

Overview and Scrutiny



Sustainable Development Select Committee Agenda

Thursday, 17 February 2022

7.00 pm, Council Chamber, Civic Suite, Catford, SE6 4RU. The meeting will also be webcast via the Council's website at:
<https://lewisham.public-i.tv/core/portal/home>

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

Part 1

Item		Pages
1.	Minutes of the meeting held on 18 January 2022	3 – 5
2.	Declarations of interest	7 – 10
3.	Responses from Mayor and Cabinet	11 – 20
4.	Infrastructure delivery plan	21 – 134
5.	Implementation of the Transport Strategy: walking, cycling and healthy neighbourhoods	135 – 151
6.	Select Committee work programme	153 – 173

Sustainable Development Select Committee Members

Members of the committee, listed below, are summoned to attend the meeting to be held on Thursday, 17 February 2022.

Kim Wright, Chief Executive
Wednesday, 9 February 2022

Councillor Louise Krupski (Chair)	
Councillor James-J Walsh (Vice-Chair)	
Councillor Obajimi Adefiranye	
Councillor Suzannah Clarke	
Councillor Leo Gibbons	
Councillor Mark Ingleby	
Councillor Paul Maslin (ex-Officio)	
Councillor Octavia Holland (ex-Officio)	

Minutes of the Sustainable Development Select Committee Tuesday, 18 January 2022 at 7.00pm

In attendance: Councillors Louise Krupski (Chair), James-J Walsh (Vice-Chair), Leo Gibbons and Mark Ingleby

Also joining the meeting virtually: Councillors Suzannah Clarke and Jimi Adefiranye

Also present: Timothy Andrew (Scrutiny Manager); Jennifer Daothong (Executive Director for Housing Regeneration and Public Realm) (online)

NB: Those Councillors listed as joining virtually were not in attendance for the purposes of the meeting being quorate, any decisions taken or to satisfy the requirements of s85 Local Government Act 1972

1. Minutes of the meeting held on 23 November 2021
 - 1.1 Resolved: that the minutes of the meeting held on 23 November 2021 be agreed as an accurate record.
2. Declarations of interest
 - 2.1 There were none.
3. Responses from Mayor and Cabinet
 - 3.1 The Chair welcomed Jennifer Daothong (Executive Director for Housing Regeneration and Public Realm) to her first meeting of the select committee in her (recently appointed) new role. Members were asked to note the response from Mayor and Cabinet emissions-based short stay and motorcycle parking charge.
 - 3.2 Jennifer Daothong (Executive Director for Housing Regeneration and Public Realm) responded to questions from the Committee about the prioritisation of road and pavement uses and the placement of charging infrastructure for electric vehicles.
4. Budget reductions report
 - 4.1 Jennifer Daothong introduced the budget reductions report – noting the challenging financial environment and the measures being taken by the Council to balance its budget and control overspending. She highlighted the costs of the response to the global coronavirus pandemic and its impact on business rates and council tax collection.
 - 4.2 Jennifer Daothong responded to questions from the Committee – the following key points were noted:
 - The Council is in a difficult financial position – but it continues to prioritise support to the most vulnerable.
 - Consideration is being given to working with other authorities and stakeholders to share costs and manage risks.
 - Council staff are suffering from the same exhaustion and problems as everyone as a result of the pandemic. In addition, those working in frontline services had faced particular challenges in the course of their work.
 - Consideration was given to inflationary costs associated with planning new

developments and projects.

- 4.3 Jennifer Daothong introduced the individual savings proposals that had been allocated to the select committee and responded to questions – the following key points were noted:
- Further information would be provided about the proposals to invest in the commercial estate.
 - Officers were taking a holistic approach to the commercial estate. Officers worked to balance the requirement to keep the Council on a sustainable footing – with its intention to support the economic development of the borough.
 - Further information could be provided to the Committee about the review of the commercial estate. Consideration would be given about the scale of information provided in public and the need to protect confidential commercial information.
 - Any revenue made from fines for traffic enforcement had to be spent on enforcement and highways.
 - Where possible, as part of the implementation of new enforcement measures for yellow boxes - consideration would be given to making junctions safer.
 - It was important to address climate change now – rather than later as part of an ‘invest to save’ approach.
 - Officers would work with members on the approach to maximising income from the commercial estate.
- 4.3 In Committee discussion – members highlighted their concerns about the financial pressures facing the Council – and noted their exasperation with the government’s approach to funding local government. Members were encouraged by the consideration being given to the use of the commercial estate.
- 4.4 Resolved: that the Committee would refer its views to Mayor and Cabinet as follows –
- The Committee notes the scale of the challenge facing the Council and it recognises the difficulties facing officers in proposing these cuts. It also recognises and commends the work of officers as they deliver day to day services as well as responding to the ongoing effects of the pandemic and giving consideration to sustainable options for making significant reductions in Council expenditure.
 - Members recommend that the Public Accounts Select Committee should give further consideration to proposal D10 (Commercial estate review) - with further information provided by officers on the assumptions made about the potential return on investment. The Committee is concerned that – in the absence of detailed figures – it is unable to determine whether the implications of the proposal have been adequately assessed.
 - The Committee recommends that consideration should be given to the level of subsidy that is provided for organisations through rental agreements in the commercial estate. In the interests of transparency, the Committee would welcome assurance that consideration has been given to making the best return on all properties – with reasons given (in line with Council’s strategy for asset optimisation) for any subsidies or reductions.
 - In reference to making the best use of the Council’s assets – and taking a strategic approach to regeneration, the Committee notes the motion on ‘unlocking the potential of local high streets’ agreed by the full Council in July 2021 ([link to the motion on the Council's website](#)).

- The Committee recommends that every endeavour should be made to ensure that the implementation of proposal F25 (Road safety – new yellow boxes) is carried out carefully and sensitively. Furthermore, the Committee asks that – as part of the implementation of this proposal - every consideration be given to options for improving the pedestrian and cycling environment.

5. Select Committee work programme

5.1 The Committee discussed the work programme for the final meeting of the municipal year.

5.2 **Resolved:** that the work programme for the meeting on 17 February 2022 be agreed.

The meeting ended at 8.35 pm

Chair:

Date:

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Sustainable Development Select Committee

Declarations of Interest

Date: 2021-22

Key decision: No

Class: Part 1

Ward(s) affected: None specific

Contributor: Jeremy Chambers (Director of Law, Governance and Elections)

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).

9. Report author and contact

- 9.1. Jeremy Chambers, Director of Law, Governance and Elections [Jeremy Chambers@lewisham.gov.uk](mailto:Jeremy.Chambers@lewisham.gov.uk), 020 83147648



Mayor and Cabinet

Response to Public Accounts Select Committee on Budget Reductions

Date: 2 February 2022

Key decision: No

Class: Part 1

Ward(s) affected: All

Contributors: Executive Management Team

Outline and recommendations

Mayor and Cabinet have been asked to consider the comments of the Public Accounts Select Committee of the 27 January 2022, which incorporates the views of the respective select committees. This paper sets out the views of the Public Accounts Select Committee and officers' responses advising as to what has been undertaken, or will be undertaken, to take account of each Committee's comments.

It is recommended that Mayor and Cabinet:

- Notes the response that follows in relation to the Public Accounts Select Committee referral to Mayor and Cabinet on 27 January 2022.

Timeline of engagement and decision-making

9 December 2020 – Budget Cuts Report to M&C (“M&C”)

3 February 2021 – Budget Cuts Report to M&C

3 March 2021 – Budget report to Council

14 July 2021 – Medium Term Financial Strategy to M&C

12 January 2022 - budget reduction proposals to Healthier Communities Select Committee

13 January 2022 - budget reduction proposals to Safer Stronger Communities Select Committee

18 January 2022 - budget reduction proposals to Sustainable Development Select Committee

26 January 2022 - budget reduction proposals to Children and Young People Select Committee

27 January 2022 – budget reduction proposals to Public Accounts Select Committee

1. Summary

- 1.1. On Thursday 27 January 2022, the Public Accounts Select Committee considered a report from officers outlining proposed budget reduction measures needed to address new pressures arising from the service-specific, long-term scarring from the COVID-19 pandemic and the wider macroeconomic pressures arising. The new proposals presented in this report equate to £1.994m (of which £1.425m is for 2022/23) and build upon the £10.4m of initiatives identified and approved in 2020/21 for delivery in 2022/23 ([Public Accounts Select Committee agenda 27 January 2022](#)).
- 1.2. The provisional Local Government Finance (LGFS) settlement has been announced and considered in setting the required cuts target for 2022/23. If all the available measures are agreed as part of the budget, including applying the maximum council tax increases, this would close the gap, subject to the budget decisions for next year and timely delivery of the agreed budget reduction proposals in full, for 2022/23 and enable the Council to set a balanced budget.
- 1.3. The Committee heard from the Mayor and the Chief Executive before receiving a summary of the budget reductions report from the Executive Director for Corporate Resources. It also received written comments from the Sustainable Development Select Committee - following that committee's consideration of the same report. The Chair of the Sustainable Development Select Committee was also in attendance at the meeting. No comments on the report were referred from other select committees.

2. Recommendations

- 2.1. Mayor and Cabinet have been asked to consider the comments of the Public Accounts Select Committee meeting of the 27 January 2022, which incorporates the views of the respective select committees. This paper sets out the views of the Public Accounts Select Committee and officers' responses advising as to what has been undertaken, or will be undertaken, to take account of each Committee's comments.
- 2.2. It is recommended that the Mayor and Cabinet:
 - Notes the response that follows in relation to the Public Accounts Select Committee referral to Mayor and Cabinet on 27 January 2022.

3. Policy Context

- 3.1. The Council's strategy and priorities drive the Budget with changes in resource allocation determined in accordance with policies and strategy. The Council launched its new Corporate Strategy in 2019, with seven corporate priorities as stated below:

Corporate Priorities

- **Open Lewisham** - Lewisham will be a place where diversity and cultural heritage is recognised as a strength and is celebrated.
- **Tackling the housing crisis** - Everyone has a decent home that is secure and affordable.
- **Giving children and young people the best start in life** - Every child has access to an outstanding and inspiring education, and is given the support they need to keep them safe, well and able to achieve their full potential.
- **Building and inclusive local economy** - Everyone can access high-quality job opportunities, with decent pay and security in our thriving and inclusive local economy.

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- **Delivering and defending health, social care and support** - Ensuring everyone receives the health, mental health, social care and support services they need.
- **Making Lewisham greener** - Everyone enjoys our green spaces, and benefits from a healthy environment as we work to protect and improve our local environment.
- **Building safer communities** - Every resident feels safe and secure living here as we work together towards a borough free from the fear of crime.

Values

- 3.2. Values are critical to the Council's role as an employer, regulator, and securer of services and steward of public funds. The Council's values shape interactions and behaviours across the organisational hierarchy, between officers, and members, between the council and partners and between the council and citizens. In taking forward the Council's Budget Strategy, we are guided by the Council's four core values:
- We put service to the public first.
 - We respect all people and all communities.
 - We invest in employees.
 - We are open, honest, and fair in all we do.

Future Lewisham

- 3.3. As the Council seeks to support the borough and its businesses and residents through the COVID-19 pandemic and beyond, this recovery is based on the four key themes of Future Lewisham, these are:
- A Greener Lewisham;
 - A healthy and well future;
 - An economically sound future; and
 - A future we all have a part in.
- 3.4. The consideration of budget reduction measures as part of setting a balanced budget for 2022/23 directly supports the theme of an economically sound future for the borough and its residents.

4. Background

- 4.1. Over the past twenty-one months, the day to day lives of Lewisham's residents and the Council's business, , has been turned on its head. In March 2020, Council activity simultaneously ground to a halt and ramped up in equal measure. With "non-critical" services wound down almost overnight and a new, urgent focus on "critical services", the Council's leadership team, members, and vast range of services faced new demands, challenges, pressures and opportunities.
- 4.2. The pace, scope and scale of change has been immense: the pandemic has demanded agility, creativity, pace, leadership, organisational and personal resilience, strong communications and an unerring focus on the right priorities. Within the Council, the impact of the COVID-19 pandemic is felt acutely across all of our service areas and we are grappling with real challenges in how we keep services running for our residents and how we protect the most vulnerable. Across the borough, residents are looking afresh at our borough, their neighbourhoods, and seeing where they live through new eyes.

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- 4.3. While we do not yet fully understand what all of the long-term implications of COVID-19 will mean for the borough, there have been many clear and visible impacts of the pandemic on our residents, Lewisham the place, and also the Council. We know that coronavirus has disproportionately affected certain population groups in Lewisham, matching patterns that have been identified nationally and internationally: older residents, residents born in the Americas & the Caribbean, Africa or the Middle East & Asia, and residents in the most deprived areas of the borough have considerably higher death rates. We know that more Lewisham residents are claiming unemployment benefits than in previous years and that food insecurity has increased in the borough.
- 4.4. The Council's finances have also been severely affected by the ongoing pandemic. The cost of coronavirus for Lewisham is currently estimated to be £25m this year, which will most likely exhaust the current government funds provided. Furthermore, there is forecast to be long-term demand increases, also termed 'Covid scarring' for which government has not provided funding for 2022/23. The impact of diverting resources into the continued efforts against the impact of the pandemic has meant that there have been delays in the delivery of the previously agreed budget reduction measures of £28m for 2021/22 and hence an in year overspend of £8.5m is forecast. Officers have taken management action to make in-year savings to reduce the business as usual overspend or else this will need to be funded from reserves at year end, reducing our ability to manage further budget shocks in 2022/23.
- 4.5. Alongside managing the impact of the pandemic on services, and re-focusing resources to best support the health and government initiatives for residents and businesses, the Council had started implementing its recovery plan of Future Lewisham (see further detail below). However, with the rise of new variants such as Delta and now Omicron, coupled with winter pressures, the Council is once again facing significantly increased demand and reassessing non critical service delivery to ensure that those most critical services continue to be delivered to our most vulnerable residents.

5. Response to Public Accounts Select Committee comments to Mayor and Cabinet on 27 January 2022

- 5.1. At its meeting on Thursday 27 January 2022, the Public Accounts Select Committee received the report on proposed budget reductions and asked questions of officers. It also received the views of the Sustainable Development Select Committee before agreeing to refer its views to Mayor and Cabinet as follows:
- 5.2. The Committee recognises the difficult task facing officers in bringing forward cuts proposals, especially in the context of ongoing economic uncertainty and a prolonged period of austerity.
- 5.3. Members welcome the comments of the Sustainable Development Select Committee – particularly in relation to the 'theme D' *asset optimisation proposals*. Members would welcome further careful, strategic consideration of the approach to the use of Council assets - in order to maximise both the social and economic benefits for the people of Lewisham.
- 5.4. The Committee recommends that – in relation to proposal E-15 (seek corporate sponsorship for festive lights) the initial approach should be to the providers of the Council's current street lighting private finance initiative.
- 5.5. In response to the Committee's comment with regards to proposals in theme D 'asset optimisation' the Executive Director for Housing, Regeneration and Public Realm notes the comment and that work is ongoing to review options to optimise the benefits from Council owned assets, exploring opportunities which seek to secure economic or social

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outcomes for residents, enable land supply for housing or to enable service transformation. A key priority is to ensure a strategic approach to the Council's utilisation of assets, which ensures the best use of council resources. Officers are happy to bring back further detail of the asset optimisation work to Sustainable Development Select Committee in line with the agreed workplan.

- 5.6. In response to the Committee's comment with regards to proposal E-15 (corporate sponsorship for festive lighting) the Executive Director for Housing, Regeneration and Public Realm notes the comments and responds that officers will explore all opportunities available to achieve the level of sponsorship required, including speaking to the PFI service provider and the primary contractor Milestone as suggested.
- 5.7. The following paragraphs set out the comments and clarifications from Sustainable Development Select Committee. Officers have provided responses to each of the referrals below. The Mayor and Cabinet are recommended to consider the comments of Select Committees and officers' responses.

Sustainable Development Select Committee views

- 5.8. At its meeting on Tuesday 18 January 2022, the Sustainable Development Select Committee received a report on proposed budget reduction measures.
- 5.9. The Committee notes the scale of the challenge facing the Council and it recognises the difficulties facing officers in proposing these cuts. It also recognises and commends the work of officers as they deliver day to day services as well as responding to the ongoing effects of the pandemic and giving consideration to sustainable options for making significant reductions in Council expenditure.
- 5.10. Members recommend that the Public Accounts Select Committee should give further consideration to proposal D10 (Commercial estate review) - with further information provided by officers on the assumptions made about the potential return on investment. The Committee is concerned that – in the absence of detailed figures – it is unable to determine whether the implications of the proposal have been adequately assessed.
- 5.11. The Committee recommends that consideration should be given to the level of subsidy that is provided for organisations through rental agreements in the commercial estate. In the interests of transparency, the Committee would welcome assurance that consideration has been given to making the best return on all properties – with reasons given (in line with Council's strategy for asset optimisation) for any subsidies or reductions.
- 5.12. In reference to making the best use of the Council's assets – and taking a strategic approach to regeneration, the Committee notes the motion on 'unlocking the potential of local high streets' agreed by the full Council in July 2021 ([link to the motion on the Council's website](#)).
- 5.13. The Committee recommends that every endeavour should be made to ensure that the implementation of proposal F25 (Road safety – new yellow boxes) is carried out carefully and sensitively. Furthermore, the Committee asks that – as part of the implementation of this proposal - every consideration be given to options for improving the pedestrian and cycling environment.
- 5.14. In response to the Committee's comment on proposal D-10, the Executive Director for Housing, Regeneration and Public Realm has noted the Committee's comment and clarifies that this refers specifically to a target to increase income within our commercial estate and is premised on bringing unlet units to a condition where they can be viably let. Work to identify specific units has commenced and further work will explore additional opportunities for income generation. The income projection given is that which officers believe, with confidence, can be achieved.

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- 5.15. In response to the Committee's comment on the levels of subsidy's provided to organisations in the commercial portfolio, the Executive Director for Housing, Regeneration and Public Realm has noted the Committee's comment and clarified that properties within the Council's commercial estate portfolio are leased on commercial terms. Market valuations of assets are undertaken at lease renewal, rent review and for new lettings, in order to ensure that the income achieved from the commercial estate is maximised. This process gives due regard to the condition of the asset and any likely opportunities for future redevelopment, which may have a bearing on the duration on any lease and therefore the commercial terms offered.
- 5.16. In response to the Committee's comment noting the full Council motion in support of 'unlocking the potential of local high streets' the Executive Director for Housing, Regeneration and Public Realm has noted the Committee's comment and responds that our high streets and town centres are vital in supporting local jobs and providing a sense of place and community. This is why the Council commissioned the country's first headcount and survey of independent and Black, Asian and Minority Ethnic owned businesses in our town centres and main high streets. The Council has also recently begun to establish a new partnership for Lewisham town centre to bring together public services, businesses, land owners, education providers, cultural organisations and community representatives to agree a vision for the future of the town centre.
- 5.17. In response to the Committee's comment on proposal F-25, the Executive Director for Housing, Regeneration and Public Realm has noted the Committee's comment and responded that the proposals are to identify borough junctions that are regularly congested by traffic and could benefit from enforced yellow box junctions measures. These measures aim to improve traffic flow by keeping junctions clear for through traffic and avoid traffic jams. Less congestion can lead to better air quality.
- 5.18. Clearer junctions may also assist cyclists with improved sightlines and visibility. Where pedestrian crossing points exist at junctions in the form of signals crossings, the measures will help keep these areas clearer and improve sight lines for pedestrians.
- 5.19. Traffic surveys will be undertaken to identify where these measures may be placed in (up to three for this specific work stream) and clear notification at the junction erected, ahead of planned enforcement. All Council communication channels will be used through a communications engagement plan. Ward members will be kept abreast of progress.

6. Financial implications

- 6.1. This report responds to the comments to Mayor and Cabinet on the Budget Reductions report for 2022/23. The report is concerned with the budget reduction proposals to enable the Council to address the future financial challenges it faces. There are no direct financial implications arising from the report other than those stated in the report and appendices itself.

7. Legal implications

Statutory duties

- 7.1. The Council has a variety of statutory duties which it must fulfil by law. The Council cannot lawfully decide not to carry out those duties. Even where there is a statutory duty there is often a discretion about the level of service provision. Where there is an impact on statutory duty that is identified in the report. In other instances, the Council provides services in pursuit of a statutory power, rather than a duty, and though not bound to carry out those activities, decisions about them must be taken in accordance with the decision making requirements of administrative law.

Reasonableness and proper process

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- 7.2. Decisions must be made reasonably taking into account all relevant considerations and disregarding all irrelevant matters. These are particular to the service reductions proposed and are set out in the body of the report. It is also imperative that decisions are taken following proper process. Depending on the particular service concerned, this may be set down in statute, though not all legal requirements are set down in legislation. For example, depending on the service, there may be a need to consult with service users and/or others and where this is the case, any proposals in this report must remain proposals unless and until that consultation is carried out and the responses brought back in a further report for consideration with an open mind before any decision is made. Whether or not consultation is required, any decision to discontinue a service would require appropriate notice. If the Council has published a procedure for handling service reductions, there would be a legitimate expectation that such procedure will be followed.

Staffing reductions

- 7.3. If service reductions would result in redundancy, then the Council's usual redundancy and redeployment procedure would apply. If proposals would result in more than 20 but fewer than 100 redundancies in any 90 day period, there would be a requirement to consult for a period of 30 days with trade unions under Section 188 Trade Union and Labour Relations (consolidation) Act 1992. The consultation period increases to 45 days if the numbers are 100 or more. This consultation is in addition to the consultation required with the individual employees. If a proposal entails a service re-organisation, decisions in this respect will be taken by officers in accordance with the Council's re-organisation procedures.

Equalities Legislation

- 7.4. 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. 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.
- 7.5. 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. 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 the Mayor, bearing in mind the issues of relevance and proportionality. The Mayor 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. 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

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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>

7.6. 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.

7.7. Equality Information and the Equality Duty: A Guide for Public Authorities. 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#h1> The EHRC has also issued Guidance entitled “Making Fair Financial Decisions”.
- <https://www.equalityhumanrights.com/en/advice-and-guidance/making-fair-financial-decisions>. It appears at Appendix 4 and attention is drawn to its contents. The equalities implications pertaining to the specific service reductions are particular to the specific reduction.

The Human Rights Act

7.8. Since the introduction of the Human Rights Act 1998 (HRA) the rights set out in the European Convention on Human Rights (ECHR) have been incorporated into UK law and can be enforced in the UK courts without recourse to the European courts. Those articles which are particularly relevant in to public services are as follows:

- Article 2 - the right to life
- Article 3 - the right not to be subject to inhuman or degrading treatment
- Article 5 - the right to security of the person
- Article 6 - the right to a fair trial
- Article 8 - the right to a private and family life, home and correspondence
- Article 9 - the right to freedom of thought, conscience and religion
- Article 10 - the right to freedom of expression
- Article 11 - the right to peaceful assembly
- Article 14 - the right not to be discriminated against on any ground The first protocol to the ECHR added
- Article 1 - the right to peaceful enjoyment of property

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- Article 2 - the right to education

7.9. Some of these rights are unconditional, such as the right not to be tortured or subject to degrading treatment. Others may be limited in finite and well defined circumstances (such as the right to liberty). Others are qualified and must be balanced against the need of the wider community – such as the right to a private and family life. Where there are human rights implications associated with the proposals in this report regard must be had to them before making any decision.

Best value

7.10. The Council remains under a duty under Section 3 Local Government Act 1999 to secure continuous improvement in the way its functions are exercised, having regard to a combination of economy, efficiency and effectiveness. It must have regard to this duty in making decisions in respect of this report.

Specific legal implications

7.11. Members’ attention is drawn to the specific legal implications arising in relation to particular proposals set out in the relevant proforma in Appendices 2 to 5 and 7 of the Budget Reductions report.

8. Equalities implications

8.1. A detailed policy and equality implications have been appended to the report to Mayor and Cabinet as Appendix 8.

9. Climate change and environmental implications

9.1. Section 40 Natural Environment and Rural Communities Act 2006 states that “every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions to the purpose of conserving biodiversity”

9.2. The specific climate change and environmental implications identified as arising from the current cuts proposals will require further consideration, however, none of the new proposals are likely to impact negatively on our ability to conserve biodiversity Crime and disorder implications

10. Crime and disorder implications

10.1. Section 17 of the Crime and Disorder Act 1998 requires the Council to have regard to the likely effect on crime and disorder when it exercises its functions, and the need to do all that it reasonably can to prevent crime and disorder in its area.

10.2. Whilst there are no specific crime and disorder implications as yet identified as arising from the current cuts proposals, C-44 will require further consideration as to whether this will impact either positively or negatively on our ability to reasonably prevent crime and disorder, or the perception of crime and disorder.

11. Health and wellbeing implications

11.1. The specific health and wellbeing implications identified as arising from the current cuts proposals will require further consideration, however, those flagged as likely to impact either positively or negatively on the health and wellbeing of residents or service users is E14.

12. Glossary

Term	Definition
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CPZ	Controlled Parking Zone
CSR	Comprehensive Spending Review
DSG	Dedicated Schools Grant
ECHR	European Convention of Human Rights
EMT	Executive Management Team
FFR	Fair Funding Review
GF	General Fund
GLA	Greater London Authority
HR	Human Resources
HRA	Housing Revenue Account
LGA	Local Government Association
LGFS	Local Government Finance Settlement
M&C	Mayor & Cabinet
MHCLG	Ministry for Housing, Local Government and Communities
MTFS	Medium Term Financial Strategy
PASC	Public Accounts Select Committee
PMO	Programme Management Office
SLT	Senior Leadership Team (EMT plus Directors)
VFM	Value for Money

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Sustainable Development Select Committee

Report title: Infrastructure Delivery Plan – Evidence base document for Lewisham Local Plan

Date: 17 February 2022

Key decision: No

Class: Part 1

Ward(s) affected: All

Contributors: Head of Strategic Planning

Outline and recommendations

The purpose of this report is to provide Sustainable Development Select Committee (SDSC) with an update on the Infrastructure Delivery Plan (IDP) an evidence base document for the Lewisham Local Plan.

The Sustainable Development Select Committee is recommended to:

- a. Note the progress and direction of travel to the Infrastructure Delivery Plan (Appendix A)
- b. Advise officers of any matters it wishes to be considered with regard to the content of the IDP
- c. Note the next steps and timetable for any subsequent revisions of the IDP
- d. Note the financial and legal implications set out in this report

Timeline of engagement and decision-making

21 st January 2020	Lewisham Local Plan - Regulation 18 stage “main issues and preferred approaches” and accompanying IDP presented to Sustainable Development select Committee.
11 th March 2020	Lewisham Local Plan - Regulation 18 stage “main issues and preferred approaches” and accompanying IDP presented to Mayor and Cabinet and approved for public consultation.
25 th November 2020	Lewisham Local Plan - Regulation 18 stage “main issues and preferred approaches” and accompanying IDP presented to Council and approved for public consultation.
Jan/Apr 2021	Regulation 18 stage “main issues and preferred approaches” consultation including consultation on the IDP as a supporting document.

1. Summary

- 1.1. The Infrastructure Delivery Plan (IDP) is an evidence base document that has been prepared to both inform and support the delivery of the Lewisham Local Plan. The Council is preparing a new Local Plan which will cover the 20-year period from 2020 to 2040. The new Local Plan will form part of the Council’s statutory Development Plan together with the London Plan (2021) and any adopted Neighbourhood Plans. It will support the ‘Good Growth’ policies in the London Plan, and ensure that planning decisions are made in the best interests of local neighbourhoods and communities.
- 1.2. The IDP will play an important role in helping the Council and its partners to direct investment in line with the spatial strategy for the Borough, as set out in the Local Plan, recognising that Lewisham is an integral part of London. The IDP identifies the different types of infrastructure that will be required to support the levels of growth planned within the Borough over the long-term. It will be critical to ensuring that there is appropriate provision of facilities, services and infrastructure to support sustainable development in Lewisham.
- 1.3. The IDP will continue to be reviewed and updated on a regular basis, and will be treated as a ‘live’ document that will evolve over time. As such, the final draft IDP appended to this report will be subject to further amendments over the coming months, with engagement continuing with infrastructure providers and some service areas.

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2. Recommendations

- 2.1. The Sustainable Development Select Committee is recommended to:
 - a. Note the progress and direction of travel to the Infrastructure Delivery Plan (Appendix A)
 - b. Advise officers of any matters it wishes to be considered with regard to the content of the IDP
 - c. Note the next steps and timetable for any subsequent revisions of the IDP
 - d. Note the financial and legal implications set out in this report

3. Policy Context

National Planning Policy Framework (NPPF)

- 3.1. The Government's National Planning Policy Framework (NPPF) (2021) requires all development plans to be prepared with the objective of contributing to the achievement of sustainable development, and to seek opportunities to meet the development and infrastructure needs in their area. Development plans are also expected to be shaped by early, proportionate and effective engagement between plan-makers and other stakeholders, including with infrastructure providers and statutory consultees in the area.
- 3.2. The Development Plan taken as a whole is expected to provide a spatial strategy that addresses relevant strategic priorities in the area, include adequate provision for infrastructure, and allocate sufficient sites for development, having considered cross-boundary needs/issues. All plan policies are expected to be supported by relevant, up-to-date and proportionate evidence.
- 3.3. The Government's National Planning Practice Guidance (NPPG) provides further detail regarding these requirements. The NPPG advises that to demonstrate a plan is capable of delivering strategic matters, including the provision for infrastructure, that strategic plan-making authorities should work with infrastructure providers and relevant stakeholders early in the plan making process to ensure that a collaborative approach is taken to:
 - Assess the quality and capacity of existing infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and
 - Take into account the need for strategic infrastructure, including nationally significant infrastructure, within their area.
- 3.4. Strategic policy-making authorities (including the Council) are also expected to use evidence of infrastructure requirement to prepare its Infrastructure Funding Statement (IFS), setting out how developer contributions, including S106 and funding from the Community Infrastructure Levy, will be allocated alongside other funding sources to support local infrastructure delivery

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London Plan

- 3.5. The London Plan was formally adopted in March 2021. The Plan is the regional spatial strategy for Greater London, and provides the planning framework for addressing issues of strategic importance to the Capital. London boroughs' local planning frameworks, including Local Plans, are required to be in 'general conformity' with the strategic policies set out in the London Plan.
- 3.6. In general, strategic transport infrastructure and other major infrastructure in London is identified and planned for in the London Plan, led by the Mayor of London in partnership with providers and other partners. Instances where additional work and evidence are required from boroughs on local infrastructure planning are set out in relevant London Plan policies (key relevant plan policies are highlighted in the beginning of each infrastructure section in the IDP document).
- 3.7. The London Plan places a particular requirement on boroughs to assess the capacity of existing and planned physical, environmental and social infrastructure, and to plan for the necessary improvements to support growth identified in the development plan, through the borough's infrastructure delivery plans or programmes. There is also an emphasis on boroughs to plan for and provide the necessary infrastructure along growth corridors and Opportunity Areas, advocating an area-based approach, and to engage local communities and stakeholders at an early stage.

Duty to Co-operate

- 3.8. The Localism Act 2011 introduced new statutory obligations, known as "Duty to Co-operate", where it must be demonstrated that local authorities are engaging and working effectively throughout the plan making process with adjoining authorities, relevant strategic policy-making authorities, and prescribed bodies on strategic matters that cross administrative boundaries.
- 3.9. The IDP seeks to identify the specific infrastructure that may have cross-boundary implications and support other work relating to this requirement (including joint-working activities, the preparation and updating of Statement of Common Ground documents through the plan-making process).

Lewisham's Corporate Strategy 2019

- 3.10. The IDP has a key role in implementing the spatial aspects of the Council's Corporate Strategy including:
- Open Lewisham - Lewisham is a welcoming place of safety for all, where we celebrate the diversity that strengthens us.
 - Tackling the housing crisis - Everyone has a decent home that is secure and affordable.
 - 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.

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- Building safer communities - Every resident feels safe and secure living here as we work together towards a borough free from the fear of crime.

4. Background

- 4.1. The Council is preparing a new Local Plan that will help guide future growth and development in the Borough over a 20-year period, from 2020 to 2040. The Infrastructure Delivery Plan (IDP) forms part of the evidence base for the new Local Plan. The IDP has been prepared to both inform and support the delivery of the Lewisham Local Plan.
- 4.2. The London Plan includes requirements for boroughs to assess the capacity of physical, environmental and social infrastructure to support growth, and to plan for the necessary infrastructure and improvements to capacity in the borough's infrastructure delivery plans and programmes. The IDP seeks to provide details on the key infrastructure requirement identified for the new draft Local Plan. It does not capture all the infrastructure required over the plan period; rather it focuses on strategic matters that underpin the delivery of the Local Plan.
- 4.3. The IDP is a 'live document', and as such captures the infrastructure need based on the best information available at the time of writing. As such, information included in the document will be subject to periodic review and updating. As strategic infrastructure priorities are likely to change over time, it is Council's intention to provide annual updates to the IDP in conjunction with the Infrastructure Funding Statement (IFS) and Authority Monitoring Report (AMR).

Relationship with previous IDPs

- 4.4. A draft IDP was prepared to support a Regulation 18 stage public consultation on the 'Lewisham Local Plan: Main Issues and Preferred Approaches' document, which ran from 15th January to 11th April 2021. The majority of work on the draft IDP took place between quarter four of 2018 and quarter four of 2019. It was informed by the latest available studies, Council service strategies, and early-stage feedback from infrastructure providers and delivery partners.
- 4.5. One of the key issues raised by the public on the Regulation 18 stage consultation was the extent to which the plan and the IDP had adequately accounted for population trends. There were some concerns about the population growth assumptions on which the documents have been based. This was particularly in the light of potential impacts of Brexit and Covid-19, such as migration patterns.
- 4.6. Subsequent to the Regulation 18 stage consultation, the draft IDP was reviewed and updated to include the latest population projections prepared by the Greater London Authority. The projections are based on the GLA 2019 Borough Preferred Option (BPO) projection, which draws on the latest data on committed pipeline supply (i.e. unimplemented planning permissions) and planned housing development provided by the draft Local Plan (which takes into account the new annualised London Plan target of 1,667 net homes). This projection has taken into account up-to-date information including the impact of Covid-19 and data on migration, births and deaths.
- 4.7. It should be noted that these revised figures are not too dissimilar to the projections used in the last version of the IDP and the difference in population

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projections is relatively limited given the geographical scope and long-term nature of the Local Plan. A more detailed discussion on the growth assumptions is included in the draft final IDP (Appendix A), Section 2, paragraphs 2.11-2.18

- 4.8. Officers have re-issued the draft IDP in November 2021 to internal and external stakeholders for their review, in particular, to provide an opportunity to consider the revised population projections and infrastructure requirements. This version of the 'draft final' IDP has been updated taking account of feedback received to-date from these latest rounds of stakeholder consultation and engagement. Where updates are awaited, the text has been left unaltered from the last iteration.
- 4.9. At the time of writing this SDSC report the revisions to the IDP are focused around green infrastructure, emergency services including policing and community safety, utilities including energy and water infrastructure.
- 4.10. We are continuing to engage with other key stakeholders including Health, Education and Communities; and whilst revisions have yet to be agreed for these respective sub-sections of the IDP, they are expected by spring 2022 and will be incorporated into the final draft of the IDP for consideration by M&C and Council as part of the sign off process for the Regulation 19 ('proposed submission' Local Plan) stage of public consultation.

5. IDP Contents

Aim and Scope of the IDP

- 5.1. The aim of this IDP is to support the Council's strategic infrastructure planning activities and to provide a joined-up approach to the planning of strategic infrastructure for the new Local Plan. Infrastructure planning is often complex, involving a wide range of organisations and bodies operating at different geographical levels and working to different timescales and delivery objectives. The IDP supports the Council's Local Plan process by bringing together relevant information and by clearly identifying the key strategic infrastructure requirement to support growth in the area, as well as arrangements for delivery, where known.
- 5.2. The main output from the IDP work is an updated Infrastructure Delivery Schedule (IDS) – a list of the strategic infrastructure requirements that have been identified or committed by infrastructure providers to support the delivery of the Local Plan. The IDS will seek to capture the following information wherever possible:
 - What the infrastructure proposal or project entails;
 - The lead organisation responsible for its delivery;
 - The location(s) identified for the infrastructure proposal or project;
 - The expected timescale for delivery (with regards to the Local Plan); and
 - The estimated cost/funding requirement for its delivery

Structure of the IDP

- 5.3. The IDP is organised into six main sections:

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- **Sections 1** provides an introduction including the **aims and scope** of the document
- **Section 2** addresses the policy context of **planning for infrastructure delivery** through the plan making process;
- **Section 3** addresses the Council's current **social infrastructure** provision across the borough, and forecast infrastructure requirement to 2040;
- **Section 4** addresses the Council's current **green infrastructure** provision across the borough, and forecast infrastructure requirement to 2040;
- **Section 5** addresses the Council's current **transport infrastructure** provision across the borough, and forecast infrastructure requirement to 2040;
- **Section 6** addresses the Council's current **sustainable infrastructure** and utilities provision across the borough, and forecast infrastructure requirement to 2040;
- **Appendix A** provides a list of **sources of information** that were used to prepare this document.

