



# AGENDA

## OVERVIEW AND SCRUTINY BUSINESS PANEL

**Date: TUESDAY, 20 DECEMBER 2022 at 7.05 pm**

**Committee Rooms 1&2, Civic Suite, Lewisham Town Hall, London SE6 4RU  
(Also remotely via Microsoft Teams)**

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### MEMBERS

Councillor Mark Ingleby	Chair	L
Councillor	Vice-Chair	Labour
Ese Erheriene		Co-op
Councillor Chris Best	Healthier Communities	Labour
		Co-op
Councillor	Safer & Stronger Communities	L
Ayesha Lahai-Taylor		
Councillor Joan Millbank	Labour Group Representative	L
Councillor	Housing	L
Stephen Penfold		
Councillor	Public Accounts	Labour
James Rathbone		Co-op
Councillor	Sustainable Development	Labour
James Royston		Co-op
Councillor Luke Sorba	Chair Children and Young People Select Committee	L
Councillor	Labour Group Representative	L
Eva Stamirowski		

**Members are summoned to attend this meeting**

**Kim Wright  
Chief Executive  
Lewisham Town Hall  
Catford  
London SE6 4RU  
Date: Monday, 12 December 2022**



INVESTOR IN PEOPLE

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

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**Lewisham**



INVESTOR IN PEOPLE

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## Overview and Scrutiny Business Panel

### Minutes

**Date:** 20 December 2022

**Key decision:** No

**Class:** Part 1

**Ward(s) affected:** All

**Contributors:** Chief Executive / Senior Committee Manager

### Outline and recommendations

Members are asked to consider minutes of the meeting of the Overview and Scrutiny Business Panel of 15 November 2022, which were opened to the press and public

#### 1. Recommendation

It is recommended that minutes of those parts of meetings of the Overview and Scrutiny Business Panel which were opened to the press and public on 15 November 2022 be confirmed and signed.

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

**7 November 2022**

# MINUTES OF THE OVERVIEW AND SCRUTINY BUSINESS PANEL

Tuesday, 15 November 2022 at 7.05 pm

PRESENT: Councillors Mark Ingleby, Ese Erheriene, Chris Best, Ayesha Lahai-Taylor, Stephen Penfold, James Rathbone and Luke Sorba

MEMBERS IN ATTENDANCE PRESENT IN PERSON:

Councillor Amanda De Ryk, Cabinet Member for Finance and Strategy; and Councillor James-J Walsh, Cabinet Member for Culture & Leisure (job share).

MEMBER(S) JOINING REMOTELY:

Councillor Joan Millbank.

OFFICER(S) PRESENT IN PERSON:

Director of Law, Governance & Elections; and Assistant Chief Executive.

OFFICER(S) PRESENT REMOTELY:

Executive Director of Community Services; and Head of Overview & Scrutiny.

Apologies for absence were received on behalf of Councillor James Royston.

Apologies for leaving early were noted regarding Councillor Joan Millbank and Councillor Luke Sorba.

Clerk: Senior Committee Manager.

## 1. Minutes

RESOLVED that minutes of the Meeting of the Overview and Scrutiny Business Panel held on 4 October 2022 be confirmed as an accurate record.

## 2. Declarations of Interest

There were no interests declared at the meeting.

## 3. Open Session - Decisions by Mayor and Cabinet on 2 November 2022

3.1.1 The Committee received the report and:

- Acknowledged that the Council's dealings with the current provider, Glendale Grounds Management, regarding the Green Space Management Contract had been successful over the term.
- Noted that the current contract extension would run until 30th October 2023.
- Noted plans to extend the current contract for a further 14 months to the end of December 2024 at a total cost of £3.1m.

- Noted that discussions were ongoing with Glendale Grounds Management (Glendale) but that in principle, an agreement had been reached that the overall contract expenditure would be in line with current costs.
- That the final decision on the extension contract value would be contained within existing agreed budgets and delegated to the Executive Director Community Services for approval.

3.1.2 In response to a question about the Council's direction of travel to ensure value for money for residents, the Executive Director of Corporate Services advised the Panel as follows:

- That the Council had ran out of permissible extensions regarding the existing contract.
- That 14 months had been determined as the longest time that the Council could extend the existing contract without undertaking a full procurement exercise.
- That given the current financial situation, an assessment by external consultants showed evidence that insourcing costs will be more than the Council could afford. Thus, the flexibility to extend the contract was considered prudent to allow time for some of the rapid inflationary volatilities in the marketplace to ease off.
- That if the Council's financial situation changed overtime, there should be no reason why a review would not include insourcing of the services as an option.
- That if it was determined that full procurement of the services should be undertaken after the agreed 14 months had lapsed, the Council would consider a commissioning arrangement similar in duration of 10 years to that of the existing contact with Glendale.

3.1.3 The Panel expressed a view that it was ironic to request the services of an external consultant to undertake a feasibility study on insourcing of the services. Notwithstanding that, the Panel felt that it was sensible not to commit the Council to a longer-term plan given the current financial situation.

3.1.4 In clarifying views expressed by the Panel, Councillor Amanda De Ryk, Cabinet Member for Finance and Strategy advised as follows:

- That there were original internal assessments taken regarding the insourcing option for the contract, but those proved more expensive than the Council could afford. It was stated that the appointment of the external consultant was a follow-up from the lessons learnt in respect of those internal findings.
- That the Council's aspiration of insourcing, which was on hold at this present time, had not been solely financially based because part of what the Council wanted to do was to extend the Parks Service by identifying ways to do things differently, while having the flexibility to react to service demands.

3.1.5 Following a request to clarify statement in the report about the possibility of developing a hybrid model with some elements of the service possibly coming in-house, the Executive Director of Community Services stated as follows:

- That the Council has different arrangements for Beckenham Park Place, as was the case for the other parks around concessions.
- That with plans for Lewisham Homes to be brought in-house, the Council was considering ways to explore opportunities of doing things differently, including undertaking joint working arrangements for concessions to be organised, with a view to attract income generation opportunities and share risks in-house, whilst maintaining an outsourced element of the service.

3.1.6 The Panel noted further clarification about income generation by the Executive Director of Community services as follows:

- That the £35,000 referred to in the report was not income generated from fireworks events held in Blackheath and other parks. It was confirmed that the money was related to sponsorship raised by the Council's in-house Culture Team towards organising the fireworks events.
- That Lewisham's opportunities to host music festivals and other events to raise money cannot form part of the current financial model in the report because the income is expected to be delivered by the Council's budget.
- That Lewisham was working with neighbouring Royal Borough of Greenwich to avoid clashes when delivering of community events in Blackheath.

## **3.2 The Corporate Strategy of Lewisham (Corporate Strategy) – 2022-2026**

3.2.1 The Panel considered the Corporate Strategy, and made the following general comments:

- That "live music" was mentioned twice under the "inward investment" section.
- That "Birmingham-Lewisham Caribbean & African Health Inequalities" was mentioned twice under "Diversity" and "Health & Wellbeing" sections.
- That the short paragraph on page 23 about young people was very compact, and therefore not explicit about efforts by the Council to embed race equality in schools.
- Equality should read as a theme across the each of the sections.
- That in pages 18 & 25, to consider using culture as a drive for economic growth, and perhaps consider benchmarking to compare with Camden and Haringey councils, and similar organisations where culture had been part of their economic recovery.
- That steps should be taken to backup and underpin opportunities from Lewisham's world class cultural partners. As an indication,

consideration should be taken to drive inward investment by working with partners under the Local Strategic Partnership umbrella.

- That consideration should be given of report back by perhaps informing the Mayor's meetings with local residents/local assemblies after implementation of the strategy. It was stated that progress reporting could also serve as a useful tool for ward councillors.

3.2.2 Specific comments made by the Panel regarding the Corporate Strategy were also noted as follows:

- That in terms of the aims of the corporate strategy, an annual report to Overview & Scrutiny Committee could serve as a means of sharing progress on performance with the public in the form of a dashboard approach to reporting. It was stated that such a consideration would likely provide an opportunity for the Council to be more agile.
- That it could be necessary to consider retrofitting in the final form of the cultural strategy as an opportunity to contribute to the Green Agenda as moving away from fossil fuels onto renewable energy infrastructure.
- That culture should be considered as an economic driver. It was stated that partnership with Lewisham's cultural anchor institutions could be used as an identity vehicle to drive the Place-shaping Strategy.
- That the theme of having diversity and race equality in the report was recognised, but there needed to be more emphasis on that in the young people's section.
- That there was a potential for developing a Health Charter as a means of linking "green" issues with "health". Panel recognised the strength that would present.

