but not limited to): signing/lining, relocation/removal of parking, implementation of traffic management measures such as planters, bollards, build outs, one way systems and the installation of Automatic Number Plate Recognition (ANPR) enforcement cameras.

Timeline of engagement and decision-making

The decision report relating to the borough's plans to implement temporary measures to support walking and cycling in response to the COVID 19 pandemic, including a first tranche of school streets, was agreed on 2 June 2020.

The proposals were presented to the Overview & Scrutiny Business Panel, for comment, on 26th May 2020, with updates provided in September and November 2020.

All measures outlined in this report are consistent with the longer term objectives of the borough's Transport Strategy and Local Implementation Plan 2019-2041, which was agreed by Mayor & Cabinet in January 2019 (see Background Paper 1).

Engagement will shortly commence with Ward members, schools and residents on the tranche of schools outlined in this report, prior to implementation.

1. Summary

- 1.1 This report provides the detail and background for implementation of the next tranches of School Streets. School Streets are streets or parts of streets that are closed to vehicular traffic for part of the day at school pick up and drop off times, when schools are open. This provides a safer, calmer and healthier environment for children entering or leaving the school during these periods, supporting parents and children choosing to walk and cycle to school and encouraging more trips to be made using active and sustainable forms of travel.

2. Recommendations

- 2.1 The Executive Director for Housing, Regeneration & Public Realm is recommended to:
- Approve the implementation of the next tranches of School Streets as set out in this report.
 - Agree to officers using their existing delegated powers, to progress and implement these measures, as necessary, including:
 - Finalising designs
 - Undertaking the required Councillors/ Schools/public/stakeholder engagement on schemes
 - Making the necessary traffic orders,
 - Implementing the necessary amendments on street including (but not limited to): signing/lining, relocation/removal of parking, implementation of traffic management measures such as planters, bollards, build outs, one way systems and the installation of enforcement cameras.

3. Policy Context

- 3.1 The primary aim of this programme is to support parents and children choosing to walk and cycle to school by creating a safer, calmer and cleaner environment near to the school gates, thereby improving the health and well-being of residents.
- 3.2 The Council's over-arching policies can be found in the Corporate Strategy 2018-2022 (see Background Document 1). The Council's transport policy objectives can be found in the Lewisham Transport Strategy & Local Implementation Plan 2019-2041 (LIP3) and are summarised below (see Background Document 2). The school streets programme

contributes to each of these objectives.

- Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham
- Lewisham's streets will be safe, secure and accessible to all
- Lewisham's streets will be healthy, clean and green with less motor traffic
- Lewisham's transport network will support new development whilst providing for existing demand.

3.2 The School Street programme offers opportunities to help meet LIP3 targets around sustainable travel and improving health and well-being, specifically:

- Increasing sustainable mode share (by walking/cycling/public transport)
- Increasing the numbers of Lewisham residents doing at least 2 x 10 minutes of active travel a day
- Support making the roads safe and secure, with the aiming of achieving 'Vision Zero', i.e. no-one killed or seriously injured on Lewisham's roads
- Reduce the volume of traffic in Lewisham (in terms of vehicle kilometres driven)
- Reduce harmful air pollutants from road transport

4. Background

4.1 School Streets are streets or parts of streets that are closed to vehicular traffic for part of the day at school pick up and drop off times, when schools are open. This provides a safer area for children entering or leaving the school during these periods, and also facilitates the ability to socially distance at the school gates for the duration of the COVID pandemic.

4.2 A number of London Boroughs have been delivering school streets schemes for a number of years, which provides evidence of benefits. For example, in the London Borough of Camden 'In almost all cases of School Streets monitored in a comprehensive evidence review, the total number of cars around the school and neighbouring streets reduced. Existing schemes in Camden reduced traffic across the whole area by 7-8%, and not just outside the school. In other words, School Streets do not just displace traffic, but reduce it overall. This will include traffic reductions on main roads in the vicinity of the school.' (School Streets - Reducing children's exposure to toxic air pollution and road danger (January 2021))

4.3 At the start of Lewisham's programme in April 2020, schools were prioritised based on a range of criteria, with highest priority given to those with school support for the programme, footway widths below 3m, higher traffic volumes and higher pupil numbers. Within the budget available School Streets were delivered at all schools who had registered an interest at the time.

4.4 Officers are now in the final stages of completing these schemes, with some to be operational for when schools return on 8 March 2021, and the remainder to follow in the new term after the Easter holidays where camera enforcement or more complex civils works are required.

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- 4.5 The 26 schools in the first phase of the programme are: Prendergast Ladywell, Tidemill, John Ball, All Saints, Coopers Lane, Rushey Green, Holy Cross, Eliot Bank, Adamsrill, Holbeach, Brindishe Green, Deptford Green, Kelvin Grove, Conisborough College, Ashmead, Gordonbrock, Haseltine, Kilmorie, Athelney, Rathfern, Myatt Garden, St William of York, St John the Baptist. Measures to allow more space for social distancing were introduced at Sandhurst and Torridon Schools.
- 4.6 Feedback on the initial tranche of school streets has been broadly positive. The charts in Appendix 1 show feedback from Commonplace. Before the ANPR cameras become operational, some teachers were using temporary signs to close the street outside the school in the mornings and afternoons. One of those schools was All Saints Primary School in Blackheath. When the Headteacher for the school was asked about the benefits of having a School Street, she responded by saying:
- ‘The school is at the end of cul-de-sac and driving down the road is hazardous. We did have a voluntary ban and many families adhered to it however, for those that didn’t the school and community would be constantly telling them not to do it which was very bad for our relationships. They would also park in the bays as they have permits to do. Obviously they are able to do this but it proved difficult for residents and caused arguments. Having the restrictions has meant that no one drives down and the school community is not in conflict with each other. The reversing and turning around in a small road was also hazardous and we have had many near misses so this too has been eradicated. Residents love it although they are concerned about their own movement in and out of the Vale during these times.’
- 4.7 Another school in that area is John Ball Primary School. The school’s deputy Headteacher gave some feedback about the School Street there:
- ‘School Streets has supported the health and safety of our young people whilst directly outside the school site. Historically, we had a problem with parents parking on double yellow lines along the street. This got increasingly challenging as our school crossing warden retired and was not replaced. It meant that the leadership team had to spend time engaging with parents who were illegally parking and causing danger to our pupils. The School Street programme has allowed a significant part of the road to be closed directly outside our busiest entrances. This has served a dual purpose of road safety, but also one of air quality around the school site. A hidden reward has also been that it is extremely supportive of social distancing during the C-19 pandemic. I would encourage all schools to support their involvement in the programme.’
- 4.8 Following the progression of the School Streets listed above, there have been enquiries from other schools and parents who are now realising the benefits of an enforced road closure to support the general environment at the school gate during the busy drop off and pick up times. This report details the next phase of school streets to be progressed.

5. Next phase of school streets

- 5.1 Due to the increased interest in the School Street programme, the criteria has been reviewed to establish a robust priority list based on the following; - the need to amend an existing school street, school support, school travel plan accreditation level, commonplace comments, deliverability, collision data, pupil numbers, pavement width, and proximity to the Ultra-Low Emission Zone expansion (ULEX).
- 5.2 The schools have been divided into a further two tranches (Tranche 3 and Tranche 4).

These tranches include all those schools that have expressed support, with more points given to those who have confirmed this support more recently.

- 5.3 First priority has been given to the schools who already have a partial School Street but would benefit from expanding the restrictions, and where this is considered to be feasible. This group includes the following four schools, which will be progressed as part of Tranche 3:
- Gordonbrock: to include Gordonbrock Road,
 - Prendergast Ladywell: to include Sinclair Place,
 - Brindishe Green: to include Adrmere Cottages,
 - Sandhurst: to liaise with TfL to investigate options available. It should be noted that although feasibility and design work on Sandhurst will be progressed alongside Tranche 3 schools, implementation is likely to be as part of Tranche 4 due to the complexity of the scheme and proximity to the TfL road network (TLRN) which will require further liaison with TfL.
- 5.4 It is proposed that a further seven schools will be designed and implemented as part of Tranche 3, subject to further feasibility and engagement work, with implementation expected to follow by summer 2021. This includes: Fairlawn, Dalmain, Baring, Kender, Hatcham Temple Grove, St Margaret's Lee CofE and Forster Park. However, it should be noted that although design work on Baring Road will be progressed alongside Tranche 3 schools, implementation is likely to be as part of Tranche 4/5 due to the complexity of the scheme and proximity to the TLRN, which will require further liaison with TfL.
- 5.5 It is proposed that a further eleven schools will be designed and implemented as part of Tranche 4, subject to further feasibility and engagement work, with implementation expected to follow by autumn 2021. These schools include Marvels Lane, St Mary's Lewisham, Elfrida, Hatcham Temple Grove (Hunsdon Rd), Stillness, Beecroft, Childeric, Rangefield, Grinling Gibbons, St Bartholomews and H.A Knights Temple Grove. There are then the additional two schools that will have design work undertaken in Tranche 3, but where implementation will need to follow as part of Tranche 4 or 5, subject to funding (Sandhurst and Baring).
- 5.6 A table showing the proposed extent of the school street and how it will be managed is included in Appendix 2, which will be subject to further feasibility work and the delegated approval processes described in the recommendations of this report.
- 5.7 Assuming that traffic conditions have returned closer to normal conditions in advance of implementation, the current expectation is that this tranche of school streets will be implemented using permanent Traffic Orders, which will include the appropriate level of pre-consultation engagement and consultation. However, if there are any contentious sites where the scheme needs to be trialled first, an Experimental Traffic Order could be used which would allow the scheme to be trialled for 6-18 months, during which period a consultation will run concurrently, before a decision is made on whether to make the scheme permanent. Some pre-engagement would also be undertaken prior to progressing the scheme.
- 5.8 A number of these schools are unlikely to be suitable for a full School Street. In these cases we are looking at the possibility of trialling a School Safety Zone, to highlight the need for drivers to slow down. This will create a greater awareness of our expectations of drivers to drive with care and consideration near Lewisham schools that cannot benefit from a full School Street.
- 5.9 Looking beyond this next tranche, there are approximately a further 10-15 primary schools and 11 secondary schools in the borough where a school street may be viable

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but where the school has not yet expressed interest. In the new financial year, officers will seek to engage with these schools with a view to bringing these forward later in the 2021/22 or 2022/23 financial year, subject to further funding being identified.

6. Financial implications

- 6.1 This report is seeking approval for the next tranches of the schools street programme.
- 6.2 The majority of the equipment and works needed to deliver Tranche 3 of the school streets (estimated cost of £260,390) will be funded from the 2020/21 Local Implementation Plan (LIP) funding allocation.
- 6.3 There will also be ongoing revenue costs associated with the enforcement of the School Streets, such as power supply and maintenance of the cameras, and the flipping of the signage at the beginning/end of term. There are ongoing discussions with Parking Services in relation to covering any maintenance costs associated with the scheme with revenue from any PCNs issued.
- 6.4 Tranche 4 (estimated cost of £274,640) will be funded from next year's LIP allocation. However, if further funding becomes available during 2020/21, then consideration will be given to moving onto the Tranche 4 schemes.
- 6.5 At present, TfL has advised that it expects next year's LIP settlement to return to pre COVID levels, however this is subject to confirmation from DfT. In the absence of this funding, alternative sources will need to be found, otherwise any Tranche 4 schemes not funded through the 2020/21 programme will not be delivered.

7. Legal implications

- 7.1 The Road Traffic Regulation Act 1984 (RTRA) sets out the legal framework for traffic management orders.
- 7.2 Section 122 of the Act imposes a duty on the Council to exercise the functions conferred on them by the RTRA as (so far as practicable having regard to the matters specified in S122 (2)) to 'secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians and the provision of suitable and adequate parking facilities on and off the highway'.
- 7.3 The matters set out in S122(2) are:-
 - a) the desirability of securing and maintaining reasonable access to premises;
 - b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - c) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
 - d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - e) any other matters appearing to the local authority to be relevant.
- 7.4 The procedures for making permanent and experimental traffic management orders (ETOs) and the form that they should take are set out within Schedule 9 to the RTRA

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and in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be followed. The results of any traffic order process are to be reported separately through the existing delegated approval process and the Council is legally obliged to take account of any representations made during the statutory consultation period before deciding whether or not to make the TMO. These objections must be addressed and formally resolved or over-ruled before the TMO can be advertised as made and parking restrictions installed.

7.5 The Traffic Management Act 2004 (TMA) is the primary legislation for the management of parking in England. It reinforces the legal duty under the RTRA to ensure the expeditious movement of traffic. Part 6 of the TMA affects parking and is accompanied by statutory and operational guidance documents. Councils are legally obliged to 'have regard to' the former, while the latter sets out the principles underlying good parking management and recommends how this can be achieved.

7.6 The main principles advocated in the TMA statutory guidance are:

1. managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty
2. improving road safety
3. improving the local environment
4. improving the quality and accessibility of public transport
5. meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car
6. managing and reconciling the competing demands for kerb space.

7.7 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

7.8 In summary, the Council must, in the exercise of its function, have due regard to the need to:

- a) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
- b) advance equality of opportunity between people who share a protected characteristic and those who do not;
- c) Foster good relations between people who share a protected characteristic and persons who do not share it.

7.9 The duty continues to be a "have regard duty", and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.

7.10 The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled "Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice". The Council must have

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regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at: <https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england>.

7.11 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:

1. The essential guide to the public sector equality duty
2. Meeting the equality duty in policy and decision-making
3. Engagement and the equality duty
4. Equality objectives and the equality duty
5. Equality information and the equality duty

7.12 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at: <https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>.

8. Equalities implications

8.1 All staff are trained to meet their responsibilities as outlined in the Equality Act 2010.

8.2 Section 149 of the Equality Act 2010 (“the Act”) imposes a duty that the Council must, in the exercise of its functions, have due regard to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and those who do not;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.3 The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

8.4 The duty is a “have regard duty” and the weight to attach to it is a matter for the decision maker bearing in mind the issues of relevance and proportionality.

8.5 A full Equalities Analysis Assessment (EAA) was undertaken as part of the Council’s Transport Strategy and Local Implementation Plan 2019-2041 (LIP3). The proposals set out in this report align with the objectives set out in LIP3

8.6 Table 1 provides an overall assessment of the current proposals as a whole. The analysis that follows then considers in more detail the protected characteristics where it is considered that there is an impact, and the reasons for this.