6. Response to SDSC meeting Nov 2021 on the Local Plan

6.1. At its meeting on the 23rd November 2021, Sustainable Development Select Committee resolved that the committee would refer its views to Mayor and Cabinet as follows:

- The Committee welcomes the updates to the Local Plan and it congratulates the planning team for its efforts in engaging with residents – particularly in the context of the difficulties posed by the global pandemic. The Committee believes that the benefits of the online engagement carried out should be captured, the valuable lessons learned and that the good practice identified should be disseminated across the Council. Members also note and welcome the work to ensure seldom heard voices are given further opportunity to feed into this key place making document.
- The Committee notes the motion of full Council supporting the creation of an integrated district park in Grove Park as an essential part of the borough's green infrastructure.
- The Committee recommends that the Grove Park District Park should be specifically named and included in the Lewisham Local Plan as well as the updated Infrastructure Delivery Plan (which supports the Local Plan).
- The Committee also recommends that the Grove Park District Park should be included in Lewisham's strategic infrastructure list of green infrastructure.
- Furthermore, the Committee believes that all of the borough's sites of importance for nature conservation (SINCs) should be individually named.

6.2. As part of the revision to the IDP officers have included the Railway Children urban park as a key project within the strategic infrastructure list for Green Infrastructure. Please refer to page 61.

7. Next Steps

7.1. We will continue to work with our internal and external stakeholders to incorporate any revisions into the final draft of the IDP for consideration by M&C

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and Council as part of the sign off process for the Regulation 19 draft Local Plan stage.

8. Financial implications

- 8.1. There are no direct financial implications arising from this report.
- 8.2. All delivery partners are encouraged to ensure infrastructure which is required to support development is noted within the IDP. It is intended that the IDP becomes more of a delivery document which sets out a pipeline of identified projects which support growth. In the future, the Council intends to align its capital programme with developer contributions.
- 8.3. To ensure each project seeking to use s106 or CIL monies supports growth and aligns with our infrastructure priorities or will mitigate the impact of a development, they are required to demonstrate how they align with the Corporate Strategy, Local Plan growth, departmental strategy or IDP.

9. Legal implications

- 9.1. A key part of the Local Plan process is ensuring that there is sufficient infrastructure to support the spatial development of the Borough and to support and contribute to sustainable communities. National and regional planning policy and guidance also identifies the importance of infrastructure. As such the IDP document has been prepared in line with the National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG) and the London Plan 2021 as set out in Section 3 of this report
- 9.2. 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.
- 9.3. 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.
- 9.4. 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 at 11.5 above.
- 9.5. 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 the Mayor, bearing in mind the issues of relevance and proportionality. The Mayor

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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.

9.6. 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>
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9.7. The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:

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- 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

9.8. 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>

10. Equalities implications

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

10.2. The preparation of the Local Plan is being informed by an Integrated Impact Assessment which includes an Equalities Impact Assessment.

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11. Climate change and environmental implications

- 11.1. Lewisham council is one of the first local authorities in the UK to declare a climate emergency. This declaration has been made recognising that a changing climate will have severe and enduring social, economic and environmental implications, and that tackling climate change is an issue of inequality as the greatest impact will be on the most vulnerable and those least able to protect themselves. A strategic and coordinated approach to addressing climate change is necessary. Collaborative action will need to be pursued by authorities at different levels and across administrative boundaries – in London, the UK and beyond – in order to realise significant positive gains in carbon reduction and to limit global warming. At the same time it is imperative that Lewisham’s communities are made more resilient to the on-going effects of climate change. We are committed to accelerating action on climate change understanding that locally specific responses are urgently needed to help address this global issue in a meaningful way, and that local authorities will need to show more leadership in this regard.
- 11.2. The IDP will play an important role in helping the Borough respond to the climate emergency. It identifies the different types of infrastructure that will be required to support the levels of growth planned within the Borough over the long-term. It will be critical to ensuring that there is appropriate provision of facilities, services and infrastructure to support sustainable development in Lewisham.

12. Crime and disorder implications

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

13. Health and wellbeing implications

- 13.1. The production of the Local Plan documents may have health and wellbeing implications. These will be considered during the plan-making process for Local Plan documents through the preparation of Integrated Impact Assessments. These consolidate different types of assessment into a single process, including Strategic Environmental Assessment, Sustainability Appraisal, Equality Impact Assessment (EqIA) and Health Impact Assessment.

14. Background papers

- 14.1. Report to Mayor and Cabinet 11th March 2020.
<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MIId=5696&Ver=4>
- 14.2. Report to Council 25th November 2020.
<https://councilmeetings.lewisham.gov.uk/documents/s76130/Approval%20of%20the%20draft%20Local%20Plan%20for%20public%20consultation.pdf>
- 14.3. Lewisham’s existing adopted Local Development Framework.
<https://lewisham.gov.uk/myservices/planning/policy/ldf> Which includes:
- Core Strategy 2011

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- Development Management Local Plan 2014
- Site Allocations Local Plan 2013
- Lewisham Town Centre Local Plan 2014

14.4. Lewisham adopted IDP.

<https://lewisham.gov.uk/myservices/planning/policy/planning/lewisham-infrastructure-delivery-plan--idp---framework-document>

14.5. The current adopted London Plan 2021. <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/london-plan-2021>

14.6. The intend to publish London Plan 2019. <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/intend-publish-london-plan-2019>

14.7. National Planning Policy Framework 2019.

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

14.8. Lewisham Local Plan Regulation 18 Stage “main issues and preferred approaches” document.

<https://lewisham.gov.uk/myservices/planning/policy/planning/about-the-lewisham-local-plan>

14.9. Lewisham draft Local Plan website including access to all evidence base documents. [https://lewisham.gov.uk/myservices/planning/policy/adopted-local-plan/evidence-base`](https://lewisham.gov.uk/myservices/planning/policy/adopted-local-plan/evidence-base)

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DRAFT

Draft Final Infrastructure Delivery Plan

Evidence base document for Lewisham Local Plan

February 2022

DRAFT

Revision record

Rev	Date	Details
1	11 Mar 2020	Draft IDP for consideration by Mayor & Cabinet
2	25 Nov 2020	Draft IDP for consideration by Council
3	17 Feb 2022	Draft Final IDP for consideration by Sustainable Development Select Committee

Table of Contents

Executive summary	v
1 Introduction	1
2 Policy context	5
3 Social infrastructure	9
3.1 <i>Education and childcare facilities</i>	9
Childcare and Early Education	9
Primary education	10
Secondary education	12
Special education	14
Alternative provision	15
Strategic infrastructure list for education and childcare facilities	17
3.2 <i>Health, care and emergency services</i>	18
Primary care	19
Community healthcare	21
Acute provision	21
Specialist provision (Mental Health)	22
Integrated models of care	23
Emergency services	24
Strategic infrastructure list for health, care and emergency service facilities	27
3.3 <i>Libraries, Archives and Local History Service</i>	30
Strategic infrastructure list for Library facilities, Archives and Local History	34
3.4 <i>Sports and recreation facilities</i>	35
Sports halls and leisure centres	35
Swimming pools	37
Artificial playing surfaces	38
Grass playing surfaces	38
Play and informal recreation	40
Strategic infrastructure list for sports and recreation facilities	43
3.5 <i>Youth and Community Facilities</i>	44
Youth Centres and Adventure Playgrounds	45
Children and family centres	46
Strategic infrastructure list for Youth and Community facilities	48
4 Green infrastructure	49
4.1 <i>Parks and open space</i>	49
4.2 <i>Biodiversity and nature conservation</i>	53
4.3 <i>Allotments</i>	56
4.4 <i>Cemeteries and burial space</i>	59
Strategic infrastructure list for Green infrastructure	61
5 Transport infrastructure	62
5.1 <i>Regional and sub-regional transport infrastructure</i>	62
Rail-based infrastructure	62
Road-based infrastructure	65
5.2 <i>Local transport infrastructure</i>	69

Local road network	69
Walking and cycling network	69
Strategic infrastructure list for Transport infrastructure	73
6 Utility infrastructure	76
6.1 <i>Energy infrastructure</i>	76
Electricity	76
Gas	77
Local Energy Generation & Distribution	78
Energy Networks and Electrical Distribution Upgrade infrastructure list	80
6.2 <i>Water infrastructure</i>	81
Strategic water supply	81
Wastewater infrastructure	82
Flood risk management and Waterways	83
Strategic infrastructure list for flood risk management infrastructure	88
6.3 <i>Waste infrastructure</i>	89
Strategic infrastructure list for Waste infrastructure	91
6.4 <i>Digital infrastructure</i>	92
Strategic infrastructure list for digital infrastructure	95
Appendix A – References	96

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Executive summary

- I. This Infrastructure Delivery Plan (IDP) is an evidence base document that has been prepared to both inform and support the delivery of the Lewisham Local Plan. The Council is preparing a new Local Plan which will cover the 20-year period from 2020 to 2040. The new Local Plan will form part of the Council's statutory Development Plan together with the London Plan (2021) and adopted Neighbourhood Plans. It will support the 'Good Growth' policies in the London Plan, and ensure that planning decisions are made in the best interests of local neighbourhoods and communities.
- II. The IDP will play an important role in helping the Council and its partners to direct investment in line with the spatial strategy for the Borough, as set out in the Local Plan, recognising that Lewisham is an integral part of London. The IDP identifies the different types of infrastructure that will be required to support the levels of growth planned within the Borough over the long-term. It will be critical to ensuring that there appropriate provision of facilities, services and infrastructure to support sustainable development in Lewisham.
- III. The IDP will continue to be reviewed and updated on a regular basis, and will be treated as a 'live' document that will evolve over time.
- IV. National and regional planning policy and guidance set out the framework for the Council to identify, plan for and help to facilitate the delivery of infrastructure needed in the Borough. As such, this document has been reviewed to align with the National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG) and the London Plan.
- V. Both the Local Plan and the IDP are prepared within the context of the London Plan and the direction it provides for managing 'Good Growth' across the region. This includes an overall housing target to meet need in London, which is then disaggregated to a target for each borough. For Lewisham, the minimum ten-year housing is target of 16,670 net new homes over the period 2020 to 2030 (or 1,667 net completions per year). Housing-led population projections indicate that Lewisham's population will grow by approximately 42,423 people from 2020 to 2040.
- VI. Whilst the IDP is an evidence base document for the Local Plan it should also be used to inform the preparation of planning applications and decisions on these. The London Plan requires development proposals to assess impacts on local infrastructure and to address demands arising from new development. Therefore, it is the responsibility of landowners, developers and other key stakeholders to ensure that adequate information is submitted to support planning applications. The IDP is a useful reference point for such considerations.
- VII. The schedules set out in Sections 3-6 of this IDP set out the main infrastructure required to support growth and development over the Local Plan period. The schedules provide a current picture of key strategic requirements. They will continue to be reviewed and updated as further details become available, including for additional needs, timing, costs and delivery mechanisms.

1 Introduction

Background

- 1.1. Lewisham Council (“the Council”) is producing a new Local Plan that will help guide future growth and development in the Borough over a 20-year period, from 2020 to 2040. The Infrastructure Delivery Plan (IDP) forms part of the evidence base for the new Local Plan. The IDP has been prepared to both inform and support the delivery of the Lewisham Local Plan.
- 1.2. The London Plan includes requirements for boroughs to assess the capacity of physical, environmental and social infrastructure to support growth, and to plan for the necessary infrastructure and improvements to capacity in the borough’s infrastructure delivery plans and programmes. This IDP seeks to provide details on the key strategic infrastructure requirement identified for the new draft Local Plan. It does not capture all the infrastructure requirement over the plan period; rather it focuses on strategic matters that underpin the delivery of the Local Plan. The Council will be undertaking further infrastructure planning in relation to the spending of S106 and CIL, and will continue to work with residents, businesses, Neighbourhood Forums and other community groups and associations, to plan for the delivery of other supporting infrastructure that is not been covered in this IDP.
- 1.3. This IDP is a ‘live document’, and as such captures the infrastructure need based on the best information available at the time of writing. As such, information included in this document, including assumptions on infrastructure requirement, may be subject to periodic review and updating. As strategic infrastructure priorities are likely to change over time, it is Council’s intention to provide annual updates to the IDP in conjunction with the Infrastructure Funding Statement and/on Authority Monitoring Report (AMR).

Aim and Scope

- 1.4. The aim of this IDP is to support the Council’s strategic infrastructure planning activities and to provide a joined-up approach to the planning of strategic infrastructure for the new Local Plan. Infrastructure planning is often complex, involving a wide range of organisations and bodies operating at different geographical levels and working to different timescales and delivery objectives. The IDP supports the Council’s Local Plan process by bringing together relevant information and by clearly identifying the key strategic infrastructure requirement to support growth in the area, as well as arrangements for delivery.
- 1.5. The main output from the IDP work is an updated Infrastructure Delivery Schedule (IDS) – a list of the strategic infrastructure requirement that have been identified or committed by infrastructure providers to support the delivery of the Local Plan. The IDS will seek to capture the following information:
 - What the infrastructure proposal or project entails;
 - The lead organisation responsible for its delivery;
 - The location(s) identified for the infrastructure proposal or project;
 - The expected timescale for delivery (with regards to the Local Plan); and
 - The estimated cost/funding requirement for its delivery
- 1.6. The IDS will be further developed with infrastructure providers and other stakeholders to refine the information included and ensure key strategic infrastructure requirement are identified and planned for in the Local Plan. The IDS will also provide evidence for the

preparation of the Council's Infrastructure Funding Statement (which will be published annually, setting out how developer contributions will be prioritised alongside other funding sources to support infrastructure delivery).

- 1.7. This IDP will also inform the preparation and development of the Council's Statement of Common Ground (SoCG) documents, which will highlight the relevant strategic cross-boundary infrastructure issues for the area, and set out how the Council has engaged with infrastructure providers and strategic partners on any strategic planning issues, and the outcomes from joint-working activities.
- 1.8. Parallel to this IDP, the Council is also progressing a number of area-based master plans and supporting neighbourhood planning across the borough to ensure local infrastructure requirements are considered in an inclusive way. Where appropriate, infrastructure proposals and projects identified through relevant area-based strategies and community-led plans have been reflected in this IDP.

Relationship with previous IDPs

- 1.9. A draft IDP was prepared to support a Regulation 18 stage public consultation on the 'Lewisham Local Plan: Main Issues and Preferred Approaches' document, which ran from 15th January to 11th April 2021. The majority of work on the draft IDP took place between quarter four of 2018 and quarter four of 2019. It was informed by the latest available studies, Council service strategies, and early-stage feedback from infrastructure providers and delivery partners.
- 1.10. Subsequent to the Regulation 18 stage consultation, the draft IDP was reviewed and updated to include the latest population projections prepared by the Greater London Authority (see Section 2 for further details). The Council then re-issued the draft IDP in November 2021 to internal and external stakeholders for their review, in particular, to provide an opportunity to consider the revised population projections and infrastructure requirements. This version of the 'draft final' IDP has been updated taking account of feedback received from these latest rounds of stakeholder consultation and engagement.
- 1.11. Where appropriate, this IDP has also built upon the information gathered through other infrastructure planning evidence bases and discussions. This includes the previous IDP that was published in August 2010 to support the submission version of the Lewisham Core Strategy (October 2010), which was updated in the form of the IDP Framework Document in 2015 to support a previous Regulation 18 Local Plan public consultation. In preparing the current IDP the Council has also drawn on work undertaken on the Draft Infrastructure Delivery Schedule that supported the Council's CIL Preliminary Draft Charging Schedule consultation in 2019, working with key infrastructure providers and delivery partners.

Overall approach to this IDP

- 1.12. The production of this IDP takes into account government's latest planning framework and practice guidance on plan-making (regarding evidence base and strategic matters), relevant requirement set out in the New London Plan, and guidance provided in adopted Supplementary Planning Guidance documents.
- 1.13. The overall approach to this IDP is set out below. The IDP has been prepared based on information and input available from infrastructure providers at the time. The preparation of this IDP has two broad stages, with each stage including a number of key tasks:

Stage 1: Information gathering and initial review

- 1.14. The first stage of the IDP was primarily a desktop review of available information and data relating to the planning and delivery of strategic infrastructure in the area, including a review of relevant policy requirement, existing delivery plans and relevant service strategies. Infrastructure providers were also engaged to discuss any potential issues and key considerations that may need to be taken into account when planning for infrastructure in the area, including any additional requirement for evidence/technical studies as part of the evidence for the new Local Plan.
- 1.15. It should be noted that in most instances infrastructure providers have their own processes and arrangements for infrastructure planning in the area. To support the infrastructure planning process, where relevant, information on potential development locations and projected population growth were made available to infrastructure providers.

Stage 2: Further engagement and identification of specific infrastructure requirement

- 1.16. The second stage of the IDP involved working with infrastructure providers and other key stakeholders to refine the information gathered in Stage 1 and to agree on the specific requirement for the Local Plan, including land required for safeguarding, policy implications, latest funding arrangements, and the total funding gap expected.
- 1.17. Neighbouring planning authorities were also engaged to discuss key findings and assumptions at this stage, and identify any cross-boundary dependencies that may exist in the local area, and how these may be best addressed. These issues were primarily discussed through the South East London Duty to Cooperate forum.
- 1.18. Where relevant, the Council will undertake further work to identify any key risks for infrastructure delivery, their potential implications, and reach common ground with infrastructure providers on the contingencies and alternative arrangement that will need to be in place or planned for in the new Local Plan. Further work will also be undertaken with infrastructure providers and landowners to understand opportunities for the provision of new infrastructure alongside proposed new developments, and the potential for the co-location of new infrastructure with existing facilities and uses.
- 1.19. This document is intended to act as a 'living document', with the intention that the IDP will be updated on a periodic basis to reflect the changing prioritisation, or delivery, of infrastructure in the borough as Lewisham's communities grow.

Infrastructure covered by this study

- 1.20. The IDP outlines the strategic infrastructure need of the following infrastructure asset classes:

Infrastructure categories	
Social infrastructure	Education and childcare
	Health, care and emergency services
	Libraries, Archives and Local History Services
	Sports and recreation
	Youth and Community

Green infrastructure	Parks and open space
	Biodiversity corridors
	Allotments
	Cemeteries and burial space
Transport infrastructure	Regional and sub-regional transport
	Local transport
Utility infrastructure	Energy
	Water
	Waste
	Digital

1.21. This IDP identifies two levels of infrastructure that are pertinent to delivering the growth anticipated in the London Plan and Lewisham’s new draft Local Plan:

- Regional or sub-regional infrastructure: infrastructure that services (or is needed) to meet the forecast growth in Greater London generally, or its sub-regions; and
- Borough-level infrastructure: infrastructure that is needed to meet the forecast growth in Lewisham over the life of the new Local Plan period (2020-2040).

Structure of the document

1.22. The structure of the document is as follows:

- **Section 2** addresses the policy context of **planning for infrastructure delivery** through the plan making process;
- **Section 3** addresses the Council’s current **social infrastructure** provision across the borough, and forecast infrastructure requirement to 2040;
- **Section 4** addresses the Council’s current **green infrastructure** provision across the borough, and forecast infrastructure requirement to 2040;
- **Section 5** addresses the Council’s current **transport infrastructure** provision across the borough, and forecast infrastructure requirement to 2040;
- **Section 6** addresses the Council’s current **sustainable infrastructure and utilities** provision across the borough, and forecast infrastructure requirement to 2040;
- **Appendix A** provides a list of **sources of information** that were used to prepare this document.

2 Policy context

National planning policy and guidance

- 2.1. The Government's National Planning Policy Framework (NPPF) (2021) requires all development plans to be prepared with the objective of contributing to the achievement of sustainable development, and to seek opportunities to meet the development and infrastructure needs in their area. Development plans are also expected to be shaped by early, proportionate and effective engagement between plan-makers and other stakeholders, including with infrastructure providers and statutory consultees in the area.
- 2.2. The development plan taken as a whole is expected to provide a spatial strategy that addresses relevant strategic priorities in the area, include adequate provision for infrastructure, and allocate sufficient sites for development, having considered cross-boundary needs/issues. All plan policies are expected to be supported by relevant, up-to-date and proportionate evidence.
- 2.3. The Government's National Planning Practice Guidance (NPPG) provides further detail regarding these requirements. The NPPG advises that to demonstrate a plan is capable of delivering strategic matters, including the provision for infrastructure, that strategic plan-making authorities should work with infrastructure providers and relevant stakeholders early in the plan making process to ensure that a collaborative approach is taken to:
 - Assess the quality and capacity of existing infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and
 - Takes into account the need for strategic infrastructure, including nationally significant infrastructure, within their area.
- 2.4. Strategic policy-making authorities (including the Council) are also expected to use evidence of infrastructure requirement to prepare an Infrastructure Funding Statement (IFS), setting out how developer contributions, including S106 and funding from the Community Infrastructure Levy, will be allocated alongside other funding sources to support local infrastructure delivery. The Council is required to produce an IFS by December 2020, and the IDP has been developed with this future requirement in mind.

London Plan

- 2.5. The new London Plan was formally adopted on March 2021. The new Plan is the regional spatial strategy for Greater London, and provides the planning framework for addressing issues of strategic importance to the Capital. London boroughs' local planning frameworks, including Local Plans, are required to be in 'general conformity' with the strategic policies set out in the London Plan.
- 2.6. The London Plan referred to in this IDP is to be taken as the new London Plan, unless otherwise specified.
- 2.7. In general, strategic transport infrastructure and other major infrastructure in London is identified and planned for in the London Plan, led by the Mayor of London in partnership with providers and other partners. Instances where additional work and evidence are required from boroughs on local infrastructure planning are set out in relevant London Plan policies

(key relevant plan policies are highlighted in the beginning of each infrastructure section of this IDP document).

- 2.8. The London Plan places a particular requirement on boroughs to assess the capacity of existing and planned physical, environmental and social infrastructure, and to plan for the necessary improvements to support growth identified in the development plan, through borough's infrastructure delivery plans or programmes. There is also an emphasis on boroughs to plan for and provide the necessary infrastructure along growth corridors and Opportunity Areas, advocating an area-based approach, and to engage local communities and stakeholders at an early stage.

Duty to Co-operate

- 2.9. The Localism Act 2011 introduced new statutory obligations, known as "Duty to Co-operate", where it must be demonstrated that local authorities are engaging and working effectively throughout the plan making process with adjoining authorities, relevant strategic policy-making authorities, and prescribed bodies on strategic matters that cross administrative boundaries.
- 2.10. The IDP seeks to identify the specific infrastructure that may have cross-boundary implications and support other work relating to this requirement (including joint-working activities, the preparation and updating of Statement of Common Ground documents through the plan-making process).

Growth assumptions for this IDP

- 2.11. The London Plan sets out a housing target for Lewisham of 16,670 additional homes (equivalent to 1,667 additional homes per year) over the 10-year period 01 April 2019 and 31 March 2029. The new Local Plan is being prepared in the context of meeting this strategic housing requirement.
- 2.12. The Council has been working with the Greater London Authority (GLA) on bespoke borough-level population projections to inform the preparation of the Local Plan and this IDP. The population in the Borough is projected to grow from 306,947 in 2020 to 349,370 by 2040, an increase of 42,423 people or roughly 14%. This is based on the GLA 2019 Borough Preferred Option (BPO) projection, which draws on the latest data on committed pipeline supply (i.e. unimplemented planning permissions) and planned housing development provided by the the draft Local Plan (which takes into account the new annualised London Plan target of 1,667 net homes). This projection has taken into account up-to-date information including the impact of Covid-19 and data on migration, births and deaths.

Lewisham's population is projected to grow from 306,947 people in 2020 to 349,370 by 2040 – an increase of 42,423 people or roughly 14%.

- 2.13. In September 2021 the GLA issued its latest round of population projections for London.¹ This assumes that growth is aligned with the London Plan housing targets (which for Lewisham is 1,667 additional homes per year). This GLA projection indicates an overall population increase of 39,203 people in the borough from 2020 to 2040. Comparing, the bespoke 2019 BPO projection with the GLA 2021 projection, there is only 1% difference in the population growth across the borough. As such, the increased growth from both sets of projections will have similar impacts on infrastructure provision across the Borough. For the purpose of the Local Plan and the IDP, the 2019 BPO projections are being used as these are considered to align more closely with the spatial strategy and potential development sites (site allocations) included in the draft Local Plan.
- 2.14. The Council is continuing to engage with infrastructure delivery providers and partners to understand whether there will be any changes to the IDP resulting from the revised population figures and/or other factors. In November 2021, the Council re-issued the draft IDP with the latest population projections, as set out above, to internal and external infrastructure providers for review. The IDP has been updated taking into account feedback received from this engagement, along with responses received on the Regulation 18 stage public consultation on the Lewisham Local Plan: Main Issues and Preferred Approaches document.
- 2.15. The IDP will continue to be reviewed and updated on a regular basis, and will be treated as a 'live' document that will evolve over time. It will respond to the latest available information from the Council and its delivery partners on project programming and financing, indicate when strategic infrastructure has been delivered, and reflect changes in the expected level of provision required. The IDP will also be used to inform decisions on infrastructure delivery, for example the allocation of CIL receipts to projects. The IDP can also be used as supporting evidence in bids for external funding and to support proposals for specific sites to be protected for use as schools or other infrastructure required throughout the plan period.
- 2.16. Consistent with the London Plan Strategic Housing Land Availability Assessment (SHLAA) growth is expected across much of the Borough and is concentrated within the wards of Lewisham Central, New Cross, Evelyn and Rushey Green (as shown in the chart below and the green figures in the table below). This is aligned with the London Plan Opportunity Areas. Population growth is also expected to be experienced in Bellingham and Lee Green.
- 2.17. Between 2020 and 2040 the number of children aged 14 or below is expected to fall steadily by 5,414 people (from 56,401 to 50,987). The number of adults is expected to rise by 26,764 (from 221,073 to 247,837) and older people will also rise by 21,075 (from 29,472 to 50,547). By 2040, children will account for 15% of the total population (down from 18% in 2020), adults will account for 71% of the total population (slightly less than 72% in 2020) and older people will account for 14% of the total population (a rise from 10% in 2020).
- 2.18. To support the long-term planning and assessment of infrastructure in the area, working assumptions on potential sites, their location, and the phasing of future developments (and population change) over the plan period were also shared by the Council with relevant infrastructure providers and delivery partners.

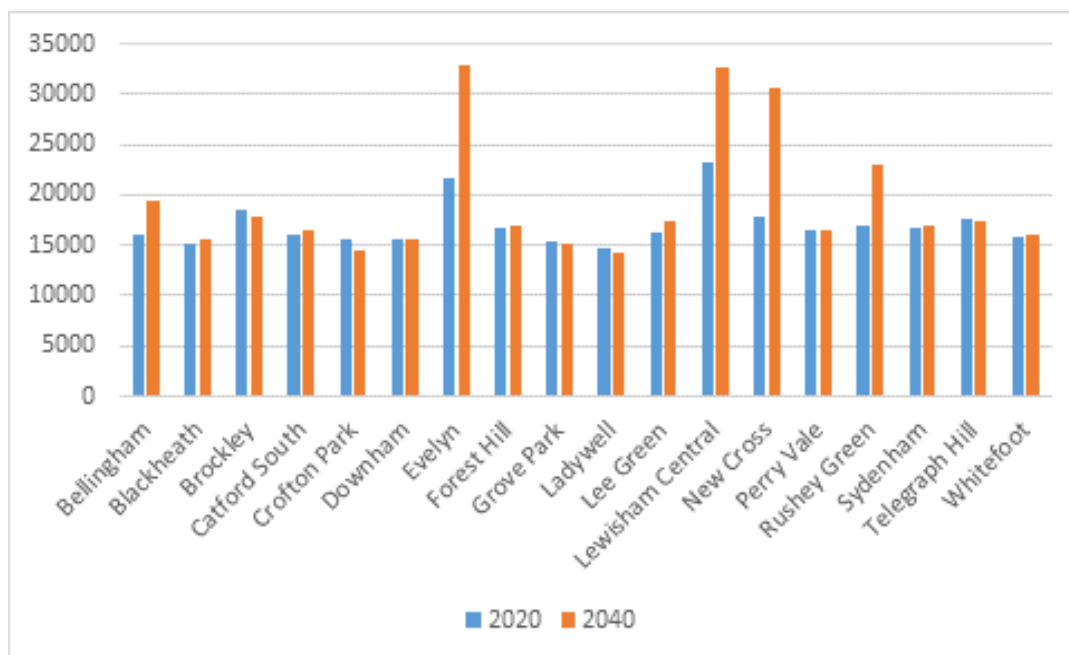
¹ Greater London Authority. 2020-based Population Projection Results: A summary of the GLA 2020-based trend and housing-led demographic projections (2021).

Table 2.1 Lewisham population projection by Ward, 2020-2040

GLA 2019 based projections: BPO (ward level)	Population in		Population change
	2020	2040	2020-2040
Bellingham	16151	19474	3323
Blackheath	15186	15605	419
Brockley	18582	17833	-749
Catford South	16093	16412	319
Crofton Park	15633	14594	-1039
Downham	15623	15613	-10
Evelyn	21781	32985	11204
Forest Hill	16644	16848	204
Grove Park	15368	15178	-190
Ladywell	14761	14158	-603
Lee Green	16254	17449	1195
Lewisham Central	23287	32678	9391
New Cross	17811	30569	12758
Perry Vale	16613	16440	-173
Rushey Green	16949	22979	6030
Sydenham	16820	17034	214
Telegraph Hill	17614	17413	-201
Whitefoot	15777	16108	331
Borough total	306947	349370	42423

Source: GLA 2019 based Borough Preferred Option (BPO) Projection

Chart 2.1 Lewisham population projection by Ward, 2020-2040



3 Social infrastructure

3.1 Education and childcare facilities

- 3.1.1. Local authorities in England have a statutory duty to provide sufficient school places for pupils of statutory school age within their local authority area. London Plan Policy S3 'Education & Childcare Facilities' sets out the requirement for London's boroughs to identify and address local needs and any shortages in supply both locally and sub-regionally, and to identify sites for future provision, particularly in areas with significant planned growth.

Childcare and Early Education

Policy context

- 3.1.2. Childcare and early years education typically refers to nursery provisions for children under 5 years old, delivered through a range of settings, including nursery schools, primary schools with nursery classes, private, voluntary and independent (PVI) and child-minding businesses. All children aged between three and four years old in England are entitled to 570 hours of funded early education per year (usually taken as 15 hours a week for 38 weeks of the year) with an approved childcare provider (some two year olds from families receiving some forms of support are also eligible). In September 2017 this provision increased to 30 hours per week for children aged 3 and 4 for eligible households.
- 3.1.3. The Council's 2019 Childcare Sufficiency Assessment provides an overall assessment of childcare provision and demand in the borough and identifies the priorities for the coming years. The Council's Place Planning Strategy 2017-2022 sets out the Council's overall principles and strategy for ensuring sufficient childcare provision in the area over the relevant period. Progress against the Place Planning Strategy 2017-2022 is reviewed on a yearly basis in an update report to the council's Children & Young People Select Committee.

Current situation

- 3.1.4. The Council's 2019 Childcare Sufficiency Assessment estimated that at September 2019 there were over 9,724 early education places in the borough. More than half of children in early education in the borough attend places within private, voluntary and independent (PVI) settings, with around 30% attending places within schools, and 10% through childminders. The 2019 early years census also reported that while 82% of eligible three to four year olds accessed funded places (with 96% doing so in good or/and outstanding quality settings), a lower level of 56% of eligible two year olds accessed funded places (with 97% doing so in good or outstanding quality settings).

Future requirement

- 3.1.5. The Council's Place Planning Strategy 2017-2022 indicates that overall, it is likely there will be sufficient childcare and early education places to meet anticipated demand (including the extended entitlement) over the strategy's period. Despite the strategy determining that there is not a current need for additional places, additional investment has been made to improve the flexibility of the service, as well as improving the quality of provision, particularly for children with special or additional learning needs.
- 3.1.6. For the purpose of this IDP no specific infrastructure requirement has been identified for childcare and early education provision. It is however noted that given that the demand for

formal childcare across London is projected to increase over the longer term, requirement for additional childcare and early education provisions and facilities may need to be considered alongside larger development proposals to improve choice and ensure sufficient access to affordable and high-quality childcare. This will be monitored in future IDP updates.

Primary education

Policy context

- 3.1.7. Lewisham’s Place Planning Strategy 2017-22 outlines the Council’s approach to school place planning. The strategy assesses the capacity of schools using either the school’s Net Capacity or the school’s Published Admission Number (PAN). The Net Capacity is a standard government calculation made based on a school’s available teaching area, with the PAN being the number of places available at the normal point of entry.

Current situation

- 3.1.8. As of the 2018/19 school year there were 64 state-funded primary schools in the borough providing a net capacity of 25,974 places. As of the May 2018 School Census there were 23,377 pupils on roll (NOR). Based on net capacity, 10 primary schools were identified to be either at capacity, or have a NOR in excess of the school’s capacity. Within the borough 54 schools were identified to have one or more unfilled places, with the total number of 2,695 unfilled places (10.4% of total places).
- 3.1.9. In terms of new entrants, the Council’s Revised Forecast for Summer 2018 found that the total PAN for the borough was estimated to be 3,900 places, with a forecasted 3,617 students expected to enrol. As a general principle the Council seeks to maintain a 3% surplus in school places to account for parental preference in choosing a school, and to accommodate additional admissions throughout the year. The Council’s forecasts suggest that there are sufficient places to meet pupil demand in the 2018/2019 academic year including a 3% surplus allowance.

	PAN (class places)	Forecast demand	Forecast demand + 3%	Implied oversupply
Centre & NE	990	999	1,029	- 9
North West	990	828	853	162
South East	1,020	934	962	86
South West	900	856	882	44
LB Lewisham Total	3,900	3,617	3,726	283

Table 1 Estimate of pupil demand and PAN at reception, 2018/19. Source: London Borough of Lewisham

- 3.1.10. As of January 2018, 89.4% of students living in the borough attend state-funded primary schools in Lewisham, with the remaining 10.6% attending schools in other local authorities. According to available DfE data, approximately 9% of school places provided by Lewisham’s primary schools were taken up by students from other local authority areas. The number of students that enrol in schools within a local authority which they do not reside in is considered to be relatively low and is not a significant factor to consider when planning for current and future need.

Future requirement

- 3.1.11. Revised forecasting shows that no further primary school places should be required through to 2025. The Council are working with schools to reduce the supply of places to bring the surplus places closer to 3%. At the time of writing, two schools have reduced their PAN (St. Georges Academy and Holbeach Primary School), with a further two schools reducing from September 2019 (Adamsrill Primary School and Forster Park Primary School).
- 3.1.12. At the time of writing the GLA has identified issues with the underlying population assumptions used in its school roll projection models, which resulted in higher than expected population numbers for the 2017 and 2018 school roll projections. The GLA have since revised its assumptions for 2019, and this will be considered in the Council's next round of forecasting.

Forecasting of demand for school places

- 3.1.13. The planning of school places in the borough is informed by projections from the GLA's School Roll Projection Service. The service models demand for state-funded places within boroughs over a 15-year period, and is updated each year to incorporate the latest population projections, demographic trends in the region, and data from DfE's National Pupil Database. The projections are then further refined by the council's CYP Service to produce its own forecasting of pupil demand within the borough, taking into account local considerations, including the flow and movement of pupils and planned housing growth.
- 3.1.14. The 2018 forecasting indicates that in the 2018/19 to 2022/23 period it is likely that there will be sufficient mainstream school places to meet demand in the borough. The forecast notes that there could be pressure for school places within the Central & NE catchment, and at certain schools over that period, which will be monitored by the Council in future updates.

	PAN (class places)	Forecast demand	Forecast demand + 3%	Implied oversupply
Centre & NE	960	1,033	1,064	-73
North West	990	849	874	141
South East	1,020	941	969	79
South West	900	867	893	33
LB Lewisham Total	3,870	3,690	3,801	180

Table 2 Forecasting of pupil demand and PAN at reception, at 2022/23. Source: London Borough of Lewisham

- 3.1.15. Based on the assumptions for the new Local Plan, the Council considers that over the next five years it is likely that there will be sufficient mainstream primary places to meet the anticipated demand from pupils without the need for additional permanent school places in the borough. Given the risk of large oversupply in some areas, it was also advised the 3 form entry free school currently approved for 'pre-opening' is considered to be unnecessary to meet pupil demand in the borough and the Council has been communicating with the Department for Education on this matter.
- 3.1.16. The planning of primary school places beyond the next five years is likely to require further review within the Local Plan period, and will be considered alongside larger development proposals over that period, as well as future IDP updates, to ensure school places and other related educational facilities are provided in a timely manner.