3.2.3 The meeting also noted suggested wordings by the Panel as follows:

- To include under quality Housing in the second paragraph of the report: "Working with all housing providers in the borough to encourage retro-fitting as part of our drive to be carbon-neutral by 2030, and to develop a Lewisham Rent Repairs Charter".
- To include under the health section in the report: "Lewisham Health Care and Wellbeing Charter to encourage residents to access the right service at the right time".

RESOLVED that the reports be noted.

#### **4. Scrutiny Update Report**

The Panel received a report presented by the Head of Overview and Scrutiny, and noted the select committee work programme, and that the current round of meetings would consider, amongst other matters, the Budget Reductions for 2023/24.

The Panel also noted the following updates:

- That both Task and Finish Groups were had commenced operation, and would be undertaking a range of visits and evidence gathering activities.
- That the creative and community workspaces Task and Finish Group (TFG) would meet on 16 November 2022, and the community gardening and allotments practice TFG on 30 November 2022.
- That when the Public Accounts Select Committee meets on 1 December, it would consider referrals on the budget from the other 5 select committees, with a view to present at the forthcoming Mayor and Cabinet meeting scheduled to take place on 7 December, along with its own comments.

RESOLVED that the report be noted.

Meeting closed at 20.12pm

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Chair





## Overview and Scrutiny Business Panel

### Declarations of Interest

**Date:** 20 December 2022

**Key decision:** No

**Class:** Part 1

**Ward(s) affected:** All

**Contributors:** Chief Executive

### Outline and recommendations

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

## 1. Summary

1.1. Members must declare any personal interest they have in any item on the agenda. There are three types of personal interest referred to in the Council's Member Code of Conduct:

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

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

## 2. Recommendation

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

### 3. Disclosable pecuniary interests

3.1 These are defined by regulation as:

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

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

### 4. Other registerable interests

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

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

## 5. Non registerable interests

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

## 6. Declaration and impact of interest on members' participation

- 6.1. Where a member has any registerable interest in a matter and they are present at a meeting at which that matter is to be discussed, they must declare the nature of the interest at the earliest opportunity and in any event before the matter is considered. The declaration will be recorded in the minutes of the meeting. If the matter is a disclosable pecuniary interest the member must take not part in consideration of the matter and withdraw from the room before it is considered. They must not seek improperly to influence the decision in any way. **Failure to declare such an interest which has not already been entered in the Register of Members' Interests, or participation where such an interest exists, is liable to prosecution and on conviction carries a fine of up to £5000**
- 6.2. Where a member has a registerable interest which falls short of a disclosable pecuniary interest they must still declare the nature of the interest to the meeting at the earliest opportunity and in any event before the matter is considered, but they may stay in the room, participate in consideration of the matter and vote on it unless paragraph 6.3 below applies.
- 6.3. Where a member has a registerable interest which falls short of a disclosable pecuniary interest, the member must consider whether a reasonable member of the public in possession of the facts would think that their interest is so significant that it would be likely to impair the member's judgement of the public interest. If so, the member must withdraw and take no part in consideration of the matter nor seek to influence the outcome improperly.
- 6.4. If a non-registerable interest arises which affects the wellbeing of a member, their, family, friend or close associate more than it would affect those in the local area generally, then the provisions relating to the declarations of interest and withdrawal apply as if it were a registerable interest.
- 6.5. Decisions relating to declarations of interests are for the member's personal judgement, though in cases of doubt they may wish to seek the advice of the Monitoring Officer.

## 7. Sensitive information

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

## 8. Exempt categories

- 8.1. There are exemptions to these provisions allowing members to participate in decisions notwithstanding interests that would otherwise prevent them doing so. These include:-
- (a) Housing – holding a tenancy or lease with the Council unless the matter relates to your particular tenancy or lease; (subject to arrears exception)
  - (b) School meals, school transport and travelling expenses; if you are a parent or

guardian of a child in full time education, or a school governor unless the matter relates particularly to the school your child attends or of which you are a governor

- (c) Statutory sick pay; if you are in receipt
- (d) Allowances, payment or indemnity for members
- (e) Ceremonial honours for members
- (f) Setting Council Tax or precept (subject to arrears exception).



## Overview and Scrutiny Business Panel

### Decisions made by Mayor and Cabinet

**Date:** 20 December 2022

**Key decision:** Yes

**Class:** Part 1

**Ward(s) affected:** All

**Contributors:** Chief Executive / Head of Governance & Committees

### Outline and recommendations

Members are asked to consider decisions taken at a meeting of the Mayor and Cabinet held on 7 December 2022 in open session

#### 1. Recommendation

To consider decisions taken by the Mayor and Cabinet on 7 December 2022, which will come into force on 21 December 2022, unless called in by the Overview and Scrutiny Business Panel on 20 December 2022.

#### 2. Background

2.3 The Panel received requests for Members to consider proposals decisions taken at the Mayor and Cabinet meeting on 7 December 2022 in regard to the following:

- i. M&C agenda - Item 8. Future of Housing Management: Options Review:
- ii. M&C agenda - Item 10: Sustainable Transport and Parking Improvements Programme
- iii. M&C agenda - Item 17: Budget Reduction: 2023-24:

2.2 Under the provisions of Standing Orders Part IV E 14, Members may call in an executive decision within 7 days. If this report is not called in, the decisions will come into force on 21 December 2022.



## Mayor and Cabinet

### Future of Housing Management: Options Review

**Date:** 7<sup>th</sup> December 2022

**Key decision:** Yes

**Class:** Part 1

**Ward(s) affected:** All

**Contributors:** Jennifer Daothong, Executive Director, Housing, Regeneration and Public Realm; Fenella Beckman, Director of Housing; Paul Leo, Housing Programme Director.

## Outline and recommendations

This report gives the result of the recent consultation and test of resident opinion on whether Lewisham Homes should continue to manage the Council's housing stock, or whether the service should be brought in-house. It also includes a cost benefit analysis of the options. It proposes that officers be instructed to give notice to end the management agreement with Lewisham and to make preparations for the Housing management service to be brought in-house.

Mayor and Cabinet is recommended to:

- a) Note the results of the tenant and leaseholder consultation and test of opinion, the cost benefit analysis and the risk analysis.
- b) Authorise the Executive Director, Housing, Regeneration and Public Realm in consultation with the Monitoring Officer and s151 Officer to negotiate termination of the management agreement with Lewisham Homes and negotiate a mutually acceptable date to transfer the landlord service to the Council as soon as practicable.
- c) Authorise the Executive Director, Housing, Regeneration and Public Realm to take such decisions as may be necessary to facilitate the process of bringing back the housing service in house unless such actions would have significant financial implications beyond those outlined in this report, in which case a further report will be brought to Mayor and Cabinet.
- d) Require the Executive Director, Housing, Regeneration and Public Realm to develop plans to ensure that the retained housing services and Lewisham Homes maintain the quality of the housing service and delivery of the programme of improvements.

## Proposed timeline (to be developed with Lewisham Homes)

December 2022	Notice given to Lewisham Homes to terminate the management agreement.
End of 2023	Estimated date for transferring all services from Lewisham Homes (subject to developing an agreed plan between Lewisham Homes & the Council)

## 1. Summary

- 1.1. The Mayor and Cabinet considered future options for the landlord management services provided by Lewisham Homes at its meeting on 6 July 2022. It concluded that tenants and leaseholders should be consulted on two options: either maintain the existing arrangements with Lewisham Homes or return the service to be directly managed by the Council, which was the Mayor and Cabinet's preferred option.
- 1.2. An extensive communications and consultation process was carried out between August and October which exceeds the process which was carried out before the establishment of Lewisham Homes. A 'test of opinion' has demonstrated that 92% of tenants and leaseholders either support or do not oppose the landlord management service returning to the Council.
- 1.3. A cost benefit analysis has shown that returning the service to the Council to be directly managed will save the HRA money after two years which will allow the savings to improve the housing services.
- 1.4. The process has followed the guidance from Government for Councils considering the future of their ALMO housing management services.