Protected Characteristic	Overall Assessed Impact of Proposals
Age	Minor Positive
Disability	Neutral
Gender reassignment	N/A
Marriage and civil partnership	N/A
Pregnancy and Maternity	Minor positive
Race	N/A
Religion or Belief	N/A
Sex	N/A
Sexual Orientation	N/A

Table 1 – Overall assessment of proposals

- 8.7 Age – school children attending the school site will benefit from the proposals in terms of an improved environment in the vicinity of the school. It is recognised that older people may be more dependent on private transport (both those living within the zone and receiving care or those normally travelling along the street). However, due to the limited hours of operation of the majority of the restrictions and the exemptions that will apply, this is considered to have minimal impact and will be outweighed by the positive impacts on school children.
- 8.8 Disability – residents living within the School Street and those within the school community who are in possession of a blue badge will be entitled to an exemption from the scheme, so will not be impacted. Those travelling through the area by private transport will be impacted, but those who do not own a car will benefit from the school street. The overall impact is therefore considered to be neutral.
- 8.9 Pregnancy and maternity - Pregnant women are more likely to benefit from air quality improvements associated with projects that aim to reduce traffic volumes and congestion, along with young children and older people.

9. Climate change and environmental implications

- 9.1 There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. Encouraging more journeys to be made by walking, cycling and public transport rather than private transport will help to protect against a car based recovery from the COVID-19 pandemic, and the negative impacts associated with vehicular traffic. Keeping traffic levels and congestion to a minimum will help maintain the improved air quality that has been experienced under lockdown conditions. This will, in turn, help in achieving the objectives set out in the Council’s Air Quality Action Plan and Climate Action Plan.

10. Crime and disorder implications

- 10.1 All school street scheme restrictions are to be enforced through either physical features such as demountable bollards, or cameras. If these were not in place, a high level of non-compliance would be expected. There is a risk the features may be subject to vandalism, but these schemes are expected to be less controversial than low traffic neighbourhood (LTN) measures. Protective spiked collars are being mounted on the lamp columns that hold the cameras to deter people from climbing up the lamp columns to vandalise them. Officers will also work closely with the police to report any

incidents that occur.

11. Health and wellbeing implications

11.1 Many residents have had reason to adapt their daily routines as a result of the COVID-19 pandemic. Looking back at the 3 years to 2017/18, on average only 35% of residents were walking or cycling for at least 10 minutes twice a day (or a single block of at least 20 minutes). Over half of the adult Lewisham population, and 37% of 10-11 year old and 21% of 4-5 year olds are overweight or obese. Road Transport is also the biggest contributor to NOx and PM10 emissions, contributing 64% and 55% of total emissions respectively. As a result of the COVID-19 pandemic an increase in walking and cycling trips has been observed, particularly given the current fears over public transport use and limited capacity. The currently lower traffic volumes are also giving people greater confidence to cycle, that they may not otherwise have. School streets have the potential to increase the number of walking and cycling trips made to schools, Emerging evidence from other London Boroughs shows that more pupils are now using other modes of transport such as walking, cycling and public transport since the introduction of school streets.

12. Background papers

1. Lewisham Corporate Strategy - <https://lewisham.gov.uk/mayorandcouncil/corporate-strategy>
2. Transport Strategy and Local Implementation Plan 2019-2041 (LIP3)
<https://lewisham.gov.uk/inmyarea/regeneration/transport-and-major-infrastructure/local-implementation-plan>

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Highways Act 1980	An Act of the Parliament of the United Kingdom dealing with the management and operation of the road network in England and Wales
LLW	London Living Wage
Modal filter	a road closure that stops motor vehicles, but which still allows pedestrians and cyclists (including electric cargo cycles) and powered two wheelers through
Modal shift	The change from one mode of transport to another, such as from car to bicycle or public transport.
NHS	National Health Service
RTRA 1984	The Road Traffic Regulation Act 1984 is an Act of Parliament in the United Kingdom, which provides powers to regulate or restrict traffic on UK roads, in the interest of safety
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TMO	A Traffic Management Order (TMO) is a legal order made by a Local Authority which manages the behaviour of all road users and which is consulted on prior to restriction being made live
TTO	A Temporary Traffic Order (TTO) is an order made by a Local Authority to restrict or prohibit traffic on the road for road

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Term	Definition
	works, where there is a likelihood of danger to the public or to allow litter and cleaning duties to be carried out. Normally requires a notice of intent for at least 7 days before
TTRN	A Temporary Traffic Regulation Notice (TTN) is a notice which may be use to immediately put into effect a TTO where it appears to a Local Authority that the restriction or prohibition should come into force without delay
Zero carbon	Achieving net zero carbon dioxide emissions by balancing carbon emissions with carbon removal or simply eliminating carbon emissions altogether

14. Report author and contact

Alexandra Crush, Transport Policy & Development Manager,
alexandra.crush@lewisham.gov.uk

15. I approve the recommendations in this report

Signed:

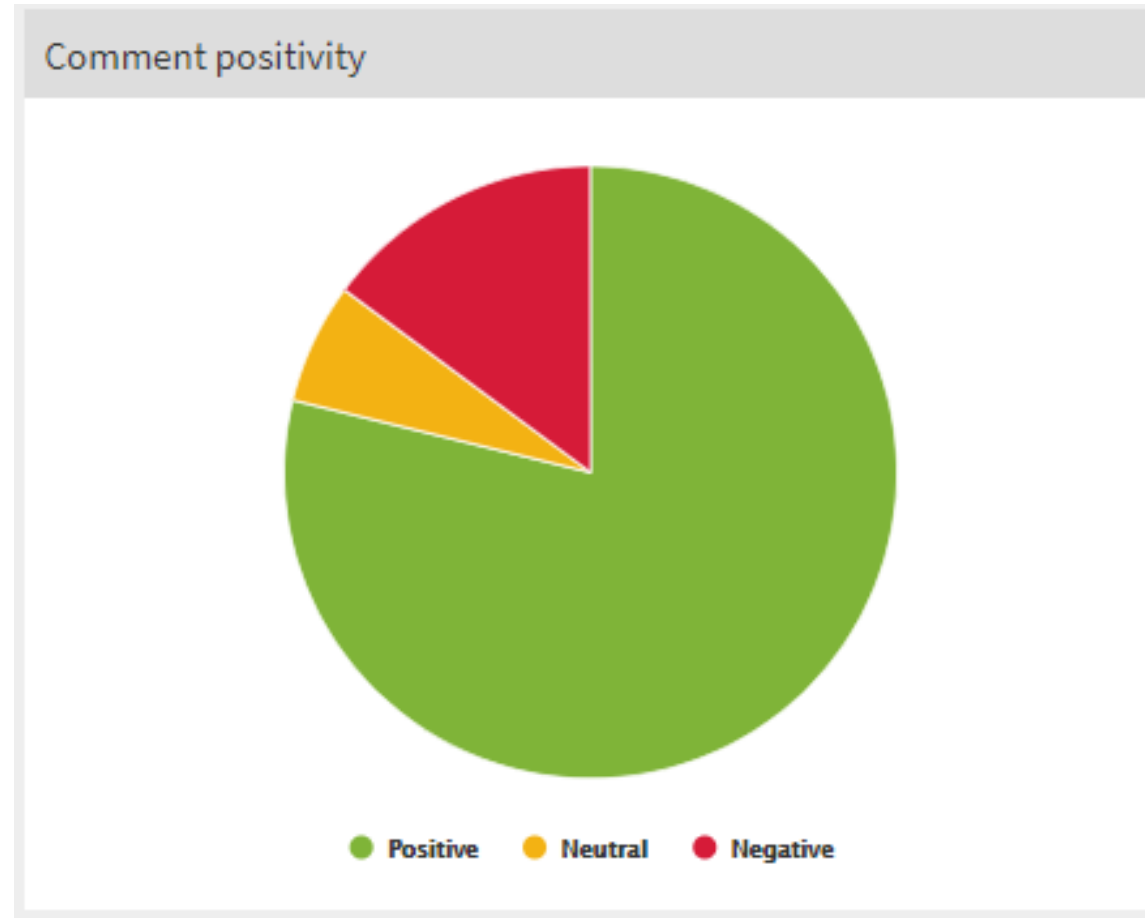


Kevin Sheehan

Executive Director for Housing, Regeneration and Public Realm

8th March 2021

Appendix 1 – School Street feedback on Commonplace from first tranche



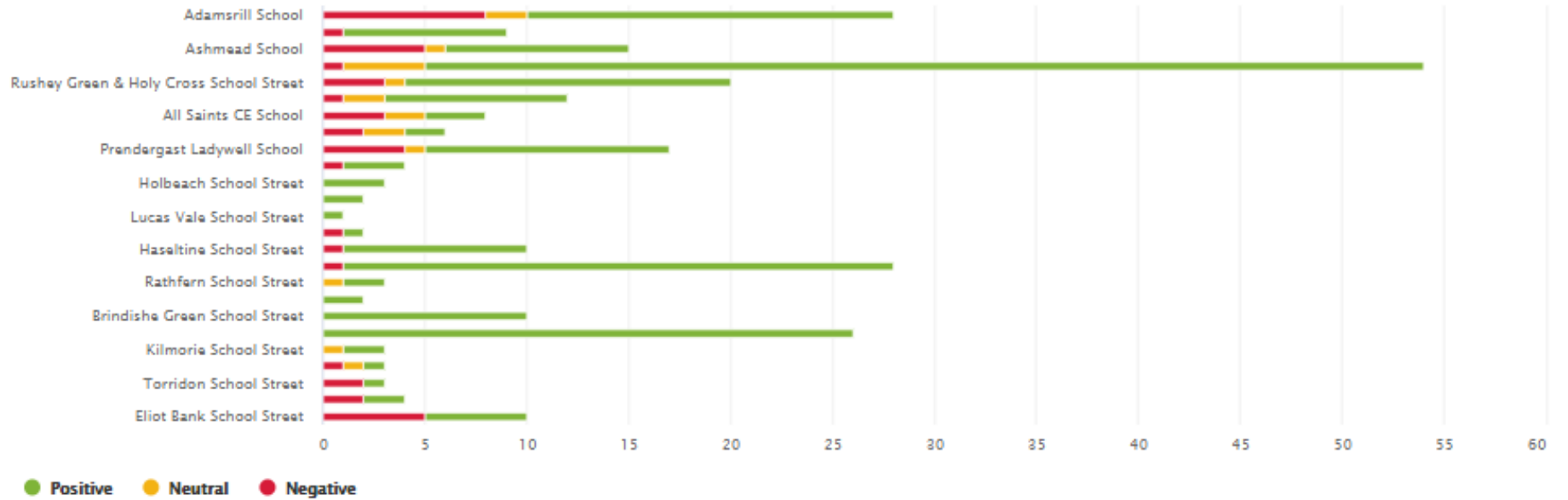
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Appendix 2 - Summary of school street proposals

Site	Street	Operation times	Design	Total
<u>TRANCHE 3:</u>				
Sandhurst	Minard Road, Ardgowan Road	tbc	Feasibility Only: Zone & changes to False one way & Traffic Signals on Red Route which requires TfL agreement.	£13,000
Brindishe Green	Beacon Road	M-F 8.30-9.30 & 2.45-3.45	Zone - Camera Enforced	£26,000
Gordonbrock Extension		M-F 8.30-9.30 & 2.45-3.45	Zone - Camera Enforced	£32,890
Prendergast Ladywell Sinclair Place	Sinclair Place	M-F 8.00-9.15 & 2.45-3.45	Zone - camera enforced.	£28,015
Fairlawn	Honor Oak Road	n/a	Feasibility on options for school safety zone: Located on main road & entrance by Zebra.	£6,500
Dalmain	Grove Cl	M-F 8.30-9.30 & 2.45-3.45	Frontage on main road - Zone for Grove Close?	£24,115
Baring Primary	Linchmere Road	tbc	Feasibility Only: Side Road cannot be treated without changing junction at opposite end on red route requiring TfL agreement	£13,000

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Kender	Faulkner St	M-F 8.30-9.30 & 2.45-3.45	Zone on Faulkner St. False One Way & coffin bollard	£15,665
Hatcham Temple Grove (Junior) Free School	Pepys Road	M-F 8.30-9.30 & 2.45-3.45	Zone - camera enforced. Requires exemption for Buses? Already Bus Gate on Pepys Road?	£41,990
St Margaret's Lee CofE	Lee Church Street	M-F 8.30-9.30 & 2.45-3.45	Signs on Red Route. TfL approval & TRO required.	£26,715
Forster Park	Boundfield Rd	M-F 8.30-9.30 & 2.45-3.45	2 Entrances - 1 opposite shops other opposite numerous parking driveways?	£32,500
TRANCHE 3 TOTAL				260,390
<u>TRANCHE 4</u>				
Marvels Lane	Riddons Rd	M-F 8.30-9.30 & 2.45-3.45	Zone - camera enforced.	£36,400
St Mary's Lewisham	Romborough way	M-F 8.30-9.30 & 2.45-3.45	Signs on Red Route. TfL approval & TRO required.	£28,990
Elfrida	Playgreen Way	M-F 8.30-9.30 & 2.45-4.00	Zone - coffin bollards	£11,950
Hatcham Temple Grove	Hunsdon Rd	M-F 8.30-9.30 & 2.45-3.45	Zone on one way section Hunsdon Rd - Extensive area for consultation required	£22,950

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Stillness	Brockley Rise	M-F 8.30-9.30 & 2.45-3.45	Zone on One Way of Brockley Rise. Introduce with Cycle Contra-flow. Additional advance signing & changes to markings at jtn with Honor Oak Park.	£27,750
Beecroft	Beecroft Rd	M-F 8.30-9.30 & 2.45-3.45	Zone on one way - camera enforced. Introduce with Cycle one way contra-flow.	£22,550
Childeric	Childeric Rd	M-F 8.30-9.30 & 2.45-3.45	Coloured Crossing & Zone - Camera Enforced	£23,400
Rangefield	Glenbow Road	M-F 8.30-9.30 & 2.45-3.45	Decision on Glenbow Road Modal Filter required before progressing	£31,050
Grinling Gibbons	Clyde St	M-F 8.30-9.30 & 2.45-3.45	Zone - camera enforced.	£19,550
St Barholomews	The Peak	M-F 8.30-9.30 & 2.45-3.45	Zone - camera enforced.	£18,550
H.A Knights Temple Grove	Ballamore Rd	M-F 8.30-9.30 & 2.45-3.45	Zone - camera enforced.	£31,500
TRANCHE 4 TOTAL				£274,640

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Executive Director Housing, Regeneration & Public Realm

Report title: 2020/21 bus priority programme

Date: 5 March 2021

Key decision: Yes.

Class: Part 1.

Ward(s) affected: Bellingham, Catford South, Crofton Park, Downham, Grove Park, Lee Green, Lewisham Central, Rushey Green and Sydenham,

Contributors: Louise McBride, Head of Highways & Transport

Outline and recommendations

This report provides the detail and background for implementation of the 2020/21 bus priority programme. The primary aim of this programme is to improve bus journey times and facilities, based on feedback from TfL and residents on routes that are subject to delay or other associated issues.