Secondary education

3.1.17. This section outlines the existing provision and future need for secondary education facilities. The information provided in this section is based on GLA 2017/18 School Roll projections as a baseline dataset. The capacity of secondary schools in the borough has been assessed by the school's Net Capacity and the school's identified Published Admission Number (PAN). The PAN in this case is the number of class places available at Year 7 identified by the school/Council.

Current situation

3.1.18. In the 2017/18 school year there were 14 state-funded secondary schools in the borough, providing a net capacity of 17,649 places for 11-16 year old students, with 14,398 enrolments according to the May 2018 School Census. Based on the net capacity calculated for secondary schools, two secondary schools were identified to be at capacity or have a NOR in excess of the school's capacity, with the total number of pupils in excess of school capacity at 33 pupils (0.2% of total places). It was identified that 12 schools were identified to have one or more unfilled places, with the total number of unfilled places at 3,284 places (18.6% of total places).

3.1.19. In terms of new entrants, the Council's Revised Forecast for Summer 2018/19 found that the total PAN for the borough is estimated to be 2,636 places, with 2,333 students forecasted to commence Year 7. The Council seeks to maintain a 3% surplus in school places to allow for parental choice and manage of any in-year admissions. Council's forecasting indicates that even after a 3% allowance is made, current provision as measured through PAN offers sufficient places to meet pupil demand in 2018/2019.

	PAN (class places)	Forecast demand	Forecast demand + 3%	Implied oversupply
LB Lewisham Total	2,636	2,333	2,403	303

Table 3 Estimate of pupil demand and PAN at Year 7, at 2018/2019. Source: London Borough of Lewisham

3.1.20. As of January 2018 the percentage of pupils living and attending state-funded secondary schools in the borough was approximately 70%, with 30% of pupils living in the borough attending state-funded schools in other local authorities. The borough is considered to be a net exporter of secondary age students, with local schools only importing around 13.5% of their students from other local authorities in 2018. The Council works closely with neighbouring boroughs when planning for the provision of secondary school places to ensure that there is adequate provision across council boundaries.

Future requirement

3.1.21. Revised forecasts show that there should be sufficient places within schools through to 2025. Once the capacity in existing schools is exhausted beyond 2025, there may be a need for an additional secondary school in the borough. This will be kept under review, along with the need to identify suitable sites capable of providing a 6-8FE secondary school post- 2025. Under the national government's free school presumption, to provide additional school places in the borough the Council can only expand the capacity of existing schools or support applications for academies/free schools in the area.

- 3.1.22. The Place Planning Strategy considers the option of meeting some of the demand for secondary school places by considering opportunities available through free schools (as the scope to expand existing secondary schools in the borough could be limited, with most of the secondary schools in the borough recently rebuilt through the Building Schools for the Future Programme, and large number of the schools having potentially restrictive contractual arrangements).
- 3.1.23. Since the Place Planning Strategy was published revised forecasting has pushed back the need for additional places. To manage the risk of a large oversupply, the Council has decided not to take forward the planned expansion of Addey and Stanhope School, and has supported a reduction in PAN at both Prendergast Ladywell School and Deptford Green School.
- 3.1.24. In general the forecasting of secondary places is more reliable as the methodology takes into account children registered from the primary level. However, the impact of the GLA's revisions to the 2019 school roll projection model will be considered in the Council's next round of forecasting and yearly reporting. It was also noted that there could be a number of factors affecting the borough's current NOR and application number for secondary places (against the latest round of forecasting), including delays in major developments coming forward, and academies in neighbouring authorities increasing their PAN/school places available for secondary education.

Forecasting of demand for school places

- 3.1.25. Forecasting indicates that between 2018/19 and 2024/25 that it is likely that there will be sufficient mainstream school places to meet demand in the borough. However, there could be pressure for school places at individual schools over that period, which will be monitored by the Council in partnership with relevant schools.

	PAN (class places)	Forecast demand	Forecast demand + 3%	Implied oversupply
LB Lewisham Total	2,582	2,622	2,701	-40

Table 4 Forecasting of pupil demand and PAN at Year 7, at 2022/23. Source: London Borough of Lewisham

- 3.1.26. Based on the assumptions for the new Local Plan, Council considers that over the next five years it is likely that there will be sufficient secondary places to meet the anticipated demand from pupils. The Council considers that capacity/intake could be increased if necessary, by increasing the PAN for Prendergast Ladywell School and Deptford Green School (which have recently reduced their PAN). At the time of writing, the 8 form entry (FE) free school with approval for 'pre-opening' in the borough is considered to be unnecessary to meet pupil demand forecasted in the borough over the next five years.
- 3.1.27. Given the expected level of population growth anticipated in the longer term, the need to accommodate additional secondary school places beyond 2025 will be monitored and reflected in future iterations of the IDP. Given the nature of secondary school enrolments, the Council will continue to work with neighbouring authorities and the Mayor of London when planning for additional secondary places.

Special education

3.1.28. This section outlines the existing provision and future need for the Council's special education facilities that provide for children and young people under 25 years old with special education needs and disabilities (SEND).

Policy context

3.1.29. The council's SEND Strategy 2019-22 sets out the partnership's vision and priorities for improving life outcomes for children and young people with SEND, and their families and carers. The provision of specialist education places is also covered by the Council's Place Planning Strategy 2017-2022. Progress against the SEND strategy/place planning strategy is reviewed on a yearly basis. Specialist education provision is provided for children and young people identified with particularly complex special educational needs and disabilities.

Current situation

3.1.30. There are five specialist schools offering placements for children and young people with SEND in the borough:

- Watergate School caters for primary aged pupils with severe learning difficulties (SLD) and profound and multiple learning difficulties (PMLD);
- Greenvale School caters for secondary aged pupils with SLD and PMLD;
- New Woodlands School caters for pupils with social, emotional and mental health needs (SEMH);
- Brent Knoll School caters for pupils with a wide range of needs including autism spectrum disorder (ASD), speech and language needs, and for non-ambulant pupils; and
- Drumbeat School caters for pupils with ASD.

3.1.31. As of March 2018, there were 670 children and young people residing in the borough accessing specialist provision. 487 placements were provided in specialist schools in the borough, with the remaining 183 residents taking up placements outside the borough.

Future requirement

3.1.32. Demand for specialist school places in the borough is expected to increase in the short to medium term, increasing the reliance for placements outside the borough if no additional capacity is provided. The Council's strategy has highlighted a need to ensure specialist schools are able to meet the range of complex needs identified in the borough, including SEMH needs for children and young people across key stages, as well as alternative provision.

3.1.33. The Council undertook a review of ASD need in summer 2017, which recommended a re-profiling of SEN schools along with wider works to cater for young people with ASD in mainstream education provisions. The focus for specialist provision currently within the borough is to provide additional SLD/PMLD places, provide additional resourcing to address SEMH needs, and to better provide for the needs of children and young people within their own communities. As a result, in the short term Council will:

- Expand provisions at Watergate Special School to provide an additional 59 places for primary aged children from September 2019;

- Expand provisions at Greenvale Special School to provide an additional 93 places for secondary aged children from September 2019; and
- Re-profile the provision, and extend the age range, at New Woodlands School to cater for pupils with SEMH from Key Stage 1 through to Key Stage 4.

3.1.34. Expansions to Watergate Special School and Greenvale Special School are currently in progress. From the 2019/20 school year Watergate School will be able to cater for additional demand, with a permanent expansion of the school planned from the 2020/21 school year. The expansion of Greenvale School will be delivered on a satellite site on Mayow Road from September 2020. The extension of the age range at New Woodlands School has been in operation since September 2018, and further work to remodel existing facilities and the provision of additional accommodation at the school is being planned to enable a full KS4 cohort to be in place from September 2019.

3.1.35. Further work is being undertaken to monitor resourcing for pupils requiring SEND provision in the borough. So far this has also identified the need for additional 16-25 year old provision, as well as a review of 'resource bases' in mainstream schools to better suit the current cohort. As this work progresses, it may result in additional requirement for SEND provisions in the borough over the Local Plan period, which will be reflected in future reviews of the IDP.

Alternative provision

Background

3.1.36. Alternative provision is defined as a setting that children and young people attend on a part-time or full-time basis away from their regular school, where they are not able to engage in mainstream education. Any school that is established and maintained by a local authority for alternative provision is known as a Pupil Referral Unit (PRU). SEN schools for pupils with emotional and behavioural difficulties are also a form of alternative provision. Statutory guidance sets out the government's expectations of local authorities and maintained schools who commission Alternative Provision and Pupil Referral Units. The Council is responsible for arranging suitable full-time education for permanently excluded pupils, and for other pupils who because of illness or other reasons would not receive suitable education without such arrangements being made.

Current situation

3.1.37. There is currently one PRU in the borough, Abbey Manor College (for 11 to 19 year olds across two campuses). Alternative provision is also available at Lewisham Southwark College and other off-site provisions. In 2017/2018, 79% of pupils permanently excluded from schools were referred to Abbey Manor College, and 21% of pupils were referred either elsewhere in the borough or to neighbouring authorities.

Future requirement

3.1.38. In the last two years the borough has seen a marked decrease in the number of permanent exclusions. This has been attributed to the implementation of reintegration programmes, and partnership initiatives to reduce permanent exclusion. Following a review of alternative provision in 2016, a key action for the Council was to develop and implement provisions that addresses the gaps identified in the review, specifically to address needs that are not being met locally by the borough's PRU and alternative provisions. The Council's Place Planning

Strategy 2017-2022 also reaffirms the need to develop plans for SEND and alternative provisions in the borough.

- 3.1.39. To meet future demand for alternative provision placements in the borough over the Local Plan period there is a requirement for a new alternative provision facility for both primary and secondary aged students to improve outcomes, and to meet demand for placements. No specific location or funding has yet been identified the new alternative provision facilities, and potential projects will be included in future updates to the IDP.

Strategic infrastructure list for education and childcare facilities

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
Additional secondary education provision	Potential land requirement under options C & D	Potential options: A. Increase intake/PAN at Prendergast Ladywell School and Deptford Green School; B. Address demand for places through secondary schools in neighbouring areas; C. Expand the capacities of existing secondary schools in the borough; D. Support for a new "free school" in the borough	LB Lewisham, neighbouring local authorities, affected schools, free school proposer		X	X		TBC	TBC	TBC	2
Expansion of Watergate School	On land adjacent to main school site	Expansion to provide 59 SEN places for primary aged children	Watergate School, LB Lewisham	X				Funding identified			3
Expansion of Greenvale School	On a "satellite site" site at Mayow Road (former Brent Knoll School Building)	Expansion to provide 93 SEN places for secondary aged children	Greenvale School, LB Lewisham	X				Funding identified			3
16-25 year old SEND provision	TBC	A new provision to cater for pupils with SEND post 16 (or post-19) within the borough	LB Lewisham	TBC				TBC	TBC	TBC	3
New Alternative Provision facility for primary age pupils	TBC	A new alternative provision facility for primary age pupils, to improve conditions of alternative provisions and meet demand for placements in the borough	LB Lewisham, AP providers	X				TBC	TBC	£4m	3
New Alternative Provision facility for secondary age pupils	Potential land requirement (TBC)	A new / expanded alternative provision facility for secondary age pupils, to improve conditions of alternative provisions and meet demand for placements in the borough	LB Lewisham, AP providers	TBC				TBC	TBC	£10m	2
Additional and remodelling of existing resource bases for SEND	On existing sites	Additional specialist places needed within mainstream schools to help cater for children with SEND that do not need to be in a special school	LB Lewisham	X				TBC	TBC	£1.5m	3
Sub-total								TBC	TBC	£15.5m	

3.2 Health, care and emergency services

Background

- 3.2.1. London Plan Policy S2 'Health & Care Facilities' states that boroughs are expected to work with Clinical Commissioning Groups and other local health organisations to:
- Identify the need for health and care facilities in their area;
 - Take into account the impact of the latest forward planning strategies and new models of care; and
 - Identify sites for future provision (including consideration for co-location or reconfiguration of services through new infrastructure), particularly in areas with significant planned growth.
- 3.2.2. The London Plan refers to four broad types of health infrastructure: primary care, community healthcare, acute provision, and specialist provision.
- 3.2.3. Lewisham's Health and Wellbeing Board has a statutory duty to encourage integrated partnerships between health and care providers in the borough, and is responsible for producing a Health and Wellbeing Strategy that is based on health and care needs identified through the Joint Strategic Needs Assessment.
- 3.2.4. In April 2020, a South East London Clinical Commissioning Group was formed from the merger of the previous six south east London CCGs. The new CCG will be responsible for the commissioning of health services for its population with decision-making for primary, community (mental and physical), prescribing and all client group commissioning formally delegated to a Borough Based Board as a prime committee of the CCG. Lewisham Council, which also has commissioning responsibilities, including for social care and public health services, will continue to work closely with the new CCG and borough based boards.
- 3.2.5. Health and care services in the borough are provided through a network of 35 local GP practices, Lewisham & Greenwich NHS Trust (LGT) (acute and community services from health centres), South London & Maudsley NHS Foundation Trust (SLaM) (mental health services). Specialist hospital services are provided through Guy's & St Thomas' NHS Foundation Trust and King's College NHS Foundation Trust. These partners work closely with the Council which provides other health and care services, such as social care and public health.
- 3.2.6. Lewisham has ambitious plans to modernise, reconfigure, rationalise its health and care estate and make it fit for purpose and for the future. It is recognised that external support, from a number of source of funding will be required to facilitate this.

Policy context

- 3.2.7. In January 2019, the NHS long-term plan was published setting out key ambitions for health and care over the next 10 years. The plan builds on the policy platform laid out in the *NHS five year forward view* (Forward View) which articulated the need to integrate care to meet the needs of a changing population and commits, amongst other things, to reducing pressure on A&E departments, establishing primary care networks and to developing fully integrated community-based health care.

3.2.8. The South East London Integrated Care System (SEL) which is a partnership of NHS providers and Clinical Commissioning Groups serving the boroughs of Bexley, Bromley, Greenwich, Lambeth, Lewisham and Southwark have responded to the Long Term plan. With regard to estates, the commentary is as follows:

- *Of the more than 200 buildings in SEL located outside main hospital sites, many have reached the end of their useful lives.*
- *Whilst as a system we aspire to reduce our overall estate footprint to reduce running costs and enable investment in our core buildings, in some cases, estate capacity will also need to be expanded to meet growing demand, particularly for planned care.*
- *We must change how we plan and manage our properties and other assets across SEL, moving to a co-ordinated and strategic whole system approach.*

The SEL priorities are:

- *Improving the utilisation and efficiency of our core estate*
- *Identifying opportunities to share estate between health and care*
- *Make better use of capital investment to enhance community based care*
- *Realising value from unused and under-utilised estate*
- *Expand estate capacity to meet growing demand for planned care*

3.2.9. Lewisham fully endorses these priorities. Much of the work to promote better integration between health and care services is taken forward by Lewisham Health and Care Partners (LHCP), which includes health and care commissioners and providers. The LHCP Estate Steering Group (ESG) which reports to the board is responsible for coordinating the delivery of estate projects in Lewisham. These project priorities are articulated in the STP London and South East Estate Strategy and provider (SLaM, LGT and NHS Property Services).

3.2.10. In addition, Lewisham CCG published a Local Estate Strategy in 2018 bringing together the primary provider and stakeholder estate strategies, programmes and initiatives from health and care partners aimed at transforming the delivery of community-based care.

Primary care

Background

3.2.11. Local health and care services are provided by a wide range of health professionals including GPs, nurses, dentists, pharmacists, and opticians. In addition, a number of voluntary and community organisations in the borough also provide specific services or contribute to local health and care provision. For the purposes of this section of the IDP, only GP practices have been considered.

Current situation

3.2.12. As at December 2019, there are 35 GP practices in the borough operating from 39 sites. Of these, there is a mixture of purpose-built health facilities and converted residential/retail premises which are of varying quality.

3.2.13. There have been a number of recent practice mergers that have resulted in the closure of practice sites; largely converted houses that were not part of the longer term estates strategy. There are also a number of practices which are increasingly working together under both informal and formal arrangements.

GP Federation

3.2.14. Lewisham has a borough-wide GP Federation, One Health Lewisham Ltd, which is delivering some services directly and also coordinating delivery across GP practices.

Primary Care Networks (PCNs)

3.2.15. Primary care and community care are at the heart of the NHS Long-Term plan. The plan sets out an ambition for all GP practices to come together with neighbouring and associated practices in 'Primary Care Networks' (PCN) to meet the needs of local populations.

3.2.16. In line with national guidance, PCNs are much more than clusters of general practice. They are about groups of practices coming together locally in partnership with community services, social care and other providers of health and care services around the needs of local patients.

3.2.17. As part of a PCN, GPs will be able to recruit multi-disciplinary teams, including pharmacists, physiotherapists, paramedics, physician associates and social prescribing support workers, freeing up family doctors to focus on the sickest patients. In the first year of the PCN contract, the focus will be on optimising current services across the network, such as the provision of extended opening hours for local practices and the development clinical pharmacists and social prescribing link workers. It is expected that the capability and capacity of PCNs will build over the next five years to deliver fully integrated community-based care that meets the needs of our local populations.

3.2.18. 6 PCNs have been agreed across Lewisham and the contracts formalising these arrangements between local GP practices, went live on 1 July 2019.

Future requirement

3.2.19. An increasing volume of activity is expected to be delivered in a primary care setting, as specified in the new national DES (in full) specifications. As outlined above, a number of additional roles are also expected to be established by PCNs such as pharmacists, social prescribers, physiotherapists, physicians, associates and paramedics. These changes will need to be supported by appropriate estate development.

3.2.20. Further consolidation of the primary care estate is expected over the coming years, moving towards delivery from purpose built facilities. Several developments are currently in various stages of review, feasibility study and or progress such as Queens Road Partnership; Jenner Health Centre; Sydenham Green Health Centre; Waldron, Downham Health and Wellbeing.

3.2.21. A shift to digital access and investment is also being supported which may have an impact on how much and what configuration of estate is required in the future. The digitisation of records is also being actively pursued to maximise use of existing space for clinical service delivery.

Community healthcare

Background

- 3.2.22. Lewisham & Greenwich Healthcare NHS Trust (LGT) provides many of the healthcare services for residents in Lewisham. Similarly, South London & Maudsley NHS Trust (SLaM) provides mainstream and specialist mental health services for people across south London, including community mental health services.

Current situation

- 3.2.23. LGT delivers community health services from various locations in the borough. Most of these properties require investment to reconfigure, refurbish and re profile and importantly better utilise community estate.

Future requirement

- 3.2.24. The current community health and care estate in Lewisham has been mapped and Lewisham Health and Care Partners have identified a number of projects as priority areas for action in Lewisham.
- 3.2.25. The ambition is to support the Partners' vision for community based care and move to more integrated working across community and primary care teams. The development of Lewisham's health and care estate needs to be flexible to support co-ordinated, integrated and mobile working alongside digital modernisation, as described in the Long Term Plan.
- 3.2.26. Lewisham Health and Care Partners have identified a number of priority projects in the community for investment which are highlighted in the table below (i.e. strategic infrastructure list).

Acute provision

Background

- 3.2.27. Lewisham and Greenwich NHS Trust (LGT) has completed its estates and digital strategy which fully support the Trust's clinical strategy.
- 3.2.28. Currently the estate is constraining service delivery in many areas. The Trust is committed to ensuring that funding is directed towards the sustainable delivery of high quality patient care. Parts of the estate need transformation or expansion. Some areas within the estate can also be adapted for different uses and some parts can remain unchanged.
- 3.2.29. Other constraints associated with the LGT estate include sub-optimal adjacencies where departments or services are either widely dispersed across a site or not immediately next to key elements of the patient pathway that require improved proximity. The Trust also struggles to meet the demand on services in some areas due to the limited capacity of the departments, and there are a number of services which require more space from which to operate if the Trust is to meet patient expectations and national access targets.

Current Situation

- 3.2.30. The principles of the Trust's Clinical Strategy are:

- *Supporting greater integration and more coherent system working*
- *Ambitious but realistic*
- *Productive and effective*
- *Based on clinical best practice and national guidance*
- *Focused on reducing unwarranted variation*
- *Networking and working in partnership where it is best for patients*

Future requirement

- 3.2.31. The Trust has an opportunity to make better use of its acute and community estate, to ensure it meets current and future standards for the delivery of modern healthcare and provides a place from which to deliver services closer to patients' homes across Lewisham.
- 3.2.32. The Trust want to be owners of an estate that supports the delivery of high quality, modern healthcare, improving both patient and staff experience, promoting wellbeing not just wellness and which is reflective of the NHS Long term Plan to deliver services closer to home where appropriate.
- 3.2.33. The Trust will work collaboratively to ensure a joined up approach to service delivery which is financially and environmentally sustainable. The complexity of some of the commercial issues that may be involved will also necessitate proper resourcing and funding.
- 3.2.34. The estates strategy supports the Trust's clinical vision and is compatible with other Lewisham plans for the health and care estate. The Trust expects that investment will be required to modernise, reconfigure and refurbish parts of the Lewisham Hospital site and the various community hubs.

Specialist provision (Mental Health)

Background

- 3.2.35. Across Lewisham, excellent opportunities exist to further develop and improve the estate for mental health services. To provide sufficient geographic and population coverage, South London and Maudsley NHS Foundation Trust has proposed three principal mental health sites in Lewisham at Heather Close, Churchdown Domus and Speedwell. These will be standalone mental health centres. SLAM is also committed to working with primary care and other health and care partners to create four integrated neighbourhood hubs offering a wide range of services including those which support mental health.

Current situation

- 3.2.36. A significant proportion (81%) of the SLAM estate is over 40 years old and the majority (67%) is less than 500sqm in size. Properties built longer than 40 years ago are considered functionally unsuitable. Investment in the estate is required.

Future requirement

- 3.2.37. Lewisham has a large number of sites (24 in total) from which mental health services are delivered, including single use sites. This offers a significant opportunity for site consolidation.
- 3.2.38. SLaM will continue to explore the investment required for standalone mental health centres, integrated hubs, step down facilities and inpatient provision.
- 3.2.39. Over a 10 year timescale, the intention is to reduce the number of sites and maximise the opportunities to share use of the NHS/public realm estates within the borough.

Integrated models of care

Background

- 3.2.40. Lewisham Health and Care Partners have set out their vision and expectations for the future development and delivery of community based care. This is compatible with the vision described in the NHS Long Term Plan.
- 3.2.41. The key elements of Lewisham Health and Care Partners' vision for community based care are:
- Population based, meeting the health and care needs of the whole population not just part of it
 - Expanding and strengthening primary and community care, providing most care at home or near to people's homes.
 - Promoting health and wellbeing, providing easy access to information and advice and support, activities and opportunities.
 - Providing a co-ordinated response to the specific needs of the individual.
 - Providing a holistic and personalised care which addresses a person's physical, mental and social care need and provides integrated care
 - Working in partnership with patients, service users, carers and wider communities – involving them in the design and development of services and pathways, listening to their experiences and seeking their feedback at an early stage.
 - Evidence based and outcome focused – using the evidence available across health, social care and public health, taking account of patient and user experience, to identify and adopt best practice, develop new ways of working, and identify and address inequalities.

Future requirement

- 3.2.42. Currently, a range of health and care services are organised on a neighbourhood footprint in the following geographical areas: (1) North Lewisham (2) Central Lewisham (3) South East Lewisham and (4) South West Lewisham. The six Primary Care Networks broadly align with the four neighbourhoods and both will continue to focus on delivery of community based care at a local level.
- 3.2.43. The CCG's Local Estate Strategy in 2016 indicated that as the local population continues to grow, demand for health and care services will increase in many parts of the borough, in particular within the N1 and N2 neighbourhood areas. To meet the increasing demand for services and to support better multi-agency working as well as delivering more integrated models of care, the strategy pointed to a need for LHCP partners to utilise existing estates

more intensively, with mergers, relocation and co-location of services encouraged where appropriate. This sat alongside the need for GP practices to support more flexible working arrangements and to embrace new technologies.

- 3.2.44. The 2018 refresh of the estates strategy highlighted the joint vision for community-based care that had been agreed by LHCP. The LHCP's Estates Steering Group is now working with relevant partners to consider the estate requirement to deliver that vision. To support this the LHCP have stated their intention to develop four neighbourhood care hubs which will be strategically placed to support a wide range of community-based health and care services, as well as providing flexible and adaptable spaces to support health and wellbeing within each neighbourhood areas. The four main hub facilities will also be supported by other sites providing complementary primary care and community care services.
- 3.2.45. At the time of writing, two site locations for the main hub facilities have been identified as follows: for N1 (Waldron Health Centre) and N3 (Downham Health & Wellbeing Centre) areas. For the N2 hub, potential locations include include land at University Hospital Lewisham, while Sydenham Green Health Centre is being considered as a potential site location for the N4 hub. Given the number of partners involved and the development of other health and care strategies, these options will be kept under review.
- 3.2.46. To support current health and care estate development, a number of potential funding sources have already been made available to various Lewisham projects, including NHS England's Estate & Technology Transformation Fund (ETTF), Department of Health Wave 4 fund, various NHS improvement grants, capital investment by partners, One Public Estate funding and funding contributions from CIL and S106. Further funding will be required as progress is made on estate development in Lewisham.
- 3.2.47. The GLA population projections show substantial growth in parts of the borough, and these areas are likely to require significant increase in the capacity of the health infrastructure, either through expansion of existing buildings, upgrading of space to provide more efficient floorspace or where this is not possible; new facilities. The NHS London Healthy Urban Development Unit's Planning Obligations Model (HUDU Model) has been used to calculate the additional requirement arising from the increased population. This does not include changes required to support the increase in complex and long term conditions arising from an ageing population, or the impacts of responding to Covid-19.

Emergency services

Police

Current situation

- 3.2.48. The Metropolitan Police Service (MPS) operates policing services in Lewisham and is scrutinised by the Mayor's Office for Policing and Crime. There are two police stations at Lewisham and Catford, and number of contact points across the Borough which are supported by various Safer Neighbourhood Teams.

Future requirement

- 3.2.49. The MPS have an infrastructure requirement for a car pound facility within Lewisham or surrounding boroughs. The requirement is for 6-7 acres of open industrial land.

- 3.2.50. A car pound facility is where the MPS deal with vehicles that have been stolen, seized for motoring offences or for forensic examination. The MPS are finding that the owners of their existing car pound sites are seeking to pursue development opportunities and cease the current use when the lease permits. Both of the current car pound sites are subject to pressure for industrial and/or residential development and intensification of use.
- 3.2.51. The MPS have also indicated a requirement for a neighbourhood police facility that can provide a base of operation for officers. The MPS have indicated that further information on the neighbourhood police facility will be disclosed soon.
- 3.2.52. The Council will continue to engage with the MPS and neighbouring boroughs through the Duty to Cooperate to identify land suitable to accommodate these requirements.
- 3.2.53. In addition, the MPS are seeking to address requirements for provision of non-property related infrastructure through Community Infrastructure Levy and planning obligations, including for:
- Staff set up costs - Uniforms, Radios, Workstation/Office equipment, Training.
 - Vehicles - Patrol vehicles, Police community support officers (PCSO) vehicles and Bicycles.
 - Mobile IT - Mobile IT capacity to enable officers to undertake tasks whilst out of the office in order to maintain a visible presence.
 - CCTV technologies - Automatic Number Plate Recognition (ANPR) cameras to detect crime related vehicle movements.

Ambulance

Current situation

- 3.2.54. The London Ambulance Service (LAS) offers ambulance services for London Borough of Lewisham. LAS provides rostered ambulances and cars, intended to meet the demand in the area, but resources are not formally dedicated to Lewisham or other CCGs. They form part of a fluid response designed to effectively manage spikes in demand across South East London. Currently, since 2013, the LAS runs 111 service in the South East London, which covers Lewisham and other Boroughs including Bromley, Greenwich, Lambeth and Southwark. The LAS, operates from newly built, fit for purpose offices in Croydon, and employ around 120 staff which ensures that the NHS 111 service *provided a safe, effective, caring, responsive and well-led service to a diverse population in South East London.*

Future requirement

- 3.2.55. The LAS five-year strategy, "A World Class Ambulance Service for a World Class City: Strategy 2018/2019 – 2022/23", does not provide specific details around future land-use or infrastructure requirements for Lewisham. The Council will continue to engage with LAS through the Local Plan and IDP process to identify and plan for future requirements.

Fire

Current situation

- 3.2.56. The London Fire and Emergency Planning Authority (LFEPA), a publicly accountable body, manages the London Fire Brigade (LFB) which runs five fire stations in Lewisham (Deptford,

Downham, Forest Hill, Lewisham and New Cross). The LFB provides fire cover on a London-wide basis and LB Lewisham does not rely solely on the fire stations located within it. Fire engines at surrounding stations (and from elsewhere in London if necessary) are sent to incidents in Lewisham.

Strategic infrastructure list for health, care and emergency service facilities

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
North Lewisham Neighbourhood Care Hub	Waldron Health Centre	Reconfiguration & refurbishment including increased capacity to meet increased demand	CCG	X						Funding identified	2
Central Lewisham Neighbourhood Care Hub	Land at UHL site (or location with main transport links)	Refurbishment: temporary integrated hub facility and works to increase capacity	LGT		X	X		£tbc	£0	£tbc	2
SE Lewisham Neighbourhood Care Hub	Downham Health Centre	Reconfiguration & refurbishment	NHS PS	X				£tbc	£0	£tbc	2
SW Lewisham Neighbourhood Care Hub	Sydenham Green Health Centre (or location with main transport links)	Redevelopment & re-provision of existing premise/building to provide a new community health centre	LGT	X	X			£tbc	£0m	£tbcm	2
New Health/GP Facility – New Cross Gate NDC Centre site (also known as the Kender Triangle site)	New Cross Gate	New build health/GP facility with increased capacity to address increased demand from growing population	GP Practice		X	X		TBC	£0m	TBC	3
New Health/GP Facility – Convoys Wharf site	Convoys Wharf	New build health/GP facility	GP Practice		X			TBC	TBC	TBC	2
Lee		Reconfiguration & refurbishment	LGT								

Lee Health Centre	Handen Road, Lee	Redevelopment & re-provision to re-provide a modern GP practice	NHSPS								
Forest Hill Jenner Health Centre		Redevelopment & re-provision of existing premise/building to provide a new community health centre	NHSPS			X		TBC	£0m		2
SE Neighbourhood Spoke or hub support	Forest Hill					X		TBC	£0m		2
South Lewisham Health Centre	Bromley Road	Redevelopment of existing premise/building to provide a new community health centre	NHSPS			x		TBC	£0m		2
Honor Oak Health Centre	Brockley/Honor Oak	Refurbishment and Reconfiguration	LGT			x		TBC	£0m		2
Heather Close	Hither Green Central	Options Appraisal – aim to increase capacity	SLaM			x		TBC	£0m		2
Ladywell Unit	Lewisham Central	Options Appraisal	SLaM			x		TBC	£0m		2
Dilwyn Domus	Lewisham	Options Appraisal to provide increased capacity across clinical services and fit for purpose space	SLaM			x		TBC	£0m		2
Lewisham Hospital	Central Lewisham	Options Appraisal	LGT			x		TBC	£0m		2
Speedwell	North Lewisham	Various Capital Projects	SLaM			x		TBC	£0m		2
Churchdown Domus		Building modernisation	SLaM			x		TBC	£0m		2
Surrey Canal Development		Options Appraisal	CCG			x		TBC	£0m		2
Central Catford-corporate office + community hub for health and social care		Options Appraisal to relocate staff from clinical sites to increase clinical capacity within community settings and acute	LGT/SLaM/LBL / PCN			x		TBC	£0m		2

3.3 Libraries, Archives and Local History Service

Policy context

- 3.3.1 The Council is required to provide “comprehensive and efficient” library services to citizens under its statutory obligations in the Public Library and Museums Act 1964. The service should operate on this principle of universally striving to offer “unbiased access to information, learning, and works of creative imagination”. It is also a service that supports civic interaction through its openness, trustworthiness, and reliability.
- 3.3.2 The London Plan also recognises the role libraries play in providing valuable public spaces that improve access, inclusion and safety, and diversify the range of night-time activities in town centres to support the night-time economy (Policy HC6 ‘Supporting the night-time economy’).
- 3.3.3 The Library and Information Service supports all of Lewisham’s four strategic themes:
- An economically sound future – The Service supports residents and businesses through free public access to WIFI, computers, reference resources and partnerships such as Start-up in London Libraries delivered with the British Library, and much more.
 - A healthy and well future – The Service actively support social prescribing, hosts health lectures, promotes national programmes such as Reading Well and unique initiatives such as the Reading Friends aimed at combating social isolation. The Service further encourages people to be actively involved, supporting their physical and mental well-being, including opportunities to access free sessions in the libraries, such as Tai Chi, sitting down exercise, yoga and more.
 - A greener future – The Service hosts regular events by external agencies that support residents on identifying greener utilities providers, insulation solutions, etc. The Service consistently encourages people to take personal action to reduce carbon emissions and improve air quality.
 - A future we all have a part in – The Service played an active part in engaging residents during the pandemic through supporting the Test & Trace provision, maintaining the Home Library Service, and developing a survey – presented as part of this report – to re-engage audiences as services resume following the lockdown. Libraries are a free, statutory, universal service and provide access to information and support for residents to become digitally engaged.
- 3.3.4 As well as these, libraries have the potential to act as partners and gateways to a wide number of key initiatives and services – customer access points, for example – and have a role to play in digital developments, most notably tackling digital exclusion.
- 3.3.5 This section sets out the need for and provision of libraries, archives and local history services across the borough.

Current situation

- 3.3.6 The Council currently provides library services on 13 sites across the borough. These sites operate as either ‘hub’ library (staffed and owned by the Council), or ‘community’ library (staffed and owned by/leased to community organisations). These sites are identified in Table 5 below:

Name/Location	Type	Size (sqm)	Ward	Services provided
Blackheath Village Library	Community	46	Blackheath	Library service
Catford Library	Hub	632	Rushey Green	Library service
Crofton Park Library	Community	443	Crofton Park	Library service
The Library at Deptford Lounge	Hub	1,124	New Cross	Library service
Downham Library	Hub	645	Downham	Library service
Forest Hill Library	Community	450	Forest Hill	Library service
Grove Park Library	Community	662	Grove Park	Library service
Lewisham Library	Hub	3,355	Lewisham Central	Library service; Local History and Archives
Manor House Library	Community	482	Lee Green	Library service
New Cross Library	Community	432	New Cross	Library service
Pepys Library*	Community	-	Evelyn	Library service
Sydenham Library	Community	547	Sydenham	Library service
Torridon Road Library	Community	433	Catford South	Library service
	Total	9,205		

Table 6 Overview of library facilities in Lewisham.

* Not currently within the statutory provision.

- 3.3.7 As of 2018-19, the Council's public library service accommodated over 2 million visitors, with an average of 700 hours of service provided per week. Three of four libraries located within Council hubs are open seven days per week. Soon a fourth will do so too.
- 3.3.8 Since 2010, the library service has gone through profound transformation, driven primarily by reduced resources that have decreased the services budget by over 50%. This has significantly impacted on Council's ability to continue to provide a reasonable level of service for existing residents, and reduced the capacity for the Council to maintain the physical infrastructure of Council's library service.
- 3.3.9 Lewisham Library, in particular, has a significant backlog of building maintenance defects, and the roof is in urgent need of repair. The library is now significantly below the standards of service that can be offered elsewhere in the borough. Lewisham Archives and Local History Centre, while being accredited by The National Archives, is at risk of damage as a result of water penetration, issues with electrical supply, and other critical building maintenance defects. The Council also operates a site at Hither Green, which provides storage and ancillary services to support the broader library service. While the site is not accessible to the general public, the building is also of a poor standard and requires investment to ensure its longer term use. When the early draft IDP was published in March 2020, the Council had allocated up to £3.5m from the 2021/22 financial year to assess redevelopment options on both sites. This sum has since been diverted to the refurbishment of the theatre, which leaves Lewisham libraries, and the Central Library in particular under-resourced, with £600k identified for urgent repairs to the Lewisham Library.