## 2. Recommendations

Mayor and Cabinet is recommended to:

- 2.1. Note the results of the tenant and leaseholder consultation and test of opinion, the cost benefit analysis and the risk analysis.
- 2.2. Authorise the Executive Director, Housing, Regeneration and Public Realm in consultation with the Monitoring Officer and s151 Officer to negotiate termination of the management agreement with Lewisham Homes and negotiate a mutually acceptable date to transfer the landlord service to the Council as soon as practicable.
- 2.3. Authorise the Executive Director, Housing, Regeneration and Public Realm to take such decisions as may be necessary to facilitate the process of bringing back the housing service in house unless such actions would have significant financial implications beyond those outlined in this report, in which case a further report will be brought to Mayor and Cabinet.
- 2.4. Require the Executive Director, Housing, Regeneration and Public Realm to develop plans to ensure that the retained housing services and Lewisham Homes maintain the quality of the housing service and delivery of the programme of improvements.

## 3. Policy Context

### Council strategies

- 3.1. The Council's Corporate Strategy (2022-2026) refers to:
  - **Quality Housing**
    - Delivering more social homes for Lewisham.
    - Improving the conditions in the borough's housing stock, working with all housing providers in the borough to develop a Lewisham Repairs Charter
- 3.2. Lewisham's Housing Strategy (2020-2026), includes the following themes:
  - Delivering the homes that Lewisham needs
  - Preventing homelessness and meeting housing need
  - Improving the quality, standard and safety of housing
  - Supporting our residents to live safe, independent and active lives



- Strengthening communities and embracing diversity.

## 4. Background

- 4.1. The Council established an Arm's Length Management Organisation (ALMO), Lewisham Homes in 2007. At that time, additional grant was made available to authorities establishing ALMOs to invest in meeting the Decent Homes standard. Lewisham Homes was successful in achieving additional investment of £100 million to meet the Decent Homes standard.
- 4.2. A new management agreement between the Council and Lewisham Homes was agreed in June 2017 for ten years with a break clause which allows the Council to give six months' notice before the fifth anniversary of the agreement. Following on from a need to focus on Covid response over the last two years, this break clause has been extended by a year by mutual agreement, which means that the Council can terminate the agreement if notice is given before 27 December 2022. This break clause was included within the original management agreement to ensure that the Council had opportunity to flexibly respond to changes in the wider operating context for housing management services.
- 4.3. Under the management agreement, Lewisham Homes currently manages around 12,000 social rented homes and 5,300 leasehold properties on behalf of the Council. This number does not include temporary accommodation and hostel units which Lewisham Homes also manages for the Council. It has approximately 550 employees.
- 4.4. The management agreement specifies the services provided by Lewisham Homes. In terms of this report, the Landlord Management Services are the services provided by Lewisham Homes on behalf of the Council for its tenants and leaseholders and include all landlord functions from new tenancies through to turning around void properties at the end of tenancies including repairs and maintenance, estate management, leasehold management, rent collection and tenant engagement. These are funded through the Housing Revenue Account. Since the original establishing of Lewisham Homes, some additional Council services have been managed by Lewisham Homes which are funded by the Council's General Fund. These include administering Right to Buy and managing Homeless and temporary accommodation on behalf of the Council. Lewisham Homes also monitors and client the Council's two Tenant Management Organisations for the Council.
- 4.5. On 6 July, Mayor and Cabinet approved a report on the future housing management arrangements for the Borough. The Mayor and Cabinet agreed to:
  - 4.5.1. Note the findings of the initial review of housing management options;
  - 4.5.2. Approve, subject to consideration of tenant and leaseholder consultation responses, as the Council's preferred option the transfer of housing management functions in-house to the Council in relation to the Council's housing stock (Option 2);
  - 4.5.3. Instruct officers to carry out a financial analysis for the Council to undertake housing management functions and services in relation to its housing stock;
  - 4.5.4. Instruct Officers to undertake a consultation with tenants and leaseholders in relation to the proposal to bring housing management functions and services in-house to the Council (Option 2);
  - 4.5.5. Instruct officers to consider tenant and leaseholder consultation responses and report to the Cabinet on the same, in order to allow Cabinet an opportunity to consider those consultation responses and to enable it to make a decision whether to adopt Option 2 (whether modified as a consequence of the consultation or not) as Council policy;
  - 4.5.6. Inform the Department of Levelling Up, Housing and Communities (DLUHC) of the intention of the Council to consult with tenants and leaseholders on the future of the

landlord management service.

## 5. Progress since July M&C Meeting

- 5.1. Following the decision, a programme of consultation was carried out which consisted of the following actions:
  - 5.1.1. Awareness raising via a letter to all tenants and leaseholders, attendance at events around the Borough during August and September and articles in the Lewisham Homes newsletter. Around 250 residents spoke to members of the Council housing team at these sessions. A full list of events is included in Appendix 1.
  - 5.1.2. A broadly representative tenant and leaseholder steering group was established under the guidance of the independent tenant engagement specialists, Tpas. This group provided input and approval for the approach and printed materials. The group considered and helped to develop the commitments that were made as part of the offer to tenants and leaseholders from the Council if the service was brought back under direct management.
  - 5.1.3. A specialist research company was used to send an explanation leaflet and questionnaire with a test of opinion of the Council's preferred option. It was sent to all tenants and leaseholders and arrived during week commencing 12 September. The questionnaire could be completed online, via a telephone call to the research company or online.
  - 5.1.4. The information also included contact details for Tpas, which acted as the independent tenant advisor (ITA), to raise any questions or concerns with the consultation process.
  - 5.1.5. Researchers and members of the Council's housing team attended a series of 'drop-in' sessions in every ward of the Borough to assist tenants of leaseholders complete the questionnaire. Approximately 85 residents attended these sessions.
  - 5.1.6. Nearly 1,300 postal surveys were returned and a further 260 online surveys were completed. In addition, researchers contacted over 2,000 residents by telephone and personal visits including targeting groups of tenants underrepresented in the early responses and seldom heard voices.
  - 5.1.7. In line with the government guidelines, the process was overseen by Campbell Tickell Ltd, a specialist consultancy with extensive experience of working with Councils and ALMOs. They have confirmed that the Council's approach has been rigorous. They are satisfied that the approach taken represents proportionate effort to find out what residents think about the proposed change in management arrangements and that the Council has sufficiently considered equality issues in designing its approach. In their view the Council can rely upon the results.
- 5.2. The Department for Levelling Up, Housing and Communities has been informed of the Options Review.

## 6. Result of the Consultation and 'Test of Opinion'

- 6.1. The consultation and test of opinion closed on 16 October.
- 6.2. In total 17,189 residents and leaseholders were sent questionnaires. 3,363 questionnaires were completed representing a response rate of 21%. Appendix 2 gives details of the responses, but the headline results are as follows:
- 6.3. Do you support the proposal to bring housing management services into direct management by Lewisham Council?

Yes	71%
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No	7%
Don't know	22%

- 6.4. Excluding those who did not feel able to decide either way at this time, the proportion that support the change in housing management is 92%. This demonstrates a high level of support for bringing the landlord management services back to be directly managed by the Council.
- 6.5. The responses show that the results are consistent across the different areas of the Borough and across different age groups.
- 6.6. Leaseholder responses varied only slightly from tenants with 69% supporting the change, 5% opposing the change and 26% responding with 'don't know'. The response rate from leaseholders was only slightly lower than the response rate from tenants.
- 6.7. The responses to the consultation show that tenants priorities are improving the speed and quality of responsive repairs and the response times to answering calls, followed by improvements that are needed such as new kitchens and bathrooms.
- 6.8. Leaseholders priorities are improving value for money and responses to calls or correspondence.

## 7. Response from Lewisham Homes Board

- 7.1. The Board of Lewisham Homes have co-operated with the Council's consultation exercise and have maintained a neutral stance on the possibility of the services transferring back to the Council.