The Executive Director for Housing, Regeneration & Public Realm is recommended to:

- Approve the 2020/21 bus priority programme which includes the following:
 - I. Route 273 – Bus Stop Accessibility Design and Feasibility
 - II. Westwood Hill junction with Crystal Palace Park Road – Review road marking changes
 - III. Brockley Road, southbound bus stop 26076 – Relocation of bus shelter and flag
 - IV. Brockley Rise – Bus cage resurfacing, improvement to pedestrian crossing facility and remodelling of bus stand are to remove overhang
 - V. Alan Pegg Place – Bus stop resurfacing to remove carriageway rutting
- Agree to officers using their existing delegated powers, to progress and implement these measures, as necessary, including:
 - Finalising designs
 - Undertaking the required public/stakeholder engagement on schemes
 - Making the necessary traffic orders,
 - Implementing the necessary amendments including, but not limited to, bus stop/shelter relocations, signing/lining, relocation/removal of parking, carriageway resurfacing, and creation of new accessible bus stops.
 - Entering into section 8 agreements as necessary to allow TfL to complete bus stop works on the highway

Timeline of engagement and decision-making

There have not been any previous decisions relating to the 2020/21 bus priority programme. However, all measures outlined in this report are consistent with the longer term objectives of the borough's Transport Strategy and Local Implementation Plan 2019-2041, which was agreed by Mayor & Cabinet in January 2019 (see Background Paper 1).

1. Summary

1.1 This report provides the detail and background for implementation of the 2020/21 bus priority programme. The primary aim of this programme is to improve bus journey times and facilities, based on feedback from TfL and residents on routes that are subject to delay or other associated issues.

2. Recommendations

2.1 The Executive Director for Housing, Regeneration & Public Realm is recommended to:

- Approve the 2020/21 bus priority programme which includes the following:
 - I. Route 273 – Bus Stop Accessibility Design and Feasibility
 - II. Westwood Hill junction with Crystal Palace Park Road – Review road marking changes
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3. Policy Context

3.1 Lewisham's Transport Strategy and Local Implementation Plan recognises the importance of the bus network in providing an alternative option to rail. Bus travel offers greater flexibility and connectivity across the borough, particularly for east-west travel, as well as being relatively affordable and therefore inclusive.

3.2 Lewisham has an agreed target in the Local Implementation Plan (LIP) to increase the number of daily public transport trips by 49% by 2041, in addition to improving bus speeds by 5-15%, also by 2041. The aim is for bus journeys to be quicker and more

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reliable, therefore providing an attractive alternative to the car. This mirrors the objectives set out in the Mayor of London's Transport Strategy.

- 3.3 The Council recognises the interconnected nature of bus speeds with journey time and reliability, and will therefore aim to achieve an improvement in bus speeds by targeting bus journey time reliability, improvements to bus priority and dwell times. The primary aim of the bus priority programme is to improve bus journey times and facilities, based on feedback from TfL and residents on routes that are subject to delay or other associated issues.
- 3.4 Last autumn, as COVID lockdown restrictions were eased, traffic levels across much of London approached pre Covid-19 levels. In order to prevent a car led recovery it is essential that confidence in public transport is high and that passenger numbers increase in step with the easing of Covid-19 restrictions in London. As lockdown lifts, demand for travel will increase. This is likely to be phased and incremental and will pose a series of challenges, especially as public transport is running at much lower levels of capacity than pre-COVID-19 in order to continue to provide space for social distancing. A car-based recovery has significant risks to:
- Road safety (and meeting the Vision Zero aim)
 - Public health (COVID-19 related, physical activity, poor air quality etc.)
 - Economic recovery (delayed journey times)
 - Air quality (due to increased carbon and particulate emissions)
 - Contradicting the long term aims of the Mayor's Transport Strategy.

4. Background

- 4.1 Lewisham received notification of the funding that will be available for bus priority works this year very late in the financial year. Following a freeze on all LIP expenditure by TfL last year as a result of the COVID pandemic, TfL has now provided boroughs with a tight timescale within which to both plan and implement measures. This has led to the prioritisation of quick win schemes and the deferral of more complex schemes that require consultation or more significant civil works to the following financial year.
- 4.2 Lewisham is waiting for confirmation of the funding from TfL that will be available for 2021-2022 bus priority programme. TfL is unable to provide this information until the Department for Transport confirms the TfL funding settlement and the timescale that it will cover. TfL has indicated that subject to this agreement, it would like to see a return to the pre-COVID funding structures, programme and amounts.

5. 2020/21 Bus priority programme

5.1 Project 1: Route 273 Hail and Bus Stop Conversion and Accessibility Scheme

- 5.1.1 This financial year, the proposal is to carry out a bus route test and assessment to determine fixed stop locations along Southbrook Road, and the hail and ride route in both directions where the roads affected are Horncastle Road, Woodyates Road, Guibal Road, Winn Road, Jevington Road, Senlac Road and Exford Road. Please see Appendix 1 for a map of route 273.
- 5.1.2 Typically bus stops are placed approximately 300-400 meters apart. Journey times are affected by the number of stops on a route, so ensuring there is a good balance is important.
- 5.1.3 It will be important to make sure that there is enough room for the buses to stop safely at a fixed stop. Potential sites will be visited and the route walked along. Proposals

take into account the road layout, traffic calming features, proximity to houses and any existing street furniture such as lampposts and road signs.

- 5.1.4 The Area Network Controller – Stagecoach London has also raised safety concerns along Manor Park, at the Northbrook Road stop and Kellerton Road stops in both directions where fixed stops are located within controlled parking zone bays. Due to the level of parking at these locations, bus drivers have difficulties boarding/alighting passengers, deploying the wheelchair ramp safely, and the lack of space for wheelchair users to wait before boarding.
- 5.1.5 It is intended to introduce bus stop markings on the road, referred to as bus cages. This area would ensure there is enough room for the bus to approach, stop and pull away from the stop safely. The frequency and size of the bus used on this route will determine the length required for the bus cage on the road. No stopping or parking of other vehicles would be permitted in this area, and any changes to the CPZ would be subject to consultation, both statutory and any non-statutory, with the community and would need to be reflected in the traffic order.
- 5.1.6 Scheme designs and cost estimates for the proposals will be progressed this financial year. Transport for London Bus Priority team will carry out the consultation process with stakeholders and the public in the financial year 2021/2022.

5.2 **Project 2: Westwood Hill junction with Crystal Palace Park Road**

- 5.2.1 This project involves reviewing the road marking changes that were implemented as part of the Bus Priority improvement measure carried out in the financial year 2019/2020. TfL raised concern regarding visibility for pedestrians at this junction. The right turn pocket from Westwood Hill into Crystal Palace Park Road was extended so that buses and other traffic turning right were not restricted by the eastbound traffic movement and visibility was improved. Please see appendix 2 for a plan.
- 5.2.2 Transport for London has requested that the borough carry out a review to determine if the changes are fit for purpose. A Road Safety Audit will be commissioned and any changes recommended will be implemented.

5.3 **Project 3: Brockley Road near junction of Adelaide Avenue, Southbound**

- 5.3.1 Transport for London has requested that the bus flag and shelter at this stop, which is currently in the middle of the bus cage, is relocated. Problems arise when more than one bus stops at this location, which makes it very difficult for other vehicles to pass.
- 5.3.2 It is therefore proposed to relocate the bus flag and shelter to the end of the bus cage nearer to Ivy Road ensuring sightlines are maintained for traffic coming out of this junction onto Brockley Road. Please see appendix 3 for a plan.

5.4 **Project 4: Brockley Rise Bus Stop Accessibility, Crossing and Road Surfacing Improvements**

- 5.4.1 After receiving complaints from passengers, Transport for London has requested that the borough review the accessibility at the P12 and 172 bus stops in Brockley Rise. Meetings have been held with TfL and the bus operators for this area.
- 5.4.2 It is proposed to resurface the bus cage area outside 72-86 Brockley Rise where the integrity of the carriageway surfacing has failed. This has led to passenger discomfort when bus is pulling into the stop. An informal pedestrian crossing facility will also be constructed where dropped kerbs, tactile paving and a colour surfacing will be introduced to improve the movement of pedestrians crossing Brockley Rise within the vicinity of the bus stop.
- 5.4.3 It is also proposed to increase the length of the bus stand area by 2 metres retaining a 2.3m wide footway outside 109A Brockley Rise (Honor Oak Park). This is to allow two buses to park and not overhang outside of the stand into the carriageway, which at

times can block the road to through traffic and impede visibility. Please see appendix 4 for a plan.

5.5 **Project 5: Alan Pegg Place – Bus Stop Improvements –**

- 5.5.1 Three bus stops require improvements as there is carriageway rutting and the integrity of the road make up is failing. This has led to the block paving becoming dislodged which is also affecting the profile of the bus stopping areas and drainage.
- 5.5.2 Transport for London has requested that the borough make improvements to this area as the benefit to buses where the carriageway is rutting and the road surface is failing will improve bus stop dwelling times, accessibility and passenger comfort, which all have a direct impact on bus journey times and reliability. Please see appendix 5 for a location plan.

6. Financial implications

- 6.1 Lewisham has received very late notification of the funding that will be available for bus priority works this year. Following a freeze on all LIP expenditure by TfL last year as a result of the COVID pandemic, TfL has now provided boroughs with a tight timescale within which to both plan and implement measures. This has led to the prioritisation of quick win schemes and the deferral of more complex schemes that require consultation or more significant civil works to the following financial year. The schemes outlined in section 5 of this report and summarised in Table 1 below are considered deliverable this financial year, and TfL has released funding on this basis.
- 6.2 It is challenging to provide detailed costs at this stage as there remain a number of unknown factors, which may emerge further in the process. Initial cost estimates have been developed for those schemes that can be implemented by the end of this financial year. The estimated cost of these measures, which includes design and implementation costs are detailed in the table below, and fall within the allocated funding from TfL. There will be no call on the Council's resources for this scheme as all costs will be contained within the funding allocation.

Project	Total allocation
BP - 273 Hail and Ride Design and feasibility	£23,400.00
BP - Westwood Hill road markings	£27,300.00
BP - Brockley Rd S/B bus stop	£52,000.00
BP - Brockley Rise - Improvements bus stand area and resurface	£65,000.00
BP - Alan Pegg Place	£80,600.00

7. Legal implications

- 7.1 Council as a local highway authority has a duty to maintain its highways and has powers in relation to their improvement and alteration under the Highways Act 1980, together with powers under other enactments to provide bus shelters and similar facilities and this would include those measures set out in Paragraph 5 of this report. In addition S8 of that Act permits the Council to enter into agreements with TfL being another highway authority in relation to such works.
- 7.2 The Road Traffic Regulation Act 1984 (RTRA) sets out the legal framework for traffic management orders. These will be required for some of the schemes undertaken as part of Projects set out in Paragraph 5 of this report.
- 7.3 Section 122 of the Act imposes a duty on the Council to exercise the functions conferred on them by the RTRA as (so far as practicable having regard to the matters specified in S122 (2)) to 'secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians and the provision of suitable and adequate parking facilities on and off the highway'.
- 7.4 The matters set out in S122 (2) are:-
- a) the desirability of securing and maintaining reasonable access to premises;
 - b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - c) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
 - d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - e) any other matters appearing to the local authority to be relevant
- 7.5 The procedures for making permanent and experimental traffic management orders and the form that they should take are set out within the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and they, prescribe inter alia, specific publication, consultation and notification requirements that must be followed. The results of any traffic order process are to be reported separately through the existing delegated approval process and the Council is legally obliged to take account of any representations made during the statutory consultation period before deciding whether or not to make the TMO
- 7.6 The Traffic Management Act 2004 (TMA) is the primary legislation for the management of parking in England. It reinforces the legal duty under the RTRA to ensure the expeditious movement of traffic. Part 6 of the TMA affects parking and is accompanied by statutory and operational guidance documents. Councils are legally obliged to 'have regard to' the former, while the latter sets out the principles underlying good parking management and recommends how this can be achieved.
- 7.7 The main principles advocated in the TMA statutory guidance are:
- Managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty
 - Improving road safety

- Improving the local environment
 - Improving the quality and accessibility of public transport.
 - Meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car
- 7.8 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 7.9 In summary, the Council must, in the exercise of its function, have due regard to the need to:
- a) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
 - b) advance equality of opportunity between people who share a protected characteristic and those who do not;
 - c) Foster good relations between people who share a protected characteristic and persons who do not share it.
- 7.10 The duty continues to be a “have regard duty”, and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.
- 7.11 The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at: <https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england>.
- 7.12 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:
1. The essential guide to the public sector equality duty
 2. Meeting the equality duty in policy and decision-making
 3. Engagement and the equality duty
 4. Equality objectives and the equality duty
 5. Equality information and the equality duty
- 7.13 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at: <https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>.

8. Equalities implications

- 8.1 All staff are trained to meet their responsibilities as outlined in the Equality Act 2010.
- 8.2 Section 149 of the Equality Act 2010 (“the Act”) imposes a duty that the Council must, in the exercise of its functions, have due regard to:-
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and those who do not;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.3 The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 8.4 The duty is a “have regard duty” and the weight to attach to it is a matter for the decision maker bearing in mind the issues of relevance and proportionality.
- 8.5 A full Equalities Analysis Assessment (EAA) was undertaken as part of the Council’s Transport Strategy and Local Implementation Plan 2019-2041 (LIP3). The proposals set out in this report align with the objectives set out in LIP3, and indeed the LIP3 contained the proposals:
- Everyone will be able to travel spontaneously and independently.
 - Lewisham aims to have a street network that is safe, secure and accessible to all.
- 8.6 Table 1 provides an overall assessment of the current proposals as a whole. The analysis that follows then considers in more detail the protected characteristics where it is considered that there is an impact, and the reasons for this.

Protected Characteristic	Overall Assessed Impact of Proposals
Age	Minor positive
Disability	Minor positive
Gender reassignment	N/A
Marriage and civil partnership	N/A
Pregnancy and Maternity	N/A
Race	Minor positive
Religion or Belief	N/A
Sex	Neutral
Sexual Orientation	N/A

Table 1 – Overall assessment of proposals

- 8.7 Table 2 provides an assessment of each of the projects shown in section 5. Impacts have been assessed as minor, major, neutral, positive and negative.

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	Proposal	Impact	Extent	Period	Protected group
1	BP - 273 Hail and Ride review	Positive	N/A	Permanent	As above
2	Westwood Hill road markings	Positive	N/A	Permanent	As above
3	Brockley Rd S/B bus stop	Positive	N/A	Permanent	As above
4	BP - Brockley Rise - remodel bus stand area and resurface	Positive	N/A	Permanent	As above
5	BP - Alan Pegg Place	Positive	N/A	Permanent	As above

Table 2 - Assessment of each recommendation

- 8.9 All those with protected characteristics who use the bus services outlined in this report will benefit from the proposed changes. There are not considered to be any negative impacts on any one group with protected characteristics. A TfL Bus user survey undertaken in 2014 identified the demographic profile of a sample of bus users across London. Although there will be regional differences across London based on local demographics, it gives an indication of the segments of the population in particular that might be more likely to benefit from the measures identified in this decision report.
- 8.10 The TfL survey identifies that on average, 57% of daytime bus users were female (compared to 51% of the London population who are female), whilst 64% of night-time users were male (compared to 49% of the London population). The majority of daytime passengers were in the 25-34 and 35-44 age groups, with night-time passengers being a marginally younger demographic. However, mobility impairments and age related mobility difficulties were amongst the most mentioned disabilities by day bus passengers. Also the number of disabled bus users has slightly increased since the 2008 Bus user survey. Although the largest segment, the proportion of bus passengers who are White is around 10 percentage points lower than among the London population in general. Asian bus passengers are also slightly under-represented. Conversely the proportion of Black or other ethnic group passengers is higher than that of Londoners in general.