- 3.3.10 More recently, the Catford Library will be moving out of the ground floor of Laurence House, and into the Catford Shopping Centre. This interim measure awaits the development of a Civic Space part of the Catford Regeneration Programme.

Forecast supply vs. demand

Library provision

- 3.3.11 Between 2005 and 2018 Lewisham's population has increased by approximately 19%, however during that same period there has been no additional floor space provided for library services in the borough. Current industry benchmarks recommend that 30 square metres of library floor space should be provided per 1,000 residents, and 6 square metres of floor space per 1,000 residents for local history / archival services.
- 3.3.12 Based on forecasting undertaken in 2018, the Council had an estimated deficit of 3,105 square metres of hub library floor space. To redress this undersupply, Council would need to increase the floor space provision for hub libraries by approximately 34% to adequately meet the needs of Lewisham's residents against the industry benchmark.
- 3.3.13 If no further action is taken, the borough will have a deficit of approximately 4,818 square metres of hub library floor space by 2040. This would require an increase of provision by approximately 44% to meet projected resident need. In this scenario, Lewisham's network of community libraries would not be able to meet the shortfall in supply, with a net deficit of 1,802 square metres of library floor space across the borough.

Archival provision

- 3.3.14 Based on forecasting undertaken in 2018, in the Council had an estimated deficit of approximately 1,012 square metres of floor space for local archives. To meet current need, the Council would need to increase the floor space provision for local archives by approximately 55% against industry benchmarking. If no action were to be taken, this would increase to a deficit of 1,354 square metres by 2040. There are currently no other services in the borough that are able to offset the Council's need for archival floor space requirements.

Future requirement

- 3.3.15 The Council's ability to address this deficit has been hampered over the last decade by the impacts of austerity cuts to local authorities, impacting on Council's ability to maintain current services before considering the provision of new community infrastructure.
- 3.3.16 There is an urgent need to invest in the repair of Lewisham Library in the short term to address a number of building maintenance issues, or alternately relocate existing services to a new temporary location to allow for a comprehensive redevelopment of the current site. The Library Resource Centre in Hither Green, which is an off-site facility that supports the operation of the borough's library, local history and archival services, also requires urgent repair in the short term to protect its ongoing function.
- 3.3.17 The Council are currently undertaking a review to determine the medium and longer term management of both sites. Ideally, in the medium term, the Council could deliver the fuller refurbishment of Lewisham Library which would allow for the integration of the functions performed at the Hither Green site. This in turn would allow for the redevelopment or disposal of the Hither Green site. In the longer term, more complex partnerships may be

developed that move from the Lewisham Town Centre regeneration programmes. It is expected that future iterations of this document will outline the Council's plans once a preferred approach has been endorsed.

- 3.3.18 The Council will also need to re-provide existing library services at Laurence House in a new civic building as part of the regeneration of the Catford Town Centre. This re-provision will be considered as part of the Catford Town Centre Masterplan.
- 3.3.19 It has been further identified that any development in the northern part of the borough, particularly in more intensive and high rise developments should consider the provision of additional library floor space to service incoming populations. Acceptable approaches include the integration of library space in other community facilities or hub spaces. Co-location has enormous potential for the service, with other statutory providers, the community, faith and voluntary sectors or in some kind of mixed public / commercial development.

Strategic infrastructure list for Library facilities, Archives and Local History

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
Redevelopment of the Lewisham Library site	Lewisham	Replacement or refurbishment of current library to ensure long-term provision of service and the protection of archives.	LB Lewisham	X				£1.3M	£600k	£700k	3
Redevelopment of the Library Resources Centre (LRC)	Hither Green	Refurbishment to ensure long-term function of building, or relocation of current provision to a new Lewisham Library site.	LB Lewisham	X				TBC	TBC	TBC	2
Redevelopment of the Grove Park Library and nursery site	Grove Park	Replace the current library and nursery with a new building.	LB Lewisham	X	X			TBC	TBC	TBC	1
Additional library floor space provision integrated	Convoys Wharf	Library provision within new civic /cultural space.	LB Lewisham	X	X			TBC	TBC	TBC	1
Catford Library move out of Laurence House	Catford Shopping Centre	Temporary relocation of the library, while plans for the Catford Town Centre are developed	LB Lewisham	X				£300k	£300k	TBC	2
Catford library provision within new civic space	Catford Town Centre	Re-provision of Catford library floor space within new civic building.	LB Lewisham	X	X			TBC	TBC	TBC	1
Sub-total								TBC	£3.5m	TBC	

3.4 Sports and recreation facilities

Policy context

- 3.4.1 The London Plan Policy S5 'Sports and recreation facilities' sets out the need for local authorities to assess the need for sports and recreation facilities at the local and sub-regional level, and to ensure that there is a sufficient supply of facilities. Local authorities are also expected to plan strategically to accommodate future forecast demand by securing sites for a range of sports and recreation facilities.
- 3.4.2 In 2019 the Council prepared a Playing Pitch Strategy needs assessment, which provided an up to date assessment of supply and demand for playing pitches across the borough. Building on this evidence base, the Council is now preparing a Physical Activity and Healthy Lifestyles Strategy, which will seek to provide a comprehensive strategy for the future management of sports and recreation facilities in Lewisham.

Background

- 3.4.3 For the purposes of this document, sports and recreation facilities have been taken to include indoor sports halls, swimming pools and outdoor sports playing pitches (including grass and artificial grass pitches) as identified by the council's Playing Pitch Strategy. It is noted that a number of sport facilities across London are provided by the education sector which are only available for private use, or have restricted hours on when the community use able to use these facilities.

Sports halls and leisure centres

Background

- 3.4.4 Sports halls and leisure centres typically operate on a pay and play/membership basis, or through a local sports club or community association. Main halls are typically sports halls that are at least three badminton courts in size and can accommodate sports that require a larger area of hall space.

Current situation

- 3.4.5 There are 11 sites across the borough providing sports halls for community use, providing a total of 14 sports halls. Based on the current size of the population, there are currently 1.9 courts per 10,000 residents, compared to the London average of 3.0 courts per 10,000 people. This makes Lewisham one of the lowest ranked boroughs in London for sports hall provision.
- 3.4.6 The current provision of sports halls in the borough currently meets approximately 78% of demand, based on analysis by Sports England. The unmet demand for sports halls is estimated to be in the order of 19.6 courts. Unmet demand is highest in the northwest and central areas of the borough, including Evelyn and Lewisham Central. Since 2017, the sports hall at Lewisham and Southwark College have also closed, further reducing supply in the borough.

Site/Location	Equiv. courts	Utilised capacity (%)	Management type	Access type
Deptford Green School	4	100	Education	Sports club / association
Forest Hill School Sports Centre	4	100	Trust	Pay and play
Haka Sports Complex	4	100	Trust	Pay and play
Millwall Lions Centre	4	100	Trust	Sports club / association
Prendergast Ladywell School	4	100	Education	Sports club / association
St Dunstons' College Sports Centre	4	100	Commercial	Sports club/association
Sydenham High School GDST	4	100	Education	Sports club/association
Sydenham School	4	100	Education	Sports club/association
The Bridge Leisure Centre	3	100	Trust	Pay and play; membership
				Sports club/association
Tidemill Academy	4	100	Education	Sports club/association
Glass Mill Leisure Centre	-	-	Trust	Pay and play
Forest Hill Pools	-	-	Trust	Pay and play
Wavelengths Leisure Centre	-	-	Trust	Pay and play
Bellingham Leisure & Lifestyle Centre	-	-	Trust	Pay and play
Downham Health & Leisure Centre	-	-	Trust	Pay and play

Table 7 Sports halls and leisure centres available for community use. Source: Sport England, 2017

3.4.7 As part of the consented redevelopment of Surrey Canal Triangle, there is outline planning permission for a large indoor sports facility as part of the development. The sports facility would be managed by the Surrey Canal Sporting Foundation, and the detail of its size and facilities would be secured as part of any future reserved matters application. When delivered, this new facility will address some of the unmet demand in the north of the borough.

Future requirement

3.4.8 Based on Sport England's assessment, with no additional supply identified by 2041 the effective supply will likely reduce from 1.9 courts to 1.6 courts per 10,000 population. The unmet demand for sports halls in the borough is expected to increase from 19.6 courts to 30.5 courts, and the level of satisfied demand is expected to fall from 78% to 71%. Overall, the Sport England assessment indicated that demand for sports halls in the borough exceeds the effective supply, with the level of unmet need expected to increase further by 2041. New facilities at the Surrey Canal Triangle site and Convoy's Wharf are expected to address some of the forecast demand.

3.4.9 The Council is continuing to monitor the demand for sports halls, and is currently preparing a Physical Activity and Healthy Lifestyles Strategy. Once finalised, the Strategy will provide a

comprehensive strategy for the future provision and management of sports and recreation facilities in Lewisham, and will inform future updates to the IDP.

Swimming pools

Background

3.4.10 Swimming pools in the borough operate on a pay and play basis, and are managed either through a trust or by a commercial provider. All swimming pools in the borough are available for community use. Main/general pools are swimming pools that have a minimum size of 4 x 20m lanes (160 sqm of water space), pools smaller than main pools are referred to as learner/teaching/training pools.

Current situation

3.4.11 There are currently six sites with swimming facilities available for community use in Lewisham, providing a total of 11 pools. Based on the current size of the population, there is currently 9 sqm of water space per 1,000 population, slightly below the London-wide average of 11 sqm of water space per 1,000 population.

3.4.12 The current provision of swimming facilities in the borough currently meets approximately 94% of demand, based on analysis by Sports England. Unmet demand was calculated at 191 sqm, with the highest unmet demand identified in the northwest of the borough. Around 42% of the used capacity was estimated to be imported demand from neighbouring boroughs.

Site/Location	Facility type	Area (sqm)	Utilised capacity (%)	Management type	Access type
Downham Health & Leisure Centre	Main	300	90	Commercial	Community access
	Learner	130			
Forest Hill Pools	Main	325	90	Trust	Community access
	Learner	117			
Glass Mill Leisure Centre	Main	425	100	Trust	Community access
	Learner	160			
St Dunstons College Sports Centre	Main	360	100	Commercial	Limited community access.
Beckenham Place Park Swimming Lake				Commercial	Community Access
Wavelengths Leisure Centre	Main	200	100	Trust	Community access
	Learner	375			

Table 8 Swimming pools available for community use. Source: Sport England, 2017 (Updated 2022)

Future requirement

3.4.13 The Council is continuing to monitor the demand for swimming facilities, and is currently preparing a Physical Activity and Healthy Lifestyles Strategy. Once finalised, the Strategy will provide a comprehensive strategy for the future provision and management of sports and recreation facilities in Lewisham, and will inform future updates to the IDP.

Artificial playing surfaces

Background

- 3.4.14 Artificial grass pitches (AGPs) in the borough typically operate on a pay and play basis, or through a local sports club or community association. Most of the full-sized AGPs in the borough are provided within education sites and have reduced hours for community use, or operate with restricted hours due to lack of flood lighting. Adopted benchmarking encourages the provision of 0.2 AGP pitches per 10,000 people.
- 3.4.15 In 2019 the Council prepared a Playing Pitch Strategy needs assessment, which provided an up to date assessment of supply and demand for playing pitches across the borough.

Current situation

- 3.4.16 There are currently four sites with full-sized AGPs for community use in the borough, providing five pitches. One pitch is a newer 3G pitch, with the other four being sand-based. The AGP at Sydenham High School operates to reduced hours due to the lack of flood lighting. There is one athletics facility for community use in Ladywell, which includes a hard surface six lane 400 metre athletics track and gym facility.
- 3.4.17 Approximately 54% of total resident demand for AGPs is currently being met in the borough was being met in 2017, with unmet demand estimated to be at approximately 10.6 pitches. Demand is highest in the north of the borough, particularly in and around Evelyn and New Cross. There is a subsequently a considerable need for additional AGPs both in Lewisham, and across Greater London generally.

Future requirement

- 3.4.18 Based on forecast population growth, it is estimated that effective supply will reduce from 0.2 pitch to 0.1 pitch per 10,000 population. The Council is continuing to monitor the demand for artificial playing surfaces over the plan period, and is currently preparing a Physical Activity and Healthy Lifestyles Strategy. Once finalised, the Strategy will provide a comprehensive strategy for the future provision and management of sports and recreation facilities in Lewisham, and will inform future updates to the IDP.

Grass playing surfaces

Current situation

Grass football pitches

- 3.4.19 There are currently 27 sites providing grass football pitches in the borough, however only three have a formal community use agreement or written confirmation to ensure unrestricted community access. The remaining 24 sites provide community access on an informal basis, or are either partially or wholly restricted for community use. Football currently has the highest participation rate of any organised sport in the borough, with a concentration of local teams (and subsequent demand) for pitches in the south.
- 3.4.20 Based on the supply available from secured sites only, there is large deficiency for most types of pitches (except for 7-a-side mini soccer pitches), with a particular deficit (15 pitches) for 11-a-side youth football pitches.

- 3.4.21 A number of sites in the borough are also subject to overuse, which is increasing maintenance costs to Council in the longer term. Evidence of overuse is particularly evident on 11-a-side pitches, due to the existing undersupply. High levels of informal demand from primary schools and local communities further exacerbates capacity issues and associated maintenance costs across the borough.
- 3.4.22 Overall, the quality of football pitches in the borough are considered to be of a good standard. However, several user groups (including football clubs) have identified issues with drainage and maintenance, with a number of sites considered to be at risk of degradation if current maintenance programmes are not continued at their current level.

Future requirement

- 3.4.23 Demand for football pitches is projected to increase to 55.5 matches per week, with growth in demand expected from adult and youth 11-a-side teams, and a decrease in youth 9-a-side and 'mini' format matches. The forecast deficit of grass football pitches for youth games is forecast to increase to 17.5 pitches by 2041. There is also the potential that additional take up could occur from local clubs if additional football pitches and/or improved facilities become available.
- 3.4.24 Council will need to secure new formal agreements for community use to ensure that future demand for football can be accommodated in the borough.
- 3.4.25 The Council is currently investigating the potential of reconfiguring some adult football pitches for youth 11-a-side use. The Council is continuing to monitor the demand for pitches over the plan period, and is currently preparing a Physical Activity and Healthy Lifestyles Strategy. Once finalised, the Strategy will provide a comprehensive strategy for the future provision and management of sports and recreation facilities in Lewisham, and will inform future updates to the IDP.

Cricket pitches

Current situation

- 3.4.26 There are nine sites in the borough with cricket pitches for community use in the borough, two of which are secured for community use (Catford & Cyphers Cricket Club and Wanderers Sports Club). There is a high demand for cricket facilities, particularly in the south of the borough where a number of community cricket teams are located.
- 3.4.27 Based on the supply available from the two secured sites only, there is a deficit in provision for cricket facilities based on current benchmarking. If all sites with cricket facilities in the borough are taken into account, there is likely sufficient capacity to meet current demand for cricket pitches for community use.
- 3.4.28 A number of playing fields are operating at full capacity during peak periods of play, which could limit increased participation in the future. St Dunstan's Jubilee Ground is also likely to be subject to overuse. Overall, the quality of cricket facilities in the borough are considered to be at an acceptable standard, with only a few sites considered to be in a poor conditions. Artificial wickets, including cricket nets, were generally considered to be of poorer quality.

Future requirement

- 3.4.29 Future demand for cricket facilities is expected to increase across the borough to 2033. The lack of secured sites means that it was unclear whether there will be sufficient capacity to meet future demand for cricket in the borough. While the increase in demand is likely to be moderate, the lack of secured sites means that there could be a significant deficit for cricket pitches available for community use by 2033.
- 3.4.30 The Council are considering the recommendations of the Playing Pitch Strategy 2019, and is continuing to monitor the demand for cricket pitches. The emerging Physical Activity and Healthy Lifestyles Strategy will also provide a comprehensive strategy for the future provision and management of sports and recreation facilities in Lewisham, and will inform future updates to the IDP.

Rugby pitches

- 3.4.31 There are four sites in the borough that are currently used for by community groups for rugby, however none of these sites have a secured community use agreement in place. Council analysis indicates that there is currently little demand for rugby pitches, with no community rugby clubs located in the borough. The Rugby Football Union (RFU) is looking to work with local authorities to increase participation in urban areas in line with the RFU's national strategic priorities, and demand and participation of women's rugby is expected to grow in the future. Sites that can be used as rugby pitches in the borough are considered to be of a good standard.

Hockey pitches

- 3.4.32 There are three sites with full sized, sand based artificial hockey pitches currently available for community use in the borough. None of these sites have a secured community use agreement in place. Based on sites available for community use, there is currently sufficient supply to meet hockey demand in the borough, though facilities are at capacity. Any future demand will likely have to be accommodated elsewhere in the borough. Overall, the quality of hockey pitches in the borough was considered high, with facilities at Kings College particularly well maintained and considered to be of a high standard.

Play and informal recreation

Background

- 3.4.33 The London Plan Policy S4 'Play & Informal Recreation' sets out the requirements for boroughs to undertake audits of existing play and informal recreation provision, and produce strategies on play and informal recreation facilities and opportunities to address identified needs. Play spaces can be complemented by other facilities, such as Multi-Use Games Areas.

Multi Use Games Areas

Background

- 3.4.34 Multi Use Games Areas (MUGAs) are playing spaces providing outdoor sport facilities/playing surfaces for several different sports and activities, including informal types of sports, play, and recreation activities.

Current situation

- 3.4.35 There are 31 MUGA facilities available for community use, with a further 26 sites that offer partial or restricted access. The majority of MUGA sites are located in the northern, central, and south western areas of the borough. MUGAs unavailable for community use are usually located in schools, which do not usually allow for out-of-hours use.
- 3.4.36 Based on sites that are available for community use, most areas to the north of the borough are identified to have good access, however large areas of Bellingham, Downham and Grove Park have limited access. Based on available population data in 2018, approximately 39,000 people in the borough do not have access to a MUGA facility within a 20 minute walk, and when looking at the target population for MUGA facilities (0-19 year olds), the unmet demand is over 9,700 people.

Future requirement

- 3.4.37 Based on projected population forecasts, by 2033 the number of people that do not have access to a MUGA facility within a 20 minute walk will increase from approximately 39,000 to approximately 43,300 people.
- 3.4.38 The Council is continuing to monitor the demand for pitches over the plan period, with the emerging Physical Activity and Healthy Lifestyles Strategy to provide a comprehensive strategy for the future provision and management of sports and recreation facilities in Lewisham, informing future updates to the IDP.

Children's play spaces

- 3.4.39 The London Plan requires that adequate provision for play spaces is made when determining large scale development applications.
- 3.4.40 Nationally, designated play spaces are typically considered in the form of Local Areas for Play (LAPs) aimed at very young children, Locally Equipped Areas for Play (LEAPs) aimed at children who can go out to play independently, and Neighbourhood Equipped Areas for Play (NEAPs) aimed at older children and young people.

Current situation

- 3.4.41 The provision of LEAPs, LAPs, and NEAPs in Lewisham are considered to be well distributed across the borough, and of a good standard. However, there are small catchments with areas of deficiency, including between New Cross and Forest Hill, between Catford and Grove Park.
- 3.4.42 Children's play spaces include playgrounds, playing fields, skate parks and other outdoor recreation areas. The Council's OSA identifies 23 hectares of standalone provision for children and young people (of which, 8.5 ha are publicly accessible spaces), and 79.8 ha of outdoor sports facilities (of which, 13.7 ha are publicly accessible spaces).

Future requirement

- 3.4.43 The Council is continuing to provide children's play spaces through the planning process, in accordance with the requirements of the London Plan and the Mayor of London's Play and Informal Recreation SPG. The emerging Physical Activity and Healthy Lifestyles Strategy to

provide a comprehensive strategy for the future provision and management of sports and recreation facilities in Lewisham, informing future updates to the IDP.

Strategic infrastructure list for sports and recreation facilities

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
New leisure centre	Surrey Canal Triangle	New leisure centre that provides a range of services, to be considered in the emerging Physical Activity and Healthy Lifestyles Strategy	LB Lewisham, Developer		X	X		TBC	TBC	TBC	3
3G artificial grass pitches	TBC	Installation of two full-sized 3G artificial grass pitches with floodlighting for community use.	LB Lewisham, Sport England	TBC				TBC	TBC	TBC	2
Sub-total								TBC	TBC	TBC	

3.5 Youth and Community Facilities

Policy context

- 3.5.1 Local authorities have a statutory duty under the Education Act 1996 to secure sufficient educational and recreational leisure time activities and facilities for young people aged 13 to 19, and those with learning difficulties to age 24. In revised statutory guidance introduced in 2012, the Act also placed new responsibilities on local authorities to:
- Ascertain young people's views on positive activities;
 - Publicise positive activities; and
 - Consider alternative providers.
- 3.5.2 The Council's Youth Services contribute to the delivery of priorities in Lewisham's Corporate Strategy 2018-2020, with greatest impact on:
- **Giving children and young people the best start in life:** *We will work tirelessly with our partners to keep Lewisham's children and young people safe from exploitation, violence, and serious youth crime. We will work with our local communities to ensure that children and young people have early access to a strong and ambitious early help offer;*
 - **Building Safer Communities:** *We will continue to work with the organisations we supported to gain funding from the Mayor of London's Young Londoners' Fund in their delivery of services to turn children away from crime and provide early interventions.*
- 3.5.3 Youth services additionally support our approach to Early Help and wider strategic developments in Lewisham, such as the Public Health approach to reducing violence, contextual safeguarding, and our Mental Health and Emotional wellbeing strategy and action plan.

Background

- 3.5.4 The Council meets its statutory requirements in part through its provision of youth services. In this area of work, the Council's requirement is very minimal, and could be met, for example, through the provision of targeted support for the most vulnerable together with signposting of more general universal activities. As a result, during the current period of central government financial austerity there has been a near complete withdrawal of youth services provision by local authorities in England. Lewisham has sought to maintain some level of provision, despite the loss of central government investment. Recent changes to national policy is now beginning to recognise the value of youth services, albeit without a commitment to central government funding.
- 3.5.5 The Council's youth services are a critical provision to support our young people, which can impact positively on a wide range of outcomes, including: increased engagement and attainment in education, employment and training; developing life skills and transition into adulthood; increased self-esteem and resilience; and promoting positive behaviour and relationships.
- 3.5.6 Providing youth specific Council facilities allows for the provision of services (including organised activities and informal space for recreation) in a safe environment for young people aged 8–19 (25 for young people with additional needs). These spaces provide the opportunity for youth workers to build trusted relationships with young people through consistent contact, and can become a protective factor in their lives – able to identify when things are going wrong and ensuring access to the right support. The variety of activities

offered is the draw that encourages young people to attend sites and allow those trusted relationship to build.

Youth Centres and Adventure Playgrounds

Background

- 3.5.7 Youth services have been subject to a number of funding reductions in recent years, with a cut of £1.034m delivered across 2013-15, and a further cut of £1.4m agreed as part of the Council's budget strategy for 2015-2018. These cuts were delivered via restructures of the existing internal service, and a reduction of service delivery at sites.
- 3.5.8 The current service is provided by Youth First, who operate five youth clubs and five adventure playgrounds which are leased from the Council. In addition, further provision is delivered in other sites and spaces across the borough, for example, a "pop up" service provided in Glass Mill.
- 3.5.9 Youth services are currently delivered Youth First, by a staff and young person owned mutual.

Current situation

- 3.5.10 There are currently ten council owned sites in the borough that provide youth and adventure play facilities:
- Riverside Youth Club
 - Honor Oak Youth Club
 - Woodpecker Youth Club
 - TNG Youth Club
 - Bellingham Gateway
 - The Richard MacVicar Adventure Playground
 - Ladywell Fields Adventure Playground
 - Home Park Adventure Playground
 - Honor Oak Adventure Playground
 - Dumps Adventure Playground
- 3.5.11 Youth First additionally offer – either directly or through subcontracting arrangements - delivery at the following sites:
- Lee Green Youth Club
 - Lewisham Pop-up Youth Club
 - Bromley & Downham Youth Club
 - Grove Park Youth Club
 - Goldsmith Urban Connect Youth Club

Future requirement

- 3.5.12 Officers are currently in negotiation for the delivery of services post April 20 following an invitation to tender for provision of Youth Services. Officers are looking at usage of Children and Family Centres at the same time to see if shared usage can be an option for some buildings across the two service areas.

Children and family centres

Background

- 3.5.13 As with youth services, Children's Centres have been subject to a number of funding reductions in recent years. These cuts were delivered initially in outsourcing provision, and then through tender exercises and amendments to service specifications. This has had an impact on the number of sites and the amount of activity delivered in sites since 2010/11.
- 3.5.14 Lewisham Children and Family Centres provide a wide range of support and advice for families with young children. Along with Health Visiting, they also deliver a pathway of support across the early years to ensure our pre-school aged children are nurtured, healthy and school ready at 5, they also provide more specific and targeted support for families who may be more vulnerable or benefit from a higher level of support.
- 3.5.15 The core purpose of children and family centres is to improve outcomes for young children and their families, specifically the current offer focuses on:
- Improved parenting and attachment
 - Improved school readiness
 - Improved child and family health and life chances
 - Prevention of escalation
 - Housing, Employment & Finance Support
- 3.5.16 The Lewisham Children and Family Centre service providers have responded flexibly to the changing needs of the borough and delivered successful outcomes for many families, as well as providing considerable added value. Equally they are a core contributor to Lewisham's Troubled Families claims.

Current situation

- 3.5.17 The current service is delivered across 8 children and family centres (3 delivered by and in schools) leased from the Council, with further provision in other sites and spaces across the borough.
- 3.5.18 Children and Family Centres in Lewisham are currently delivered by Early Years Alliance, Downderry School and Eliot Bank and Kelvin Grove School:
- 3.5.19 There are currently 5 council owned Children and Family centres in the borough:
- Evelyn Children's Centre
 - The Honor Oak - Old Depot Children Centre
 - Hatcham Oak Children's Centre
 - Ladywell Early Childhood Centre
 - Bellingham Children's Centre
- 3.5.20 A further 3 dedicated Children and Family Centres sites are provided by schools:
- Kelvin Grove & Elliot Bank (School)
 - Downderry (School)
 - Clyde (School)
- 3.5.21 Early Years Alliance, additionally deliver in a number of other locations:

- Beecroft Gardens (School)
- Marvel's Lane (School)
- Sandhurst (School)
- Goldsmith's Community Centre

Future requirement

- 3.5.22 The contracts for Children and Family Centres will end in March 2021, with an option to extend for a further 12 months, which is available within the existing contract terms. Officers are looking at the use of Children and Family Centres at the same time as reviewing Youth Services delivery to see if shared usage can be an option for some buildings across the two service areas.
- 3.5.23 Approximately a quarter of Lewisham's population is under 18, with recent years seeing a rise in the number of births and population of 0-5 years olds who, if they stay in the borough, will become our teenagers. We therefore anticipate demand for our services remaining high, or growing in coming years, and there is a need to have a quality and sufficient number of buildings in the borough from which to deliver services.
- 3.5.24 Further, in line with our developing strategy to deliver 'Early Help' in Lewisham, we seek to deliver support to children and families early, at the first sign of need to stop needs from escalating – and we seek to do this in a locality model, so that families can access the support the need close to where they live. This adds to the need to maintain and improve buildings across Lewisham to deliver this successfully.

Strategic infrastructure list for Youth and Community facilities

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
Youth Clubs	Various	Maintenance works to maintain buildings for ongoing usage.	LB Lewisham, Provider	X				£300k	TBC	TBC	2
Riverside Youth Club	Evelyn	In addition to ongoing maintenance, our current provider is working in partnership with the Council to secure funding to develop Riverside site and re-provide a new youth club on-site.	LB Lewisham, Provider	X				£1m	TBC	TBC	2
Youth APGs	Various	Adventure playgrounds have a shorter lifespan than our youth clubs. Condition surveys have not been carried out, but if this provision is to remain in the borough, they will need significant work in the next ten years	LB Lewisham, Provider		X			£1m	TBC	£1m	2
Children & Family Centres	Various	Maintenance works to maintain buildings for ongoing usage.	LB Lewisham, Provider	X				£250k	TBC	TBC	2
Sub-total								£2.55m	TBC	£1m	

4 Green infrastructure

4.1 Parks and open space

Policy context

- 4.1.1. The UK Environment Act 2021 gained Royal Assent on 9 November 2021. The Act is significant environmental legislation that helps give effect to the Government's ambitions for improving the natural environment, including open spaces and biodiversity. The main focus of the Act is the provision of targets, plans and policies for improving the natural environment. These cut across a wide range of policy areas, including: waste and resource efficiency; air quality; water resource management; and nature and biodiversity.
- 4.1.2. The new London Plan Policy G4 'Open Space' directs local authorities to undertake a needs assessment of all open space in the borough to inform policy, and to identify areas of public green and open space deficiency. Local authorities are also expected to ensure future open space needs are planned for in areas with potential for substantial change, and to promote the creation of new publicly accessible open spaces, particularly green spaces, and improved public access to open spaces in areas of deficiency.
- 4.1.3. The new London Plan Policy G6 'Biodiversity and Access to Nature' also directs local authorities to identify Sites of Importance for Nature Conservation (SINCs) and green corridors, as well as areas of deficiency where access to an accessible Metropolitan or Borough SINC is greater than 1km walking distance.

Background

- 4.1.4. The new Lewisham Local Plan is informed by an Open Space Assessment (OSA) (2019) which audit all existing green and open spaces in the borough. This considers the amount of open space that is needed to support the projected future population over the plan period, based on a fixed quantity, quality and accessibility standards. The study suggests that a significant amount of additional provision will be required to maintain the standard of open space over the long-term. Currently, the council is seeking suitably qualified consultant to review this document. The review will provide up-to-date technical evidence, building upon the Open Space Assessment (2019), to inform the designation of open spaces across the borough. The OSA also provided a register of the range of uses, facilities, and levels of accessibility to Lewisham's green and open spaces. The OSA is the primary evidence base document that has been used to inform the Council's understanding of its objectively assessed need for public open space.
- 4.1.5. The Council's Parks and Open Space Strategy 2020-2025 (OSS) has also been used as a guide to describe the general types of interventions that may be required in the future to improve community access to public open space, parks and gardens in the borough. A key principle of the OSS will be to recognise the critical importance of supporting and enhancing the biodiversity of Lewisham's parks and open spaces for wildlife and conservation purposes as well as for the enjoyment of local communities.
- 4.1.6. References to 'open space' in this section refer to the Greenspace Information for Greater London GIC (GiGL) categories, some of which by their nature provide a greater level of public access than others. References to 'public open space' follows the GiGL definition of

“a designation applied to sites that are publicly accessible and perform a role in the local community”.

4.1.7. The categories surveyed in the OSA were:

- Allotments, community gardens and City farms;
- Amenity (including gardens and landscaped open spaces within housing estates);
- Cemeteries and churchyards;
- Children and teenagers (including playgrounds with equipment / facilities for informal play, that can be public or semi-public in nature);
- Green corridors (including rail corridors and embankments, residual utility land with restricted public access);
- Natural and semi-natural urban greenspace;
- Outdoor sports facilities; and
- Parks and gardens.

4.1.8. Council’s OSA survey excluded the following open space categories: private green space; golf courses; agricultural land; urban greyspaces; road verges; and sites left over after development.

Current situation

4.1.9. As of 2018, there is 777.59 hectares (ha) of open space in the borough, as set out in Table 9 below. Of this, around two-thirds (504.46 hectares) is considered to be public open space and accessible to the community, with the remaining one-third (273.13 hectares) comprising mainly of green corridors (such as railway embankment land and cutting reserves) and outdoor sports facilities that provide no or highly restricted public access.

Open space category	No public access		Public access		Borough total	
	# sites	Area (Ha)	# sites	Area (Ha)	# sites	Area (Ha)
Allotments, community gardens and city farms	1	0.34	45	21.54	46	21.88
Amenity spaces	17	7.78	72	65.59	89	73.37
Cemeteries & churchyards	-	-	11	52.3	11	52.3
Children & teenagers	13	15.72	30	8.47	43	24.19
Green corridors	56	134.74	6	1.86	62	136.6
Natural/semi natural greenspace	14	16.92	12	105.89	26	122.8
Outdoor sports facilities	22	66.72	3	13.72	25	80.44
Parks & Gardens	-	-	47	273.15	47	273.15
LB Lewisham Total	168	273.13	181	504.46	349	784.73

Table 9 Green and open spaces in Lewisham. Source: LB Lewisham (2020), *Open Spaces Assessment: London Borough of Lewisham*

4.1.10. According to GLA’s published Natural Capital Account, over a 30 year period, parks and other green spaces in Lewisham are estimated to provide up to £2.1 billion in public benefit, including £371 million in physical health savings, £215 million in mental health savings, and £444 million in recreational benefit.

Access to public open spaces

- 4.1.11. The London Plan identifies a range of distance based benchmarks to a range of public open space categories to determine whether Londoners can be considered to have desirable access to green spaces, or are in an 'Area of Deficiency' (AoD).
- 4.1.12. Lewisham is bisected by a number of natural and constructed features (including two significant river valleys, as well as railway lines and major arterial roads), which act as a barrier to pedestrian movement and interrupt the walking distance from homes to public open spaces. Council commissioned GiGL to audit Lewisham's access to public open space against the London Plan benchmarking, which is summarised in **Table 10** below:

Type	Description	Summary of access
Regional Parks	Large areas, corridors or networks of open space, the majority of which will be publicly accessible and provide a range of facilities and features offering recreational, ecological, landscape, cultural or green infrastructure benefits. Minimum size: 400 hectares Distance from home: 3.2km to 8km	The whole of the borough is identified as being within an Area of Deficiency.
Metropolitan Parks	Large areas of open space that provide a similar range of benefits to Regional Parks and offer a combination of facilities at a sub-regional level. Minimum size: 60 hectares Distance from home: 3.2km	Area of Deficiency identified mainly along the western boundary (New Cross to Crofton Park, and north of Forest Hill); and a small area in the southeast (Grove Park).
District Parks	Large areas of open space that provide a landscape setting with a variety of natural features providing a wide range of activities, including outdoor sports facilities and playing fields, children's play for different age groups and informal recreation pursuits. Minimum size: 20 hectares Distance from home: 1.2km	Many parts of the borough are identified as being within an Area of Deficiency. The wards of Blackheath, Lewisham Central, Ladywell, Crofton Park, Rushey Green, Downham and Bellingham generally have access to District Parks. Other areas of the borough are substantially within an Area of Deficiency.
Local Parks and Open spaces	Providing for court games, children's play, sitting out areas and nature conservation areas. Minimum size: 2 hectares Distance from home: >400m	South, parts of central, and the north-west of the borough generally have better access to these public open space categories than other areas of the borough.
Small Open spaces	Gardens, sitting out areas, children's play spaces or other areas of a specialist nature, including nature conservation areas. Minimum size: < 2 hectares Distance from home: <400m	
Linear Open space	Open spaces and towpaths alongside the Thames, canals and other waterways; paths, disused railways; nature conservation areas; and other routes that provide opportunities for informal recreation. Minimum size: N/A Distance from home: N/A	

Table 10 Access to public open space. Source: GiGL (2019), *GiGL Areas of Deficiency Maps*. See also *Lewisham Local Plan: Main Issues and Preferred Approaches (Part 2, Section 10 – Green infrastructure)* for maps.

Quality assessment of public open spaces

4.1.13. The OSA indicated that of the 514 ha of open spaces that are publicly accessible, around 203 ha (40%) of these open spaces are considered to be of 'good' quality, around 287 ha (56%) are considered to be of 'fair' quality, and less than 24 ha (5%) are considered to be of 'poor' quality.

Future requirement

- 4.1.14. To maintain the current standards in the level of green space provision, there is an implied need for approximately 50 hectares of additional green space in the next twenty years to meet the expected population growth in the borough. Given that there are limited prospects to deliver a significant increase in the quantum of open space provision, Council's approach seeks to improve access and quality of the existing provision in the borough. The draft Local Plan seeks to ensure that development proposals, particularly those located within areas that are deficient in open space, maximise opportunities to introduce new publicly accessible open space and improve connections to existing or planned new open spaces.
- 4.1.15. The OSS contains the goal to target and deliver investment for parks, pocket parks and small open spaces that are classified as fair or poor in the OSA. The OSS will identify and prioritise priority projects, and seeks to achieve investment in all of them by 2027. The Council will publish an annual review monitoring report to track progress.
- 4.1.16. The OSS will also seek to address access issues by working to support and encourage walking, cycling and other active travel modes that link open spaces. It will also identify the need to provide interpretation and way marking to link the River Pool Linear Park and Ladywell Fields Park with, Manor House Gardens, Manor Park, Mountsfield Park and Lewisham Park. Identified projects of strategic priority to Council will be included in future iterations of this IDP.