## 8. Cost Benefit Analysis

- 8.1. A cost benefit analysis has been carried and is included as Appendix 3 to this report.
- 8.2. In Summary transferring the landlord management service will save an estimated minimum of £300,000 per annum, which is the savings from not running a separate company. There will be one-off costs to manage the process of bringing the service back which are expected to be recovered within two years from the savings generated, after which the cost of running the service will be lower than it would be if Lewisham Homes continues to provide the service. This saving will be generated within the Housing Revenue Account (HRA).
- 8.3. There will be additional work during this period on integrating the Lewisham Homes and Council IT systems including the finance system. This work has been in progress since 2020 and will result in benefits which will be easier to realise when the landlord management service has been transferred to the Council.
- 8.4. There will be further opportunities for benefits through sharing and integrating services with the Council. These benefits have not been included in the cost benefit analysis, but will be developed as services are transferred to the Council.

## 9. Proposed Implementation Process

- 9.1. The current agreement between the Council and Lewisham Homes provides the opportunity for the Council to give six months' notice before 27 December 2022 to terminate the agreement. Although other Councils have brought their housing management service back in six months, in most cases there have been more support or back office services shared with the Council and therefore less change has been involved.

- 9.2. The Lewisham Homes Board has indicated its willingness to co-operate with the Council and it is proposed that the date of the transfer of the service is negotiated with the Board to minimise risk and ensure that transfers take place at an opportune time. It is expected that the majority of services can be transferred back to the Council before the end of 2023.
- 9.3. It is proposed that where transferring support, or 'back office', services more quickly will bring benefits to be realised more easily, these transfers might take place ahead of the full transfer of landlord management services. Service level agreements (SLAs) will be drawn up as appropriate to ensure Lewisham Homes can continue to operate and carry out its operations effectively.
- 9.4. Proposals for the future housing management service within the Council will be developed including a revised housing leadership structure. This will form part of a plan to ensure that the Council is ready to receive the service back and will be able to deliver the commitments to tenants and leaseholders in the consultation document.
- 9.5. A new governance structure for the housing service will be developed working with tenants and leaseholders. This will need to ensure that their voices are heard and that the Council can clearly demonstrate how tenant and leaseholder engagement and the performance of the service exceeds the required level to meet the requirements of the new consumer standards and code of practice which is being introduced by the Regulator of Social Housing. At this stage this is expected to involve establishing a new Tenant and Leaseholder representative body to work alongside a new Tenant and Resident's Association forum.
- 9.6. The length of time that Lewisham Homes Ltd continues as a company will be dependent on a number of detailed issues. For example, Lewisham Homes has properties which provide hostel and supported accommodation for people nominated by the Council. These are General Fund services rather than HRA services and the property leasing arrangements will need to be resolved so that the services can be continued. Work is ongoing to explore the options.
- 9.7. The Development function carried out by Lewisham Homes is being incorporated back into the Council for reasons which are being reported to Mayor and Cabinet separately.
- 9.8. A Housing Futures Programme Steering Group chaired by the Council Chief Executive will oversee the programme to bring back the service. A Programme Board will supervise the legal, financial, HR and IT work to develop the new in-house service. The Council and Lewisham Homes will continue to work closely together to ensure regular communications to tenants, leaseholders, staff and other stakeholders during the period up to the transfer of services which will be critical to reduce uncertainty.

## **10. Staffing Implications**

- 10.1. The TUPE process will be followed when staff are transferred from Lewisham Homes to the Council. Early and continuing communications will be key to minimising disruption. The Council has established processes for consultation with staff and unions.
- 10.2. Reintegration of Lewisham Homes will require some restructuring e.g. back office functions. The Council's change management process and consultation with staff and unions will be followed and would not start before the TUPE transfer itself. There is a risk of staff leaving while there is uncertainty around the future service provision. This has been a significant challenge elsewhere.

## **11. Communications**

- 11.1. Throughout the process, keeping staff within LH and the Council, Council members, LH Board members, tenants, leaseholder and the wider community informed will be vital and will be overseen by the Steering Group as referred to above. The process will need

to be carefully co-ordinated to ensure that where ever possible staff are retained to assist service continuity and improvement, and that individual staff members have the opportunity to contribute to the programme.

- 11.2. A work plan will be developed by the communications teams in LBL working with LH communications team.

## **12. Financial implications**

- 12.1. Transferring the landlord management services back to the Council offers opportunities for some immediate efficiencies and cost avoidance. These could come from reducing the cost of governance and by integrating services and are estimated at a minimum of £300k per annum.
- 12.2. There will be one-off costs associated with the changes to the current arrangements which are referred to in the Cost Benefit Analysis in Appendix 3. These costs will need to be identified and established, but are not currently allowed for in the HRA budget allocations agreed by Mayor and Cabinet in January 2022. Additional costs will result in an additional charge to the HRA which will be off-set by the savings noted above in the first instance.
- 12.3. A pressing need for investment to improve the housing stock condition has already been identified. Once the transition costs are met, where efficiencies can be realised the budget can be redirected to increase the capacity of the HRA to invest in the housing stock.

## **13. Legal implications**

- 13.1. The management agreement between the Council and Lewisham Homes has provision for changing the services provided by the Company.
- 13.2. The Government issued guidelines for councils considering the future of their ALMO housing management services in December 2011, and these still apply.
- 13.3. The Housing Act 1985, section 105 sets out a legal obligation to consult with tenants on changes to the management their homes. This obligation will be fulfilled by considering the responses to the consultation exercise and following the guidelines referred to above.
- 13.4. The Transfer of Undertakings (Protection of Employment) Regulations 2006 ("TUPE preserve continuity of employment and to safeguard employment rights of all employees whose employment transfers to a new employer as a result of a relevant transfer. Dismissal of staff that are protected by TUPE will be automatically unfair unless there are valid economic, technical or organisational reasons. Any changes to terms and conditions of employment which are related to the transfer will be invalid unless the changes are made for economic, technical or organisational reasons entailing changes in the workforce. TUPE will apply where there is a transfer of a business involving the transfer of an "economic entity" that retains its identity upon transfer, or when there is a service provision change under which services are either contracted out or brought back in-house. There is an obligation under TUPE to inform and consult with trade unions in good time before a transfer takes place.

## **14. Equalities implications**

- 14.1. 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.
- 14.2. The consultation and engagement process has complied with the Council's policies.

14.3. The programme to transfer the landlord management service back to the Council will be developed to ensure it complies with the Council's policies.

## **15. Climate change and environmental implications**

15.1. There are no direct environmental impacts arising from this report, although there are significant challenges in ensuring the housing stock can be improved to meet the Council's ambitions. Improving efficiency of the management of housing will provide greater capacity for the HRA to be able to invest in the stock.

## **16. Crime and disorder implications**

16.1. There are no direct implications relating to crime and disorder issues.

## **17. Health and wellbeing implications**

17.1. There are no direct implications relating to health and wellbeing issues.

## **18. Risks**

18.1. A full risk register has been developed. The key risks to transferring the landlord management arrangements are:

- Interruption to continuity of service to residents, which will be avoided by careful planning and communications.
- Loss of expertise due to uncertainty during the transfer process.