9. Climate change and environmental implications

- 9.1 There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. Encouraging more journeys to be made by public transport rather than private transport will help to protect against a car based recovery from the COVID-19 pandemic, and the negative impacts associated with vehicular traffic. Keeping traffic and congestion to a minimum will help maintain the improved air quality that has been experienced under lockdown conditions. This will, in turn, help in achieving the objectives set out in the Council's Air Quality Action Plan and Climate Action Plan.

10. Crime and disorder implications

- 10.1 There are no specific crime and disorder implications resulting from these measures.

11. Health and wellbeing implications

- 11.1 The bus priority schemes should be implemented to increase the viability of public

transport and passenger numbers, and to tackle the increase in traffic, with its concomitant increase in pollution. It is also essential to tackle this traffic growth to reduce road danger and meet road safety targets.

12. Background papers

1. Transport Strategy and Local Implementation Plan 2019-2041 (LIP3)
<https://lewisham.gov.uk/inmyarea/regeneration/transport-and-major-infrastructure/local-implementation-plan>
2. Lewisham Air Quality Action Plan (2016-2021)
<https://www.lewisham.gov.uk/myservices/environment/air-pollution/Documents/LewishamAirQualityActionPlanDec2016.pdf>

13. Glossary

The table below includes a glossary of terms, abbreviations and acronyms used in this report

Term	Definition
COVID-19	Coronavirus disease (COVID-19) is an infectious disease caused by a newly discovered coronavirus
DfT	Department for Transport
EHRC	Equality and Human Rights Commission
EAA	An Equalities Analysis Assessment (EAA) is undertaken when making changes to the way a service is being delivered to ensure that the Council is meeting its obligations in relation to the Equality Act 2010 and the Council's equality objectives
Equality Act 2010	The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society.
Highways Act 1980	An Act of the Parliament of the United Kingdom dealing with the management and operation of the road network in England and Wales
RTRA 1984	The Road Traffic Regulation Act 1984 is an Act of Parliament in the United Kingdom, which provides powers to regulate or restrict traffic on UK roads, in the interest of safety
TfL	Transport for London
TLRN	Transport for London Road Network – a network of roads for which Transport for London is the Highway Authority

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Term	Definition
TMA	The Traffic Management Act 2004 (TMA) is an act of parliament that was introduced to tackle congestion and disruption on the road network. The TMA places a duty on local authorities to make sure traffic moves freely and quickly on their roads and the roads of nearby authorities
TMO	A Traffic Management Order (TMO) is a legal order made by a Local Authority which manages the behaviour of all road users and which is consulted on prior to restriction being made live
Zero carbon	Achieving net zero carbon dioxide emissions by balancing carbon emissions with carbon removal or simply eliminating carbon emissions altogether

14. Report author and contact

Alexandra Crush, Transport Policy & Development Manager,
alexandra.crush@lewisham.gov.uk

15. I approve the recommendations in this report

Signed:



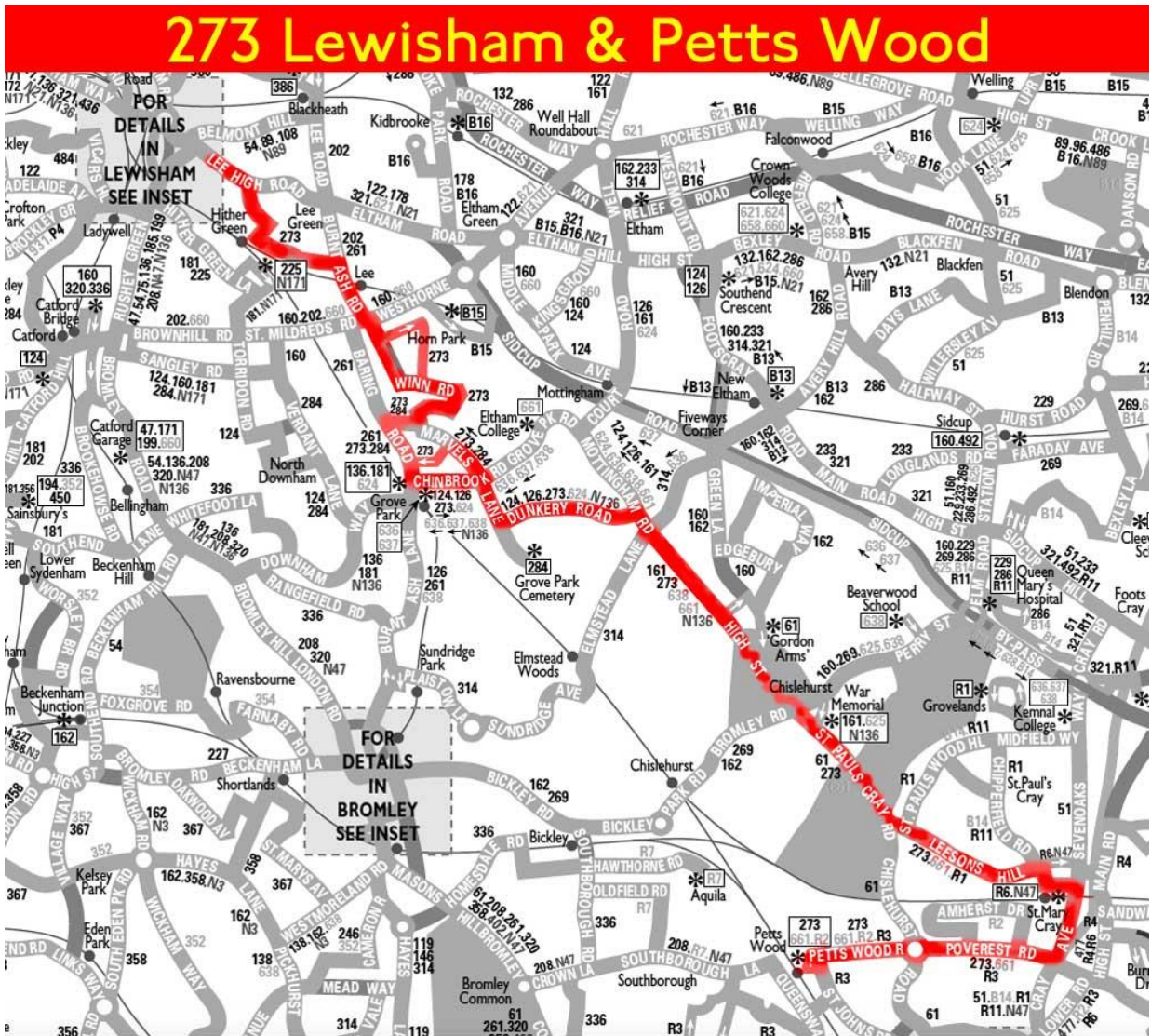
Kevin Sheehan

Executive Director for Housing, Regeneration and Public Realm

8th March 2021

Appendix 1

Map - Route 273 Bus Stop Accessibility Improvements



Is this report easy to understand?

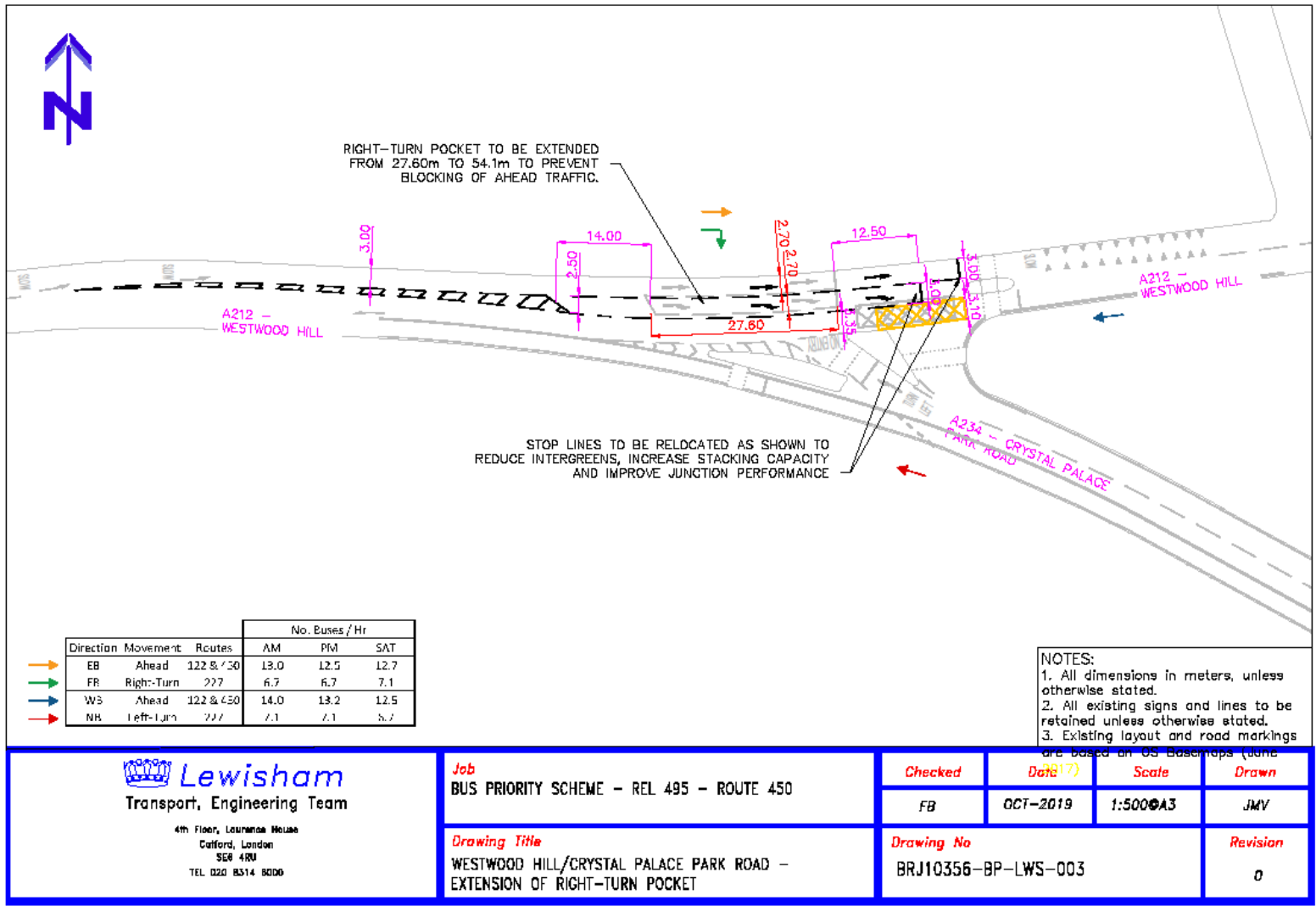
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Appendix 2 –

Westwood Hill Road Marking Improvements

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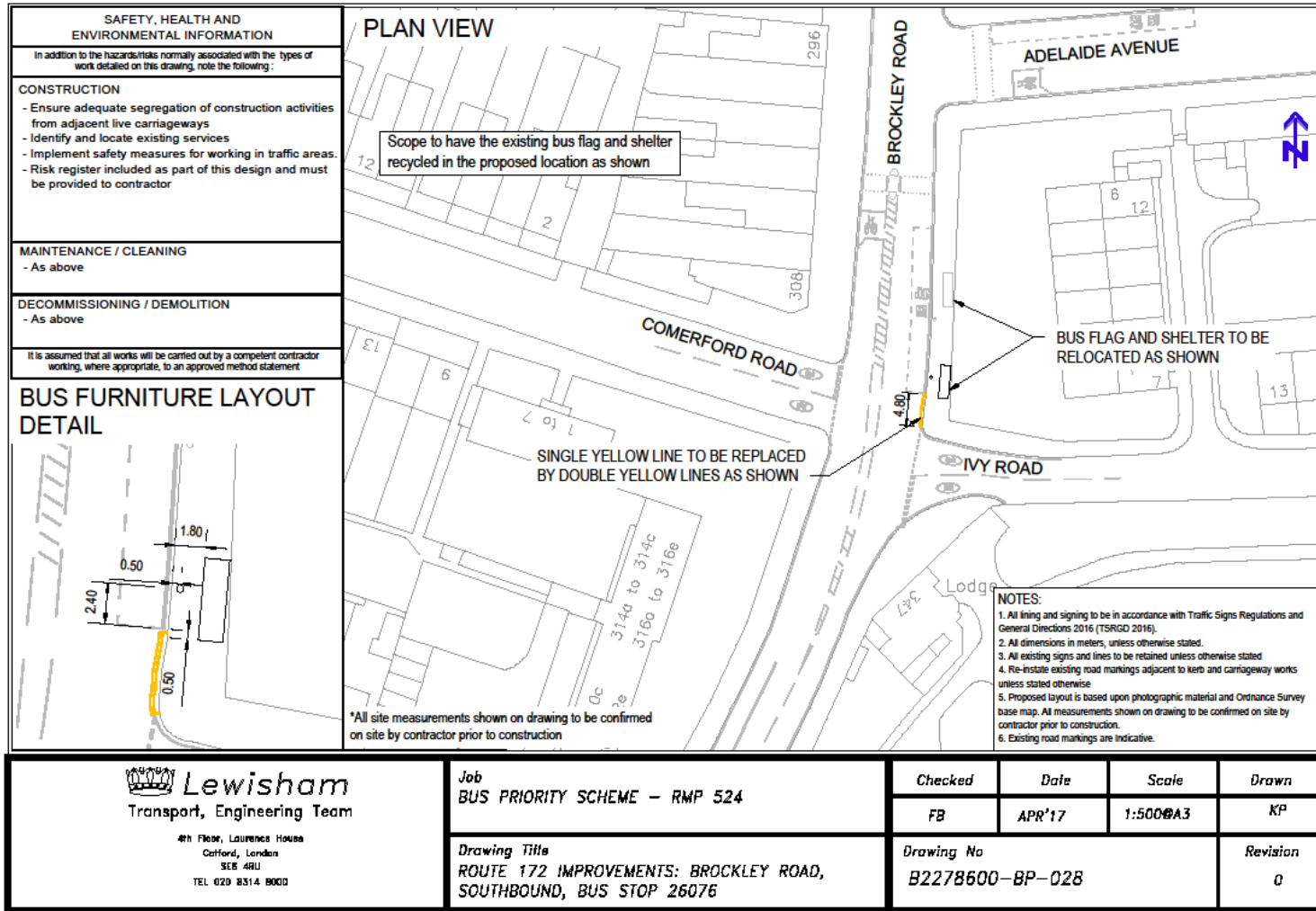
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Appendix 3 –