4.2 Biodiversity and nature conservation

Policy Context

- 4.2.1. The National Planning Policy Framework (2021) paragraph 174 outlines the need for planning policies and decisions to contribute to and enhance the natural and local environment, including by minimising impacts on and providing net gains for biodiversity, and establishing coherent ecological networks that are more resilient to current and future pressures.
- 4.2.2. The Environment Act 2021, which amends the Town & Country Planning Act (TCPA), will require a minimum of 10% mandatory Biodiversity Net Gain from 2023. The Environment Act applies to England only which sets key components including:
- Habitat secured for at least 30 years via obligations/ conservation covenant
 - Habitat can be delivered on-site, off-site or via statutory biodiversity credits
 - There will be a national register for net gain delivery sites
 - The mitigation hierarchy still applies of avoidance, mitigation and compensation for biodiversity loss
 - Will also apply to Nationally Significant Infrastructure Projects (NSIPs)
 - Does not apply to marine development
 - Does not change existing legal environmental and wildlife protections
- 4.2.3. The Environment Act will require local authorities to produce a biodiversity report every five years. These reports will need to state what actions authorities have taken to improve biodiversity, and their impact.

- 4.2.4. Similarly, in November 2021, the London Borough of Lewisham and partners published an updated Biodiversity Action Plan “A Natural Renaissance for Lewisham” (2021-2026). This identifies the opportunities and objectives which Lewisham’s Biodiversity Partnership is committed to achieving and demonstrates the links that the conservation of Lewisham’s biodiversity can make to the Council’s continuing programmes within various directorates. This highlights the need and actions to conserve locally important plants and animals and the landscapes in which they live and help partners to focus on the priorities, and what, when and where action should take place.
- 4.2.5. London Plan Policy G6 ‘Biodiversity and access to nature’ outlines the role of local authorities to protect Sites of Importance for Nature Conservation (SINCs), and after identifying areas of deficiency in access to nature, seek opportunities to address the barriers to access. Policy G6 also outlines, among other requirements, the need to seek opportunities for creating habitats for priority species, including through the creation of artificial nest sites.
- 4.2.6. London Plan Policy G7 ‘Trees and woodlands’ outlines the role of local authorities in protecting and maintaining London’s urban forest and woodlands, and the importance of planting new trees and woodlands to increase the extent of London’s urban forest. This includes protecting ‘veteran’ trees and ancient woodland on sites that are not already part of a protected site, and through the development assessment process, retaining existing trees of value.
- 4.2.7. The Council’s current Biodiversity Action Plan, “A Natural Renaissance for Lewisham 2021-2026”, sets out the Lewisham Biodiversity Partnership’s aspirations to contribute to and enhance the existing nature conservation sites and biodiversity corridors, including railways corridors and the River Ravensbourne catchment.
- 4.2.8. The Council undertook a survey of Sites of Importance for Nature Conservation (SINC) located in the borough over 2015-16 as an accompanying evidence base to support the new Local Plan. The recommendations of this survey have been used to inform the potential future priorities for the Council within this asset class.
- 4.2.9. The Council’s Parks and Open Space Strategy (OSS) has also been used as a guide to describe the general types of interventions that may be required in the future to improve the quality of biodiversity corridors. As identified in Section 4.1, a key principle of the OSS will be to recognise the critical importance of supporting and enhancing the biodiversity of Lewisham’s parks and open spaces for wildlife and conservation purposes as well as for the enjoyment of local communities.

Background

- 4.2.10. SINCs are designated wildlife habitats classified as sites of metropolitan importance, sites of borough importance, or sites of local importance. This often includes green corridors, which are relatively continuous areas of green and open space such as railway embankments and cuttings, roadside verges, parks, playing fields and rivers that may not always be publicly accessible. These corridors can act as a biodiversity link between habitat sites, and can be critical to help sustain local wildlife populations and priority species.
- 4.2.11. The Lewisham Biodiversity Partnership was established in 1999 to develop an action plan for the Borough’s wildlife and natural environment. The Partnership is made up of a range of parties, including the Council, Glendale Managed Services, , Creekside Education Trust,

Thames 21, Quaggy Waterways Action Group [QWAG], London Wildlife Trust, Thames 21, Butterfly Conservation, Horniman Museum and Gardens, Sydenham Garden Organisation,, and many local Friends groups and individuals.

- 4.2.12. The role of the Partnership is to consolidate the interests and expertise of a range of organisations and individuals with duty to, or interest in, conserving the Borough’s wildlife and natural environment.

Current situation

- 4.2.13. There are currently 64 identified SINCs in the borough, with the majority of these sites publicly accessible during daylight hours. The sites are listed in Part 5, Schedule 8 of the Lewisham Local Plan: Main Issues and Preferred Approaches document. Key corridors in Lewisham include the South East London Green Chain, a linked system of over 300 open spaces extending from Thamesmead to Crystal Palace Park and Nunhead Cemetery, and the Waterway Link, a share route for cyclists and pedestrians that runs from the River Thames at Deptford Creek southwards to Beckenham Place Park following the rivers Ravensbourne and Pool.
- 4.2.14. There are also a number of railway embankments and adjoining soft landscaping that provide long stretches of valuable natural greenspaces with high levels of biodiversity.

Type of Access	SINC Metropolitan		SINC Borough		SINC Local	
	No. sites	Area (Ha)	No. sites	Area (Ha)	No. sites	Area (Ha)
Free public access (all/most of site)	1	161.9 ha	16	146.0 ha	14	66.5 ha
Free public access (part of site)	1	96.6 ha	2	16.6 ha	2	2.1 ha
Access at limited times	0	0.0 ha	0	0.0 ha	2	0.4 ha
Access by prior arrangement	0	0.0 ha	2	4.5 ha	2	0.7 ha
Access by prior appointment or limited times	1	37.6 ha	13	54.6 ha	2	1.4 ha
No public access	0	0.0 ha	2	5.2 ha	3	3.0 ha
Total	3	296.1 ha	35	226.9 ha	25	74.1 ha

Table 11 Sites of Importance for Nature Conservation. Source: LB Lewisham (2016), SINC Survey

Areas of deficiency in access to nature

- 4.2.15. Access to nature is increasingly seen as a key metric to improving the lives of Londoners living in a dense urban environment. The London Plan sets out a desirable distance in which people living in London should travel in order to have access to nature, locations beyond this distance are considered as Areas of Deficiency (AoD) in access to nature. Policy G6 of the London Plan defines an area of deficiency as areas that are more than 1km walking distance from a publicly accessible SINC of metropolitan or borough importance.

- 4.2.16. Prior to 2016, there were five main AoDs in the borough, covering approximately 14% of the borough's land area.
- 4.2.17. Following the 2015-16 SINC survey, AoD in the borough has reduced from 520ha to 337.4ha, a decrease of 182.6ha or 35%. This is the result of improvements at Bridgehouse Meadows and Ladywell Fields, creating wildlife rich habitats valued at the borough level. Improved access into the River Quaggy and Manor Park Site of Borough Importance has also helped to reduce the AoD.
- 4.2.18. A proposed boundary extension to Beckenham Place Park will alleviate the AoD by 28.5ha in the London Borough of Bromley to the south. A further 45.5ha of AoD will be also alleviated in Southwark as a result of changes to the designation of Bridgehouse Meadows.

Future requirement

- 4.2.19. The Lewisham Local Plan: Main Issues and Preferred Approaches document (draft Local Plan) proposes to provide for the designation of six new SINCs. This will increase the SINC area from 595ha to 614ha. This represents a 3% increase in ten years. Following the Regulation 18 stage consultation on the draft Local Plan and in response to feedback received, the Council has commissioned additional evidence base work on open spaces and biodiversity sites. This may have implications for the extent of land proposed to be designated as SINC. The study findings will be used to inform the Regulation 19 stage Local Plan.
- 4.2.20. The OSS will contain the goals to target and deliver investment in a range of parks and green open spaces, as well as objectives to improve the quality of biodiversity corridors as development comes forward. Progress will be set out in the Authority Monitoring Report (AMR) prepared by the Planning Service.

4.3 Allotments

Policy context

- 4.3.1. The Allotments and Small Holdings Act 1908 states that councils have a duty to provide land if six people or more request an allotment. However, as an inner London authority, the London Borough of Lewisham has a discretionary rather than mandatory power to provide allotments under section 55(4) of the London Government Act 1963. The allotments legislation does not lay down minimum standards or a required nature or extent of allotment garden provision (Memorandum by the Department of the Environment Transport and the Regions [AL 23] 1998).

Background

- 4.3.2. Allotments are in high demand across London and Lewisham is no exception, with applications increasing year on year. As of October 2019 there were 1619 people on the central waiting list for an allotment in Lewisham. Although the Council has no legal requirement to provide allotments, there are 37 long-established council-owned sites in the borough. All of these allotments have waiting lists.
- 4.3.3. Of those allotment sites already provided on council-owned land, 13 are statutory. This means the land was originally acquired by the council for the purpose of allotments. Such sites are protected by the Allotments and Small Holdings Act 1908. The other 24 sites are

legally-termed as temporary and not subject to the same levels of legal protection, despite having been in use as allotments for many decades.

Current provision

- 4.3.4. The 37 council-owned allotment sites cover 16.21 hectares. Historically, most were directly managed by the Council, however in the early 1980s plot-holders were offered the opportunity to set up committees and self-manage the sites under a Management Agreement with the Council. Approximately three-quarters of the sites have since become self-managed. Over the intervening years these Management Agreements have remained in place, with the exception of a small number which have reverted back to direct Council management.
- 4.3.5. There are currently 27 self-managed sites, 10 which are directly council-managed, providing a total of 1094 allotment plots on council-owned land. **Table 12** below identifies these sites and current status.

Site	Status	Direct or self-managed	No. of plots
Ballamore Road	Non-statutory	Self-managed	5
Barmeston Road	Statutory	Self-managed	25
Blackhorse Road	Non-statutory	Self-managed	26
Blythe Hill	Non-statutory	Direct-managed	18
Broadmead	Non-statutory	Self-managed	25
Castillon Road	Non-statutory	Self-managed	92
Chinbrook Meadows	Statutory	Self-managed	71
Clarendon Rise	Statutory	Self-managed	7
Dacre Park	Non-statutory	Direct-managed	44
Site	Status	Direct or self-managed	No. of plots
Deloraine Street	Non-statutory	Direct-managed	24
Edward Street	Non-statutory	Direct-managed	4
Exford Road	Statutory	Self-managed	48
Firhill Road North	Non-statutory	Direct-managed	31
Firhill Road South	Non-statutory	Self-managed	21
Hazelbank Road	Non-statutory	Self-managed	65
Hurstbourne Road	Non-statutory	Self-managed	21
Jim Hurren	Non-statutory	Self-managed	10
Kendale Road	Non-statutory	Self-managed	47
Knapmill Way	Non-statutory	Self-managed	27
Lee & District Land Club	Statutory	Self-managed	56
Leslie Silk	Non-statutory	Direct-managed	9
Longton Nursery	Statutory	Self-managed	37
Meadow Close	Statutory	Self-managed	29
Oldstead Road	Statutory	Direct-managed	14
Priestfield Road	Statutory	Self-managed	39
Romborough Gardens	Non-statutory	Self-managed	20
Royal Naval Pl. Stage I	Non-statutory	Self-managed	20

Royal Naval Pl. Stage II	Non-statutory	Self-managed	11
St Mildreds Road	Non-statutory	Self-managed	18
Sedgehill Road	Non-statutory	Self-managed	19
Slaithwaite Road	Non-statutory	Self-managed	12
Stanley Street	Non-statutory	Self-managed	7
Sydenham Park	Statutory	Direct-managed	30
Taylor's Lane	Non-statutory	Self-managed	37
Trewsbury Road	Non-statutory	Self-managed	68
Weavers Estate	Non-statutory	Direct-managed	35
Windlass Place	Non-statutory	Direct-managed	22

Table 12 Allotments in LB Lewisham. Source: LB Lewisham

- 4.3.6. The National Allotment Society recommendation is that authorities should supply 20 plots (or 0.5 hectare) per 1,000 households. As of the 2011 census there are 116,000 households in Lewisham, therefore the current provision in Lewisham (considering only the council-owned sites) is 9.4 plots per 1000 households. This is comparable with other inner London boroughs which tend to have less provision than outer London boroughs, in terms of number of sites and per head of population.
- 4.3.7. However, according to a London Assembly Report - A Lot to Lose: London's disappearing allotments 2006 - "allotment provision measured by square kilometre presents a slightly different picture, with Haringey and Lewisham, both inner London boroughs, among those with the highest concentrations of sites". It is important to note that whilst there was a net loss of 4.2% allotments across London between 1996 and 2006, the provision of council-owned sites in Lewisham has been maintained without loss.

Future requirement

- 4.3.8. Maintaining existing allotment provision in the context of increasing population density and demand will likely result in a net loss of provision per 1,000 households over the life of the new Local Plan. This may be partially addressed through the provision of community growing space as a result of new developments but, given the scarcity of land for new allotments, the efforts to meet increasing demand for allotments in Lewisham will need to focus on how the existing provision is managed. Investment in infrastructure is essential to this aim.
- 4.3.9. Key areas of projected infrastructure need are:
- Plot-restoration / creation – increasing provision of allotments in the borough;
 - Improving the safety and security of allotment boundaries, including fencing and security;
 - Provision of composting toilets to improve the amenity of the site for existing plot-holders and organised group visits;
 - Upgrading of surfacing, including the repair of hard surfaces that have not been maintained since the creation of the sites, and the expansion of existing site paths networks to create more, smaller plots;
 - Provision of communal buildings to provide a venue for site meetings and events;
 - Upgrading or installation of water systems (capture, storage, plumbing); and

- Improvements to noticeboards and signage.

4.3.10. The Council's Parks and Open Space Strategy (OSS) seeks to provide direction on the future management and provision of Council-managed allotments.

4.4 Cemeteries and burial space

Policy context

4.4.1 London Plan Policy S7 'Burial space' states that boroughs should ensure provision is made for the different burial needs and requirement of London's communities.

Background

4.4.2 An Audit of London Burial Provision was completed in 2011 for the GLA by the Cemetery Research Group (University of York) that looked at the demand for burial space using mortality projections and modelled demand for burial space for the period 2010/11-2030/31. This took into account the overall incidence of cremation and the preference for cremation or burial amongst particular religious groups.

Current situation

4.4.3 There are a number of cemeteries and crematoriums in Lewisham:

- Brockley and Ladywell Cemetery
- Grove Park Cemetery
- Hither Green Cemetery and Crematorium

4.4.4 Each year an average of 1,250 cremations and approximately 600 burials take place, though not all burials involve the creation of new spaces. As of 2014 approximately half of the total number of annual burials in the borough involved the re-use of existing graves.

4.4.5 In 2011 the Cemetery Research Group was commissioned by the Greater London Authority to undertake an audit of burial space in Greater London. The audit found that Lewisham had 39.7ha of available cemetery space, and an estimated need for 9,116 virgin grave spaces between 2010/11 and 2030/31. The report concluded that it was probable that Lewisham had sufficient capacity to meet demand for burial space over the next twenty years.

4.4.6 As of June 2015 specific site capacity was identified as follows:

- Brockley and Ladywell Cemeteries have an estimated 15 years capacity (based on approximately 600 spaces left, and used at a rate of 40 per year)
- Grove Park Cemetery has an estimated 11 year capacity (based on approximately 2,000 spaces being left and used at a rate of 175 per year)
- Hither Green Cemetery has an estimated 5-6 year capacity (based on approximately 1,000 spaces being left and used at a rate of 175 per year)

Future requirement

4.4.7 A number of planned projects are expected to commence in the short term (2020-2025) that will increase the capacity of a number of sites in Lewisham, as identified in Table 13 below.

Site / Location	Planned works
-----------------	---------------

Brockley Cemetery	Following the excavation and removal of the base and foundations of a former Victorian Chapel in 2019, the area is currently being prepared for an expanded burial space. It is expected that up to 100 new spaces will be created from 2020.
Grove Park Cemetery	<p>An area within the cemetery (previously used by a Youth Training Scheme for Amenity Horticulture until its closure in 2007) has been cleared of existing buildings and structures for an expansion of burial space. The Council has undertaken a topographical survey, soil and wall structural surveys and soil physical surveys to determine the potential scope of the expansion. It is anticipated that the repurposed site could accommodate up to 900 new burial spaces. Works are not expected to commence until 2020 at the earliest.</p> <p>A former wooded area was cleared in 2008, with site preparation commencing at this time. Additional works were commenced in 2019, including fencing and landscaping in preparation for use. This area will provide up to 800 burial spaces, and is expected to come into use in 2020.</p>
Hither Green Cemetery	<p>Following a risk impact assessment in 2011, ten pathways were identified as not providing safe access, particularly for people with additional mobility requirements. Access works across the cemetery is currently underway, which will result in a rationalisation of the path network and redundant / damaged paths removed to provide additional land for burial spaces. Upon completion, up to 420 burial spaces could become available for use.</p> <p>There is currently only one section of land within the cemetery that is undeveloped for burial. In 2011 this area was identified as potential burial land and was cleared of dumped rubbish and large established vegetation. In 2019 the area was cleared again of vegetation, pathways were installed and the land should be brought into use in 2020, providing around 500 burial spaces.</p>

Table 13 Proposed works to burial sites in Lewisham. Source: LB Lewisham

4.4.8 Following the completion of the works described above, burial space capacity will increase in accordance with **Table 15** below.

Site / Location	Current supply (in years)	Additional capacity created (no. spaces)	Total supply following works
Brockley & Ladywell	15 years	100	7 years
Grove Park	11 years	1,700	14 years
Hither Green	5-6 years	900	7-8 years

Table 14 Anticipated capacity of burial space in Lewisham (by years) following short-term upgrades. Source: LB Lewisham

4.4.9 It is anticipated that continuing the process of improving the design of Lewisham's cemeteries, along with an increased take up of re-using burial sites will ensure there is sufficient burial site capacity in the medium to longer term.

Strategic infrastructure list for Green infrastructure

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important	
				2020/25	2025/30	2030/35	2035/40					
Investment in parks, pocket parks, and small open spaces	Various	Target and deliver investment to parks, pocket parks, and small open spaces that have been classified in the Open Space Assessment (2019) as being in 'poor' or 'fair' condition.	LB Lewisham	X				TBC	£54k	TBC	2	
Deliver 'Greening Fund' projects	Various	Work in partnership with park user 'friends' groups, Local Assemblies, Neighbourhood Forums, the Lewisham Biodiversity Partnership and Allotment Committees to deliver the 'Greening Fund' and other grants and initiatives to provide additional facilities and make improvements to parks and open spaces	LB Lewisham, Lewisham Biodiversity Partnership	X				TBC	TBC	TBC	2	
Healthy Neighbourhoods initiatives	Various	Seek to improve green corridors and access to open spaces in partnership with Healthy Neighbourhoods programmes.	LB Lewisham	X				TBC	TBC	TBC	2	
Green linkages	Deptford	Deptford Parks Liveable Neighbourhood (DPLN) – new greening areas on Rolt Street, Scawen Road and Woodpecker Road following community engagement	LB Lewisham	X				£2.9m	£1.5m	£1.4m	2	
River water quality improvements	Ravensbourne, Pool and Quaggy Rivers	Work in partnership with the Ravensbourne Catchment Improvement Group to identify projects that will enhance the biological quality of the rivers and river corridors	LB Lewisham, Lewisham Biodiversity Partnership	X				TBC	TBC	TBC	2	
Beckenham Place Park improvements	Beckenham Place Park	Planned works at Beckenham Place Park, including restoration of the lake and wet woodland habitat, relocation of car park and restoration of external landscape, restoration of homestead, new orchard and community planting beds, creation of adventure playground, and play area, upgrades to footpath and entrances	LB Lewisham	X	X			Funding identified			2	
Naturalisation of waterways	Various	Naturalisation of culverted waterways for habitat restoration in line with redevelopment of sites along existing water bodies. Examples include Wickes and Halfords, Grove Park, Bell Green Retail Park.	Various	X	X	X	X	TBC	TBC	TBC	2	
River Corridors Improvement Plan	Various	Implementation of the council's River Corridors Improvement Plan, including works to support the protection and enhancement of river corridors and surrounding settings, to provide conditions for wildlife habitats to flourish, manage flood risk, and deliver enhancements to the Public Rights of Way Network.	LB Lewisham, Lewisham Biodiversity Partnership	X	X			TBC	TBC	TBC	2	
Allotment amenity improvements	Various	Investment in existing allotment sites to improve access and amenity to users, including: safety and security of allotment boundaries; composting toilets; pathway resurfacing; upgrading or installation of water systems.	LB Lewisham	X	X			TBC	TBC	TBC	2	
Brockley Cemetery expansion	Brockley	Excavation and site works to prepare site to accommodate approximately 100 new burial spaces.	LB Lewisham	X				TBC	£6.6k	TBC	2	
Grove Park Cemetery	Grove Park	Site works to prepare site to accommodate approximately 900 new burial spaces.	LB Lewisham	X				£60k	£10k	£50k	2	
Hither Green Cemetery	Hither Green	Upgrade to pathways to provide safe access for all users, including people with additional mobility requirements, and removal of redundant paths to accommodate approximately 420 new burial spaces.	LB Lewisham	X				TBC	£15k	TBC	2	
Railway Children urban park²	Grove Park	Linear connection of green infrastructure complemented with community facilities and public realm enhancements	LB Lewisham, Lewisham Biodiversity Partnership	X	X	X	X	Some funding identified – details TBC			2	
								Sub-total	£60k	£85.6k	£50k	

² On 21 July 2021 the Council resolved to engage with key partners, landowners and stakeholders in the Grove Park area, and seek to secure their support for the creation of an integrated District Park, as well as working together to ensure responsible land management and the protection of this important green corridor.

5 Transport infrastructure

Policy context

- 5.1. The London Plan Policy T3 'Transport Capacity, Connectivity and Safeguarding' sets out the requirement for local authorities to safeguard land and buildings used for public transport, active travel or related support functions. Policy T3 also expects that development plans will identify and safeguard new sites, route alignments, and supporting infrastructure accommodate future growth in the transport network. This includes rail, road, and London's walking and cycling networks.
- 5.2. The London Mayor's Transport Strategy (MTS) was adopted in 2018, and sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. The Strategy has the overarching aim of reducing dependency on car travel, and sets a strategic target for 80% of journeys in London to be made by walking, cycling and public transport by 2041. Initiatives to achieving this objective are set out under the themes of 'Healthy streets and healthy people', 'A good public transport experience', and 'New homes and jobs'.
- 5.3. The Lewisham Transport Strategy 2019 – 2041 outlines the Council's vision for implementing the London Mayor's Strategy at the borough level, and is a key evidence base for this IDP. The Strategy also identifies the short and longer term transport infrastructure interventions required to ensure that the transport network can accommodate the expected growth forecast over the life of the new Local Plan.
- 5.4. Council's Local Implementation Plan (LIP), a programme of investment over the LIP's three year period (2019/20 to 2021/22), has informed the short term infrastructure priorities (0-5 years) identified in the Strategic Infrastructure Schedule at **Table H**.

5.1 Regional and sub-regional transport infrastructure

Rail-based infrastructure

Current situation

- 5.1.1 Rail transport in south east London is dominated by National Rail services operated on the Southeastern franchise area. Services accessible from train stations in Lewisham provide direct connections to main London termini, including London Bridge, Cannon Street, Charing Cross and Victoria. Thameslink services also operate across Lewisham, travelling through Blackfriars, Farringdon, and St Pancras stations.
- 5.1.2 The Docklands Light Rail (DLR) provides a connection from Lewisham to Greenwich, and across the River Thames to Canary Wharf, Stratford, London City Airport, and Central London (Bank).
- 5.1.3 London Overground trains serve the Sydenham corridor and New Cross, travelling through to the City and East End.

- 5.1.4 While the Council area is reasonably well served by rail services, coverage and capacity varies greatly, particularly in the south-east and north of the borough which have limited or no access to rail. The current design of the rail network in south-east London also limits the ability to travel east-west, and where services do exist they are often along orbital routes that make travel slower and less attractive.
- 5.1.5 Network capacity is an increasing area of concern in Lewisham, with DLR services to Canary Wharf frequently running at or over capacity, and the Lewisham Station Interchange (DLR, Southeastern and London bus services) overcrowded during peak travel times. Lewisham train station itself has experienced a tripling of footfall over the past 15 years, from 4 to 11 million, and is expected to grow by a further 32% in the next 20 years. As a result, Lewisham Station has been prioritised nationally by Network Rail System Operator for investment to resolve current and future capacity constraints.
- 5.1.6 In 2017 TfL began the process of replacing the existing DLR trains with 57 new ones. The new trains would be walk through and have greater capacity for passengers, with enhanced frequencies of up to 30 trains per hour to Lewisham during peak hours. These enhancements are expected begin rolling out from 2023/24.
- 5.1.7 A number of London Overground train stations, including Brockley, Forest Hill, and New Cross Gate also experience overcrowding on platforms during peak travel periods. To address some of these capacity issues, in Summer 2019 there was a successful bid for Housing Infrastructure funding for the East London Line (part of the London Overground), which is expected to increase train frequency from 16 trains per hour to 20 trains per hour. Part of this new funding will provide for upgrades to stations to improve access and capacity as well as a new station at New Bermondsey. Within Lewisham, funding will secure new signalling works, power supply upgrades and additional stabling facilities at New Cross.
- 5.1.8 As there are no Underground lines that reach Lewisham, borough residents need to access the tube via congested interchanges near the borough boundary, including Canada Water and Canary Wharf (Jubilee Line), London Bridge (Jubilee and Northern Lines), or Central London termini. Without access to the London Underground network, rail therefore provides a vital role in connecting the borough to central London and surrounding areas. This is reflected in TfL usage data, which shows Lewisham as having the highest proportion of residents commuting on trains than any other inner London borough. Despite this, high levels of car usage persist due to poor or limited service coverage in some parts of the borough.
- 5.1.9 The proposed Bakerloo Line Extension (BLE) to Lewisham and Hayes provides a significant opportunity to improve rail access between Greater London and the south-east.

Future requirement

- 5.1.10 The Council's Transport Strategy outlines a number of regional and sub-regional transport infrastructure investments that will be needed to meet current and future demand, as well as unlock future development opportunity in areas less well served by public transport.

Lewisham Station

5.1.11 Network Rail, working with Transport for London and Lewisham Council, is developing plans for an upgraded Lewisham station which was designated by the London Mayor in the MTS as one of the four London wide Strategic Interchanges. The upgrade to the station will seek to meet future passenger demand to 2041, reduce congestion, increase station capacity and improve safety and security conditions.

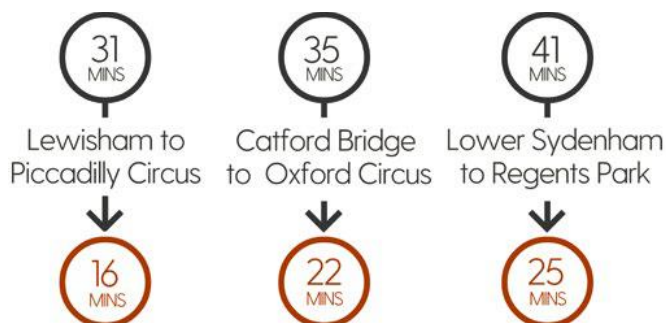
5.1.12 It will consider also integration with the wider public realm, the DLR station and the proposed Bakerloo Line Upgrade and Extension (BLUE). Conceptual designs will be developed over the next two years.

New Cross to Lewisham Overground Extension

5.1.13 The proposed extension of the London Overground line beyond the current terminus at New Cross to Lewisham Station. While Lewisham Station is well served by a number of rail lines, the complexity of the rail network in the area means only a proportion of the trains that currently pass through Lewisham Station stop there. The extension of the Overground network to Lewisham will increase the resilience of the rail network in the area, and compliment the station’s role as a Strategic Interchange.

Bakerloo Line extension and upgrade (BLE)

5.1.14 The proposed extension of the Bakerloo Line to Lewisham and Hayes and the upgrade of the entire line up to Harrow and Wealdstone will improve capacity, train frequency and enhance the borough’s rail connectivity with the rest of London. There are also journey time savings; a much wider choice of destinations and more frequent trains; and it will create 2 new interchanges in the borough at Lewisham (DLR and National Rail) and New Cross Gate (LO and national rail).



5.1.15 The Council continues to advocate for the extension of the Bakerloo Line to Hayes as a single phase, to serve Catford and Lower Sydenham which would in turn support a wider step-change in the levels of walking, cycling and public transport use in the south of the borough.

5.1.16 The new draft Lewisham Local Plan seeks to acknowledge the potential benefits of improved public transport access and connectivity, particularly in the south of the borough, with the potential for Lower Sydenham / Bell Green to be designated as an Opportunity Area contingent on the delivery of the BLE and other strategic infrastructure.

Brockley Station Interchange

- 5.1.17 The provision of new upper platforms at Brockley Station would create an interchange between the East London Line and the Lewisham-Victoria Line. The existing station currently has two station platforms supporting north-south rail services only, and while trains on the Overground network travelling from Lewisham go past the station, there is no accessible platform at the station to connect to the orbital rail network.
- 5.1.18 New upper station platforms will allow passengers at the interchange to access services along the Lewisham-Victoria Line, and train services towards southwest London and Victoria, and provide an opportunity to address existing station access and capacity issues.

New Bermondsey / Surrey Canal Triangle Station

- 5.1.19 The delivery of a new Overground station at New Bermondsey / Surrey Canal Triangle as part of the regeneration scheme for the area. The new station will provide better access to rail services and compliment other rail improvements, and will support the regeneration and significant development growth planned in the north of the borough.

'Metroisation'

- 5.1.20 Transport for London's (TfL) proposal for rail services in the south and southeast areas of London would result in the reorganisation of existing services to provide metro-style services, with regular trains running on standardised routes. A more simplified service and standardised route network is expected to release network capacity as well as delivering more frequent and reliable train services for passengers.

Road-based infrastructure

Current situation

- 5.1.21 There are a number of regionally significant major roads ('red routes' operated and maintained by TfL) that run through Lewisham, including the A205 South Circular, A20, and the A21/A2. While London's network of red routes only make up five per cent of roads, they carry up to 30 per cent of the city's traffic. Given the location of these routes in the borough, these major roads create a complex mix of challenges for the borough in encouraging modal shift to active and sustainable modes of travel.
- 5.1.22 There are also operate 41 bus routes operated by TfL that service the borough, with these routes providing critical connections to other south-eastern boroughs, as well as Central London. These routes operate with varying frequencies of service, with higher frequency routes generally operating on radial routes. Less frequent services are generally found operating orbital routes, and are more common in the west of the borough.
- 5.1.23 Road based transit is a significant contributor to air pollution in the borough, with the Council's emerging Climate Emergency Action Plan finding that transport accounted for 25.6% of the borough's estimated CO2e emissions in 2017/18, with road based transport the single largest factor. To manage this, the borough has in place six Air

Quality Management Areas (AQMAs), which are located along and to the north of the South Circular, the A212, and A2218.

- 5.1.24 The Council's Air Quality Action Plan (2021) (AQAP) has been produced as part of our duty to London Local Air Quality Management. It outlines the actions we will take to improve air quality in the London Borough of Lewisham between 2022 and 2027. This action plan replaces the previous plan which ran from 2016 to 2021.
- 5.1.25 Lewisham's Climate Emergency Action Plan was approved by the Mayor and Cabinet in 2020 and includes a range of radical actions across the Council's corporate estate, housing, transport and green spaces intended to support delivery of the ambition for Lewisham to be carbon neutral by 2030. Carbon dioxide is not, in itself, considered a primary pollutant in terms of air quality in the borough, but the main sources of carbon at a local level, particularly in urban environments, are energy use in our homes and transport sector. These are also key determinants of local air quality in our borough. National data shows emissions in the borough have dropped by 100,000 tonnes in the last 4 years. Lewisham has two Air Quality Management Areas (AQMAs) which cover most of the borough apart from the south eastern part. The Council contributed towards the installation of a state of the art Air Quality Supersite, at Honor Oak Park Sports Ground, managed by the Environmental Research Group at Kings College, London. This is one of only three sites in the UK and the only one in London. We will continue to look for opportunities to expand our air quality monitoring around the borough and support scientific research to better understand the problem and solutions. Cleaner Air Borough Status was awarded to Lewisham by the Mayor of London in recognition of the efforts made via the AQAP towards tackling air pollution. This status has enabled the Council to bid for additional air quality funding from the GLA. Improving air quality and maintaining Cleaner Air Borough Status by achieving our AQAP actions is a critical priority for Lewisham.
- 5.1.26 Council's Air Quality Action Plan also identifies nine Air Quality Focus Areas (AQFAs), which are due to the presence of high levels of air pollution (nitrogen dioxide levels exceeding EU limits of 40 µg/m³ annual average, and PM10 particulate matter (PM10) exceeding World Health Organisation guidelines of 20µg/m³) generated from vehicles, and high levels of pedestrian activity. The Action Plan also outlines a number of priorities and actions to improve air quality within the AQFAs, including by controlling emissions from new developments through the planning and enforcement process. Currently however, while carbon emissions in Lewisham have reduced by approximately a third in the period 2005-2017, transport emissions have remained relatively constant. One way in which the Council is attempting to address this is through its Low Emission Vehicle Charging Strategy 2019-2022, which seeks to ensure that every resident in the borough is within 500m from a EV charging point by 2021.

Lewisham's Air Quality Focus Areas

Deptford Town Centre

New Cross Gate & New Cross

Brockley Cross

Brockley Road (B218) between Adelaide Avenue & Wickham Road

Honor Oak Park Junction Brockley Road

Forest Hill and Perry Vale Junction;
Loampit Vale & Lewisham High Street
Catford Road & Catford Gyratory
St Mildreds Road (A2015) from Hither green Lane to Burnet Ash Hill (A2212)
A205 Brownhill Road
Deptford Parks

Table 15 Air quality focus areas. Source: LB Lewisham

- 5.1.27 The Council's Transport Strategy, adopted in 2019, seeks to respond to these challenges by supporting the delivery of the Mayor of London's Transport Strategy (MTS), as well as identify and deliver targeted local interventions to improve road infrastructure through the Healthy Streets Framework across the borough. These projects generally seek to encourage modal shift to active and sustainable modes of transit by improving the quality of the public realm to encourage walking and cycling, as well as improve linkages to public transport nodes.
- 5.1.28 The Strategy also addresses the need to reduce the number of people who are killed or seriously injured (KSI) on our roads. Between 2012 and 2016 a total of 5,040 casualties were reported in Lewisham, including 329 serious casualties and 20 fatalities. The majority of casualties were on the major road 'red route' network, which are also among the most congested in London.
- 5.1.29 Bus performance in Lewisham also suffers from congestion on the major road 'red route' network, with passengers on high frequency routes waiting approximately 20% longer than intended. The slowest average speeds are generally near local centres such as Lewisham, Catford and Deptford. This is where the highest levels of activity and human movements take place, and is reflected in the average numbers of bus boarders in these areas.

Future requirement

- 5.1.30 The Council's Transport Strategy seeks to achieve a net reduction in private car use by 2041, in line with the Mayor of London's Transport Strategy (2018), and to improve accessibility to public transport as a means to improve social inclusion outcomes, particularly in areas in the south of the borough which have poor access to frequent and effective public transport options which in turn leads to higher private vehicle use.
- 5.1.31 There is also a need to consider expanding the bus network in Lewisham, particularly frequent east-west bus routes to provide more viable travel options for commuters living or working in the south.
- 5.1.32 Bus Route 225 currently runs between Canada Water and Hither Green via Lewisham Station and runs at a peak frequency. There is a proposal is to extend the service from its current terminus at Hither Green to Bellingham station, to help provide better connections between the north and the south of the borough.
- 5.1.33 The Council has also identified a number of opportunities to improve the borough's road network to promote modal shift to more active and sustainable modes of travel,

and promote Healthy Streets principles on major roads in partnership with TfL. These projects are identified in **Table 16** below:

Project	Timeframe
A2 New Cross Road / Amersham Gyratory removal Short	Short
A21 Healthy Streets Corridor ('Lewisham Spine) Short to medium	Short to medium
A205 (South Circular) Re-routing (Catford) Short	Short
Ringway Corridor (Southend Land and Whitefoot Lane) Medium	Medium
Healthy Neighbourhoods Short to medium	Short to medium

Table 16 Major road 'red route' improvement projects. Source: LB Lewisham

5.1.34 As part of the 'Vision Zero' Action Plan, TfL have announced the intention to introduce a 20 mph speed limit on major road 'red routes' in town centres and other high-risk areas. This would include the A21 between Catford and Lewisham, sections of the South Circular Road and the A245. Measures proposed include a review of the approach to powered-two-wheeler restrictions in bus lanes, and the introduction of a 20mph speed limit on all TLRN roads, to provide a more cohesive road network and reduce any uncertainty for more vulnerable users.