## **19. Background papers**

19.1. The Agreement for Housing Management and other services between LBL and LH dated 27 June 2017.

19.2. Report to M&C: Future of Housing Management 6<sup>th</sup> July 2022

## **20. Report author and contact**

20.1. Paul Leo, Housing Programme Director, [paul.leo@lewisham.gov.uk](mailto:paul.leo@lewisham.gov.uk)

## **21. Comments for and on behalf of the Executive Director for Corporate Resources**

21.1. David Austin, Director of Finance, [david.austin@lewisham.gov.uk](mailto:david.austin@lewisham.gov.uk)

## **22. Comments for and on behalf of the Director of Law, Governance and Elections**

22.1. Melanie Dawson, Principal Lawyer – Place, [melanie.dawson@lewisham.gov.uk](mailto:melanie.dawson@lewisham.gov.uk)

## **23. Appendices**

- 23.1. Appendix 1: Resident consultation events
- 23.2. Appendix 2: Results of Test of Opinion Consultation
- 23.3. Appendix 3: Cost Benefit Analysis

Appendix 1 Resident Consultation Events

Ward	Housing Stock	Event Date	Event Time	Location	Attending	Residents spoken with
Bellingham	427	28/09/2022	1:00pm - 2:00pm	Bellingham Gateway youth and community Centre	Lewisham council officers	0
Blackheath	1914	23/09/2022	12:00pm - 2:00pm	St Michaels and all Angels	MEL Research	0
Brockley	529	28/09/2022	11:30am - 12:30pm	St Peters Brockley Foodbank	Lewisham council officers	2
Crofton Park	264	27/09/2022	1:00pm - 2:00pm	St Hildas Church, Crofton Park	Lewisham council officers	0
Deptford	3037	24/09/2022	10:00am - 12:00pm	Deptford Lounge	MEL Research	5
Deptford	3037	17/08/2022	10:00am - 12:00pm	Feed the Hill	Lewisham council officers	25
Evelyn	2405	11/08/2022	10:00am - 12:00pm	LH repairs - Pepys estate	Lewisham council officers	7
Forest Hill	922	09/08/2022	9:00am - 1:30pm	Sydenham Community Food Store	Lewisham council officers	7
Hither Green	405	27/09/2022	2:30pm - 3:30pm	Hither Green Baptist Church	Lewisham council officers	0
Ladywell	294	23/09/2022	4:00pm - 6:00pm	PLACE Ladywell	MEL Research	0
Lee Green	622	27/09/2022	3:00pm - 4:00pm	Church of the Good Shepherd or St Peter, Lee	Lewisham council officers	0
Lewisham Central	186	23/09/2022	12:00pm - 1:00pm	Lewisham shopping Centre	Lewisham council officers	0



New Cross Gate	1160	14/10/2022	10:00am - 11:00am	All Saints Community Centre	Lewisham council officers	0
Perry Vale	1236	24/09/2022	1:00pm - 3:30pm	German Church	MEL Research	1
Perry Vale	1236	21/09/2022	2:30pm - 3:30pm	Merrydown Independent Living	Lewisham council officers	12
Rushey Green	437	28/09/2022	2:00pm - 3:00pm	St Laurence Church hall	Lewisham council officers	0
Rushey Green	437	22/09/2022	2:00pm - 3:00pm	The Vineries Independent Living	Lewisham council officers	12
Sydenham	1963	22/09/2022	4:00pm - 6:00pm	The TNG Centre Sydenham	MEL Research	1
Sydenham	1963	18/08/2022	11:00am - 4:00pm	Rehoboth Family day	Lewisham council officers	5
Telegraph Hill	2215	22/09/2022	12:00pm- 2:00pm	Honor Oak Community Centre	MEL Research	5
Telegraph Hill	2215	18/08/2022	3:00pm - 6:30pm	Hatfield & Gerrard garden party	Lewisham council officers	0
Telegraph Hill	2215	10/11/2022	2:00pm - 3:00pm	Hatcham House - Kender estate	Lewisham council officers	0

## Key findings:

- 71% of Lewisham Homes service users support the proposal to bring housing management services into direct management by Lewisham Council. Analysis by tenure, shows majority support among both tenants and leaseholders (71% and 69% respectively).
- Analysis of explanatory text based comments suggests that the balance of opinion towards the proposed changes is based on an appetite for housing services to improve/be delivered more efficiently. Particular emphasis was given to how the responsive repairs service is delivered.
- Looking ahead, the key priorities for tenants are having repairs carried out promptly and right first time, calls or correspondence being responded to promptly and improvements being made to homes when needed. Leaseholders key priorities include services providing value for money, calls or correspondence being responded to promptly and communal spaces being well maintained.

# Introduction

## Engagement process

M·E·L Research were commissioned to support the Council design and deliver a multi-channel resident engagement programme. A range of methodologies were used to engage with tenants and leaseholders to capture their views on the proposal to return housing management to the Council. There was also supporting communication about the proposals and how individuals could get involved, both prior to and during the engagement window.

The Council publicised the engagement options in several ways. Firstly, all tenants and leaseholder were sent a letter in July/August informing them of the proposal and giving notice of the consultation. Following this, Lewisham Council and Lewisham Homes promoted it at numerous events at every ward with housing stock over the summer and via social media. M·E·L Research were responsible for directly contacting tenants and leaseholders, giving all service users an opportunity to share their views.

All of the engagement activity took place between 14<sup>th</sup> September and 24<sup>th</sup> October 2022. Responses from all methods were combined at the end of the survey period and overall we received a total of 3,663 responses. The table below presents a summary of the approach and the number of responses received through each engagement method.

<b>Target population</b>	Lewisham Homes tenants and leaseholders			
<b>Interview length</b>	Average of 10 minutes			
<b>Engagement period</b>	14 <sup>th</sup> September – 24 <sup>th</sup> October 2022			
<b>Data collection methods</b>	Self-completion postal survey	Self-completion online survey	Interviewer-administered telephone survey	Interviewer-administered face to face survey
<b>Number of responses</b>	1,294	259	1,608	502

## Response rate and statistical reliability

Postal surveys were sent to all 17,189 tenants and leaseholders, giving all of these residents an equal chance to take part and have their say. A total of 3,663 completed surveys were returned, representing a response rate of 21%.

As the survey findings are based on a sample of Lewisham Homes tenants and leaseholders, the results are subject to sampling tolerances. The achieved confidence interval gives an indication of the precision of results. With 3,663 residents having completed the survey, this provides data with a confidence interval of  $\pm 1.5\%$  for a 50% statistic at the 95% confidence level. This simply means that if 50% of respondents indicated they agreed with a certain aspect, the true figure could in reality lie within the range of 48.5% to 51.5% and that these results would be seen 95 times out of 100. On the basis of this sampling error, the dataset delivered through the engagement activity is highly robust.

The table below shows the response rate overall and by tenure, and the confidence intervals for differing response results (sample tolerance).

### Breakdown of completed interviews and sampling tolerances

	Stock size	Sample size	Response rate	Approximate sampling tolerances*		
				50%	30% or 70%	10% or 90%
Tenants	11,879	2,617	22%	$\pm 1.7\%$	$\pm 1.6\%$	$\pm 1.0\%$
Leaseholders	5,310	1,046	20%	$\pm 2.7\%$	$\pm 2.5\%$	$\pm 1.6\%$
<b>Overall</b>	<b>17,189</b>	<b>3,663</b>	<b>21%</b>	<b><math>\pm 1.4\%</math></b>	<b><math>\pm 1.3\%</math></b>	<b><math>\pm 0.9\%</math></b>

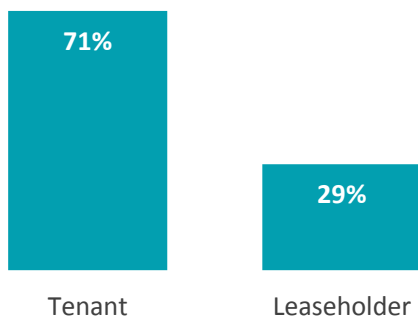
*\*Based on a 95% confidence level*

As set out above, a managed approach to surveying was taken to ensure a representative sample of tenants and leaseholders took part in the engagement programme. This resulted in a sample that is broadly representative by tenure and ward, proportionate to the overall stock profile. A breakdown of the survey profile against the stock profile is included in Appendix C. Based on analysis of this sample profile, no corrective weighting was required for this data to ensure that it was representative of the Lewisham Homes customer base.

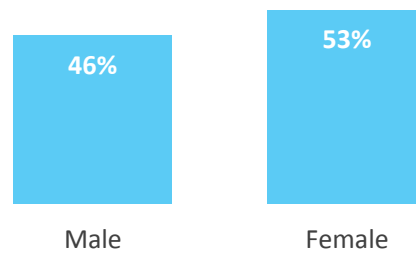
# Profile of respondents

As part of this engagement programme, all Lewisham Homes service users were asked to a number of questions to collect their demographic information. Recognising that some of these questions could be considered personal or sensitive, respondents were given the option to skip these questions. However, responses to these questions show that we captured views from a diverse cross section of customers.