Brockley Road – Relocation of Bus Flag and Shelter

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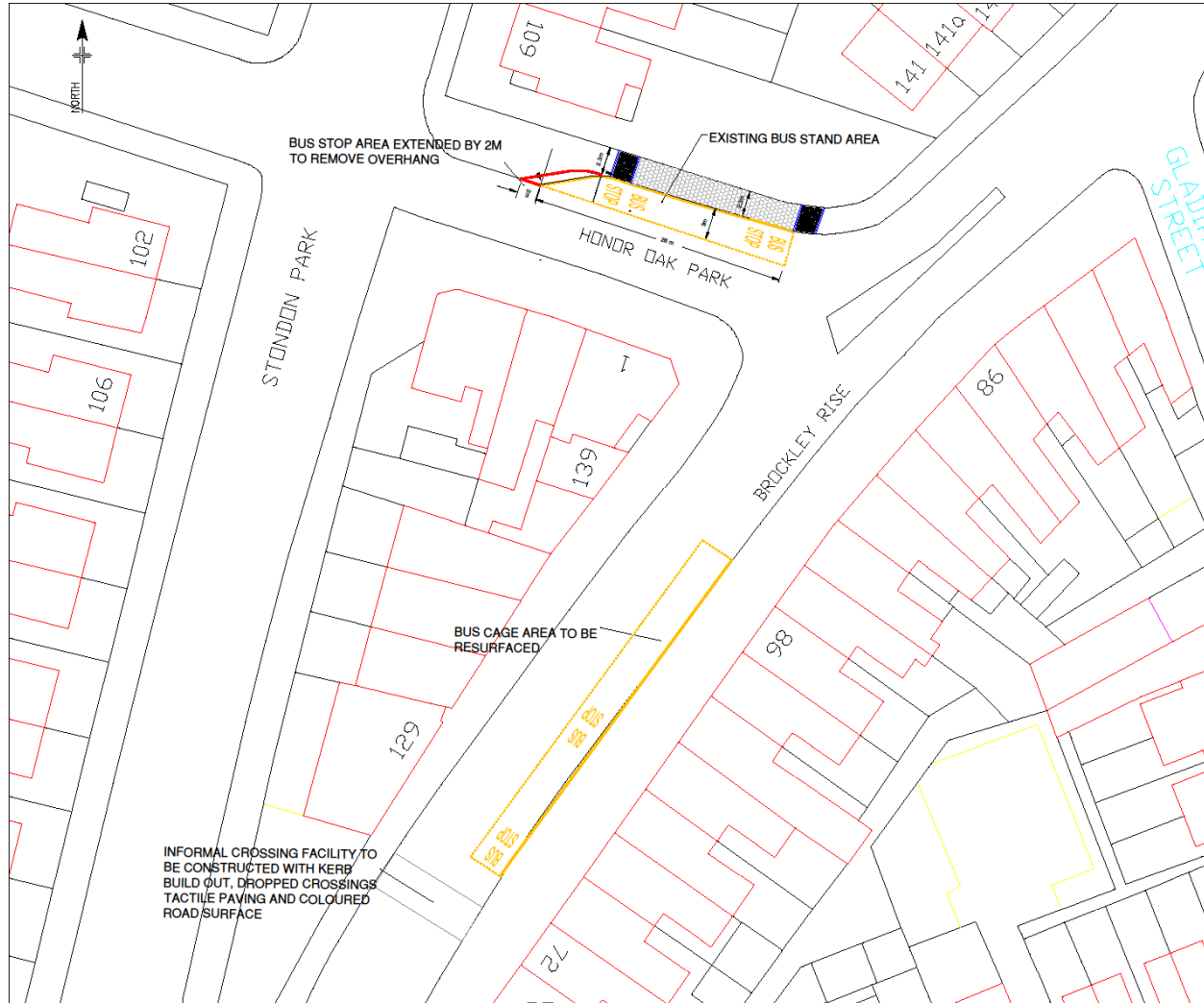
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Appendix 4

Brockley Rise - Bus cage resurfacing, improvement to pedestrian crossing facility and bus stand area to remove overhang



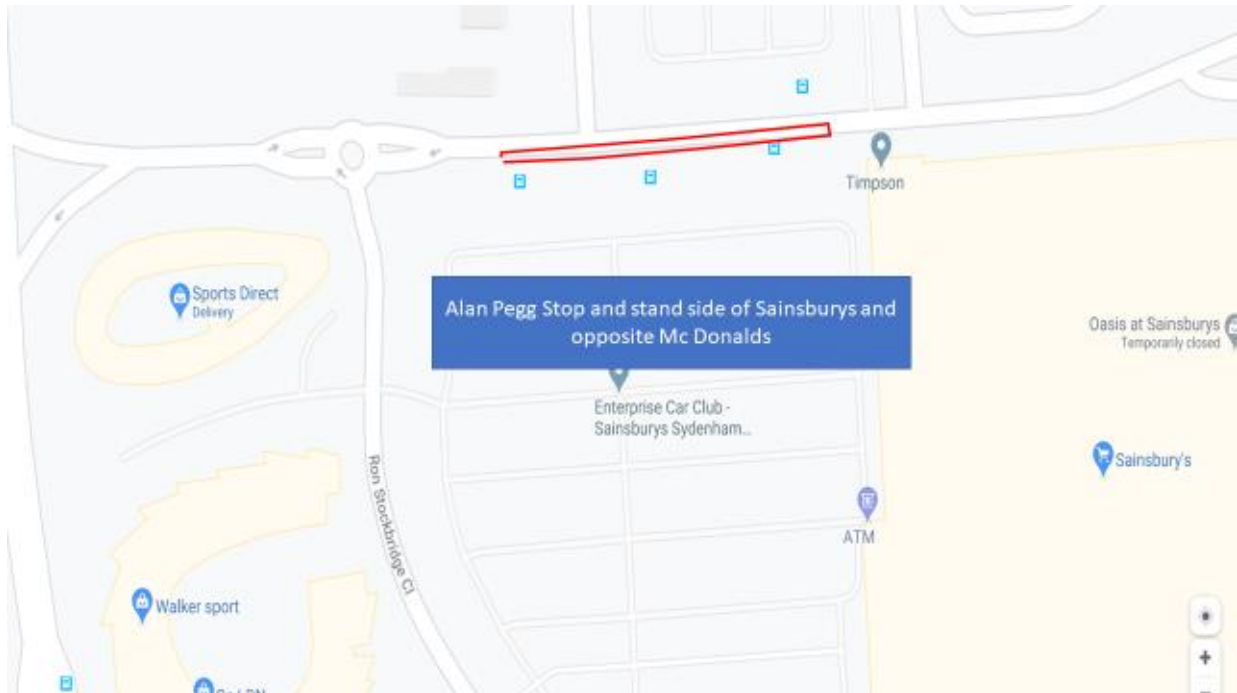
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Appendix 5 –

Alan Pegg Place – Bus stop and stand resurfaced



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Executive Director Housing, Regeneration & Public Realm

Report title: 2020/21 cycle hangar programme

Date: 16 March 2021

Key decision: Yes.

Class: Part 1.

Ward(s) affected: Brockley, Catford South, Crofton Park, Forest Hill, Ladywell, Lee Green, Lewisham Central, New Cross, Rushey Green, Sydenham, Telegraph Hill

Contributors: Louise McBride, Head of Highways & Transport

Outline and recommendations

This report provides the detail and background for implementation of the 2020/21 cycle hangar programme. The primary aim of this programme is to make cycle parking easier and, by this, remove a key barrier to cycling for many more people as part of a range of smarter travel choices.

The Executive Director for Housing, Regeneration & Public Realm is recommended to:

- Approve the 2020/21 cycle hangar programme.
- Agree to officers using their existing delegated powers, to progress and implement these measures, as necessary, including:
 - Finalising designs;
 - Undertaking the required public/stakeholder engagement on schemes;
 - Making the necessary traffic orders;
 - Implementing the necessary amendments including but not limited to signing/lining, relocation/removal of parking, installation of cycle hangars, carriageway resurfacing;
 - Entering into section 8 agreements where a hangar is located in a TLRN side road loading bay and requires alteration to the loading bay signs and markings.

Timeline of engagement and decision-making

There have not been any previous decisions relating to the 2020/21 cycle hangar programme. However, all measures outlined in this report are consistent with the longer term objectives of the borough's Transport Strategy and Local Implementation Plan 2019-2041, which was agreed by Mayor & Cabinet in January 2019 (see Background Paper 1) and also the Council Cycling Strategy (2017, see Background Paper 5).

For proposed hangar locations falling within a Controlled Parking Zone (CPZ), officers have engaged in an informal consultation process prior to the statutory formal Traffic Management Order (TMO) process. Once the locations are confirmed the Council would engage the statutory TMO process.

1. Summary

- 1.1 This report provides the detail and background for implementation of the 2020/21 cycle hangar programme. The primary aim of this programme is to make cycle parking easier and, by this, remove a key barrier to cycling for many more people as part of a range of smarter travel choices.

2. Recommendations

- 2.1 The Executive Director for Housing, Regeneration & Public Realm is recommended to:
- Approve the 2020/21 cycle hangar programme.
 - Agree to officers using their existing delegated powers, to progress and implement these measures, as necessary, including:
 - Finalising designs;
 - Undertaking the required public/stakeholder engagement on schemes;
 - Making the necessary traffic orders;
 - Implementing the necessary amendments including but not limited to signing/lining, relocation/removal of parking, installation of cycle hangars, carriageway resurfacing;
 - Entering into section 8 agreements if a cycle hangar is located in a Transport for London Route Network (TLRN) red route return parking/loading bay and requires alteration to the bay signs and markings.

3. Policy Context

- 3.1 Poor infrastructure, including a lack of cycle routes and cycle parking, discourages 16 per cent of Londoners from cycling (Cycling Action Plan, TfL, 2018 - see Background Paper 2). TfL's Cycling Action Plan aims to address this barrier with significant investment in expanding London's cycle network together with the development and implementation of London's first ever Cycle Parking Strategy in 2019. TfL's Cycle Parking Strategy includes a clear focus on improving existing residential cycle parking. This includes the delivery of more on-street cycle hangars, as well as retrofitting housing estates with high-quality cycle parking.
- 3.2 TfL's London Streetspace Programme Interim Guidance for Boroughs (2020, see Background Paper 3) notes that cycle hangars may be considered to increase residential cycle parking capacity, especially in high density housing area where residents do not have other options to store a cycle. They would typically be considered for rapid roll-out where residents have already expressed an interest in provision.
- 3.3 This would also be in line with achieving the Council's longer term policy objectives, which are set out below.

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- 3.4 Lewisham's Corporate Strategy 2018-2022 (see Background Paper 4) includes a commitment to seek to provide secure cycle storage in every neighbourhood, which was achieved in 2020.
- 3.5 The Council's transport policy objectives can be found in the Lewisham Transport Strategy & Local Implementation Plan 2019-2041 (LIP3) and are summarised below (see Background Paper 1):
- Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham
 - Lewisham's streets will be safe, secure and accessible to all
 - Lewisham's streets will be healthy, clean and green with less motor traffic
 - Lewisham's transport network will support new development whilst providing for existing demand.
- 3.6 Lewisham's Cycling Strategy (2017, see Background Paper 5) aims for the Borough to be one of the easiest and safest places to cycle in London, where cycling is a natural and easy choice of transport for anyone. Headline items to be progressed in the Strategy include more convenient and secure residential cycle parking, such as cycle hangers in existing residential areas, to help make it convenient to use and access a cycle, which increases the frequency of cycling. The Strategy details that lockable on-street cycle hangers, or similar, will be introduced and that these will be implemented where people desire them.

4. Background

- 4.1 There are currently 112 cycle hangars installed across the borough. There were plans to install further cycle hangars in early 2020 but these plans had to be put on hold due to the pandemic and are instead being completed during 2021. New funds from Transport for London (TfL) have been allocated through the Local Implementation Plan 2020/21 allocation (see Background Paper 1). Notification from TfL of this funding was not received until November 2020, around 9 months later than normal, which was due to a temporary switch in focus from LIP-funded programmes to the London Streetspace Programme.
- 4.2 Confirmation of TfL funding for 2021/22 is subject to approval from the Department for Transport. However, TfL has indicated that it expects to return to pre-COVID levels of LIP allocation.

5. Identification of sites for cycle hangars

- 5.1 Following the start of the COVID-19 pandemic the number of requests for cycle hangars has increased. For existing cycle hangar locations, there is a high level of demand and a waiting list for spaces. Across the borough there are currently 2,144 requests waiting for a cycle hangar space.
- 5.2 Officers have followed an assessment and prioritisation process to identify sites for this year's cycle hangar programme. The primary factor in the prioritisation process has been the number of requests received in each street, and then subject to feedback received from ward councillors. Where there are large number of users waiting for space for a cycle hangar, a consideration is to install more hangars within that street to cater for the demand.
- 5.3 In addition the assessment and prioritisation process has also sought to give a certain degree of priority to those locations within and adjacent to the Lewisham & Lee Green low traffic neighbourhood (LTN), to help complement this programme and further support the uptake of sustainable travel in this area.
- 5.4 On this basis sites in the following 11 wards and 25 streets were identified, with 29

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hangars planned for installation in total (with some streets receiving two hangars where demand is warranted):

- Lee Green Ward - Kellerton Road, Brightfield Road, Leahurst Road, Fernbrook Road, Thornwood Road, Longhurst Road
- Lewisham Central Ward - Brightside Road, Bonfield Road, Courthill Road, Leathwell Road, Elverson Road
- Ladywell Ward - Veda Road, Undercliff Road
- Brockley Ward - Revelon Road, Braxfield Rd, Manor Avenue, Lloyd Villas
- Catford South Ward - Sangley Road
- New Cross Ward - New Cross Road
- Forest Hill Ward - Kilmorrie Road, Forestholme Close
- Telegraph Hill Ward - Pepys road
- Sydenham Ward - Peak Hill
- Crofton Park Ward - Darfield road
- Rushey Green Ward - Bradgate Road

5.5 The viability of placing a cycle hangar in each of the above locations has been assessed. The following criteria have been applied in general: physical constraints such as footway width, tree roots, carriageway width, and access requirements for buses and HGVs, as well as levels of natural surveillance.

5.6 Depending on the location, some installations are subject to a traffic order, such as those in Controlled Parking Zone (CPZ) areas. Once a site is chosen and if it is within a CPZ zone, an early informal consultation would take place within the area of the proposed hangar location to give the Council the opportunity to review the acceptance of a hangar for that particular location before the formal TMO process is undertaken. For the 29 hangars proposed, the Council has started an informal consultation where a hangar would be located within a CPZ and this process would continue until end of March. Feedback to officers from residents and ward members on this so far is positive and has been constructive in refining final locations to install hangars.