5.1.35 The Council has succeeded in bringing 90% of its bus stops to accessible standards, and it aims to increase this by bringing all bus stops (where feasible), to TfL accessible standards over the life of the Local Plan period.

Other projects include:

Ringway Corridor Improvements

5.1.36 Proposals to improve the public realm environment and provide better active travel and public transport links through the reallocation of excess carriageway space between Southend Lane and Whitefoot Lane. The Council will be considering the location's potential to become a bus priority corridor or/and active travel corridor with enhanced bus/cycle lanes, alongside installation of new linear parks.

Public Transport Supporting Interventions

5.1.37 A programme of supporting measures to compliment strategic schemes outlined in the TfL Business Plan, as well as any other longer term transport aspirations proposed in Council's Transport Strategy. This includes works to improve pedestrian accessibility to rail stations, complete Council's Bus Stop Accessibility Programme.

5.2 Local transport infrastructure

Local road network

- 5.1.38 Lewisham is proposing a traffic reduction strategy that aims to target rat-running and encouraging active travel as the most direct routes. The Council will implement this, in collaboration with communities, through localised road closures to through-traffic and one-way enforcements, complemented by a range of other measures, through a Healthy Neighbourhoods programme.

Future requirement

- 5.1.39 There will be a negligible expansion of the local road network in Lewisham, as all new development expected to be delivered over the life of the new Local Plan will be delivered on infill sites. Projects to improve the provision of the existing local road network are identified below.

Road Danger Reduction

- 5.1.40 A programme of measures to reduce road danger, aligning with the Mayor of London's "Vision Zero" objective. Short term projects include introducing traffic calming measures to support the delivery and implementation of a 20 mph speed limit across the borough, reduce the dominance and overall number of vehicles on the local road network, create safer streets to encourage people to walk, cycle and use public transport.

Air Quality and Noise Reduction

- 5.1.41 A programme to improve air quality in the borough. Projects that could be completed in the short term includes the delivery of electric vehicle charging infrastructure. The programme will also investigate the potential to provide funding for the monitoring of air quality and noise within the borough.

Ultra-Low Emission Zone (ULEZ)

- 5.1.42 From October 2021 the ULEZ will be expanded to include all areas of the borough to the north of the South Circular. In the longer term the Council will assess the feasibility of seeking to further expand the ULEZ to cover the entire borough.

Low Emission Bus Zones (LEBZ)

- 5.1.43 The expansion of the London Mayor's Low Emission Bus Zones beyond the current coverage to include Lewisham and Catford.

Walking and cycling network

Current situation

- 5.1.44 The borough benefits from an existing network of signed and off-road riverside paths, including the National Cycle Route 21, the Waterlink Way, and large areas of low movement local residential streets. The Council has also introduced a borough-wide 20 mph speed limit on all borough-controlled roads.

5.1.45 There is significant potential to increase the number of cycling journeys in Lewisham, with analysis undertaken for the Lewisham Cycle Strategy indicating that there are currently approximately 282,600 trips made daily by residents that are could be made by bicycle.

Future requirement

5.1.46 Given the anticipated population growth in the borough over the period of the new Local Plan, it is essential that current and future residents are incentivised to complete more local trips by walking and cycling. The Council's Transport Strategy provides a range of potential local interventions that, if implemented, and to achieve the following outcomes:

- 70% of residents doing at least 2x10 minutes of active travel a day by 2041; and
- 71% of residents will live within 400 metres of the strategic cycle network by 2041.

5.1.47 The Strategy identifies the opportunity to increase active travel links to public transport nodes, where higher instances of multi-modal journeys associated with accessing public transport can be supported, particularly in the south of the borough where active travel is shown to be the lowest.

5.1.48 To increase the proportion of residents that will live within 400m of the strategic cycle network (SCN), the Strategy highlights that in addition to existing and committed schemes in the Lewisham Cycle Strategy, there is a need to deliver all of the Cycleway route proposals identified in the Lewisham Cycle Strategy. This includes routes not currently identified by TfL as current priorities.

5.1.49 There are a series of local projects that could be initiated to improve the borough's walking and cycling network, including:

The Lewisham Spine/A21 Healthy Streets corridor

5.1.50 Comprises a proposal for a 'Healthy Streets' corridor along a central spine running through the borough, from Cycle Superhighway 4 (A200) to Bromley Road (A21), supporting better connections between the south of borough and public transport provisions in the north.

5.1.51 The corridor will include Healthy Street improvements, cycle superhighway standard facilities, low emission bus zones, piazza-style public realm to create attractive environments for active travel, and support more multi-modal journeys. The proposals also include a major public realm improvement scheme at Deptford's Church Street.

Lewisham Town Centre

5.1.52 Comprises transport schemes and opportunities identified in the Lewisham Town Centre Local Plan, to improve the streetscape environment, and provide better pedestrian and cycling routes and facilities to support a more connected town centre that encourages more walking and cycling activities and the use of public transport provisions in the area. Improved transport facilities are also seen as a key contributing factor to the attractiveness of the town centre for retail developments, and the elevation of the town centre's status to a Metropolitan Centre.

Catford Town Centre Masterplan

- 5.1.53 Comprises transport schemes proposed in the emerging masterplan for Catford, including the realignment of the South Circular (A205), and better pedestrian and cycling routes and facilities to create a healthier street environment. The emerging masterplan also includes proposals for the replacement of the current gyratory with a new traffic junction and two way traffic flow lanes around Plassy Island.

Healthy Neighbourhoods

- 5.1.54 A local programme that seeks to reduce traffic congestion, improve air quality and encourage more active and sustainable modes of transit through: local road interventions (point closures, modal filters and banned turns); investing in better cycling routes and pedestrian facilities; improving the quality of the public realm by planting street trees, providing parklets and benches.
- 5.1.55 The Lewisham Healthy Neighbourhoods programme incorporates key principles from the Liveable Neighbourhood Schemes, and proposals are informed by discussions with key stakeholders and residents living within the neighbourhood area. The areas prioritised by the short term include Lewisham and Lee Green, East Sydenham, Telegraph Hill, and Bellingham.

Crofton Park Corridor

- 5.1.56 Project that includes works to enhance road safety, air quality and public realm quality along the B218 corridor (Brockley Road, Stondon Park and Brockley Rise). The scheme includes proposals for the narrowing of roads and the widening of footways, raised table junctions to reduce vehicle speeds, and the provision of improved pedestrian crossings, planting of new street trees and other public realm improvements.

Liveable Neighbourhoods

- 5.1.57 Includes the Deptford Park Liveable Neighbourhood programme, and proposals to create healthier streets, improve air quality and works to make it easier and safer for people to walk and cycle in the Deptford Park area. The programme incorporates Cycle Highway 4, and fully integrating surrounding neighbourhoods to provide a high quality active travel network beyond the Cycle Highway 4 route.

Local Pedestrian Improvements

- 5.1.58 A programme of local transport improvements to provide a better walking environment. A key aspect of the programme is the improvement of pedestrian accessibility around rail stations, and ensuring that access to public transport provisions are fully inclusive and accessible to all. The 2019/20 programme includes the resurfacing of streets and improvement of public realm environments in areas outside Lewisham Shopping Centre.

Local Cycling Improvements

- 5.1.59 A programme of local transport improvements to support and encourage cycling in the borough. The 2019/20 programme includes the introduction of contraflow lanes to one-way routes, installation of secured cycle hangers and upgrading of existing cycle routes to support better linkages and connections with greenspaces to complement TfL's Cycle Quietway and Cycle Superhighway programmes.

Safer and Active Travel

- 5.1.60 A programme to promote healthier lifestyles and active travel options in the borough. The 2019/20 programme includes cycle training initiatives for adults and children, support travel planning for schools, including activities with local communities to identify ways of encourage more walking and cycling, and to address any real or perceived barriers to the take-up of active travel in the borough

Strategic infrastructure list for Transport infrastructure

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale for project delivery				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
Bakerloo Line Extension and upgrade	New Cross; Lewisham; Ladywell; Catford; Lower Sydenham; Hayes	Extension of the Bakerloo Line beyond its current terminus to Hayes via Lewisham, and others.	TfL, LB Lewisham, LB Southwark	X	X	X		£4,700m - £7,900m	TBC	£4,700m - £7,900m	3
Lewisham Station & interchange	Lewisham	Enhancements to capacity and station quality to create a high-quality interchange between National Rail, DLR, the future BLE, buses, taxis, walking and cycling.	Network Rail, Department for Transport, TfL, LB Lewisham	X	X			TBC	TBC	TBC	3
Brockley Station & interchange	Brockley	Creation of a high-level platform at Brockley Station to provide an interchange between the East London Line and the Lewisham – Victoria Line.	Network Rail, Department for Transport, LB Lewisham		X	X		TBC	TBC	TBC	2
Surrey Canal Triangle Station & upgrade to East London Line	Bermondsey / Surrey Canal Triangle	A new London Overground station to be brought forward through the regeneration scheme of Surrey Canal Triangle.	TfL, Network Rail, Department for Transport		X			£12m	TBC	TBC	3

New Cross to Lewisham Overground extension	New Cross – Lewisham	Extension of the London Overground line beyond its current terminus at New Cross to Lewisham to improve capacity and connectivity, and join Lewisham with the three other Strategic Interchanges in London as gateways to the Overground.	TfL, Network Rail, Department for Transport	TBC				TBC	TBC	TBC	1
Metro-isation proposals	Various	Reorganisation of services to provide more regular trains on a simplified route network, providing frequent metro-style services on standardised routes.	TfL, Network Rail, Department for Transport	TBC				TBC	TBC	TBC	3
A2 corridor improvements	A2 corridor	Transformation of A2 corridor to create a healthy street environment to encourage sustainable modes of travel.	TfL, LB Lewisham	X	X			£30m	TBC	TBC	2
Catford Gyrotory removal	Catford	Rerouting the South Circular Road to provide more pedestrian space and improvements to transport infrastructure.	TfL, LB Lewisham	X	X			£50m	TBC	TBC	3
A21 Healthy Streets Corridor (Lewisham Spine)	Lewisham – Catford	Linking CS4 (A200) to the southern Borough boundary on the A21. Including Cycle Superhighway standard facilities, low emission bus zone, healthy streets improvements with piazza-type environments.	TfL, LB Lewisham	X	X			£30m	£200k	£28.8m	2
Healthy Neighbourhoods programme	Various	Implementation of the Healthy Neighbourhoods programme.	LB Lewisham	X				£2.04m	£508k	TBC	1
225 Bus Extension	Catford, Bellingham	Extension of bus route 225 which currently runs between Canada Water and Hither Green. The proposal is to extend the service from its current terminus at Hither Green to Bellingham station, to help provide better connections between the north and the south of the borough.	TfL, LB Lewisham	TB C	TB C	TB C	TB C	TBC	TBC	TBC	
Ringway Corridor improvements	Southend Lane and Whitefoot Lane	Improve public realm and active travel links using excess carriageway space. Works may include potential for improvements such as linear parks, a bus priority corridor, and active travel corridor.	TfL, LB Lewisham			X		£4m	TBC	TBC	2
Upgrades to Local High	Various	Measures including public realm, active travel and safety improvements at local High	TfL, LB Lewisham	TBC				£1.5m per	TBC	TBC	1

Streets and Shopping Parades		Streets and shopping parades. Potential schemes have been identified at Kirkdale,(Sydenham), Hither Green Lane, Burnt Ash Road and the remainder of the Brockley corridor.						schem e				
Cycle network improvements	Various	Delivering the network of routes set out in the Council's Cycling Strategy	TfL, LB Lewisham	X	X	X	X	TBC	£750 k	TBC	1	
								Sub-total	£4,826 m – £8,026 m	£1.4 58m	£4,728. 8m - £7,928. 8m	

6 Utility infrastructure

6.1 Energy infrastructure

Policy context

- 6.1.1. London Plan Policy SI2 'Minimising greenhouse gas emission' sets out the requirements for London's boroughs to promote development that is net zero-carbon. To achieve this, the following energy hierarchy outlines how new development can reduce greenhouse gas emissions:
- Be lean: use less energy and manage demand during operation;
 - Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly;
 - Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site; and
 - Be seen: monitor, verify and report on energy performance.
- 6.1.2. Measures to achieve this include:
- Major development proposals including a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy;
 - Achieving a minimum on-site reduction of greenhouse gas emissions of at least 35 percent beyond Building Regulations for major developments, 10 percent for other residential development, and 15 percent for non-residential development;
 - Where the zero-carbon target cannot be fully achieved on-site, any shortfall is to be provided either through a cash in lieu contribution to the borough's carbon offset fund, or off-site at an alternative scheme where achievable.
- 6.1.3. London Plan Policy SI3 'Energy Infrastructure' sets out the requirement for London's boroughs to work with relevant energy companies and bodies to establish the future energy infrastructure needs from development in their area, including new infrastructure and network upgrades required to service new growth. This includes the development of energy master plans for large-scale development locations, and realising opportunities to utilise heat from energy from waste plants, low and ambient temperature heat networks, and identifying land requirements for electricity and gas supplies.

Electricity

Background

- 6.1.4. UK Power Networks (UKPN) is London's main Distribution Network Operator and is responsible for distributing electricity from National Grid's Grid Supply Points to homes and businesses. It maintains the electricity distribution network, and is responsible for providing new connections onto the network as required to service new development.

- 6.1.5. UKPN is not regulated to carry out speculative upgrades of the network, and while it does monitor the strategic policies of the London Plan and local authorities' development plans, does not play an active role in planning policy. The primary function of UKPN within planning is to respond to requests from developers to connect, with developers meeting these costs and a relevant proportion of any reinforcement that is necessary.

Current situation

- 6.1.6. There is currently a range of electrical energy infrastructure in the borough, including:
- Strategic and secondary electricity sub-stations, overhead power lines, and underground cable network
 - SELCHP Energy from Waste Facility
- 6.1.7. UKPN are responsible for the maintenance and upgrade of the majority of the existing provision in relation to the distribution network. They directly manage any new requests for additional connections to the network that arise from new developments.

Future requirement

- 6.1.8. At the present time no strategic electricity infrastructure projects have been identified in Lewisham, however, projects will be required to accommodate future growth, and the electricity operator, UKPN, will be required to respond to individual requests for connections. As the statutory undertaker they are required to oversee the delivery and maintenance of the network and system of distribution. The identification process for developing new projects associated with electrical infrastructure will be led by the operator.
- 6.1.9. The necessary switch from fossil fuel gas to low carbon forms of heat are likely to result in an increase in the demands on the electricity grid. Some areas may require additional infrastructure such as sub-stations to increase the available capacity to serve the higher demand from heating.

Gas

Background

- 6.1.10. National Grid owns and operates the high pressure gas transmission network in the UK. Major gas infrastructure assets, including gas distribution networks and facilities, are not located in the borough. The role of National Grid is to maintain the gas distribution network, and is responsible for providing new connections onto the network as required to service new development. Between 2001–2017 London's gross gas usage across both domestic consumer and commercial/industrial markets has decreased by approximately 26%. This is a trend that is expected to continue, driven by improvements to technology resulting in higher efficiency, and a general shift away from individual gas boilers toward district heating.

Current situation

- 6.1.11. There is currently a large gas network in the borough, and the industry is not expecting a general increase in gas demand. However, alongside the continuing programme of replacing old metal gas mains, local infrastructure improvements may be required to supply growth areas in the Borough.
- 6.1.12. SGN is legally obliged to develop and maintain an efficient and economical pipeline system and, subject to that, to comply with any reasonable request to connect to premises. In some instances specific system reinforcement may be required to maintain system pressures for the winter period after connecting a new supply or based on demand. Dependent on scale, reinforcement projects may have significant planning, resource and construction lead-times, however at the present time no infrastructure projects have been identified in Lewisham. Nevertheless, projects will be required to accommodate growth, and the gas operator will be required to respond to individual requests for connection.

Future requirement

- 6.1.13. At the present time no strategic gas infrastructure projects have been identified in Lewisham, however, projects will be required to accommodate growth, and the gas operator will be required to respond to individual requests for connections. As the statutory undertaker SGN are required to oversee the delivery and maintenance of the gas distribution network. The identification process for developing new projects associated with gas infrastructure will be led by the operator.
- 6.1.14. The necessary switch away from fossil fuel gas heating could result in a gradual decommissioning of the local gas network.

Local Energy Generation & Distribution

Current situation

- 6.1.15. The South East London Combined Heat and Power (SELCHP) facility in South Bermondsey processes around 430,000 tonnes of waste from Lewisham and other boroughs to generate electricity, which is fed back into the National Grid. However, due to various political and legislative constraints, the extraction of heat, in the form of hot water that is created as part of the energy generation process, has not been possible. More recently, concerns over climate change has led to a renewed interest in better utilising the capabilities of SELCHP to develop a local heat network to supply properties with heat and hot water. In 2014 the London Borough of Southwark partnered with the operator of SELCHP to create a 5km pipe network to supply approximately 2,500 properties in Southwark.
- 6.1.16. Secured through a planning agreement, in 2014 the Glass Mill Leisure Centre was opened in Lewisham Town Centre. This development houses a Combined Heat and Power(CHP) led energy centre serving the Loampit Vale network. This network supplies the leisure centre and several residential developments in the vicinity with power and/or heat.

1.

Future requirement

- 6.1.17. There are a number of scalable projects that Council is seeking to progress as opportunities arise, including:

- The development of a low carbon energy network served by waste heat from a data centre supplying the Riverdale Shopping Centre site, the Gateway sites and potentially connecting with the Loampit Vale network.
- Connection of the Surrey Canal Triangle development to the SELCHP heat and hot water network; and
- Investigating the feasibility of developing a wider strategic network to supply heat to Lewisham Homes' sites from the SELCHP heat and hot water network.
- The development of a low carbon energy network in the Catford Town Centre area to serve the new development sites identified in the Catford Masterplan.

Energy Networks and Electrical Distribution Upgrade infrastructure list

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale for project delivery				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
Electrical distribution upgrades	Borough wide	Upgrades to the local area and building level electrical infrastructure to meet increased demand resulting from higher population and the necessary switch away from fossil fuels to decarbonised heat supply where capacity is exceeded.	LB Lewisham, UKPN.	X	X	X		TBC	TBC		2
Energy networks	Energy network opportunity areas	Investment in energy networks to support the supply of low carbon heat and/or cooling in high density areas. These energy network opportunity areas have been identified in the Council's 2019 Energy Masterplan.	LB Lewisham	X	X	X		£32M	TBC	TBC	2
Domestic retrofit	Borough wide	Low energy retrofit of 80% of the boroughs social housing to reduce the heat demand to enable connection to low carbon heat sources without increasing bills or exceeding local grid capacity.	Lewisham Homes, other Registered Providers	X	X	X		£744M	£372M	£372M	1
Domestic retrofit	Borough wide	Low energy retrofit of 80% of the boroughs private housing to reduce the heat demand to enable connection to low carbon heat sources without increasing bills or exceeding local grid capacity.	Private landlords, Private owners	X	X	X		£806M	TBC		1

6.2 Water infrastructure

Policy context

- 6.2.1. London Plan Policy SI5 'Water Infrastructure' sets out the requirements for London's boroughs to promote improvements to water supply infrastructure to ensure security of supply. Other policy objectives include:
- Minimising the use of mains water in line with the Optional Requirement of the Building Regulations (Residential Development), and achieving water mains consumption of 105 litres or less per head per day;
 - Incorporating measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing;
 - Promoting the protection and improvement of the water environment in line with the Thames River Basin Management Plan, taking account of Catchment Plans; and
 - Supporting wastewater treatment infrastructure investment to accommodate London's growth and climate change impacts.
- 6.2.2. London Plan Policy SI12 'Flood risk management' sets out the requirements for London's boroughs to assess and manage flood risk from all sources in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities, developers and infrastructure providers. Where particular and cumulative flood risk issues exist, actions and policy approaches should be developed to reduce these risks, and where cross-boundary flood risk issues are identified, boroughs are required to co-operate and jointly address these issues. Further, development plans should contribute to the delivery of the measures set out in Thames Estuary 2100 Plan.
- 6.2.3. London Plan policy SI16 'Waterways' and SI17 'Protecting London's waterways' cover the use and enjoyment of waterways, as well as stating that Local Plans should protect and enhance waterway infrastructure to enable water-dependent uses including water based recreation and sports, and to identify opportunities for increased local distinctiveness. This includes river restoration works.

Strategic water supply

Background

- 6.2.4. Thames Water operates the water and waste water network in Lewisham and is responsible for the water and wastewater distribution network. In relation to wastewater infrastructure, London boroughs work with the relevant agencies and bodies to identify the wastewater infrastructure required to service expected demand in the local area. Local Plans should also safeguard strategic sites required to meet the current and future strategic infrastructure requirements, including tunnel alignments, as required by projects such as the Thames Tideway Tunnel Scheme.

Current situation

6.2.5. There is a range of water and sewage infrastructure located in the borough, including:

- Deptford Water Treatment Works;
- Trunk sewers and network of combined sewers;
- Water supply network; and
- Combined sewer overflow (CSO) and pumping station.

6.2.6. Thames Water is responsible for the maintenance and upgrading of this existing provision, and directly manages any new requests for additional connections to the network that arise from new development.

6.2.7. Thames Water is currently undertaking a number of preliminary Drainage and Wastewater Management Plans, which are expected to be published by 2022. These plans will set out how Thames Water intend to extend, improve and maintain the network over the next 25 year period.

Future requirement

6.2.8. Thames Water currently has no specific plans to upgrade water supply infrastructure in Lewisham, although it will review the need for network improvements on an ongoing basis, and prioritise any works accordingly. It may be necessary for additional infrastructure to augment the existing network to support larger scale redevelopments, depending on the use class, scale and location of development. The identification process for developing new infrastructure projects will be led by Thames Water.

6.2.9. Paragraph 26 of the NPPF (2021) requires effective and on-going joint working on strategic matters in particular, to determine whether additional infrastructure is required to support future growth. In line with the NPPF, Thames Water recommends early engagement with developers to establish the following:

- The developments demand for Sewage/Wastewater Treatment and network infrastructure both on and off site and can it be met; and
- The surface water drainage requirements and flood risk of the development both on and off site and can it be met.

6.2.10. Thames Water offers a free Pre-Application service to confirm whether capacity exists to serve the development or if upgrades are required for potable water, waste water and surface water requirements. Details on Thames Water's free pre planning service are available at: Link here > <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Water-and-wastewater-capacity>.

Wastewater infrastructure

Current situation

6.2.11. The northern part of the Borough is served by two 'Low Level' trunk sewers which flow eastwards through Deptford to Thames Water's pumping station in Greenwich. Greenwich Sewage Pumping Station lifts flows into the Southern Outfall Sewer which continues easterly to Crossness Sewage Treatment Works (STW) in London Borough of Bexley. The southern part of the Borough is served by the 'High Level

No.1' trunk sewer which flows eastwards through Lewisham and then north easterly towards Crossness Sewerage Treatment Works.

6.2.12. The Thames Tideway Tunnel project is currently under construction in parts of Lewisham. This project consists of a scheme to reduce and limit pollution of the Rivers Thames and Lee from the Beckton and Crossness sewerage system. It involves the construction of a storage and transfer wastewater tunnel from West London to Beckton in East London and the interception of a number of combined sewer overflows along the River Thames. In Lewisham, the project involves connecting existing combined sewer overflow at the Earl Pumping Station in New Cross to the new main tunnel, and ventilation infrastructure at a site on Church Street in Deptford.

Future requirement

- 6.2.13. Thames Water recognise the need to upgrade waste water infrastructure in Lewisham, aside from completing the Thames Tideway Tunnel project. Thames Water will also be required to review on an ongoing basis the need for network improvements. The identification process for developing new projects associated with water infrastructure will be led by the operator. The Water Resources Planning Guidance (2021) requires water companies in England or Wales to prepare and maintain a water resources management plan (WRMP) at least every five years subject to annual review. The plan is required to forecast the supply and demand of water over at least the statutory minimum period of 25years.
- 6.2.14. Thames Water has identified the need to upgrade Crossness STWs to meet the requirements of increasing population growth. A planned upgrade project will provide additional capacity up to a design horizon of 2026. The scope will include enhancements to ensure the site can robustly meet all aspects of the consent, accommodate additional growth and also integrate with the London Tideway Tunnel.
- 6.2.15. The Council will continue to work with Thames Water to ensure that adequate provision of sewerage/wastewater treatment and water supply infrastructure are provided to support the needed growth across the Borough.

Flood risk management and Waterways

Policy context

- 6.2.16. The Flood and Water Management Act 2010 designates local planning authorities are also the lead local flood authority for the area. The Council, as the Lead Local Flood Authority, is responsible for leading in managing local flood risks from surface water, groundwater and ordinary (smaller) watercourses.
- 6.2.17. The NPPF (2021) and accompanying Technical Guidance emphasise the responsibility of Local Planning Authorities (LPAs) to ensure that flood risk is understood and managed effectively using a risk-based approach throughout all stages of the planning process. As such, London Borough of Lewisham has carried out Strategic Flood Risk Assessments (SFRA) to support the preparation of the plan and decision son planning applications. The latest evidence base documents include the Level 1 SFRA (2018) and Level 2 (2020). The SFRA and local plan policies will be regularly reviewed to ensure that the needed flood defence infrastructure required

to support the proposed growth are adequately provided for throughout the plan period.

6.2.18. The London Plan Policy SI12 'Flood risk management' requires London boroughs to identify areas where particular and cumulative flood risk issues exist, and to develop actions and policy approaches aimed at reducing these risks. Boroughs should also employ natural flood management methods in development proposals due to their multiple benefits, including increasing flood storage, creating recreational areas, and habitat.

Background

6.2.19. Significant parts of the Borough are located within areas that are at risk of various sources of flooding. Lewisham is located in the Ravensbourne Catchment, and as a result much of the borough is at risk of fluvial flooding from the River Ravensbourne and its main tributaries, the Pool River and River Quaggy. North of Deptford Bridge, the Ravensbourne merges with the tidal Deptford Creek, which creates additional risk in the north of the borough for tidal flooding from both Deptford Creek and the River Thames. In the north of the borough, despite tidal defences along the River Thames being in place.

6.2.20. Addressing the impact of surface water flooding will become of increasing importance as Lewisham's population grows. While historically surface water flooding was the result of saturated soil and insufficient drainage capacity, the accelerating impacts of climate change and the increase in non-permeable surfaces in a denser built environment will likely exacerbate the effects of surface water flooding in the borough.

6.2.21. Groundwater flooding, which occurs when the water table reaches the surface, is not presently identified as an area of significant concern for Lewisham.

6.2.22. The Borough also has a mix of separate and combined sewer systems. Sewer flooding arises when surface water enters the system via misconnection, or where the capacity of the sewer system is exceeded. This can result in contaminated water being discharged at the surface or into other adjoining water catchments. Sewer flooding has been previously recorded in the Lewisham, with particular issues recorded in Catford South and Hither Green.

6.2.23. There are a number of formal flood defences built to reduce flood risk from Main River (under the Environment Agency's jurisdiction) within the Borough including:

- Flood walls along The River Thames;
- Flood walls along The River Ravensbourne and the River Quaggy;
- Embankments along the River Quaggy and the River Ravensbourne; and
- High ground/bunds following most of the Ravensbourne River and the River Pool.

6.2.24. A number of informal flood defences also exist in the form of wharfs, embankments and walls built for other purposes, but have a positive impact in reducing flood risk. These defences include:

- Wharfs along Deptford Creek;

- Embankments at Deptford Environmental Centre;
- Walls in several buildings and structures along Deptford Creek;
- Rail Embankments in Lewisham Town Centre; and
- Rail Embankments near Grove Park Cemetery and Sundridge Park.

Current situation

- 6.2.25. As part of the Department of Environment, Food and Rural Affairs (DEFRA)'s Surface Water Management Action Plan (July 2018), the Council has successfully secured a grant to develop more detailed local surface water modelling in the Honor Oak and Sydenham study area. This modelling and mapping work will allow the inclusion of more detailed local surface water mapping information on the national Risk of Flooding from Surface Water (RoFSW) map, which showing surface water flood risk. The improved map will ensure that homes and businesses can make informed decisions about flood risk in the longer term. This modelling is expected to be available by the end of 2020.
- 6.2.26. As the Lead Local Flood Authority, the Council is a statutory consultees for major developments of 10 dwellings or more. In this role, the Council works actively to ensure that effective Sustainable Drainage Systems are integrated into new development in accordance with London Plan and local development management policies.
- 6.2.27. A modelling and feasibility studies are being undertaken for the Honor Oak Lower Catchment Flood Alleviation Study before an Outline Business Case is produced. A preferred option to reduce surface water flood risk for Verdant Lane is also being assessed. A feasibility study for the candidate scheme is being assessed before an Outline Business Case is produced.

Future requirement

- 6.2.28. The Council continues to work with the Environment Agency, Thames Water, Thames21, Transport for London and neighbouring authorities through the South East London Local Flood Risk Partnership (constituting the London Boroughs of Bexley, Bromley, and Lewisham, and the Royal Borough of Greenwich) to investigate and implement flood reduction measures across south-east London. Measures include the development and monitoring of Drainage and Wastewater Management Plans, the Thames River Basin Management Plan, Thames Catchment Flood Management Plan and the Ravensbourne Catchment Plan. The Council will continue to work agencies, partners, and community groups to participate in retaining and improving the management of existing waterside habitats and features within river corridors.
- 6.2.29. The Council will also continue to explore alternative sources of funding, such as the Flood and Coastal Erosion Risk Management (FCERM) Grant-in-Aid Funding programme, to enable the undertaking of feasibility studies to identify viable interventions that can reduce flood risk in the borough. Government's grants provided are bid-based capital grants that can only be provided in line with the partnership-funding rules under the National Flood and Coastal Erosion Risk Management Strategy. The Environment Agency uses Partnership Funding scores to help prioritise projects. The council is currently developing a pipeline of projects that

would be eligible for grant funding in the current 2015 to 2021 FCERM investment programme, and the next beyond 2021.

6.2.30. As part of this process, the Council is working jointly with the Environment Agency to develop a project mandate to investigate the feasibility of reducing flood risk at Chinbrook Meadows, and an asset management strategy for the River Ravensbourne. Council is also seeking to undertake further studies to investigate flooding mechanisms at a number of identified local flood hotspots, including:

- Carholme Road, Perry Vale Ward;
- Bankhurst Road, Crofton Park Ward;
- Avignon Road, Telegraph Hill Ward;
- Ivy Road, Ladywell Ward;
- Heath Lane, Blackheath Ward; and
- Lewisham Road, Lewisham Ward.

6.2.31. The Council is also seeking opportunities to work with third sector organisations, local community groups, government agencies and developers to utilise the Ravensbourne River Corridor Improvement Plan to encourage the incorporation of restoration projects into new developments that are adjacent to identified river corridors. Works may include the re-naturalisation of river culverts, restoring natural floodplains into new development schemes, and improving woodland management to manage runoff and reduce flood risk.

6.2.32. The Council will also investigate opportunities to retrofit sustainable drainage systems (SuDS) to reduce surface water runoff rates and volumes, promote infiltration and contribute to a reduction in fluvial flood risk from the ordinary watercourses and main river systems. In particular, it will seek opportunities to install retrofit systems in conjunction with other functions and services which it provides, including:

- a) regeneration projects, traffic calming and footway schemes: through enhancements to public spaces and highway verges and changes to raised planted areas (e.g. installation of permeable paving and introduction of rain gardens);
- b) refurbishment of large estates;
- c) school projects (installation of measures in extensive external space and hard standing areas, providing additional education benefit; and
- d) park and open spaces improvement projects.

6.2.33. The EA has completed a comprehensive programme of study (Thames Estuary 2100 Plan) that establishes the best approaches to manage flood risk in the estuary, taking into consideration various climate change scenarios. In Lewisham the study indicates that further action is required, including an increase in the level of flood protection from a 1 in 1,000 year level to a 1 in 10,000 year level. In terms of flood defence infrastructure, this includes:

- An ongoing programme of inspection, maintenance, repair and replacement of defences;

- Raising of all defences by up to 0.5 m by 2065; and
- Raising of all defences by an additional 0.5 m by 2100.

6.2.34. The Plan aims to:

- Manage the risk of flooding to people, property and the environment
- Adapt to the challenges of climate change
- Ensure sustainable and resilient development in the floodplain
- Protect the social, cultural and commercial value of the tidal Thames, tributaries and floodplain
- Enhance and restore ecosystems and maximise benefits of natural floods

6.2.35. The Thames Estuary Assessment Management 2100 programme, led by the Environment Agency, is overseeing the refurbishment and improvement to tidal flood risk management assets. Phase 1 of the programme, which covers the period 2019 to 2035, will seek to maintain and improve current assets including wall gates, embankments and pumps, protect land needed for future improvements to flood defences, and monitor how the estuary is changing. The Council will seek to ensure that appropriate setbacks to existing flood risk management infrastructure are safeguarded in new development schemes adjoining these assets, to allow for access for maintenance and upgrading as required.

6.2.36. The Thames Estuary 2100 Plan requirements for Lewisham include future raising of all tidal flood defences, together with an ongoing programme of inspection, maintenance, repair and replacement of defences as required. The future raising requirements of the flood defence levels in Lewisham are:

- Raising of all defences along the Thames, upstream of Thames Barrier by up to 0.5 m by 2065, and by an additional 0.5 m by 2100. This includes the lower reach of the River Ravensbourne (Deptford Creek) downstream of Deptford Creek weirs.

Strategic infrastructure list for flood risk management infrastructure

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
Honor Oak Lower Catchment Flood Alleviation Scheme	Crofton Park, Honor Oak	Proposed detention Basin in Ladywell Green to reduce flood risk at the Priority 3 Local Flood Risk Zone (further evidence-base is needed to demonstrate that flooding actually occurs at the location as defined in the 2011 Surface Water Management Plan).	LB Lewisham	X	X	X		£2M	-	£2M	1
Verdant Lane Flood Alleviation Scheme	Hither Green	Proposed pavement , housing and school improvements in Hither Green to reduce surface water flood risk	LB Lewisham	X	X	X		TBC	TBC	TBC	1
Carholme Road Flood Alleviation Scheme	Forest Hill	Proposed public realm improvements in Forest Hill to reduce surface water flood risk.	LB Lewisham	X	X	X		TBC	TBC	TBC	1
Sydenham Wells Park River Restoration and Flood Alleviation Scheme	Sydenham	Proposed natural flood management and detention basin in Sydenham Wells Park to reduce surface water flood risk in Sydenham.	LB Lewisham	X	X			TBC	TBC	TBC	1
Rolling programme of SuDS and nature based solutions	Lewisham	Delivery and construction of indentified solutions for flood alleviation such as wetlands, rain gardens and other SuDS measures in parks and open spaces, highways, housing areas and schools.	LB Lewisham	X	X	X	X	TBC	TBC	TBC	1
Rolling programme of river restoration	Lewisham	Renaturalisation of the River Pool, River Ravensbourne, River Quaggy and the Honor Oak Stream.	LB Lewisham Thames21	X	X	X	X	TBC	TBC	TBC	1
Raising of Thames tidal flood defences	Lewisham and sub-regional	Raising of all defences along the Thames, upstream of Thames Barrier by up to 0.5 m by 2065, and by an additional 0.5 m by 2100. This includes the lower reach of the River Ravensbourne (Deptford Creek) downstream of Deptford Creek weirs.	Multi-stakeholder				X	TBC	TBC	TBC	2
Thames Tideway Tunnel (supersewer)	Lewisham and sub-regional	In Lewisham, the project involves connecting existing combined sewer overflow at the Earl Pumping Station in New Cross to the new main tunnel, and ventilation infrastructure at a site on Church Street in Deptford	Tideway	X				TBC			2
Sub-total								£2m		£2m	

6.3 Waste infrastructure

Policy context

- 6.3.1. London Plan Policy SI7 'Reducing waste and supporting the circular economy' and SI8 'Waste capacity and net waste self-sufficiency' set out the requirement for London's boroughs to identify waste management facilities, allocate sufficient land in their Local Plans to meet the waste apportionments set out in the London Plan, and promote a circular economy and reduce overall levels of waste.
- 6.3.2. The Council, as a member of the South East London Joint Waste Planning Group, is committed to addressing the requirements of the London Plan, policies 5.16 and 5.17 in line with national policy for waste management (set out in the National Planning Policy for Waste, October 2014) and National Planning Policy Guidance set out online. The Waste Planning Group was originally formed by five London unitary waste planning authorities working together to identify and meet sub-regional requirements for waste management facilities. The initial group consisted of the London boroughs of Bexley, Bromley, Lewisham, Greenwich and Southwark. The City of London subsequently joined the group, with Bexley taking responsibility for their apportionment.