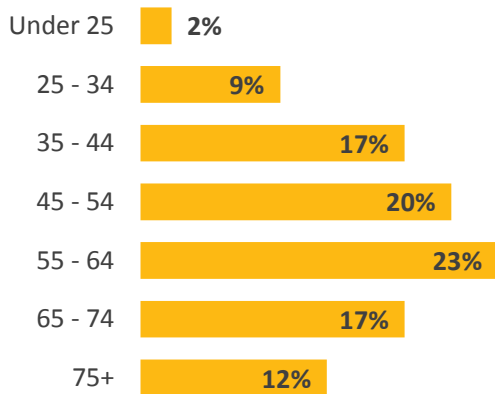
**Tenure** (n=3,663)



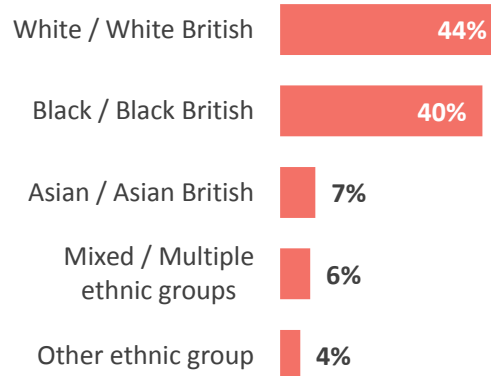
**Gender** (n=3,555)



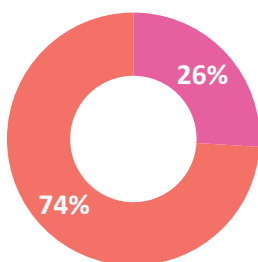
**Age band** (n=3,530)



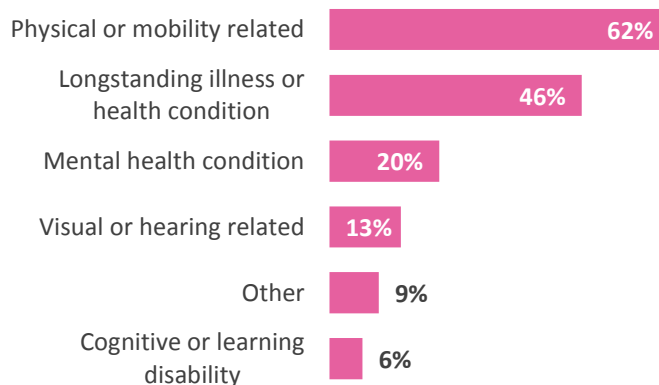
**Ethnicity** (n=3,367)



**Disability** (n=3,453)



■ Yes ■ No



# Engagement responses

## 1. Support for the proposal

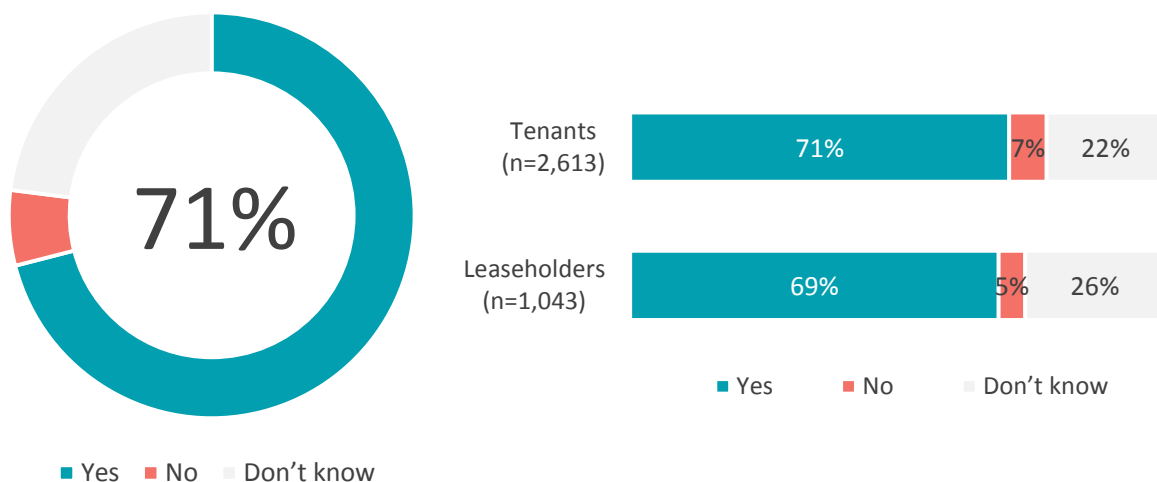
All Lewisham Homes service users were asked if they support the proposal to bring housing management services into direct management by Lewisham Council. In response seven in ten (71%) support the proposal. Just 6% of respondents do not support the proposal while 23% are unsure based on the information presented to them thus far.

92% of those that expressed an opinion support the proposal to bring housing management service back into the direct management of the council.

When exploring levels of support by tenure, tenants are slightly more in support (71% vs 69%), however it was more a case of leaseholders being unsure as opposed to not supporting the proposal.

**Figure 1.1: Do you support the proposal to bring housing management services into direct management by Lewisham Council?**

Base size: 3,656



# Conclusions

This engagement programme set out to test opinion on the proposal to bring housing management services back into direct management by Lewisham Council following 15 years of management under Lewisham Homes, an Arms Length Management Organisation (ALMO). Having heard from a representative sample of tenants and leaseholders from across the borough, there is clear support for the proposal with 71% of housing service users in agreement. Just 6% do not support the proposal and 23% are at present unsure. Excluding those who did not feel able to decide either way at this time, (i.e. among those who have a view), the proportion who support the change in housing management is 92%.

Analysis of the explanatory text based comments captured in the engagement activity suggests that the balance of opinion towards the proposed changes is based on an appetite for housing services to improve/be delivered more efficiently, with particular emphasis being on how the responsive repairs service is delivered. Rejection of the proposal is most commonly due to respondents being happy with current services.

This engagement activity was also used as an opportunity to explore which aspects of the housing service are most important to users of housing services. The key priorities for tenants are timely and high quality repairs, prompt responses to calls and correspondence and improvements being made to homes when needed. This echoes the much of the new and upcoming regulation in the sector, on the back of the Social Housing White Paper, which sets out what every social housing resident should be able to expect from their landlord. This includes having a good quality home and neighbourhood to live in and being treated with respect.

The biggest priority for leaseholders is ensuring services represent value for money. This value is likely to be judged by their landlord providing prompt responses to communications and by ensuring communal spaces are well maintained.

As stated in the information communicated in the engagement programme, Lewisham Council wants to be a good landlord, and to set an example for other social housing providers in the borough. While this vision was not directly addressed by the engagement activity, it is reasonable to conclude that the proposed change in housing management is recognised by current service users as a potential enabler of improved service delivery.

### **Appendix 3: Cost Benefit Analysis**

#### **Transfer of Services to Council**

The scope of the cost-benefit analysis includes the direct and indirect costs and savings associated with the transfer of Landlord Management services from Lewisham Homes to Lewisham council.

Immediate annual savings of £300k would be made through the changes to governance structures and no longer servicing Lewisham Homes' boards, as well as removing the need to client Lewisham Homes.

There will be one-off costs to the transfer of services relating to project management, professional services (IT, Finance, HR and Legal) and any one-off rebranding costs.

Any costs associated with rebranding would be minimised and align with existing programmes of renewal and procurement of uniforms, signage and vehicles.

There will also be one-off redundancy costs directly attributable to the transfer of Landlord Management; these costs cannot be calculated at this stage.

The transfer of corporate and shared services offer additional opportunities for savings to be made through the removal of duplication and restructuring; the level of these savings cannot be calculated at this stage and are dependent on decisions made by individual services.

#### **No Change**

No changes to the existing management agreement would avoid the one-off costs of change associated with the transfer of services. However, there would be an opportunity cost incurred through the missed savings that could be realised from the transfer of services.

Direct costs would be incurred to create a more robust clienting arrangement to ensure the council has appropriate grip of performance in preparation for new government legislation and the regulatory regime being introduced in 2024.