5.7 The results of any statutory traffic order process are to be reported separately through the existing delegated approval process.

5.8 Work will also commence to prepare for the next phase of cycle hangar roll out, using the same prioritisation process and criteria outlined above.

6. Financial Implications

6.1 This report is seeking approval of the 2020/21 cycle hangar programme.

6.2 TfL have approved a funding allocation of £80k through the 2020/21 Local Implementation Plan which will enable the work outlined in this report to be completed.

6.3 This includes costs associated with design, traffic orders, consultation and implementation. There will be no further call on Council resources as all costs will be contained within the allocation.

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7. Legal Implications

- 7.1 Section 63 of the Road Regulations Act 1984 extends the powers of the Council to provide parking places on roads or elsewhere so as to be able to provide stands or racks for or devices for securing bicycles or motor cycles. This would include the provision of cycle hangars.
- 7.2 By virtue of Part 12 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015, the placing of cycle hangars is considered as permitted development and no planning consent is required.
- 7.3 Depending on the location, some installations are subject to a traffic order. In making such Orders, the Council must follow the statutory consultation procedures set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be followed. The results of any traffic order process are to be reported separately through the existing delegated approval process and the Council is legally obliged to take account of any representations made during the statutory consultation period before deciding whether or not to make the TMO.
- 7.4 Section 122 of the Act imposes a duty on the Council to exercise the functions conferred on them by the RTRA as (so far as practicable having regard to the matters specified in S122 (2)) to 'secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians and the provision of suitable and adequate parking facilities on and off the highway'.
- 7.5 The matters set out in S122(2) are:-
- a) the desirability of securing and maintaining reasonable access to premises;
 - b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - c) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
 - d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - e) any other matters appearing to the local authority to be relevant.
- 7.6 Section 175A of the Highways Act 1980 places a specific duty upon local authorities to have regard to the needs of the disabled and the blind in the execution of certain street works (namely the placing of lamp-posts, bollards, traffic signs, apparatus or other permanent obstructions) which may impede such persons
- 7.7 The Traffic Management Act 2004 (TMA) is the primary legislation for the management of parking in England. It reinforces the legal duty under the RTRA to ensure the expeditious movement of traffic. Part 6 of the TMA affects parking and is accompanied by statutory and operational guidance documents. Councils are legally obliged to 'have regard to' the former, while the latter sets out the principles underlying good parking management and recommends how this can be achieved.
- 7.8 The main principles advocated in the TMA statutory guidance are:
1. managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty;
 2. improving road safety;

3. improving the local environment;
 4. improving the quality and accessibility of public transport;
 5. meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car; and
 6. managing and reconciling the competing demands for kerb space.
- 7.9 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 7.10 In summary, the Council must, in the exercise of its function, have due regard to the need to:
- a) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
 - b) advance equality of opportunity between people who share a protected characteristic and those who do not;
 - c) Foster good relations between people who share a protected characteristic and persons who do not share it.
- 7.11 The duty continues to be a “have regard duty”, and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.
- 7.12 The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at: <https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england>.
- 7.13 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:
1. The essential guide to the public sector equality duty
 2. Meeting the equality duty in policy and decision-making
 3. Engagement and the equality duty
 4. Equality objectives and the equality duty
 5. Equality information and the equality duty
- 7.14 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at: <https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>.

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8. Equalities Implications

- 8.1 All staff are trained to meet their responsibilities as outlined in the Equality Act 2010.
- 8.2 Section 149 of the Equality Act 2010 (“the Act”) imposes a duty that the Council must, in the exercise of its functions, have due regard to:-
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and those who do not;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.3 The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 8.4 The duty is a “have regard duty” and the weight to attach to it is a matter for the decision maker bearing in mind the issues of relevance and proportionality.
- 8.5 A full Equalities Analysis Assessment (EAA) was undertaken as part of the Council’s Transport Strategy and Local Implementation Plan 2019-2041 (LIP3). The proposals set out in this report align with the objectives set out in LIP3.
- 8.6 Table 1 provides an overall assessment of the current proposals as a whole. The analysis that follows then considers in more detail the protected characteristics where it is considered that there is an impact, and the reasons for this.

Protected Characteristic	Overall Assessed Impact of Proposals
Age	Minor positive
Disability	Minor positive
Gender reassignment	N/A
Marriage and civil partnership	N/A
Pregnancy and Maternity	Minor positive
Race	Minor positive
Religion or Belief	N/A
Sex	Minor positive
Sexual Orientation	N/A

Table 1 – Overall assessment of proposals

- 8.7 Impacts are considered to reflect the intended outcome of the cycle hangars programme to remove the regular physical effort required to self-store and un-store cycles away from the road side, as well as to overcome barriers to cycling where private space is not convenient to use for cycle storage. Requests are handled on a case-by-case basis to ensure secure parking solutions can be adapted as necessary. Cleaner air due to the cycle hangar programme’s impact on traffic reduction positively impacts on hazards faced by people arising from pregnancy, maternity and age.

9. Climate change and environmental implications

- 9.1 There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. Encouraging more journeys to be made by public transport rather than private

transport will help to protect against a car based recovery from the COVID-19 pandemic, and the negative impacts associated with vehicular traffic. Keeping traffic and congestion to a minimum will help maintain the improved air quality that has been experienced under lockdown conditions. This will, in turn, help in achieving the objectives set out in the Council's Air Quality Action Plan and Climate Action Plan.

10. Crime and disorder implications

10.1 Increasing secure parking is expected to reduce incidence of cycle theft.

11. Health and wellbeing implications

11.1 The health and wellbeing implications of the cycle hangar programme are derived from the impact of provision of cycle hangars on increased physical activity from cycling due to making more space available for parking cycles and on increased feelings of security from reduced incidence of cycle theft and damage.

12. Background papers

1. Transport Strategy and Local Implementation Plan 2019-2041 (LIP3) <https://lewisham.gov.uk/inmyarea/regeneration/transport-and-major-infrastructure/local-implementation-plan>
2. Cycling Action Plan, TfL, December 2018 <https://tfl.gov.uk/cdn/static/cms/documents/cycling-action-plan.pdf>
3. London Streetspace Plan Interim Guidance for Boroughs, Appendix 10 Cycle Parking Guidance, TfL, May 2020 <http://content.tfl.gov.uk/appx-ten-lsp-cycle-parking-guidance.pdf>
4. Corporate Strategy 2018-2022, <https://lewisham.gov.uk/mayorandcouncil/corporate-strategy>
5. Lewisham Cycling Strategy, LBL, 2017 <https://lewisham.gov.uk/-/media/files/imported/lewishamcycle-20strategy2017.ashx>
6. Cycle Parking Implementation Plan, TfL, July 2019 <http://content.tfl.gov.uk/cycle-parking-implementation-plan.pdf>

13. Glossary

The table below includes a glossary of terms, abbreviations and acronyms used in this report

Term	Definition
COVID-19	Coronavirus disease (COVID-19) is an infectious disease caused by a newly discovered coronavirus
DfT	Department for Transport
EHRC	Equality and Human Rights Commission
EAA	An Equalities Analysis Assessment (EAA) is undertaken when making changes to the way a service is being delivered to ensure that the Council is meeting its obligations in relation to the Equality Act 2010 and the Council's equality objectives
Equality Act 2010	The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society.
ETO	An Experimental Traffic Management Order is a legal order made by a Local Authority which manages the behaviour of all road user where consultation is carried out after the order becomes live, with the restrictions already in place. This type of order may be in place for up to 18 months.

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Term	Definition
Highways Act 1980	An Act of the Parliament of the United Kingdom dealing with the management and operation of the road network in England and Wales
LLW	London Living Wage
Modal shift	The change from one mode of transport to another, such as from car to bicycle or public transport.
NHS	National Health Service
RTRA 1984	The Road Traffic Regulation Act 1984 is an Act of Parliament in the United Kingdom, which provides powers to regulate or restrict traffic on UK roads, in the interest of safety
TfL	Transport for London
TLRN	Transport for London Road Network – a network of roads for which Transport for London is the Highway Authority
TMA	The Traffic Management Act 2004 (TMA) is an act of parliament that was introduced to tackle congestion and disruption on the road network. The TMA places a duty on local authorities to make sure traffic moves freely and quickly on their roads and the roads of nearby authorities
TMO	A Traffic Management Order (TMO) is a legal order made by a Local Authority which manages the behaviour of all road users and which is consulted on prior to restriction being made live
Zero carbon	Achieving net zero carbon dioxide emissions by balancing carbon emissions with carbon removal or simply eliminating carbon emissions altogether

14. Report author and contact

Alexandra Crush, Transport Policy & Development Manager,
alexandra.crush@lewisham.gov.uk

15. I approve the recommendations in this report

Signed:



Kevin Sheehan

Executive Director for Housing, Regeneration and Public Realm

8th March 2021

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Executive Director Housing, Regeneration & Public Realm

Report title: Update on Deptford Parks Liveable Neighbourhood (DPLN) - construction programme for 2020/21

Date: 5 March 2021

Key decision: Yes

Class: Part 1

Ward(s) affected: Evelyn, New Cross

Contributors: Head of highways & Transport

Outline and recommendations

This report provides the background and detail for implementation of the 2020/21 works programme for the Deptford Parks Liveable Neighbourhood (DPLN) project. The primary aim of DPLN is to tackle significant deprivation, severance between communities, poor air quality, and childhood obesity in Deptford by transforming north Deptford into an area where people choose to walk and cycle through a series of healthy street interventions.

The Executive Director for Housing, Regeneration & Public Realm is recommended to:

- Approve the 2020/21 works programme for Deptford Parks Liveable Neighbourhood.
- Agree to officers using their existing delegated powers, to progress and implement these measures, as necessary, including:
 - Finalising designs;
 - Undertaking the required public/stakeholder engagement on schemes;
 - Making the necessary traffic orders;
 - Implementing the necessary amendments including, but not limited to, traffic orders, signing/lining, ANPR camera installation, modal filters, relocation/removal of parking, kerbworks, carriageway resurfacing, path widening and resurfacing

Timeline of engagement and decision-making

The DPLN project has been a bottom-up process involving multiple stakeholders, with on the ground community engagement. Initial community engagement was carried out with the local community via a comprehensive co-design programme in winter 2018. Designs were hence developed and consulted on over the autumn of 2019. The consultation showed, on average, 68% support for the proposals with a further 11% choosing 'don't know'.

The project was included in the Council's Transport Strategy & Local Implementation Plan agreed by Mayor & Cabinet in January 2019.

In 2019/2020 the Prince Street and Scawen Road projects, which form part of the DPLN project, were implemented through Experimental Traffic Orders (ETOs), with engagement undertaken as part of this process.

1. Summary

- 1.1. This report provides the background and detail for the implementation of the 2020/21 works programme for the Deptford Parks Liveable Neighbourhood (DPLN) project. The primary aim of DPLN is to tackle significant deprivation, severance between communities, poor air quality, and childhood obesity in Deptford by transforming north Deptford into an area where people choose to walk and cycle through a series of healthy street interventions.

2. Recommendations

- 2.1 The Executive Director for Housing, Regeneration & Public Realm is recommended to:
 - Approve the 2020/21 works programme for Deptford Parks Liveable Neighbourhood.
 - Agree to officers using their existing delegated powers, to progress and implement these measures, as necessary, including:
 - Finalising designs;
 - Undertaking the required public/stakeholder engagement on schemes;
 - Making the necessary traffic orders;
 - Implementing the necessary amendments including, but not limited to, traffic orders, signing/lining, ANPR camera installation, modal filters, relocation/removal of parking, kerbworks, carriageway resurfacing, path widening and resurfacing.

3. Policy Context

- 3.1. The wider Deptford area within which the DPLN sits has been identified as a key Regeneration and Growth Area in LB Lewisham's Core Strategy (see Background Paper 1). The vision for Lewisham 2026 is for the Deptford and New Cross area to have improved connected street networks, particularly walking and cycling links. By delivering a new route and public realm improvements in the neighbourhood, the project will enable connections to the rest of the borough and London, while taking full advantage of its proximity to the River Thames and local waterways.
- 3.2. The project aligns to the Council's transport policy objectives set out in the Lewisham Transport Strategy & Local Implementation Plan 2019-2041 (LIP3, see Background

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Paper 2) listed below:

1. Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham.
 2. Lewisham's streets will be safe, secure and accessible to all.
 3. Lewisham's streets will be healthy, clean and green with less motor traffic.
 4. Lewisham's transport network will support new development whilst providing for existing demand.
- 3.3. The project is closely aligned with each of the Mayors' Transport Strategy outcomes that Liveable Neighbourhoods (LN) will deliver, as described in the following paragraphs.
- 3.4. **Active: London's streets will be healthy and more Londoners will travel actively.** The project will tackle barriers to walking and cycling by reducing severance in the area, linking the Deptford Parks neighbourhood to other parts of the borough and central London. By providing traffic-free alternatives to Grinstead Road, Evelyn Street and other busy roads, people will be encouraged to leave the car behind for more of their journeys. By closing Scawen Road and Rolt street walking and cycling will be the most convenient form of transport in the LN area. Healthy routes to schools (Deptford Park and Sir Francis Drake primaries and Deptford Green Secondary) have been identified and proposed interventions will be implemented to enable a healthy school run. The upgrade of Woodpecker Walk will also help encourage journeys by active travel.
- 3.5. **Safe: London's transport system will be safe and secure.** Road danger is currently a major deterrent for walking and cycling in the Deptford Parks neighbourhood. Evelyn Street, which pedestrians and cyclists need to cross in order to move north/south of Deptford, has high traffic volumes, speeds, collisions, air pollution. The project will:
1. Create a safe alternative to this busy road and reduce the number of Killed or Seriously Injured casualties (KSIs), where there have been 96 casualties over the past 36 months to December 2016, along the length of Evelyn Street in the project area.
 2. Reduce rat-running on local roads, particularly on routes to schools and green spaces (Deptford Park, Folkestone Gardens, Surrey Canal Linear Park), making streets safer and more inviting for people to use for walking, cycling, relaxing and socialising. Safer pedestrian environment through new Copenhagen crossings at strategic locations.
- 3.6. **Efficient: London's streets will be used more efficiently and have less traffic.** Safe and accessible walking and cycling routes will encourage people to leave their cars at home, reducing congestion and motor traffic dominance. The DPLN area has the highest amount of car use in LB Lewisham with approx. 20,000 daily trips made per/day (p12 – 2017 Lewisham Cycling Strategy). The Rolt Street and Scawen Road schemes will remove traffic.
- 3.7. **Green: London's streets will be clean and green.** New routes will connect people to parks and green spaces in the neighbourhood. The scheme will improve the quality of the public realm, and improve its resilience by ensuring interventions cater for the projected increase in the number of cyclists and pedestrians. Less motor vehicle traffic and more active travel will reduce air pollution, making the neighbourhood a more attractive place to walk and cycle.
- 3.8. **Connected: More people will travel on an expanded public transport network.** The Deptford Parks neighbourhood will be well connected to existing and planned public transport provisions - the Surrey Canal Overground Station, the Bakerloo Line extension to Lewisham via New Cross and the proposed Thames Crossing between

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Rotherhithe and Canary Wharf. Improved access to bus stops through better crossings, and safer, more attractive street environment for pedestrians.