Current provision

- 6.3.3. A key strategic focus within Lewisham is to deal with waste in the most sustainable way by moving waste management up the waste hierarchy by prioritising waste reduction followed by re-use, recycle and composting.
- 6.3.4. There are three waste facilities that are currently in operation in the borough: a waste transfer site, a Reuse and Recycling facility, and the South East London Combined Heat and Power (SELCHP) plant, which are all located in South Bermondsey. These sites have been identified and safeguarded in the Site Allocations Local Plan 2014 to meet the waste apportionment set out in the London Plan 2016, up to the period 2036.
- 6.3.5. Residual waste is taken to the SELCHP for incineration, and bulky waste is taken to the waste transfer site for sorting and processing outside of the borough. Dry recycled waste is currently taken to Bow, East London and organic waste is taken to Southwark. The contract for dry recycling is currently being tendered and will commence 1st July 2020.
- 6.3.6. During 2018/19, Lewisham collected a total of 117,653 tonnes of waste, of which 95,453 tonnes was household waste. Landfill disposal accounted for 331 tonnes and a total of 85,557 tonnes was incinerated during this period. Waste sent for recycling, composting or re-use increased by 5445 tonnes compared to the previous year.
- 6.3.7. The waste collection service collects from approximately 134,000 households within the borough for recycling and residual waste, with approximately 80,000 households receiving a collection for food waste.
- 6.3.8. London's boroughs are required to demonstrate that they have allocated sufficient land for strategic waste management facilities to meet the apportionment requirement identified for their sub-region. The Southeast London Joint Waste

Planning Group prepared a Joint Waste Technical Paper, which calculates current capacities against the current London Plan apportionment target.

- 6.3.9. The London Plan (2021) apportionment targets are set out below, which demonstrates the southeast London boroughs can demonstrate they have sufficient capacity to meet London Plan apportionment.

	2021	2036	2041
Bromley	95,240	109,288	Assumed as per capacity at 2036
Bexley	1,224,297	1,224,297	
City of London	0	0	
Lewisham	502,623	503,152	
Royal Greenwich	99,072	105,893	
Southwark	106,950	111,150	
Total	2,028,182	2,053,780	
Combined new London Plan apportionment target	1,405,000	N/A	1,492,000
Collective projected total surplus	623,182	N/A	561,780
Projected surplus capacity from operational sites	417,582	N/A	365,180

Table 17 Modelled capacity of each Waste Planning Group member. Source: Southeast London Joint Waste Planning Group (SELJWPG).

- 6.3.10. The Joint Waste Technical Paper is periodically updated and forms part of the Local Plan evidence base for the constituent boroughs.

Future requirement

- 6.3.11. In terms of the Council's obligations toward meeting the pooled waste apportionment requirement set out in the London Plan, Lewisham has sufficient infrastructure capacity to meet its waste needs of the borough to 2040.
- 6.3.12. There are, however, emerging changes in the market that is resulting in higher standards being imposed on the quality of waste that will be accepted by downstream waste re-processers. In recent years, there has been an increase in pre-processers rejecting lower quality material (such as spoiled or comingled waste), placing pressure on existing Material Recovery Facilities that will accept co-mingled waste, and have capacity.
- 6.3.13. As a result, over the period of the Local Plan there could be a future need for Council to consider providing a new Waste Transfer Site (WTS) within the borough. The WTS would allow for sorting of waste materials and an improved quality of waste material that then can be more easily transferred for re-processing. While the WTS would not be needed to help achieve the apportionment targets, it would assist in achieving the waste targets in place for local authorities in the Environment Strategy.

Strategic infrastructure list for Waste infrastructure

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
Waste Transfer Site		Potential project to improve service to the borough and to improve quality of material being exported for treatment, to help reduce cost for dry recycling and organic waste treatment	Strategic Waste		X			TBC	TBC	TBC	2
				Sub-total							

6.4 Digital infrastructure

Policy context

- 6.4.1 In the current international and national policy context, the provision and enhancement of digital infrastructure is ultimately the responsibility of the commercial market, with public sector bodies restricted in their ability to intervene and influence where and when the market invests in new capacity. There are also specific provisions within EU state aid legislation that provide guidance for member states to provide financial incentives to support the rapid deployment of broadband networks.
- 6.4.2 Paragraph 112 of the National Planning Policy Framework states that local authorities “should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.”
- 6.4.3 London Plan Policy SI6 ‘Digital connectivity infrastructure’ directs local authorities to work with the Mayor and other partners and bodies to improve digital connectivity in their area, including in identifying gaps in connectivity and promoting better digital connectivity. To ensure London’s global competitiveness now and in the future, local authorities should:
- Ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new developments, unless an affordable alternative 1GB/s-capable connection is made available to all end users;
 - Meet expected demand for mobile connectivity generated by the development;
 - Take appropriate measures to avoid reducing mobile connectivity in surrounding areas; where that is not possible, any potential reduction would require mitigation;
 - Support the effective use of rooftops and the public realm (such as tree furniture and bins) to accommodate well-designed a suitably located mobile digital infrastructure.
- 6.4.4 London Plan Policy SI6 also expects that local authorities adopt Development Plans that support the delivery of full-fibre or equivalent digital infrastructure, with a particular focus on areas with gaps in connectivity and barriers to digital access.

Background

- 6.4.5 In 2018, the Department for Digital, Culture, Media & Sport (DCMS) published the Future Telecoms Infrastructure Review (FTIR), which outlined government targets for the availability of full fibre and 5G networks. These include:
- 15 million premises connected to full fibre by 2025
 - Full fibre coverage across all parts of the country by 2033.
 - The majority of the population to have 5G coverage by 2027.
- 6.4.6 Achieving these targets will require the national roll out of gigabit-capable networks at pace, and significant investment in 5G infrastructure and services. The FTIR was set up to identify the market and policy conditions that could help secure this investment.

6.4.7 In 2018, Lewisham Homes supported by London Borough of Lewisham, commissioned a report from Regional Network Solutions: Development of a Social and Economic Digital Strategy. This made a number of recommendations as to how council assets and infrastructure might be leveraged to accelerate the pace of Digital Infrastructure roll out in the borough.

Current provision

6.4.8 According to Summer 2019 broadband connectivity data prepared by the Office of Communications (Ofcom), Lewisham currently provides a high level of broadband provision, though it is approximately 6 per cent below the London average for ultra-fast broadband availability (fibre to the cabinet – FTTC technology). Critically, sections of the borough – particularly in the north and between Forest Hill and Brockley – are unable to access 30Mbps services, which may impact the ability of businesses in the creative industries to operate to their full potential.

Broadband connection type	Lewisham	London average
Super Fast (Fibre optic >30Mbps)	96.5%	95.59%
Ultra Fast (Fibre option >100Mbps)	67.9%	74.3%
Full fibre (Fibre to the premises – FTTP >1,000Mbps)	13.3%	10.68%

Table 18 Broadband connection by type in Lewisham. Source: Ofcom (2019), *Connected Nations Update: Summer 2019*.

6.4.9 Most people and businesses do not require the high bandwidths offered by full fibre, and “superfast” speeds which can be delivered over a hybrid fibre/copper solution are adequate. Lewisham currently enjoys superfast penetration of 96.5%. This compares to a London average of 95.59%

6.4.10 At the end of 2018, Deptford / New Cross was named as one of six Creative Enterprise Zones (CEZ) by the Mayor of London, with a funding grant provided to support the growth of the creative industry sector in the area. Key to the success of the CEZ will be to retain creative talent from local educational institutions such as Goldsmiths and Trinity Laban, provide pathways for local community groups to access affordable and high quality work space, and support creative businesses to connect and collaborate. Access to gigabit full fibre broadband will be an important asset to support the CEZ, however currently there are gaps in coverage, including properties that cannot access standard superfast (>30Mbps) connections.

6.4.11 There are also parts of the borough’s social housing stock that suffer from poor and unreliable broadband connectivity. To improve equalities outcomes in Lewisham, the upgrading of broadband connections to these properties will play an important role in supporting our communities and removing barriers to opportunities.

Future requirement

6.4.12 The imminent roll out of 5G mobile technology will require extensive fibre infrastructure rollout across the borough, as the extremely high frequencies which the network will operate will require base stations to be clustered closer together

than existing 4G cellular technology. If fibre infrastructure is not available, there is a risk that the roll out of 5G technology will be delayed to the detriment of local residents and businesses.

- 6.4.13 Through estate regeneration, there is an opportunity to address the lack of broadband infrastructure in some of Council's social housing stock by ensuring all properties are provided with full fibre connections during construction. As a broader objective, Council is currently developing a digital connectivity strategy that will provide a series of recommendations as to what role the Council can play in providing greater access to full fibre technology across the borough.
- 6.4.14 In the interim, the Council will continue to work with developers across the sector to ensure that broadband connectivity provision is adequate to service the needs of residents. Council will also work with private market operators to upgrade existing networks to allow for Lewisham residents to take advantage of new technology as it becomes available.

Strategic infrastructure list for digital infrastructure

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
Roll-out of full fibre broadband network	Across borough	Leverage council buildings and assets as fibre end points, to stimulate fibre deployment. Any public funding beyond that normal operational costs is expected to come from external sources (e.g. DCMS, GLA)	Via third party service providers	X	X			£5m	nil	£5m	1
Upgrade of social housing stock to full fibre broadband	Across borough	Develop a common wayleave in conjunction with Lewisham Homes and other local providers and invite the market to deliver high quality broadband into social housing.	Lewisham Homes, LB Lewisham, Hyperoptic, Community Fibre, registered housing providers	X				£5m	nil	£5m	1
Sub-total								£10m	-	£10m	

Appendix A – References

SOCIAL INFRASTRUCTURE

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LB Lewisham (2019), [Low Emission Vehicle Charging Strategy 2019-2022](#)

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Sustainable Development Select Committee

Report title: Update on Lewisham Transport Strategy and Local Implementation Plan

Date: 3rd February 2022

Key decision: No.

Class: Part 1

Ward(s) affected: All

Contributors: Louise McBride – Head of Strategic Transport

Outline and recommendations

The purpose of this report is to update the Sustainable Development Select Committee on the progress being made on improving sustainable transport provision in the borough and the targets set by the Council through several documents including the London Borough of Lewisham Transport Strategy and Local Implementation Plan (LIP) 2019-2041 and the Lewisham Cycle Strategy 2017, including the December 2019 Cycling Update Report.

In the context of the Council's ongoing sustainability strategies and the constrained financial position, the Committee is asked to consider the Council's approach to its delivery of sustainable and active travel policies across the Borough.

Sustainable Development Select Committee is asked:

- To note and comment on the contents of this report

Timeline of engagement and decision-making

- Mayor and Cabinet, 6 February 2019, Draft Transport Strategy and Local Implementation Plan 2019 - 2041
- Sustainable Development Select Committee, 4 December 2019, Cycling Update

1 Summary

- 1.1 This report presents an overview of the current targets set out in the Council's Transport Strategy and Local Implementation Plan (LIP) and Cycling Strategy and provides the status of each target for information to the Sustainable Development Scrutiny Committee.

2 Recommendations

- 2.1 To note and comment on the contents of this report.

3 Context

- 3.1 In preparation for the submission of the next LIP delivery plan, the Council are reviewing performance against agreed targets as set out in the Transport Strategy and Cycling Strategy. This information will then be used when formulating future delivery programmes and will assist in identifying where future investments are required to bring targets back on track where they are currently off target.
- 3.2 The Council recognises the importance of its role not only in delivering a programme of investment that supports the vision of the Mayor at a wider level, but is also tailored to the needs of its residents. Delivering active and sustainable transport measures also deliver against other Council policies, such as the Climate Emergency Action Plan, Air Quality Action Plan and public health priorities.
- 3.3 It should be noted that during the past two years the Council has not been operating in 'business as usual' circumstances due to the pandemic. These have been unprecedented times and will have impacted on the implementation of transport programmes and projects.

4 Background

- 4.1 The Council is committed to making Lewisham greener by working to protect and improve the local environment, where everyone can enjoy our green spaces and benefit from a healthy environment. The Council aims to enhance and improve the environment and seek to minimise the environmental impact of all operations through policies, services and how the resources are used.
- 4.2 The LIP set out the Council's plans for the future of transport in Lewisham, with details of its aspirations for the Borough up to 2041, to contribute towards achieving the ambitious vision of the London Mayor's Transport Strategy (MTS). Through the LIP the Council set out its delivery plan for a three year period between 2019-2021, this informed the Council of the areas within transport that require investment and areas to collaborate with TfL, Network Rail and neighbouring boroughs to achieve the objectives of the LIP.
- 4.3 The Lewisham Cycle Strategy 2017 sets out four key targets to aid Lewisham becoming one of the easiest and safest places to cycle in London, looking at where cycling in Lewisham is at and where the Council aspires to take it, with a number of pledges set out to deliver the vision. The Strategy prioritises a shift away from car use and aims to increase cycling numbers by more than double by 2026, linking into the MTS, Healthy Streets for London, as well as the Council's own policies.
- 4.4 The December 2019 Cycling Update Report provided an overview of the Council's commitment to cycling highlighted in the Lewisham Corporate Strategy 2018-22 and the 2017 Lewisham Cycling Strategy. The purpose of the report was to update the Committee

on the commitments made in those documents and to provide recommendations to take forward.

Funding position

- 4.5 Covid-19 has had a pronounced impact on the UK economy. The magnitude of the recession caused by the pandemic is unprecedented and the 9.8 per cent decline in 2020 of the country's Gross Domestic Product (GDP), a key measure of economic output, is the steepest since records began. London has suffered severely during the pandemic and it faces a challenging economic outlook over the short-to-medium term.
- 4.6 TfL experienced a significant reduction in passenger numbers as a result of the restrictions introduced to manage the pandemic and the work from home instructions. This affected the TfL revenue, with reduced passenger numbers resulting in a significant revenue loss. This impacted on the level of funding available to London Boroughs to deliver their transport programmes with less funds being available and more constraints on what the available funding could be spent on.
- 4.7 In March 2020 the funding that boroughs usually receive to deliver the Local Implementation plan was suspended as a result of the pandemic and funding was only available specifically to create more space for walking and cycling.
- 4.8 Additionally there is continuous short term funding agreements between Government and TfL. For 2021/22 there have been five funding deals agreed, with a number of these being a two week extension to allow negotiations between Government and TfL to continue. This is highly unusual and has affected the Council's ability to plan. The current funding agreement is in place until 18 February 2022. It should be noted that the two most recent extensions to the funding agreement, since mid-December 2021, has not included any new funding for boroughs or active travel during the extension period. This level of uncertainty and the lack of a longer term funding make longer term resource, project and financial planning extremely challenging. In addition, it should be noted that a number of staff are directly and indirectly funded from the TfL grant funding.
- 4.9 The Council's ability to deliver against the LIP and Cycling Strategy targets in future schemes for the benefit of our borough and residents is dependent upon a longer term funding agreement being reached between Government and TfL.

5 Overview of Existing Targets

- 5.1 An analysis of several recent strategies and plans produced by Lewisham identified a total of 22 targets covering several areas, including environmental, cycling, public transport and active travel.

Local Implementation Plan

- 5.2 The below table provides a brief overview of the status of the LIP targets. A full list of the targets is in Appendix A.

On Target	Off Target
4	9

- 5.3 As highlighted in paragraph 4.7 progression towards achieving these targets has been significantly hampered by the pandemic and the changes to funding, both level of funding and how it has been allocated.
- 5.4 The Local Implementation Plan contains a vast array of targets including emissions, active travel and public transport. The emissions targets are on track to meet the 2041 target, except for C02 emissions which is seeing a smaller reduction per year compared to NOx

and PM2.5/PM10. In relation to WHO guidelines, PM2.5 emissions are the only emissions currently above the guidelines, the others are currently compliant. The active travel infrastructure, both cycling and walking, is being achieved in certain areas with significant progress being made on delivering school streets in the past two years. However the Strategic Cycle Network (SCN) is in need of expansion to meet the target of 19% of Lewisham population to live within 400m of a SCN. Whilst public transport trips, journey times and speeds targets have not been achieved to date and we will work with TfL to identify where the greatest delays are being experienced and where interventions would be of most benefit.

Cycling Strategy

- 5.5 The below table provides a brief overview of the status of the LIP targets. More detail is provided in appendix B.

On Target	Off Target	TBC
1	2	2

- 5.6 The targets set out in the Lewisham Cycle Strategy 2017 have also been affected by the pandemic and level of resources available. Further work is required to ensure they are brought back on target. Cycle parking across the Borough was on hold for some time due to the changes in the funding allocation, however progression is being made to increase the number of cycle hangars across the Borough.
- 5.7 One of the key routes identified in the Cycling Strategy is the A21 Lewisham Spine project and it is pledged that we will 'seek TfL's support to improve the Lewisham Spine along the A21 and linking it to the wider cycle network'. As part of the Streetspace for London programme TfL introduced some temporary changes on the A21 between Catford and Lewisham. Consideration is now being given to the future of this scheme and officers will continue to work with TfL in relation to this and also cycling provision along the whole Lewisham Spine corridor.

6 December 2019 Cycling Update Report

- 6.1 In December 2019 officers presented a report to the Sustainable Development Select Committee to provide an update on progress against projects included in the Lewisham Corporate Strategy and the Cycling Strategy. As a result of that discussion the Committee made a number of recommendations, some of which were scheme specific and others that related to programmes and the approach to cycling infrastructure.
- 6.2 A number of the recommendations have been progressed, as outlined below:
- Work has commenced on the feasibility and design work for segregated cycle facilities on Deptford Church Street with the aim of delivering these when Thames Tideway Tunnel works are complete
 - Officers are investigating options for a dockless bike scheme to operate in the Borough
 - The Council has continued to work with TfL on the A21 Lewisham Spine project, both the temporary scheme and the longer term scheme
 - Schemes that seek to improve cycling provision in Catford are being progressed in line with the Catford Town Centre Framework.

- 6.3 There remain some areas that need further consideration, particularly:
- Addressing the imbalance within the Borough between north and south cycling schemes. However, this needs to be considered in the context of limited funding that is available and where investment will make greatest contribution to achieving the agreed targets.
 - A review of how spaces within cycle hangers should be allocated and the process by which those residents requesting spaces are kept informed of progress.
- 6.4 When the longer term funding picture and the level of funding available for cycling measures is known officers will refer back to the recommendations of the committee and consider how these can be taken forward as part of the strategic approach to sustainable travel.

7 Future Healthy Neighbourhoods

- 7.1 As set out in the Transport Strategy, the Healthy Neighbourhoods programme is a key component within the Strategy and is part of a holistic traffic reduction strategy for the borough. Healthy Neighbourhoods aim to improve air quality, reduce traffic and congestion and encourage active travel. The Transport Strategy identified 18 Healthy Neighbourhoods and at the time the Transport Strategy was approved it was anticipated that two to three healthy neighbourhoods would be delivered each year, subject to funding. It was also stated that the healthy neighbourhood areas would be re-prioritised every two years, using the latest available data.
- 7.2 The delivery of the Lewisham and Lee Green Low Traffic Neighbourhood (LTN) followed all the legislative requirements, however, it is always possible to make improvements to processes and draw on the experience of the last two years to the benefit of the future delivery of healthy neighbourhood schemes. Although it should be noted that the delivery of the LTN occurred during a global pandemic which was not representative of usual times.
- 7.3 Going forward no future similar schemes will be implemented without the necessary:
- Funding in place for both incentive measures for active travel and restrictions to vehicular movement,
 - Use a range of evidence and undertake robust collection of before and after data to be able to understand the effects of interventions, including consideration of a traffic impact analysis/modelling exercise if appropriate,
 - Full pre-consultation engagement and public consultation on proposals with Members, residents, businesses and other stakeholders
- 7.4 In relation to the reprioritisation of the healthy neighbourhood areas it is important that the process continues to be data led and based on robust evidence. Therefore the criteria used for this process will remain largely as it was when the process was first undertaken as part of the transport strategy. The criteria used are centred on 'need' and 'opportunity'. Criteria classified as 'need' provide an indication of areas which would see benefits from the measures that would be delivered as part of a healthy neighbourhood, road safety and deprivation. 'Opportunity' criteria are factors which have an influence over how successful a healthy neighbourhood is likely to be. In light of recent experience and taking into account new data / metrics that have subsequently become available three it is intended to take account of three new criteria, which are the propensity to walk, propensity to cycle and the proportion of through traffic.
- 7.5 One common piece of feedback regarding the Lewisham and Lee Green LTN was about the size of the area covered by the scheme. As a result a review of the boundaries of the

18 areas initially identified is being undertaken and consideration given as to whether these continue to be appropriate.

- 7.6 As identified in paragraph 4.9 of this report the future roll out of this programme across the borough will be dependent on the funding made available to do so.

8 Conclusion

- 8.1 In the context of the Council's current targets set out in the Council's documents, 70% of those targets have been achieved and are on target, whilst 30% of the targets have not been achieved and are currently off target.
- 8.2 The areas that require increased focus in future are to expand the SCN where possible, promote schemes to ensure Lewisham's residents, businesses and visitors are within 500m of an electric vehicle charging point, and to attend to the imbalance within the Borough between north and south cycling schemes and cycle parking.
- 8.3 It is also recommended to concentrate on reducing CO2 emissions across the Borough and to continue works to reach a target of households owning 12,000 fewer cars in 2041.
- 8.4 The uncertainty relating to future funding continues to be a constraint on developing future programmes of work to deliver schemes that will contribute to achieving the targets set in various strategies. Work is being done to identify alternative funding opportunities, such as s.106 funding and other funding sources that the Council may be able to submit bids for. In addition, officers will explore opportunities where there is potential for greater alignment between our various programmes of work, which would deliver better value for money.

9 Financial implications

- 9.1 There have been issues surrounding the TfL funding required to implement this strategy and plan, which have been highlighted in paragraphs 4.5 to 4.9 and 8.4 above. As stated, work is being undertaken to identify other possible available sources of funding.
- 9.2 Should the TfL grant funding not be awarded at the expected levels, the service will have to reprioritise its work plan to contain expenditure within available resources.

10 Legal implications

- 10.1 There are no direct legal implications associated with considering this report. Any proposals or projects arising from this paper will be detailed in future reports and will include the relevant legal implications.

11 Equalities implications

- 11.1 An Equalities Analysis will be carried out to identify any evidence or views that suggest that different equality or other protected groups could be adversely and/or disproportionately impacted by any proposals or projects arising from this paper. An Equalities Analysis has been undertaken for the Transport Strategy which did not identify any impacts.
- 11.2 The majority of the proposals arising from this paper will make a positive impact on the Borough, which will be beneficial for all, regardless of their background.

12 Climate change and environmental implications

12.1 The focus areas arising from this paper, requiring future investment to ensure areas are brought back on target, will make a positive impact on the Borough, and work towards achieving the Councils commitment to making the Borough carbon neutral by 2030. Ensuring that those targets that have not been achieved or that are off target are highlighted and suitable material resources are provided to deliver these targets will assist the Council in becoming carbon neutral.

13 Crime and disorder implications

13.1 There are no direct crime and disorder implications associated with this report.

14 Health and wellbeing implications

14.1 There are no direct health and wellbeing implications associated with this report.

14.2 The majority of the proposals arising from this paper are and will be designed to make a positive impact on the health of people living and working in the Borough, which will be beneficial for all.

15 Background papers

London Borough of Lewisham Transport Strategy and Local Implementation Plan (LIP)
2019-2041

Lewisham Cycle Strategy 2017

December 2019 Cycling Update Report

Air Quality Action Plan 2016-2021

Climate Emergency Action Plan 2020-2030

Corporate Strategy 2018-2022

16. Glossary

Term	Definition
HN	Healthy Neighbourhood
LIP	Local Implementation Plan
AIP	Area Investment Plan
MTS	London Mayor's Transport Strategy

17. Report authors and contacts

Comments for and on behalf of the Director of Finance:

Shola Ojo. Principal Accountant.

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

Katherine Kazantzis, Principal Lawyer.

Appendix A – Overview of Transport Strategy and Local Implementation Plan Targets & Status

Appendix B – Overview of Lewisham Cycle Strategy targets & status

Appendix C – Average bus speeds across Lewisham

Appendix D - Car ownership in Lewisham

Appendix H – Cycle parking (CycleHoop) rental spaces available within Lewisham

1. OVERVIEW OF TARGETS

The below list provides an overview of the targets set and if they have been achieved to date.

Local Implementation Plan (LIP) 2019-2041			
Targets	Status of Target	Detailed Status	Reference
<p>Londoners' trips to be on foot, by cycle or by public transport</p> <p>It will aim to create a step-change in public transport and active travel provision, particularly to the south east through pursuing longer-term initiatives. Target of 72% average daily trips to be walking, cycling and public transport mode share by 2021 and 81% by 2041.</p>	Off Target	Data provided by TfL show that the current mode share is 68%, compared to the 2021 interim target of 72%. We have introduced a number of temporary traffic measures across the borough to support pedestrians and cyclists during the COVID-19 pandemic. More residents chose to walk or cycle around the borough during lockdown because traffic levels were much lower. Our longer-term transport strategy and commitment to climate action also means that we support a move away from private car use towards more sustainable travel, such as walking, cycling and public transport.	New TfL report confirms increasing popularity of walking and cycling in London Eltis
<p>London's streets will be healthy and more Londoners will travel actively</p> <p>70% of London residents doing at least 2x10 minutes of active travel a day (or a single block of 20 minutes or more) by 2041.</p>	Off Target	As a result of the COVID-19 pandemic an increase in walking and cycling for local trips has been observed, particularly given the current fears over public transport use and limited capacity. The lower traffic volumes are thought to have given people greater confidence to cycle, that they may not otherwise have. The proportion of Lewisham residents achieving 20 minutes of active travel per day is still below 40%.	Travel in London reports - Transport for London (tfl.gov.uk)
<p>London's streets will be healthy and more Londoners will travel actively</p>	Off Target	2019 data shows approximately 5% of the Borough population live within 400m of a SCN	The health of your borough's streets – Healthy Streets Scorecard

<p>2021 target of 19% of Lewisham population to live within 400m of a Strategic Cycle Network. 2041 target of 71%.</p>			
<p>London's streets will be safe and secure</p> <p>Deaths and serious injuries from all road collisions to be eliminated from our streets.</p> <p>Target of 26 KSIs by 2030 and 0 KSIs by 2041.</p>	<p>On Target</p>	<p>Borough KSI casualties show a positive declining trend. The A2 and A202 corridors demonstrate a very high excess harm rate that needs attention. It should be noted that these roads form part of the Transport for London Road Network and will require TfL to implement road safety measures.</p>	<p>Area Investment Plan. South East Analysis: LB Lewisham</p>
<p>London's streets will be used more efficiently and have less traffic on them</p> <p>To reduce the volume of traffic in London by 15% by 2041, and to reduce the number of freight trips in the central London morning peak by 10% by 2026.</p>	<p>Off Target</p>	<p>The ultra-low emission zone (ULEZ) is now in place and was expanded to the south circular in October 2021. Vehicles will need to meet the new, stricter exhaust emission standards or pay £12.50 to travel in that zone.</p> <p>The ULEZ operates 24 hours a day, seven days a week.</p>	<p>Lewisham Council - Ultra-low emission zone</p>
<p>Reduce Car Ownership</p> <p>Reduce the total cars owned and car ownership per household. A Quarter of a million fewer cars owned in London. Target of 75,100 owned cars by 2021 and 67,800 by 2041.</p>	<p>Off Target</p>	<p>Car ownership in Lewisham is amongst the lowest in the country (less than half of households don't have a vehicle at all) according to 2019 data. However, car ownership in Lewisham has increased from 2014 figures. Appendix D shows difference from previous year, with there being an increase in 2020.</p>	<p>Licensed Vehicles - Type, Borough - London Datastore</p> <p>Improving air quality – a parking consultation - Lewisham Council - Citizen Space</p>

<p>Reduce CO2 emissions</p> <p>Lewisham will have reduced its CO2 emissions produced by road transport to 132,000 tonnes by 2021 and 34,800 tonnes by 2041.</p>	Off Target	<p>Between 2013 and 2018 there was a reduction of 8% of CO2 emissions from road transport in Lewisham. The GLA have not released data for 2018 to the present.</p>	<p>London Energy and Greenhouse Gas Inventory (LEGGI) - London Datastore</p>
<p>Reduce NOx emissions</p> <p>Lewisham will have reduced its NOx emissions produced by road transport to 200 tonnes by 2021 and to 30 tonnes by 2041.</p>	On Target	<p>The provisional mean NO2 concentration results across the road network in Lewisham was 25.6µg/m-3 in the first 9 months of 2021 (Jan-Sep). EU limit and WHO recommends that the figure should not exceed 40µg/m-3, there were no provisional records of this figure being exceeded in July 2021 throughout Lewisham.</p> <p>There was a trend of the NO2 emissions decreasing between Q3 and Q4 in 2021</p>	<p>Date (london.gov.uk)</p> <p>https://lewisham.gov.uk/-/media/files/imported/asrlewisham2020.ashx</p>
<p>Reduce PM10 emissions</p> <p>Lewisham will have reduced its PM10 emissions produced by road transport to 44 tonnes by 2021 and to 24 tonnes by 2041.</p>	On Target	<p>The majority of sites in London recorded a reduction in annual mean PM10, averaging at an 11% reduction across the network, rising to 14% for roadside sites. In Lewisham there has been a 17% reduction in PM10 levels in 2019 in comparison to 2016 levels, this is below the annual EU legal target of 40 µg m-3, and meets the WHO recommended target of 20µg m-3. The Council will adjust its targets as and when the Government adopts the WHO revised targets.</p>	<p>Date (london.gov.uk)</p>
<p>Reduce PM2.5 emissions</p> <p>Lewisham will have reduced its PM2.5 emissions produced by road transport to 21 tonnes by 2021 and to 12 tonnes by 2041.</p>	On Target	<p>Overall, there is less data available for PM2.5 levels due to the reduced number of sites and issues with data capture. The majority of sites recorded reductions in annual mean PM2.5, averaging at a 9% reduction across the network in London, rising to 16% for roadside sites. In Lewisham there has been a 20% reduction in PM2.5 in 2019 compared to 2016 levels, and sites have achieved an annual mean concentration that is below the annual mean PM2.5 (EU legal target of 25µg m-3). However, Lewisham is</p>	<p>Date (london.gov.uk)</p>

		still above the recommended WHO set guidelines of 10µg m-3per year and will adjust its targets as and when the Government adopts the WHO revised targets.	
<p>The public transport network will meet the needs of a growing London</p> <p>More public trips by public transport. Target of trips per day using public transport of 255 by 2021 and 331 daily trips by 2041.</p>	Off Target	As a result of the COVID-19 pandemic there has been a decrease in public transport use for local trips that has been observed, due to the current fears over public transport use and constraints on capacity due to social distancing. It is anticipated that public transport trips will recover to pre-pandemic figures and exceed these.	Travel in London Report 13 (tfl.gov.uk)
<p>Public transport will be safe, affordable and accessible to all</p> <p>By 2041, Lewisham will reduce the difference between total public transport network and total step-free public transport network journey time from 7 minutes to 3 minutes.</p>	Off Target	Of the 21 stations in the borough 14 are step-free with works planned for Catford and Hither Green stations included in the access for all programme. The next round of submissions for future Access for All station improvements is open and nominations need to be made by April 2022.	Access for all at Catford & Hither Green stations - Janet Daby for Lewisham East
<p>Journeys by public transport will be pleasant, fast and reliable</p> <p>Average bus speeds in Lewisham will improve by 9.3-9.6mph in 2021 to 9.7-10.6mph by 2041.</p>	Off Target	Appendix D shows that average bus speeds have remained consistent over the past five years, except for 2020/2021 during the pandemic where less vehicles were on the roads, allowing bus speeds to increase. The 2021 target of 9.6mph is not achieved with bus speeds currently at 9.1mph	Buses performance data - Transport for London (tfl.gov.uk)

Lewisham Cycle Strategy 2017			
Targets – Cycle Strategy 2017	Status of Target	Detailed Status	Reference
<p>Double the number of cycling journeys</p> <p>The target seeks a 100% increase in journeys in six years compared to the Mayor of London’s aim to increase cycle journeys in London by 150% over 10 years to 2026.</p>	Off Target	This target pushes further than the Mayor of London’s aim and is identified in the Cycling Strategy as being challenging. Cycling journeys in Lewisham account for 3% of daily trips.	Travel in London reports - Transport for London (tfl.gov.uk)
<p>Increase the proportion of employed residents cycling to work to 10%</p> <p>This is an increase of 150% in a 10 year period. With the population of Lewisham increasing dramatically at the same time, the number of people cycling to work will have to increase by about 300%.</p>	TBC	The strategy identifies that the census will be used as the method to measure performance against this target. Data from the 2021 Census is still awaited. As a result of the COVID-19 pandemic there was an observed increase in cycling, which is likely to be because of lower levels of traffic, fears over public transport use and constrained public transport capacity due to social distancing. Whilst some people have continued to cycle, the figure across London has begun to decline.	Travel in London reports - Transport for London (tfl.gov.uk)
<p>Halve the casualty rate of cyclists</p> <p>This target relates cycle collisions to the volume of cycling journeys. This target is to effectively halve the number of cycling injury collisions compared to the number of cycle journeys.</p>	Off Target	Reported road casualties in London have more than halved in the past ten years. This will have been impacted by the pandemic and the restrictions in place relating to travel.	Travel in London reports - Transport for London (tfl.gov.uk)
<p>Increase the number of children cycling to school by 50%</p>	TBC	The strategy states that this target would be measured by hands up surveys undertaken by schools, however this has not been able to be done because of the pandemic. However, cycling to School has remained at a constant level over the last few years in London.	Travel in London reports - Transport for London (tfl.gov.uk)

Appendix B

<p>The hands up surveys undertaken by schools during the school year will continue to be the way of monitoring the progress of this target. This can be undertaken each year, with the target year of reaching 4.8% during the 2020/21 school year.</p>		<p>The introduction of School Streets and other measures are expected to see an increase in the coming years and consideration will be given to how this is measured.</p>	
<p>Other cycle infrastructure</p>			
<p>Cycle Parking</p> <p>More convenient and secure residential cycle parking, such as cycle hangers in existing residential areas. These help make it convenient to use and access a cycle, which increases the frequency of cycling. New developments are required to provide appropriate facilities.</p>	<p>On Target</p>	<p>As of 2021 there are 612 Cycle parking (CycleHoop) rental spaces available within the Borough, these are in the form of bike hangers, bike lockers and cycle hubs.</p> <p>Appendix E shows the locations of the cycle parking spaces. There is a clear split between the north and south of the Borough, with only 5 available locations for cycle parking below the A205 South Circular and 4 of those locations being in the West.</p>	<p>Search Cyclehoop</p>

Appendix C

Average bus speeds across Lewisham

Year	Mean Bus Speeds Lewisham	% increase/decrease
1/4/17 – 31/3/18	9.2mph	-
1/4/18- 31/3/19	9.05mph	-2%
1/4/19 – 31/3/20	9.04mph	0%
1/4/20 – 31/3/21	9.84mph	8%
2021-22 projected from April-July 21 data	9.1mph	-8%

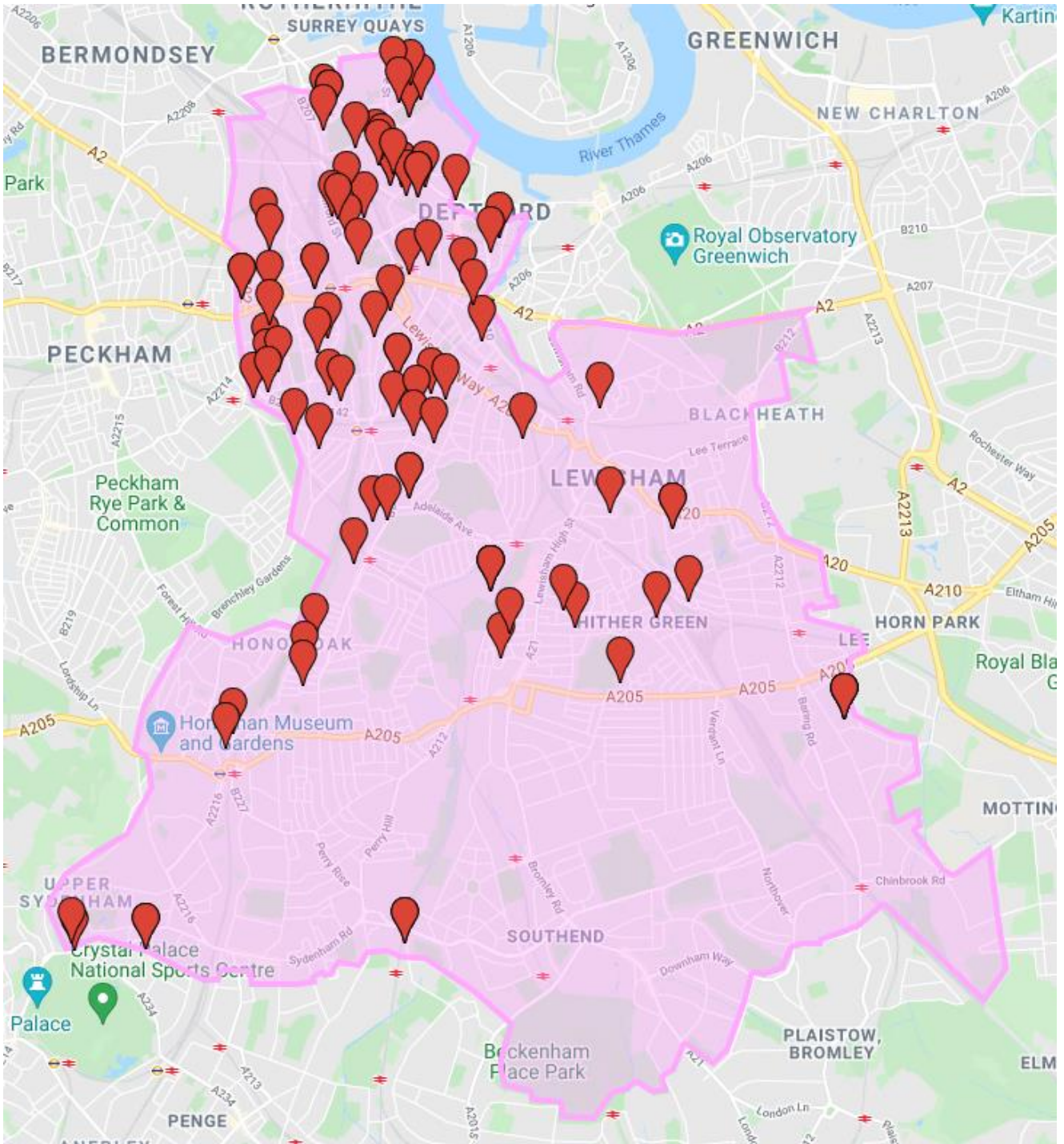
Appendix D

Car ownership in Lewisham

Cars	Year	Difference from previous year
76,955	2020	Increase of 563
76,392	2019	Decrease of 652
77,044	2018	

Appendix E

Cycle parking (CycleHoop) rental spaces available within Lewisham



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Sustainable Development Select Committee

End of administration work programme report

Date: 17 February 2022

Key decision: No.