#### **Cost-Benefit Analysis for the Transfer of Services**

	<b>Cost</b>	<b>Benefit</b>
Direct	One-off cost of change, including rebranding and redundancy costs	<ul style="list-style-type: none"><li>• Savings from the removal of Lewisham Homes governance and servicing the board - £250k</li><li>• Removal of the clienting directly associated with Lewisham Homes - £50k</li></ul>
Other benefits	Risks associated with the transfer <ul style="list-style-type: none"><li>• Time bound decline in services</li><li>• Loss of key personnel</li></ul>	<ul style="list-style-type: none"><li>• Opportunities to integrate back-office services</li><li>• Opportunities to better align service improvement and change across the council</li><li>• The council will have closer control of HRA budgets</li><li>• Increase tenant participation and empowerment</li></ul>



		<ul style="list-style-type: none"><li>• Removal of client/contractor arrangements to improve accountability</li><li>• The council will have closer control of performance management in preparation for the changes in government legislation</li></ul>
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## Mayor and Cabinet

### Sustainable Transport and Parking Improvements

**Date:** 7<sup>th</sup> December 2022

**Key decision:** Yes

**Class:** Part 1

**Ward(s) affected:** All

**Contributors:** Zahur Khan, Director of Public Realm; Seamus Adams, Head of Commercial Operations and Development; Martha Lauchlan, Transport Planner.

### Outline and recommendations

This report outlines to Mayor and Cabinet the proposed approach and policies the Council will use to engage with residents and introduce sustainable transport and parking improvements.

For the reasons outlined in the report it is recommended that Mayor and Cabinet:

- Agree to the phased consultation approach, outlined in this report, which will help to understand the levels of support for the introduction of further sustainable transport and parking improvements.
- Agree to the design of further measures to enhance the public realm including Controlled Parking Zones, and associated benefits, which will then return to Mayor and Cabinet for approval before proceeding to statutory consultation.
- Agree to a review of existing Controlled Parking Zones, including their hours of operation and approval for consultation on amendments and improvements.
- Agree to update the Parking Policy (2014) to align to current Council policies.

## Timeline of engagement and decision-making

- **W/c 3<sup>rd</sup> October 2022:** Phase 1 consultation areas ward member briefings
- **W/c 14<sup>th</sup> November 2022:** All member sessions
- **30<sup>th</sup> November 2022:** Sustainable Development Selecting Committee Meeting
- **7<sup>th</sup> December 2022:** Mayor & Cabinet Meeting
- **March 2023:** Public consultation Phase 1
- **May – July 2023:** Analysis and reporting to Mayor & Cabinet
- **August 2023:** Detailed design based on public consultation analysis

### 1. Summary

1.1 This report outlines the proposed Sustainable Transport and Parking Improvements Programme, which the Council aims to use as one of its tools to encourage active travel. The report also details the proposed phased programme it will adopt to consult on these improvements. The report includes:

- Details of existing relevant policies
- Details of the proposed phased engagement and consultation strategy
- Map of Existing Controlled Parking Zones and proposed areas for the phased approach to consultation.

1.2 Lewisham Council understands the need for a robust process to help support and provide guidance on how sustainable transport and parking improvements are assessed and how proposed alterations are considered, consulted on, implemented, and reviewed.

1.3 Controlled Parking Zones (CPZ) help ensure that parking is managed and regulated safely and fairly, whilst ensuring parking congestion is reduced. CPZs help deliver against a number of Lewisham and London-wide strategies and policies across areas including the Environment, Transportation, and Air Quality. Lewisham has the lowest CPZ coverage amongst inner London boroughs, with 23% coverage compared to 100% coverage in Tower Hamlets, Camden and Islington. Most inner London boroughs have generally achieved borough-wide CPZ coverage, whilst most outer London boroughs are working on a programme of further CPZs to increase coverage within their respective borough. A major driving force for this is deterring private car journeys and encouraging more sustainable and active modes of travel.

1.4 The proposed Sustainable Transport and Parking Improvements programme will include changes to how parking is managed, alongside additional measures to support residents to choose more sustainable travel options. The objectives of the programme are to:

- Reduce parking pressure
- Encourage people to walk and cycle more
- Improve road safety
- Improve air quality
- Reduce traffic levels

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- Protect public health
  - Improve the public realm
- 1.5 Using a data led assessment approach, the Council created a proposal for a phased consultation programme identifying and prioritising areas across the borough which would potentially benefit from improvements.
- 1.6 If agreed, the Council will carry out a consultation and engagement exercise to ascertain support for the introduction of further improvements in the proposed areas which have been identified.
- 1.7 From experience these schemes operate well through an areas based approach, rather than individual roads only, to improve each CPZ integrity and allow residents resilience in parking options. In addition, each agreed CPZ will be taken forward with measures to encourage residents to switch to more sustainable ways to travel to their destination, like walking, cycling or public transport. These measures may include:
- Electric vehicle charging points
  - Bike hangars
  - Improved pedestrian crossings
  - Tree planting
  - Parklets and green spaces
  - Footway widening
  - Car clubs
  - Cycle hire
- 1.8 Proposals will be subject to an engagement consultation exercise for each individual CPZ area and will involve asking residents' views or support. Potential impacts of displacement will be explained and consultees will be asked whether they support changes if adjacent streets support the introduction of proposals.
- 1.9 The existing Parking Policy (2014) notes that "CPZs will be introduced where over 50% of consultees in the proposed area are in support of a CPZ implementation." Since this policy was published, the Council has declared a Climate Emergency, set out an ambitious Air Quality Action Plan, the population in the borough has grown to exceed 300,000 people, and car ownership has reduced to 47% of households. The Parking Policy requires updating to reflect the needs of Lewisham residents and contemporary policy guidance. In order to minimise the impacts of displacement, CPZs should be implemented based on the recommendation of officers with consideration to the feedback of residents on each street, in conjunction with data of parking pressure, road safety, air quality, and walking and cycling needs, as set out in Section 8 of this report. This will enable the implementation of bespoke zones created that meet the needs of residents, businesses and the local area.
- 1.10 The consultation and engagement programme will inform further decision-making and next steps for the phased approach. A wide variety of activities will be undertaken to reach a diverse range of the community. Further details about engagement and consultation activities are contained in Section 7 and Appendix A.
- 1.11 Following this it is intended to produce the relevant Traffic Management Orders and proceed to the statutory consultation in accordance with the Local Authorities' Traffic Orders (Procedure England and Wales) Regulations 1996, providing stakeholders with a further opportunity to provide feedback on the proposals.
- 1.12 In order to enhance road safety 'no waiting at any time' junction protection markings

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(double yellow lines) would be introduced at junctions in the roads consulted, regardless of whether support for the introduction of wider measures is received. The markings would provide a safe clearance from parked vehicles from each junction to improve visibility for pedestrians and cyclists, and improve road safety.

- 1.13 There are a number of existing CPZs in Lewisham, which currently cover 23% of the borough. These zones have not been reviewed since their implementation. If agreed it is the intention to also carry out a review of the restrictions, boundaries, and hours of operation of each of the zones. A number of requests for amendments have been received from residents, particularly concerning Sunday parking. The current zones and hours of operation can be found in the table below, along with indicative review start dates (subject to resourcing):

	<b>Controlled Zone</b>	<b>Zone</b>	<b>Enforcement Times</b>	<b>Indicative Review Start Dates</b>
1	Lewisham	B	9am - 6.30pm Monday to Saturday	Q2 2023
2	Blackheath	BHA	9am to 7pm Monday to Saturday	Q2 2023
3	Hindleys Place	C	8am to 6.30pm Monday to Saturday	Q3 2023
4	Downham	D	9am to 5.30pm Monday to Friday	Q3 2023
5	Rushey Green West	E	9am to 7pm Monday to Friday	Q4 2023
6	Rushey Green East	L	9am to 7pm Monday to Friday	Q4 2023
7	Lee Green	LG	10am to 12 noon Monday to Friday	Q4 2023
8	Mountsfield Park	W	9am to 7pm Monday to Friday	Q1 2024
9	Deptford South	DS	9am to 5pm Monday to Friday	Q1 2024
10	Murillo Road	F	9am to 7pm Monday to Friday	Q1 2024
11	Elverson	G	9am to 7pm Monday to Friday	Q2 2024
12	Hither Green West	H	9am to 7pm Monday to Friday	Q2 2024
13	Canadian Avenue	J	9am to 7pm Monday to Friday	Q2 2024