4. Background

- 4.1. The Deptford Parks Liveable Neighbourhood Programme is a GLA and TfL funded project. It was originally conceived in 2017 and preliminary design and consultation has been completed.
- 4.2. The borough has also implemented a number of minor works which didn't require further consultation or significant design work, most of which were funded through the DPLN programme, with the exception of the bike hangars.
 - a) Copenhagen crossings installed at four locations
 - b) School Street outside Francis Drake School on Scawen Road using an ETO
 - c) Prince Street closure using an Experimental Traffic Order (ETO) to open up space for walking and cycling on a previously busy rat run with illegal on pavement parking
 - d) 20 bike hangars (separately funded)
 - e) Deptford Parks Art Trail (to be installed in March 2021)
- 4.3. Funding for the 2021/21 programme of works for DPLN is provided from Transport for London (TfL) through a £400,000 allocation from the Liveable Neighbourhoods Fund plus £50,000 from the Local Implementation Plan 2020/21 allocation (see Background Paper 1). Notification from TfL of this funding was not received until November 2020, around 9 months later than normal, which was due to a temporary switch in focus from LIP-funded programmes to the London Streetspace Programme.
- 4.4. Confirmation of TfL funding for 2021/22 is subject to approval from the Department for Transport. However, TfL has indicated that it expects to return to pre-COVID levels of LIP allocation.

5. Proposals for 2020/21

- 5.1. It is proposed to spend the £450k available for the 2020/21 financial year on the following elements:
 - a. Woodpecker Road
 - b. Rolt Street enabling works:
 - c. Scawen Road and Prince Street:
- 5.2. These three elements have been prioritised as they are deliverable within this financial year, are core elements of the programme and all had at least 65% support at consultation.
- 5.3. Woodpecker Road is within the most deprived area of the project and also serves as a strategic walking and cycling corridor, which is narrow and in poor condition. The full scheme would involve upgraded path surfacing, lighting, greening and landscaping. Public consultation in November/December 2019 on the full scheme revealed 69% in support versus 18% don't know, 10% no response, and 4% not in support.
- 5.4. To maximise benefit of available funding in 2020/21 and enable future works to complete the full scheme for Woodpecker Walk it is proposed to:
 1. Resurface the path to address the current poor condition;
 2. Lay an additional high quality top surface to upgrade the path quality at focal points such as around the youth centre and shops.

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These works would reinforce the benefits of the Deptford Parks Art Trail scheduled for installation in March 2021 and the proposed improvements to Rolt Street.

- 5.5. Rolt Street is the flagship element of the DPLN. Public consultation in November/December 2019 considered options. An option to make movement westbound only except cycles and ban HGV through traffic and remove the one-way plug at Childers Street to maintain access to business premises revealed 62% in support versus 19% don't know, 11% not in support and 8% no response. An option to fully pedestrianise Rolt Street between the café and the eastern end of Folkstone Gardens revealed 65% in support versus 19% don't know, 10% no response and 6% not in support.
- 5.6. For the full scheme the preferred option is full pedestrianisation of Rolt Street, including wider footways and a two-way cycle path also serving as emergency service access, plus removal of the one way plug at Childers Street to maintain access to business premises. In addition the full scheme envisages landscaping to blend Rolt Street into the park and provide new benches, tree planting, cycle stands and enhanced street lighting.
- 5.7. To maximise benefit of available funding in 2020/21 and enable future works to complete the full scheme for Rolt Street, this year it is proposed to focus on the following interventions:
 1. Implement traffic order to remove through traffic from Rolt Street, to be enforced by ANPR cameras while maintaining emergency service access;
 2. implement full time waiting restrictions on Rolt Street between the café and the MOT centre;
 3. undertake limited temporary kerbworks on Rolt Street to support the removal of through traffic;
 4. remove the one-way plug at Childers Street to maintain access to business premises; and
 5. address the current poor condition of the carriageway in this section by resurfacing.
- 5.8. An ETO to close Scawen Road and Prince Street, was implemented in August 2019. Prior to this, Scawen Road used to experience high levels of traffic (5% HGV) and collision risks at its junction with Kezia Street. Prince Street also experienced high levels of traffic and illegal on-pavement parking.
- 5.9. The full scheme proposes closing Scawen Road and installing a Toucan crossing at the junction of Grinstead Road, and the creation of a school street and pocket park on Scawen Road outside Sir Francis Drake Primary School. Public consultation on the full scheme for Scawen Road in November/December 2019 revealed 64% in support versus 14% not in support, 13% don't know and 8% no response. Public consultation on the closure of Prince Street at the same time revealed 85% in support versus 10% no response and 5% not in support.
- 5.10. To maximise benefit of available funding in 2020/21 and enable future works to complete the full scheme for Scawen Road, a review is being undertaken of any responses received to the ETO since its implementation. If there are found to be no material objections to the traffic orders, steps will be taken to create permanent traffic orders at these sites. If material objections are received, and these cannot be overcome through adjustments to the scheme, the scheme will be removed.
- 5.11. Ward Members from Evelyn and New Cross wards were engaged in January 2021. Comments were received from one Ward Member, which are detailed below along with the officer response:

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Ward Member Comment	Officer Response
Express strong support for Woodpecker Walk proposals;	Noted
Note risk of opposition from residents to removal of parking on Rolt Street;	Noted
Ask if the expected changes at junction of Rolt Street with Childers Street include measures to address the collision risks at the junction, including advance warning signs of the changed layout;	The proposed removal of the one-way filter at the junction will not have an impact as the traffic flows are going to be significantly reduced with Rolt Street being closed, so flows will reduce and this is expected to reduce collision risk. There are 3 recorded collisions at the junction, with one of those being fatal. From the information provided though the fatal was unrelated to road layout or traffic conditions. The other 2 incidents were slight.
Ask what level of support there is for maintaining the existing Folkstone Gardens shared path as it is and if there is support for options to improve user comfort and reduce close interactions between pedestrians and cyclists, including prohibiting cycling;	The path running through the park does not fall within the scope of the scheme. In front of Folkstone Gardens Rolt Street is being closed which will benefit cyclists . During the engagement and consultation this was not an issue that was raised in any significance. Folkestone Gardens currently forms part of Quietway 1 and this would have to be rerouted if cycling were prohibited.
Ask if the latest design informed by feedback which the head of Sir Francis Drake School is understood to have provided to LBL in October 2020; and	Officers will contact the school to ensure the most recent feedback from the school has been received.
Noting new housing planned at nearby Neptune Wharf and Ayanah, ask what consideration has been given in the project to changing the existing uncontrolled crossing of Grinstead Road c.10m north of Scawen Road with either a priority or controlled crossing, and to installing a priority or controlled crossing near the junction of Grinstead Road with Evelyn Street.	Officers are considering a Toucan Crossing facility at the end of Scawen Road which will be part of the development of Neptune Wharf.

6. Financial implications

- 6.1. This report is seeking approval to approve and implement the 2020/21 works programme for Deptford Parks Liveable Neighbourhood at a cost of £450k.
- 6.2. TfL announced in mid-November that £400k would be made available for 2020/21

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from the Liveable Neighbourhoods Fund, and a further £50k was allocated through Local Implementation Plan funding.

- 6.3. The proposals in this report all relate to 2020/21 and costs are to be contained within available funding. There will be no call on Council's resources to fund this project.

7. Legal implications

- 7.1. The Council has various powers to make alterations and improvements to its highways. In addition Section 39 of the Road Traffic Act 1988 requires the Council to prepare and implement a programme of measures to improve road safety, and includes the power to engineer roads to make them safer
- 7.2. Depending on the location, some of the works proposed may require that a Traffic Management Order is made. The Road Traffic Regulation Act 1984 (RTRA) sets out the legal framework for traffic management orders. The procedures for making permanent and experimental traffic management orders and the form that they should take are set out within the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and they, prescribe inter alia, specific publication, consultation and notification requirements that must be followed. The results of any traffic order process are to be reported separately through the existing delegated approval process and the Council is legally obliged to take account of any representations made during the statutory consultation period before deciding whether or not to make the TMO
- 7.3. Section 75 of the Highways Act 1980 authorises a highway authority to vary the relative widths of the carriageway and of any footway in a public highway. This includes the power to widen a footway within the existing boundary of the road. No procedure and in particular no consultation is prescribed for the use of section 75. This power will authorise any proposed amendments to footway widths required as part of the project.
- 7.3 .
- 7.4 Section 122 of the Act imposes a duty on the Council to exercise the functions conferred on them by the RTRA as (so far as practicable having regard to the matters specified in S122 (2)) to 'secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians and the provision of suitable and adequate parking facilities on and off the highway'.
- 7.5 The matters set out in S122(2) are:-
- a) the desirability of securing and maintaining reasonable access to premises;
 - b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - c) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
 - d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - e) any other matters appearing to the local authority to be relevant.
- 7.6 The Traffic Management Act 2004 (TMA) is the primary legislation for the management of parking in England. It reinforces the legal duty under the RTRA to ensure the expeditious movement of traffic. Part 6 of the TMA affects parking and is accompanied

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by statutory and operational guidance documents. Councils are legally obliged to 'have regard to' the former, while the latter sets out the principles underlying good parking management and recommends how this can be achieved.

7.7 The main principles advocated in the TMA statutory guidance are:

- managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty
- improving road safety
- improving the local environment
- improving the quality and accessibility of public transport
- meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car
- managing and reconciling the competing demands for kerb space.

7.4. The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

7.5. In summary, the Council must, in the exercise of its function, have due regard to the need to:

- a) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
- b) advance equality of opportunity between people who share a protected characteristic and those who do not;
- c) foster good relations between people who share a protected characteristic and persons who do not share it.

7.6. The duty continues to be a "have regard duty", and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.

7.7. The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled "Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice". The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at: <https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england>.

7.8. The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:

1. The essential guide to the public sector equality duty
2. Meeting the equality duty in policy and decision-making

3. Engagement and the equality duty
 4. Equality objectives and the equality duty
 5. Equality information and the equality duty
- 7.9. The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at: <https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>.

8. Equalities implications

- 8.1. All staff are trained to meet their responsibilities as outlined in the Equality Act 2010.
- 8.2. Section 149 of the Equality Act 2010 (“the Act”) imposes a duty that the Council must, in the exercise of its functions, have due regard to:-
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and those who do not;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.3. The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 8.4. The duty is a “have regard duty” and the weight to attach to it is a matter for the decision maker bearing in mind the issues of relevance and proportionality
- 8.5. A full Equalities Analysis Assessment (EAA) was undertaken as part of the Council’s Transport Strategy and Local Implementation Plan 2019-2041 (see Background Paper 3). The proposals for traffic reduction modal filtering and improvements to cycleways set out in this report align with the objectives set out in LIP3.
- 8.6. 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.
- 8.7. Table 1 provides an overall assessment of the current proposals as a whole. The analysis that follows then considers in more detail the protected characteristics where it is considered that there is an impact, and the reasons for this.

Protected Characteristic	Overall Assessed Impact of Proposals
Age	Minor positive
Disability	Neutral
Gender reassignment	N/A
Marriage and civil partnership	N/A
Pregnancy and Maternity	Minor positive
Race	Minor positive
Religion or Belief	N/A

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Protected Characteristic	Overall Assessed Impact of Proposals
Sex	Minor positive
Sexual Orientation	N/A

Table 1 – Overall assessment of proposals

- 8.8. Both the proposed resurfacing of Woodpecker Walk, and the reduction of traffic and kerbside activity in Rolt Street and Scawen Road, has a minor positive impact by making walking and cycling safer and more comfortable to encourage more walking and cycling, improving natural surveillance and address unequal feeling of safety and risk to personal security while walking or cycling experienced by people due to age, race, disability or sex. The positive impact on disabled people of the above is offset by minor negative impact due to reduction of public kerbside parking. Cleaner air due due traffic reduction and HGV control positively impacts on hazards faced by people arising from pregnancy, maternity and age.

9. Climate change and environmental implications

- 9.1. There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. Encouraging more journeys to be made by walking and cycling rather than private transport will help to protect against a car based recovery from the COVID-19 pandemic, and the negative impacts associated with vehicular traffic. Keeping traffic and congestion to a minimum will help maintain the improved air quality that has been experienced under lockdown conditions. This will, in turn, help in achieving the objectives set out in the Council's Air Quality Action Plan (see Background Paper 5) and Climate Action Plan.

10. Crime and disorder implications

- 10.1. Crime and disorder in the Evelyn Ward area of Lewisham is higher than the national average for theft/robberies but has seen a moderate decline in the past three years up to September 2016.
- 10.2. The following areas in the DPLN area have seen significant acts of theft/robbery/violence/anti-social behaviour recorded over a three year period from police records and GIS data heat maps. Improving the street environment it is hoped will have a positive impact through increased footfall and natural surveillance. The further improvements planned next year, subject to funding, should build on this:
- Woodpecker Walk (higher than national average for recorded thefts/robberies in three year period)
 - Fordham Park
 - Grinstead Road
 - Kezia Street
 - Rolt Street
 - Etta Street

11. Health and wellbeing implications

- 11.1 Surfacing upgrades proposed throughout Woodpecker Walk would lead to more pedestrians from all walks of life using the route and more people choosing to walk and cycle. Rolt Street and Scawen Road measures to remove traffic and parking would lead to cleaner air, more people feeling safe and relaxed and more pedestrians from all walks of life using the street and more people choosing to walk, cycle and use public transport, including school children travelling from the new developments north of the A200. This work would also build on the benefits of the Copenhagen crossings already

installed and would also underpin health and wellbeing outcomes for future work phases of the Rolt Street and Scawen Road improvements.