Class: Part 1

Ward(s) affected: none specific

Contributor: Assistant Chief Executive

Outline and recommendations

The Committee is asked to:

- note the completed work programme for 2021-22 (appendix B)
- reflect on the work programmes for the previous years of the administration (appendix B)
- note the four strategic themes of the borough's recovery plan: 'Future Lewisham' and the Council's corporate priorities for 2018-22
- put forward suggestions for the draft 2022-23 work programme

Timeline of engagement and decision-making

There were 22 meetings of the select committee in the years 2018-22. At each meeting, the Committee discussed, prioritised and agreed the work programme for subsequent meetings.

1. Summary

- 1.1. Local government elections are due to take place in May 2022. This meeting of the Sustainable Development Select Committee is the final scheduled meeting of the municipal year 2021-22 and as such it is also the last of the 2018-22 administration.
- 1.2. Members are asked to note the work that has been completed over the course of the administration – and put forward suggestions for members of the incoming committee in the new administration (2022-26).

2. Recommendation

- 2.1. The Committee is asked to note the completed work programme for 2021-22 – in addition to the completed work programmes in the preceding years – and put forward suggestions for the draft 2022-23 programme.

3. Policy context

- 3.1. The [Corporate Strategy for 2018-2022](#): set out these priorities:
- [Open Lewisham](#) - Lewisham is a welcoming place of safety for all, where we celebrate the diversity that strengthens us.
 - [Tackling the housing crisis](#) - Everyone has a decent home that is secure and affordable.
 - [Giving children and young people the best start in life](#) - Every child has access to an outstanding and inspiring education, and is given the support they need to keep them safe, well and able to achieve their full potential.
 - [Building an inclusive local economy](#) - Everyone can access high-quality job opportunities, with decent pay and security in our thriving and inclusive local economy.
 - [Delivering and defending: health, social care and support](#) - Ensuring everyone receives the health, mental health, social care and support services they need.
 - [Making Lewisham greener](#) - Everyone enjoys our green spaces, and benefits from a healthy environment as we work to protect and improve our local environment.
 - [Building safer communities](#) - Every resident feels safe and secure living here as we work together towards a borough free from the fear of crime.
- 3.2. The Committee should also note and take into account the four strategic themes of the borough's Covid-19 recovery plan, 'Future Lewisham':

3.3. An economically sound future

We are working to get the borough back in business, with a future where everyone has the jobs and skills they need to get the best that London has to offer.

We are a borough with businesses that are adaptable and prepared for change, a thriving local economy that sees 'local' as the first and best choice, with digital inclusion at the heart of our plans. We do all we can to support residents into jobs that pay fairly and provide families with the opportunities and security they deserve.

3.4. A healthy and well future

Good health and wellbeing should be something we can all depend on, something that is equally accessible to everyone.

We know this is much wider than 'medicine' and the NHS. Our health and well-being is also dependent on our housing, the air we breathe, our support networks and more. We will make sure to pay as much attention and invest as much effort into improving these wider factors and taking action on inequality at every turn. Rectifying health inequalities and developing good mental health & wellbeing for everyone drives what we do.

3.5. A greener future

Our next steps will be our greenest yet, continuing our efforts to preserve our climate for future generations and ensuring everyone can enjoy the place we call home.

We will capture and build on the best of what we saw from the increase in walking and cycling locally, and all the other ways our environment benefitted from behaviour changes over the last year. We will nurture and protect the place we call home so that we can continue to appreciate its benefits for generations to come.

3.6. A future we all have a part in

We work together as one borough, within our communities and identities, to harness the power of volunteering and community spirit that has helped get us through the last year.

We will work alongside our strongest asset – our community – to strengthen and enhance our borough for everyone. We achieve more together and being connected and taking an active role in our borough benefits us all. Our year as Borough of Culture 2022 will be Lewisham's best year yet, celebrating our fantastic part of London and providing opportunities for everyone to connect and get involved in our local community.

4. Sustainable Development Select Committee 2018-22

- 4.1. There were 22 formal Committee meetings in the years 2018-22. Meetings lasted for a total of more than 55 hours (with the average meeting lasting just over two and a half hours). There were many more briefings, visits and workshops outside the scheduled programme.
- 4.2. Members considered 143 reports – totalling more than seven thousand pages of reading, reporting and analysis.
- 4.3. Some of the longest reports dealt with issues of intricate detail – such as the local plan and its evidence base as well as other key planning policy documents. The Committee also considered comprehensive reports on budget reduction proposals and the masterplanning process for the redevelopment of Catford Town Centre.
- 4.4. The Committee's latest finish was in December 2018 – following extended discussions on the issues of: local pubs, the community infrastructure levy and parking policy.
- 4.5. The Committee made 34 referrals to Mayor and Cabinet – sharing its views for improvements to Council policy and the efficient implementation of new proposals. See appendix C – for a full list of the Committee's referrals.
- 4.6. Over the course of the administration the Committee has had two different chairs – Councillor Liam Curran (2018-21) and Councillor Louse Krupski (2021-22)
- 4.7. The coronavirus pandemic resulted in some disruption the committee meeting cycle in early 2020 – but meetings quickly moved online – and subsequently into a 'hybrid' format, with some members attending remotely and some in person.

Meeting	Start	End	Duration	Reports	Pages
19/07/18	19:00	22:15	03:15	7	502
12/09/18	19:00	21:45	02:45	5	80
29/10/18	19:00	22:00	03:00	8	490
12/12/18	19:00	22:25	03:25	8	150
30/01/19	19:00	22:00	03:00	9	585
04/03/19	19:05	21:05	02:00	6	209
30/04/19	19:05	21:45	02:40	6	423
04/06/19	19:05	21:10	02:05	7	116
04/07/19	19:00	21:00	02:00	5	46
11/09/19	19:35	22:20	02:45	6	442
28/10/19	19:00	22:00	03:00	9	443
04/12/19	19:00	21:35	02:35	5	151
21/01/20	19:00	22:15	03:15	7	743
10/03/20	19:05	22:15	03:10	6	223
15/09/20	19:05	21:40	02:35	8	150
12/11/20	19:05	21:00	01:55	5	334
14/01/21	19:00	21:05	02:05	7	403
04/03/21	19:00	21:00	02:00	5	53
30/06/21	19:00	21:15	02:15	8	298
15/09/21	19:05	21:20	02:15	6	352
23/11/21	19:05	21:40	02:35	5	525
18/01/22	19:15	20:35	01:20	5	334
Average			02:32	6.5	321
Total			55:55:00	143	7052

- 4.8. In the last year of the administration, the scrutiny process was modified as part of the response to the [Local Democracy Review](#). This resulted in the creation of ‘task and finish groups’ to carry out in-depth scrutiny – and a reduction in the frequency of formal committee meetings.
- 4.9. Nonetheless, the Committee has looked at a number of issues in depth over the course of 2018-22, including:
- Preserving local pubs 2018-19
- 4.10. The Committee has a long standing interest in the role that local pubs play in Lewisham’s communities and town centres. Following up from its 2012 review, the Committee invited guests to give evidence about the challenges facing Lewisham’s pubs. The Committee agreed its review and recommendations in March 2019. The Committee’s views have been reflected in the strengthened policy being proposed in the new local plan.

Development of the Local Plan 2018-22

- 4.11. The Committee has taken a close interest in the development of Lewisham's new Local Plan. The Plan will become the foundation of regeneration and development management in the borough. It will shape the borough, its neighbourhoods and communities for many years to come. Accordingly, the Committee has set aside time at many of its meetings to consider the development of the evidence base for the plan (including the Lewisham characterisation study and the opens spaces assessment). At its meeting in January 2020, the Committee reviewed the draft plan before it proceeded to consultation – and in November 2021, the Committee dedicated its whole meeting to the outcome of the consultation – and officers' planned amendments to the draft plan.

The regeneration of Catford town centre 2018-21

- 4.12. The regeneration of Catford is one of the largest planned town centre redevelopments in London. The Council has been carefully evaluating the capacity for new homes and infrastructure. In line with its remit, the Committee is very interested in ensuring that the redevelopment is sustainable and focused on strengthening the local community. The Committee has consistently championed the diversion of the south circular to make space for affordable housing, cultural and civic space in the town centre. The Committee is also a persistent advocate of improved cycling and walking routes through the town centre. In June 2021 – the Committee considered (and endorsed) the master plan for the Town Centre, recognising it as an example of good practice.

Parks management 2019-20

- 4.13. In 2019 the Committee embarked on a review of parks management in Lewisham. This was timely – because the parks service was considering options as the end of a long term contract with an external provider was due to come to an end. The Committee carried out a visit to the borough's parks – and invited witnesses to give evidence. Its recommendations during the options appraisal for the end of the contract led to Mayor and Cabinet agreeing to expedite the options appraisal for an environmental services local authority trading company. The Committee finalised its report and agreed recommendations to Mayor and Cabinet in spring 2020. The response to the coronavirus pandemic resulted in changes to the delivery of the parks service – but the Chair of the committee has received regular updates and briefings from officers.

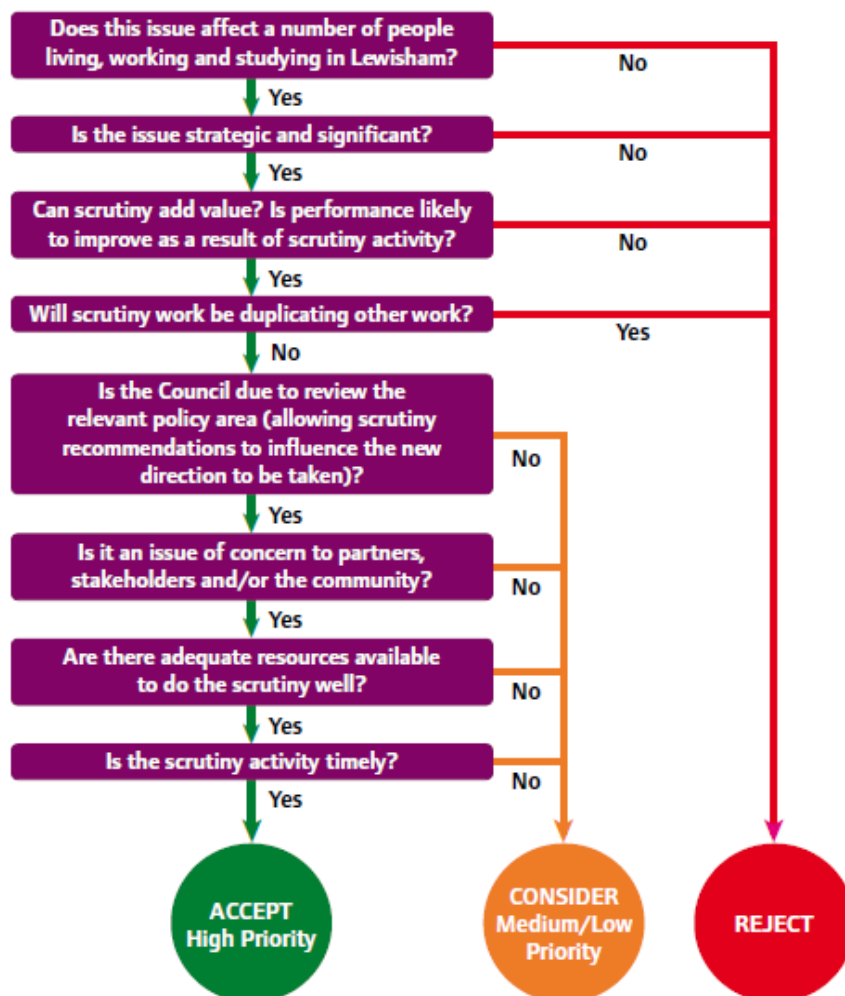
Climate emergency (2020-22)

- 4.14. In February 2019 Lewisham Council declared a Climate Emergency and proposed a target to make the borough carbon neutral by 2030. The declaration tasked the Sustainable Development Committee with scrutinising the Council's emerging plans. The Committee has been a long term proponent of robust responses to the climate emergency – and has continued to influence decisions on biodiversity, development, transport, planning and parks in line with this remit – as well as formally scrutinising the development of the climate emergency action plan.
- 4.15. Other key issues considered during 2018-22:
- Roads and cycling;
 - Air quality;
 - Planning obligations and planning policy;
 - Flooding;

5. Planning for the next administration

- 5.1. A work programme report will be put forward at the first Sustainable Development Select Committee meeting of 2022-23. The report will take account of the Committee's previous work and will draw on a range of sources for ideas and suggestions, including:
- items suggested by the Committee in the course of the previous year
 - items suggested by Council officers
 - issues arising as a result of previous scrutiny (including any items outstanding from previous work programmes)
 - those items that the select committee is required to consider by virtue of its terms of reference
- 5.2. The new Committee will also need to give consideration to decisions due to be made by Mayor and Cabinet.
- 5.3. Members are asked to put forward suggestions for the Committee to consider in 2022-23 – having regard to the scrutiny prioritisation process:

Scrutiny work programme – prioritisation process



6. Financial implications

- 6.1. There are no financial implications arising as a result of the implementation of the recommendations in this report.

7. Legal implications

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

8. Equalities implications

- 8.1. The [Equality Act 2010](#) (The Act) legally protects people from discrimination in the workplace and in wider society. It replaced the previous anti-discrimination laws with a single act, making the law easier to understand and strengthen protection in certain situations. It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 8.2. The Act also imposes a public sector equality duty. This means that in public bodies, of which this Council is designated, they must consider all individuals in carrying out their day-to-day work when shaping policy, in delivering services and in relation to their own employees. It also requires public bodies to:
- Have due regard to the need to eliminate discrimination
 - Advance equality of opportunity
 - Foster good relations between different people when carrying out their activities
- 8.3. The Council recognises diversity is one of its strengths and is committed to creating a more inclusive community. Therefore, having due regard to the Act, is confirmation of the Council's commitment to eliminating all forms of discrimination against any group within the community and to actively promote an equality of opportunity and positive community partnership.
- 8.4. 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.
- 8.5. 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

9. Climate change and environmental implications

- 9.1. There are no direct climate change or environmental implications arising from the implementation of the recommendation in this report. However, in February 2019 Lewisham Council declared a Climate Emergency and proposed a target to make the borough carbon neutral by 2030. The declaration tasked the Sustainable Development Committee with scrutinising the Council's emerging plans. Items on the work programme will have climate change and environmental implications and all reports considered by the Committee should acknowledge this.
- 9.2. At the Overview and Scrutiny Committee meeting held on 30 November 2021, it was

recommended that each select committee should appoint a climate change champion to ensure that (a) the annual work programme takes climate change matters into account; and (b) officers are given appropriate steers in relation to the reports for specific items, to ensure they include relevant climate change considerations. The Committee considered this recommendation at its meeting in January 2022 and appointed Cllr Leo Gibbons to this important role.

10. Crime and disorder implications

- 10.1. There are no crime and disorder implications arising from the implementation of the recommendations in this report.

11. Health and wellbeing implications

- 11.1. There are no health and wellbeing implications arising as a result of the implementation of the recommendations in this report.

12. Background papers

- 12.1. Full details of the committee's agendas, decisions and minutes on the Council's website [link to the committee pages on the Council's website](#). Meeting dates:

19/07/18	04/12/19
12/09/18	21/01/20
29/10/18	10/03/20
12/12/18	15/09/20
30/01/19	12/11/20
04/03/19	14/01/21
30/04/19	04/03/21
04/06/19	30/06/21
04/07/19	15/09/21
11/09/19	23/11/21
28/10/19	18/01/22

13. Glossary

- 13.1. [Link to Oxford English Dictionary here.](#)

Term	Definition
Municipal year	A term used in local government to describe the period between annual general meetings of the Council (typically May to April the following year).

14. Report author and contact

- 14.1. If you have any questions about this report please contact Timothy Andrew (Scrutiny Manager) timothy.andrew@lewisham.gov.uk (020 8314 7916)

15. Appendices

- Appendix A –select committee terms of reference
- Appendix B – completed select committee work programmes 2018-22
- Appendix C – select committee referrals to Mayor and Cabinet 2018-22

Appendix A - Select Committee terms of reference

The following roles are common to all select committees:

(a) General functions

- To review and scrutinise decisions made and actions taken in relation to executive and non-executive functions
- To make reports and recommendations to the Council or the executive, arising out of such review and scrutiny in relation to any executive or non-executive function
- To make reports or recommendations to the Council and/or Executive in relation to matters affecting the area or its residents
- The right to require the attendance of members and officers to answer questions includes a right to require a member to attend to answer questions on up and coming decisions

(b) Policy development

- To assist the executive in matters of policy development by in depth analysis of strategic policy issues facing the Council for report and/or recommendation to the Executive or Council or committee as appropriate
- To conduct research, community and/or other consultation in the analysis of policy options available to the Council
- To liaise with other public organisations operating in the borough – both national, regional and local, to ensure that the interests of local people are enhanced by collaborative working in policy development wherever possible

(c) Scrutiny

- To scrutinise the decisions made by and the performance of the Executive and other committees and Council officers both in relation to individual decisions made and over time
- To scrutinise previous performance of the Council in relation to its policy objectives/performance targets and/or particular service areas
- To question members of the Executive or appropriate committees and executive directors personally about decisions
- To question members of the Executive or appropriate committees and executive directors in relation to previous performance whether generally in comparison with service plans and targets over time or in relation to particular initiatives which have been implemented
- To scrutinise the performance of other public bodies in the borough and to invite them to make reports to and/or address the select committee/Business Panel and local people about their activities and performance
- To question and gather evidence from any person outside the Council (with their consent)
- To make recommendations to the Executive or appropriate committee and/or Council arising from the outcome of the scrutiny process

(d) Community representation

- To promote and put into effect closer links between overview and scrutiny members and the local community
- To encourage and stimulate an enhanced community representative role for overview and scrutiny members including enhanced methods of consultation with local people
- To liaise with the Council's ward assemblies so that the local community might participate in the democratic process and where it considers it appropriate to seek the views of the ward assemblies on matters that affect or are likely to affect the local areas, including accepting items for the agenda of the appropriate select committee from ward assemblies.
- To keep the Council's local ward assemblies under review and to make recommendations to the Executive and/or Council as to how participation in the democratic process by local

people can be enhanced

- To receive petitions, deputations and representations from local people and other stakeholders about areas of concern within their overview and scrutiny remit, to refer them to the Executive, appropriate committee or officer for action, with a recommendation or report if the committee considers that necessary
- To consider any referral within their remit referred to it by a member under the Councillor Call for Action, and if they consider it appropriate to scrutinise decisions and/or actions taken in relation to that matter, and/or make recommendations/report to the Executive (for executive matters) or the Council (non-executive matters).

(e) Finance

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

(f) Work programme

- As far as possible to draw up a draft annual work programme in each municipal year for consideration by the overview and scrutiny Business Panel. Once approved by the Business Panel, the relevant select committee will implement the programme during that municipal year. Nothing in this arrangement inhibits the right of every member of a select committee (or the Business Panel) to place an item on the agenda of that select committee (or Business Panel respectively) for discussion.
- The Council and the Executive will also be able to request that the overview and scrutiny select committee research and/or report on matters of concern and the select committee will consider whether the work can be carried out as requested. If it can be accommodated, the select committee will perform it. If the committee has reservations about performing the requested work, it will refer the matter to the Business Panel for decision.

Sustainable Development has specific responsibilities for the following:

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

vi generally to examine the performance of the Mayor and Cabinet in relation to the matters listed at (i) to (v) above.

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

Appendix B – completed work programmes 2018-22

Work programme 2018-19

Work item	Type of item	Priority	Strategic priority	Delivery deadline	19-Jul	12-Sep	29-Oct	12-Dec	30-Jan	04-Mar
Budget cuts	Performance monitoring	High	CP10	Ongoing						
Election of the Chair and Vice-Chair	Constitutional requirement	High	CP6	Jul						
Select committee work programme 2018/19	Constitutional requirement	High	CP6	Ongoing						
Catford Town Centre Regeneration	In-depth review	Medium	CP6	Mar						
Implementation of the air quality action plan	Performance monitoring	Low	CP6	Jul						
Lewisham Local Plan update	Information item	Medium	CP6	Mar						
Development of the local implementation plan	Standard item	High	CP6	Oct						
Pubs	Single meeting review	High	CP6	Dec						
Planning service annual monitoring report	Information item	Medium	CP6	Dec						
Community Infrastructure Levy neighbourhood CIL strategy	Standard item	High	CP1/CP10	Dec						
Bakerloo line extension update	Information item	Low	CP6	Dec						
Parking policy review	Policy development	High	CP6	Dec						
Annual parking report	Performance monitoring	Low	CP6	Mar						
Beckenham Place Park	Performance monitoring	High	CP6	Jan						
Waste strategy implementation and performance monitoring	Information item	High	CP6	Jan						
Fire safety in tall buildings	Performance monitoring	High	CP6	Jan						
Economy and partnerships	Standard item	Medium	CP6	Mar						
New Cross Area framework	Standard item	Medium	CP6	Mar						
Home energy conservation	Standard item	Low	CP6	Mar						

Work programme 2019-20

Work Item	Type of item	Priority	Corporate priority	Delivery deadline	30-Apr-19	04-Jun-19	04-Jul-19	11-Sep-19	28-Oct-19	04-Dec-19	21-Jan-20	10-Mar-20
Development of the Lewisham Local Plan	Performance monitoring	Medium	All	Ongoing								
Catford Town Centre Regeneration	Performance monitoring	Medium	CP2,4,6	Ongoing								
Parks management review	In-depth review	High	CP6	Mar		Scope	Evidence	Evidence	Evidence			Report & referral
Parks and open space strategy	Policy development	High	CP6	Mar								
Home energy conservation	Standard item	Medium	CP2,6	Jun								
Neighbourhood CIL strategy	Standard item	High	CP6	Jun								
Economy and partnerships	Standard item	High	CP4	Sep								
Budget cuts	Performance monitoring	High	All	Ongoing				Cuts				
Implementation of the air quality action plan	Performance monitoring	Medium	CP6	Oct								
Parking policy update	Standard item	High	CP4,6	Dec								
Surrey Canal Triangle design framework draft SPD	Standard item	Medium	CP2,4,6	Mar								
Cycling	Standard item	High	CP6	Dec								
Management of the borough's 'red routes'	Standard item	Medium	CP6	Tbc								
Flood risk action plan update	Performance monitoring	Medium	CP6	Mar								
Waste strategy implementation and performance monitoring	Information	Low	CP6	Mar								
Climate emergency action plan	Standard item	High	CP6	Jan								

Work programme 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				
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				Tbd
Planning policy: delivery of affordable housing in new developments	Standard item	CP6				Tbd

Work programme 2021-22

Item	Type	Priority	30-Jun-21	15-Sep-21	23-Nov-21	18-Jan-21	17-Feb-22
Catford Town Centre Regeneration: masterplan framework	Performance monitoring	All					
Emissions based short stay parking and motorcycle charging	Policy development	CP6					
Waste strategy	Policy development	CP6					
A21 Strategy	Policy development	CP6					
Environmental operations review (including mechanisation proposal)	Standard item	CP6					
Implementation of the transport strategy: walking, cycling strategy and healthy neighbourhoods	Policy development	CP6					
Budget cuts	Standard item	All					
Local plan consultation update (regulation 19 approval)	Performance monitoring	CP6					
Infrastructure delivery plan	Policy development	All					
Information items							
Annual parking report	Information	CP6					
Biodiversity action plan update	Information	CP6					
Small sites supplementary planning document review/consultation outcomes	Information	All					
Flood risk management	Information	CP6					
Parks and open spaces strategy update	Information	CP6					
Major planning developments update (incl Bakerloo line)	Information	CP6					
Air quality action plan update	Information	CP6					
Economic recovery on the high street	Information	CP4					
Borough of culture creative legacy	Information	All					

Appendix C – referrals to Mayor and Cabinet 2018-22

Over the course of 2018-22 the Committee made 34 referrals to Mayor and Cabinet:

- Air quality (Considered at Mayor and Cabinet on 20 September 2018)

The Committee encouraged the take up of the 'Lewisham Air' app – with particular focus on promoting uptake by staff and users of Lewisham's public sector partners. The Committee also endorsed the work being carried out by the Council's clean air champion and recommended that the Council consider the implementation of charges for the most polluting vehicles. [The full referral is available online here](#)

- The development of the Local Plan (Considered at Mayor and Cabinet on 10 October 2018)

The Committee recommended that the consultation on the forthcoming Local Plan be sufficiently robust to allow councillors and members of the public the opportunity to review and influence the proposals. The Planning Service has held briefings for councillors and continues to update the Committee on the development of its consultation plan. The Committee also commented on: the importance of community space in new developments; the uptake of renewable energy and; the long term maintenance of public spaces. [The full referral is available online here](#)

- Budget cut proposals (Considered at Mayor and Cabinet on 21 November 2018)

Following focused scrutiny of the matters within its remit, the Committee referred its views to Public Accounts Select Committee and Mayor & Cabinet about: sweeping of residential roads; commercial waste charges; parking enforcement; the costs and administration of the garden waste subscription service; the practicality of staging events in parks and the issue of 'repairing leases' for the rental of Council buildings. [The full referral is available online here](#)

- Parking (Considered at Mayor and Cabinet on 16 January 2019)

The Committee recommended that further work be carried out by the parking service to ensure that its enforcement activity is as effective as possible. The Committee also recommended that consideration be given to the use of two hour parking restrictions in some areas of the borough. It urged that the Council consider the potential impact of the removal of carer permits on the most vulnerable service users. [The full referral is available online here](#)

- Neighbourhood CIL (Considered at Mayor and Cabinet on 16 January 2019)

The Committee recommended that the Council take more time to consider the impacts of the proposed changes to the levy. It also had detailed comments about: the fairness and transparency of future funding arrangements; the use of digital engagement; equality; assessments of demonstrable change and deprivation; the importance of location in determining levels of funding and the role of councillors in allocating funding. [The full referral is available online here](#)

- Preserving Lewisham's pubs (Considered at Mayor and Cabinet on 27 March 2019)

The Committee recommended that new protections be put in place for Lewisham's historic

pubs. It proposed that this should include all of the assets required by a pub to run as an effective business. It also urged the Council to carry out further work to support local pubs as local small businesses. [The full referral is available online here](#)

- Fire safety in tall buildings (Considered at Mayor and Cabinet on 27 March 2019)
The Committee recommended that the Council support the campaign by the Fire Brigade (and others) for the wider uptake of sprinklers in new developments. [The full referral is available online here](#)

- Planning Annual Monitoring Report (Considered at Mayor and Cabinet on 27 March 2019)
The Committee recommended that officers should carry out further work to make the monitoring report more widely accessible. The Committee asked Mayor and Cabinet to: provide more information about the performance of the Council's planning enforcement and building control functions – whilst also – recommending that a review of the resources allocated to these services be carried out. The Committee proposed that the Council should work to lobby government in order to strengthen the powers of building control. [The full referral is available online here](#)

- The New Cross Gate Area framework and station opportunity study (Considered at Mayor and Cabinet on 27 March 2019)
The Committee commended the work of officers and recommended that the Framework be shared widely. [The full referral is available online here](#)

- Neighbourhood community infrastructure levy (considered at Mayor and Cabinet 5 June 2019)
The Committee highlighted a number of ongoing concerns it had about the process for allocating CIL funding. This included comments about the accessibility of funding for marginalised groups – as well as the voting system for deciding on projects and communication with residents. [The full referral is available online here](#)

- Home energy conservation (Considered at Mayor and Cabinet 26 June 2019)
The Committee welcomed the work being carried out by officers and recommended that further funding be provided to support innovative projects in this area of work. Additional resources have subsequently been made available. [The full referral is available online here](#)

- Comments on Mayor and Cabinet response to the Committee's referral on pubs and fire safety (Considered at Mayor and Cabinet on 10 July 2019)
The Committee highlighted its concerns about the use of novel construction material and fire risk – it also asked for further consideration to be given to the issue of wooden cladding on buildings. In addition – it raised concerns about the response to its previous referral on the protection of Lewisham's pubs. [The full referral is available online here](#)

- Catford regeneration (Considered at Mayor and Cabinet on 10 July 2019)
The Committee highlighted its belief about the importance of sustainability in the regeneration of Catford town centre. It recommended that additional consideration be given to the methods proposed for the construction of new buildings in the town centre – as well as the long term sustainability and energy efficiency of new buildings and infrastructure. It also reiterated its ongoing support for the Broadway theatre – and asked Mayor and Cabinet to ensure that it considered plans for the regeneration with various scenarios for the extension of the Bakerloo

line. [The full referral is available online here](#)

- Surrey Canal Triangle design framework (Considered at Mayor and Cabinet on 30 October 2019)

The Committee welcomed the advances in discussions between parties involved in the Surrey Canal Triangle. However, it was concerned about the lack of new analysis about the needs of the local community - relating to the development of plans for the area. [The full referral is available online here](#)

- Employment training and business support (Considered at Mayor and Cabinet on 30 October 2019)

Committee recommended that funding should be made available from borough wide community infrastructure levy funding for an employment training and business support programme. [The full referral is available online here](#)

- Cycling (Considered at Mayor and Cabinet on 15 January 2020)

The Committee made a number of comments on the implementation of the cycling strategy – with a number of specific proposals to improve cycling provision in the borough. [The full referral is available online here](#)

- Parking policy update (Considered at Mayor and Cabinet 15 January 2020)

The Committee recommended that Mayor and Cabinet give consideration to the impact of policy changes on the climate crisis it also made recommendations on commuter parking in the vicinity of Lewisham's larger employers (including the hospital) [The full referral is available online here](#)

- Climate emergency (Considered at Mayor and Cabinet on 5 February 2020)

The Committee recommended that public engagement should be a key part of the development of the climate emergency action plan. It also recommended that additional consideration be given to the importance of tree planting and green infrastructure in mitigating climate change. [The full referral is available online here](#)

- Local plan (Considered at Mayor and Cabinet on 11 March 2020)

The Committee made a number of specific comments about the development of the local plan. In particular – it was concerned to highlight the need for additional planning enforcement. It also made comments on urban greening; energy efficiency; impermeable paving; trees and student housing. [The full referral is available online here](#)

- Parks and open space strategy and the parks management and maintenance review (considered at Mayor and Cabinet on 10 June 2020)

The Committee referred its own in-depth review report – alongside recommendations for the improvement of the parks and open spaces strategy. [The full referral is available online here](#)

- Catford Town Centre regeneration (Considered at Mayor and Cabinet on 16 September 2020)

The Committee endorsed the officer approach to the regeneration programme and it recommended that there be a considered strategy for the redevelopment of the Broadway Theatre. [The full referral is available online here](#)

- Railway children urban national park (Considered at Mayor and Cabinet on 16 September 2020)

The Committee recommended increased protections for the land and trees in the railway children urban national park. It also asked officers to expedite the delivery of the Grove Park Neighbourhood Plan. [The full referral is available online here](#)

- Budget cuts (considered at Mayor and Cabinet 9 December 2020)

The Committee made comments on the budget cuts proposals – as part of a combined referral from all of the select committees. It recommended that careful consideration be given to proposals that would result in staffing reductions. It also recommended the initiation of a ‘keep Lewisham tidy’ campaign – and the use of safeguards in any future consultation on controlled parking zones. [The full referral is available online here](#)

- Budget cuts (Considered at Mayor and Cabinet 3 February 2021)

As part of a joint referral – from all select committees – the Committee recommended that care be taken in implementing cuts to environmental services, it also recommended an enhanced focus on contract management and a quick move to cash payments for parking. [The full referral is available online here.](#)

- Climate emergency (Considered at Mayor and Cabinet on 3 February 2021)

The Committee recommended that the Council put a climate emergency page on its website, containing a guide for residents on how to live more sustainably. [The full referral is available online here](#)

- Small Sites Supplementary Planning Document (Considered at Mayor and Cabinet on 10 March 2021)

The Committee submitted 17 recommendations for improvements to the supplementary planning document and its implementation – focusing both on the specifics of the plan and the way in which the Committee believed it should be communicated and utilised. [The full referral is available online here.](#)

- Emissions based short stay and motorcycle charging (Considered at Mayor and Cabinet on 14 July 2021)

The Committee recommended a number of improvements and ideas to the proposals – including: working in collaboration with Transport for London; improving cashless payments and carefully designing future schemes. [The full referral is available online here.](#)

- Waste strategy (Considered at Mayor and Cabinet on 14 July 2021)

The Committee recommended improvements to waste collection and enforcement practices; support for a ‘Lewisham in bloom’ campaign – and changes to the way in which it received future information in reports. [The full referral is available online here.](#)

- Catford regeneration (Considered at Mayor and Cabinet on 14 July 2021)

The Committee recommended that the Council should build on the lessons learnt from the Catford master planning process, recognising that it is an exemplar of best practice. It asked Mayor and Cabinet to ensure that the knowledge and insight gained from the process was retained for use on future projects. The Committee also asked that efforts be made to ensure that residents are kept up to date with progress on the development. [The full referral is available online here](#)

- A21 Development Framework (Considered at Mayor and Cabinet on 6 October 2021)
The Committee commended the work of officers as well as requesting that there be future close collaboration with Transport for London – and consideration for the upgrade of the framework to a supplementary planning document. [The full referral is available online here](#)

- Railway Children Urban National Park (Considered at Mayor and Cabinet on 6 October 2021)

The Committee referred the views of Cllr Ingleby to Mayor and Cabinet [The full referral is available online here](#)

- Local Plan (Considered at Mayor and Cabinet on 8 December 2021)

The Committee commended the work of officers – and asked that the benefits of the proactive engagement process be capture for future consultations. Members also made a number of comments on the proposal for a district park in Grove Park. [The full referral is available online here](#)

- Budget cuts (Considered at Mayor and Cabinet on 2 February 2022)

The Committee's comments focused on asset management – and the provision of accurate information. It also asked that careful consideration be given to the proposals on the implementation of new yellow boxes at junctions. [The full referral is available online here.](#)

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