12. Background papers

1. Core Strategy <https://lewisham.gov.uk/myservices/planning/policy/adopted-local-plan/core-strategy>
2. Transport Strategy and Local Implementation Plan 2019-2041 (LIP3) <https://lewisham.gov.uk/inmyarea/regeneration/transport-and-major-infrastructure/local-implementation-plan>
3. Lewisham Transport Strategy and Local Implementation Plan 2019-2041 (LIP3) Equalities Impact Assessment (EqIA) <https://councilmeetings.lewisham.gov.uk/documents/s62495/Equalities%20Impact%20Assessment.pdf>
4. Corporate Strategy 2018-2022 <http://councilmeetings.lewisham.gov.uk/documents/s61022/Draft%20Corporate%20Strategy%202018-2022.pdf>
5. Lewisham Air Quality Action Plan (2016-2021) <https://www.lewisham.gov.uk/myservices/environment/air-pollution/Documents/LewishamAirQualityActionPlanDec2016.pdf>

13. Glossary

13.1. The table below includes a glossary of terms, abbreviations and acronyms used in this report

Term	Definition
COVID-19	Coronavirus disease (COVID-19) is an infectious disease caused by a newly discovered coronavirus
ETO	An Experimental Traffic Management Order is a legal order made by a Local Authority which manages the behaviour of all road user where consultation is carried out after the order becomes live, with the restrictions already in place. This type of order may be in place for up to 18 months.
Modal filter	a road closure that stops motor vehicles, but which still allows pedestrians and cyclists (including electric cargo cycles) and powered two wheelers through
School street	Streets or parts of streets that are closed to vehicular traffic for part of the day at school pick up and drop off, while schools are open
TMO	A Traffic Management Order (TMO) is a legal order made by a Local Authority which manages the behaviour of all road users and which is consulted on prior to restriction being made live
TfL	Transport for London

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14. Report author and contact

Alex Crush, Transport Policy and Development Manager,
alexandra.crush@lewisham.gov.uk

15. I approve the recommendations in this report

Signed:



Kevin Sheehan

Executive Director for Housing, Regeneration and Public Realm

8th March 2021

Agenda Item 8



Overview and Scrutiny Business Panel

Scrutiny Update

Date: 16 March 2021

Key decision: No

Class: Part 1

Ward(s) affected: All

Contributors: Assistant Chief Executive (Overview and Scrutiny Manager)

Outline and recommendations

The purpose of this item is for Members to receive an oral update from Select Committee Chairs on any scrutiny activity related to their Committee that they wish to bring to the Panel's attention. The Overview and Scrutiny Manager may also provide an update if the Select Committees have met since the last Business Panel meeting.

1. Summary

- 1.1. The intention of this item is to provide Members with an update on current scrutiny activity.

2. Recommendation

- 2.1. Members are asked to discuss and note any information provided.

3. Scrutiny Update

- 3.1 The final round of Select Committee meetings is currently taking place:

- Healthier Communities – 25 February
- Safer Stronger Communities – 1 March
- Sustainable Development – 4 March
- Children and Young People – 4 March
- Housing – 9 March
- Public Accounts – 17 March.

- 3.2 The first meetings of the new municipal year will take place shortly after the Council Annual General Meeting on 26 May 2021. Should any urgent/business critical matters need to be considered in the time period between the last select committee meetings of

this municipal year and the first meetings of the new municipal year, this can be arranged.

3.3 The Select Committee work programmes are attached at Appendix A.

3.4 Select Committee Chairs will be invited to provide an oral update on any scrutiny activity related to their committee that they wish to bring to the Panel's attention.

4 Financial implications

4.1 Scrutiny work is managed within existing budgets. Formal recommendations to the Mayor arising out of any specific work items within select committee work programmes are evaluated in the usual way through the process of formal reports. There are no direct financial implications arising from this report.

5 Legal implications

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

6 Equalities implications

6.1 The delivery of the Council's equalities objectives is to be achieved through the delivery of all of the Council's strategies, plans and procedures. As such, all select committees and other scrutiny bodies, when planning their work and scrutinising items, bear in mind the delivery of the Council's equality objectives.

6.2 Scrutiny tries to make sure that its work reflects the diversity of Lewisham's communities and that the views of residents are fairly represented in scrutiny processes. Any recommendations arising from scrutiny work support the Council's corporate strategy and reflect the needs of local residents.

7 Climate change and environmental implications

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

8 Crime and disorder implications

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

9 Health and wellbeing implications

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

10 Glossary

Term	Definition
Overview & Scrutiny	Overview and scrutiny is the way in which Mayor and Cabinet (the 'Executive'), officers and external organisations are held to account for the decisions that they make. It is led by councillors who are not members of the Executive. They also influence policy development and investigate issues of local concern, making recommendations for improvement.

Overview and Scrutiny Committee	A committee made up of all non-executive councillors which carries out scrutiny focussing on strategic and cross cutting issues.
Overview & Scrutiny Business Panel (OSBP) and Education OSBP	<p>Lewisham has two Business Panels (sub-committees of the Overview and Scrutiny Committee).</p> <p>OS Business Panel is made up of the chair and vice-chair of the Overview and Scrutiny Committee, the chair of each of the Select Committees, and two other non-Executive councillors.</p> <p>The main functions of Business Panel are reviewing key decisions once they have been taken (potentially “calling in” key decisions that have been made but not yet implemented); coordinating and approving the overall scrutiny work programme; and allocating scrutiny work in the event that it crosses the remit of more than one scrutiny body.</p> <p>Three parent governors and two diocesan representatives sit on the Education Business Panel, alongside the councillors that make up the regular Business Panel. The Education Business Panel reviews (and can call-in) key decisions that are education matters.</p>
Select Committee	Lewisham has six Select Committees (sub-committees of the Overview and Scrutiny Committee), each made up of non-Executive councillors and responsible for scrutinising a specific service area. Select Committees gather evidence to help them review policies and performance and make recommendations to improve outcomes for residents.
Select Committee Work Programmes	The annual programme of work setting out the matters which each select committee will scrutinise over the year.

11 Report author and contact

11.1 Charlotte Dale, Overview and Scrutiny Manager, 0208 31 48286,
charlotte.dale@lewisham.gov.uk

Appendix A – Select Committee Work Programmes

Safer Stronger Communities Select Committee 2020/21

Work Item	Type of review	Strategic Priority	Delivery deadline	9th-Sep	1st-Dec	14th-Jan	1st-Mar	Next Municipal Year
Budget	Standard Item	CP1-CP7	Sep-20					
Confirmation of Chair and Vice-Chair	Constitutional requirement	CP1	Sep-20					
Select Committee Work Programme 2020/21	Constitutional requirement	CP1,CP4 and CP7	Sep-20					
Equalities in-depth review	Performance monitoring	CP1	Sep-20		Response			
Stop and Search and Prevent review response and update	Performance monitoring/in-depth review	CP1 + CP7	Dec-20					
Update from Local Police	Standard Item	CP7	Dec-20					
Q&A with Director of HR	Performance monitoring	CP1	Jan-21					
Q&A Cabinet Member for Democracy, Refugees and Accountability	Performance monitoring	CP1	Mar-21					
Violence Against Women and Girls Strategy	Pre-decision	CP1 and CP7	Jan-21					TENTATIVE
YOS Progress and challenges inc. update on changes to the probation service and lessons from COVID response	performance monitoring	CP7	Jan-21					
Safe Lewisham Plan	Performance monitoring	CP7	Mar-21					TENTATIVE
Local Assemblies Review and future inc. NCIL	performance monitoring	CP1	Mar-21					TENTATIVE
Lewisham Libraries- Future and Transformation inc annual report	Performance monitoring	CP1	Mar-21					TENTATIVE

Information Reports, briefings and minutes

Equalities Data Digest	Performance monitoring	CP1 + CP7	on-going					
Public Health Approach to Violence Reduction	Performance monitoring	CP7	on-going					

	Item completed
	Item on-going
	Proposed timeframe

Housing Select Committee work programme 2020/21 - work programme

Item	Type	Priority	Delivery	15-Sep	18-Nov	28-Jan	09-Mar
Confirmation of Chair and Vice Chair	Constitutional req	CP2	Sep				
Financial stabilisation - budget update and medium term plan	Standard item	CP2	Sep				
The Impact of COVID-19 on Housing	Standard item	CP2	Sep				
Housing Strategy 2020-26 and Homelessness and Rough Sleeping Strategy 2020-22	Standard item	CP2	Sep				
Work programme 2020-21	Constitutional req	CP2	Sep				
Budget cuts proposals	Standard item	CP2	Nov				
Overcrowding referral	M&C response	CP2	Nov				
Allocations policy	Standard item	CP2	Nov				
Homelessness	Standard item	CP2	Jan				
Shared ownership	Standard item	CP2	Jan				
Fire safety	Performance monitoring	CP2	Mar				
Lewisham Homes business plan	Standard item	CP2	Mar				

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Information reports, briefings and visits	Type	Priority	Delivery				
Lewisham Homes annual report and business plan	Performance monitoring	CP2	Sep				
Allocations policy review	Chair's briefing	CP2	Oct				
Shared ownership at L&Q	Chair's briefing	CP2	Oct				
Shared ownership at Hyde	Chair's briefing	CP2	Nov				
Regenter B3 annual report and business plan	Performance monitoring	CP2					
Annual lettings plan	Performance monitoring	CP2					
Rent and service charge increases	Performance monitoring	CP2					
New homes programme updates	Performance monitoring	CP2					

	Item completed
	Item on-going
	Proposed timeframe

Sustainable Development Select Committee work plan 2020-21

Item	Type	Corporate priority	15-Sep-20	12-Nov-20	14-Jan-21	04-Mar-21
Financial stabilisation - budget update and medium term plan	Standard item	All				
Catford Town Centre Regeneration: masterplan framework	Performance monitoring	CP2,4,6				Tbd
Railway Children urban national park: neighbourhood plans and environmental protection	Standard item	CP6				
Lower Sydenham and Bell Green vision study	Policy development	CP6				
Budget cuts	Standard item	All				
A21 Development Strategy	Policy development	CP2,4,6				
Small sites SPD	Policy Development	CP2,4,6				
Climate Emergency action plan	Policy development	CP6				
Implementation of the transport strategy: walking, cycling and healthy neighbourhoods	Standard item	CP6				
Planning policy: delivery of affordable housing in new developments	Standard item	CP6				

Information items

Children and Young People Select Committee 2020/21

Programme of Work

Work Item	Type of item	Strategic Priority	21-Sep	26-Nov	21-Jan	04-Mar
Election of the Chair and Vice-Chair	Constitutional requirement					
Select Committee work programme 2019/20	Constitutional requirement	CP3				
Stabilisation Budget	standard item	CP3				
Children's Social Care update	Performance monitoring	CP3 & CP5				
BAME school attainment, inc diversity of governing bodies	standard item	CP3				
Budget and cuts proposals	standard item	CP3&5				
CAMHS transformation plan - Norman Lamb	performance monitoring	CP3&5				
Corporate Parenting and LAC Annual Report	performance monitoring	CP3 & CP5				
SEND - transition between young people and adult services	Performance monitoring	CP3&5				
Early Help	policy development	CP3 & 5				
Safeguarding, inc child exploitation	standard item	CP3, 5 & 7				
How living in temporary accommodation affects children and young people - 6 month follow up	In-depth review	CP3				

Briefings and visits

Young Mayor and Advisors	informal meeting	CP3 & CP5			14-Dec	
Impact of GCSE/ A Level results algorithm on Lewisham pupils	For information	CP3	cancelled due to insufficient data			
Elective Home Education, inc unregulated education settings	for information	CP3				postpone to next municipal year
Response from Mayor and Cabinet: children in temporary accommodation indepth review	in depth review	CP3 & CP5				consider alongside 6 month follow up
Briefing - how the Comprehensive Spending Review will affect Lewisham	briefing	CP3&CP5				
Safeguarding annual report (formerly LSCB)	Performance Monitoring	CP3 & CP5				availability tbc

	Item completed
	Item on-going
	Item outstanding
	Proposed timeframe
	Item added

Healthier Communities Select Committee work programme 2020/21

Item	Type	Priority	Delivery	23-Sep	11-Nov	13-Jan	25-Feb
Confirmation of Chair and Vice Chair	Constitutional req	CP5	Sep				
Work programme 2020-21	Constitutional req	CP5	Sep				
Financial stabilisation - budget update and medium term plan	Standard item	CP5	Sep				
Lewisham system recovery plan	Standard item	CP5	Sep				
Leisure centres performance management	Standard item	CP5	Sep				
Safeguarding referral	M&C response	CP5	Sep				
Budget cuts proposals	Standard item	CP5	Nov				
The scope of the Birmingham and Lewisham African & Caribbean Health Inequalities Review	Standard item	CP5	Nov				
Pathology arrangements	Standard item	CP5	Nov				
Adult social care review update	Standard item	CP5	Feb				
Better Care Fund review update	Standard item	CP5	Feb				

Information reports, briefings and visits	Type	Priority	Delivery				
Lewisham Adult Safeguarding Board (LASB) annual report	Performance monitoring	CP5	Sep				
Lewisham and Greenwich NHS Trust (LGT) quality account	Performance monitoring	CP5					
South London and Maudsley NHS Trust (SLaM) quality account	Performance monitoring	CP5					
Adult Learning Lewisham (ALL) annual report	Performance monitoring	CP5	tbc				
Migrant charging update	Performance monitoring	CP5	tbc				
Annual public health report	Performance monitoring	CP5	Feb				

	Item completed
	Item on-going
	Proposed timeframe

Public Accounts Select Committee Work Programme 2020-21

Item	Type of item	Corporate priority	24-Sep-20	03-Dec-20	02-Feb-21	17-Mar-21
Income generation and commercialisation review 2019-20	In-depth review	All	Final report			
Financial stabilisation - budget update and medium term plan	Performance monitoring	All				
Children's social care	Standard item	All, CP3				
Budget cuts	Performance monitoring	All				
Council budget 2021-22	Policy development	All				
Cost pressures in the Public Realm division	Standard item	All, CP6				
Capital programme	Standard item	All				
Financial forecasts 2020-21	Performance monitoring	All				
Adult social care review	Standard item	All				

Corporate Priorities

Priority

1	Open Lewisham	CP 1
2	Tackling the Housing Crisis	CP 2
3	Giving Children and young people the best start in life.	CP 3
4	Building an inclusive local economy	CP 4
5	Delivering and defending: health, social care and support	CP 5
6	Making Lewisham greener	CP 6
7	Building Safer Communities	CP 7

Agenda Item 9



Overview and Scrutiny Business Panel

Exclusion of the Press and Public

Date: 16 March 2021

Key decision: No

Class: Part 1

Ward(s) affected: Various

Contributors: Chief Executive / Head of Business and Committee

Outline and recommendations

Members are asked to note items that will be considered in closed session

Recommendation

It is recommended that under Section 100(A)(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 3, 4 and 5 of Part 1 of Schedule 12(A) of the Act, as amended by the Local Authorities (Executive Arrangements) (Access to Information) (Amendments) (England) Regulations 2006:-

1. Decisions made by the Mayor and Cabinet on 10 March 2021 (to follow):
 - i. Building for Lewisham Programme Requirements
 - ii. Top up of the NCIL Borough Wide Pot and proposing an additional Borough wide priority
 - iii. Decision on Acceptance of Football Foundation Capital Grant – Riverside Youth Club
 - iv. Learning Disability Framework - Request for permission to procure a contract for Supported Living

2. Decisions made by the Executive Director of Community Services:
 - Contract Award – Adult Social Care Consultancy Services – Part 2
 - NHS Health Check – Part 2
 - Stop Smoking Service – Part 2

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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of the Local Government Act 1972.

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