14	Catford West	K	9am to 7pm Monday to Friday	Q3 2024
15	Ladywell West	LW	9am to 12pm Monday to Friday	Q3 2024
16	Barmeston Road	M	9am to 7pm Monday to Friday	Q3 2024
17	Manor House	MH	10am to 12pm Monday to Friday	Q4 2024
18	Milford Towers and Rushey Green West	MT/E	9am to 7pm Monday to Friday	Q4 2024
19	Davids Road	N	9am to 5pm Monday to Friday	Q4 2024
20	Old Bank/Bankwelll	OB	9am to 7pm Monday to Saturday	Q1 2025
21	Hither Green East	P	10am to 12pm Monday to Friday	Q1 2025
22	Rushey Green South	R	9am to 7pm Monday to Friday	Q1 2025
23	Deptford Central	S	9am to 6pm Monday to Friday 9am to 1:30pm Saturday	Q2 2025
24	Ladywell	T	9am to 7pm Monday to Friday	Q2 2025
25	Lee	V	10am to 12pm Monday to Friday	Q2 2025

- 1.14 The Council recognises residents are currently going through a cost-of-living crisis and have carried out some surveys (found in Appendix G) to calculate the likely financial impact of the introduction of permit parking. As in many London authorities, Lewisham operates an emissions-based permit pricing system to help encourage residents to transition to lower emission vehicles.
- 1.15 Fewer than 50% of households in Lewisham own a car and this figure has been reducing year on year. The Council is committed to supporting all residents to make more sustainable choices in the way that they travel and it is important that any decisions made with regards to sustainable transport and parking improvements captures the needs of the whole community. Through this programme, the Council aims to redesign the street scene to make walking and cycling a more attractive, viable, safe and affordable option for travel.

## 2 Recommendations

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- 2.1 For the reasons set out in this report it is recommended that Mayor and Cabinet:
  - 2.1.1 Agree to the phased consultation approach, outlined in this report, which will help to understand the levels of support for the introduction of further sustainable transport and parking improvements.
  - 2.1.2 Agree to the design of further measures to enhance the public realm including Controlled Parking Zones, and associated benefits, which will then return to Mayor and Cabinet for approval before proceeding to statutory consultation.
  - 2.1.3 Agree to a review of existing Controlled Parking Zones, including their hours of operation, and agree to consultation on amendments and improvements as required.
  - 2.1.4 Agree to update the Parking Policy (2014) to align to current Council policies.

### 3 Context

- 3.1 The contents and recommendations of this report are consistent with the Council's policy framework, as well as wider regional and national policies and priorities, as outlined below:

**Corporate Strategy 2022-2026** – This sets out what the Council plans to deliver for residents between 2022-2026. The recommendations of this report will help to support the implementation of the Corporate Strategy, namely making Lewisham 'cleaner and greener', where the Council has committed to enable more active travel and aim to reduce reliance on cars.

**Future Lewisham (2021)** – This outlines the Council's ambitions for the future and priorities as the borough recovers from the impact of the Covid pandemic. One of the core themes of the plan is to create 'a greener future', building on the observed increase in walking and cycling locally, and all the other ways our environment benefitted from behaviour changes over the last year. The other core theme is 'a healthy and well future' and recognises that good health and wellbeing is dependent on many determinants including air quality.

**Climate Emergency Action Plan (2020)** – This sets out the Council's ambition for Lewisham to be a carbon neutral borough by 2030. More than 25% of the borough's carbon emissions come from transport, including vehicles travelling in or through the borough. Within the action plan, one of the key policies to move to a decarbonised transport network is to implement a Healthy Neighbourhoods programme to reduce traffic congestion, improve air quality and encourage sustainable modes of travel. The intention is to implement a rolling programme across every area of the borough by 2030.

**Air Quality Action Plan (2022-2027)** – This outlines the Council's five-year strategy, from 2022-2027, to improve air quality in the borough and across London. This includes objectives for cleaner air around schools and for cleaner transport policies, such as encouraging more trips to be made by walking, cycling or public transport to reduce car use; introducing more School Streets, temporary road closures and restrictions for parking; improved provision of infrastructure to support walking and cycling; installation of Ultra-Low Emission Vehicle (ULEV) infrastructure and promote

the update of electric vehicles.

**Transport Strategy and Local Implementation Plan (2019-2041)** – The objectives of the Council’s transport strategy is for travel by sustainable modes to be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham; Lewisham’s streets to be safe, secure and accessible to all; Lewisham’s streets to be healthy, clean and green with less motor traffic; and Lewisham transport network to support new development whilst providing for existing demand.

**Mayor of London’s Transport Strategy (2018)** – This has an overarching aim of reducing dependency on cars and sets strategic targets for 80% of journeys in London to be made by walking, cycling and public transport by 2041 and for all Londoners to do at least 20 minutes of active travel each day by 2041.

**London Net Zero 2030: An Updated Pathway:** In 2022, the Mayor of London commissioned Element Energy to analyse the possible pathways to achieving net zero. The Mayor has indicated an Accelerated Green pathway will be followed in order to achieve net zero, for which one of the key requirements is a 27 per cent reduction in car vehicle kilometres travelled by 2030.

**Healthy Streets for London (2017)** – The Mayor of London and TfL are taking the Healthy Streets Approach to encourage more Londoners to walk, cycle and use public transport. This approach aims to improve air quality, reduce congestion and help make London’s diverse communities greener, healthier and more attractive places to live, work, play and do business. It outlines some practical steps to help Londoners use their cars less and walk, cycle and use public transport more, including:

- Improving local environments by providing more space for walking and cycling, and better public spaces where people can interact;
- Prioritising better and more affordable public transport and safer and more appealing routes for walking and cycling;
- Planning new developments so people can walk or cycle to local shops, schools and workplaces, and have good public transport links for longer journeys.

**London Environment Strategy (2018)** – This strategy brings together approaches to every aspect of London’s environment, integrating air quality, green infrastructure, climate change mitigation and energy, waste, adapting to climate change, ambient noise, and the low carbon circular economy. It recognises that poor air quality is the “most pressing environmental threat to the future health of London” and sets out a roadmap to zero emission road transport which includes reducing car use.

## 4 Background

- 4.1 There are currently two Air Quality Management Areas (AQMAs) declared within the London Borough of Lewisham and eight Air Quality Focus Areas (AQFAs). Air quality monitoring in Lewisham has shown downward trends in the levels of pollutants since 2014, however there is still significant progress to be made to reduce exposure to pollutants that have a distinct impact on public health.
- 4.2 Improving air quality is integral to the Council’s target of becoming a carbon net-zero borough by 2030. In Lewisham, road transport is one of the main sources of carbon, nitrogen oxides and particulate matter, contributing 25.6%, 64% and 55% of emissions respectively. While the adoption of cleaner vehicles has led to a reduction

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in emissions, ultimately car journeys overall must be reduced. In January 2022, the Mayor of London published a study that stated that traffic must reduce by at least 27% in order to meet net-zero targets.

- 4.3 The Council aims to reduce car dependency and encourage a mode shift to sustainable transport methods by implementing improvements including; increased car club coverage; increased electric vehicle chargepoint coverage; Controlled Parking Zones (CPZs); increased cycle parking, including designating space for new cycle hangars; repurposing kerb space for public realm uses and the greening of high traffic areas.
- 4.4 Within certain areas of the borough, demand for parking is already known to outstrip existing supply. These are typically in areas within close proximity to town centres or local shopping facilities and transport hubs, such as train stations. This demand leaves it challenging for local residents to park during certain times of the day or days of the week.
- 4.5 Pavement parking is common across the borough and, where unauthorised, can inhibit access for pedestrians, wheelchair users and people with buggies, making active travel a less attractive and viable option for residents. CPZs and other measures can help to reduce pavement parking and encourage walking, for example by implementing designated bays for parking which do not obstruct access and by widening the footway to ensure there is more room for pedestrians.
- 4.6 47% of households within the borough do not have access to a private car, but these residents still make use of the borough's streets by either walking, cycling or using public transport. It is therefore important that the views of all users are considered when proposing improvements to a street or area, not just those of car owners.
- 4.7 The average car or van in England is driven just 4% of the time. For the rest of the time the vehicle is either parked at home (73% of the time) or elsewhere (23% of the time), such as at work or near transport hubs as a part of a person's commute.
- 4.8 A proposed three-phased consultation programme has been devised using a data-led approach including a series of parking stress surveys and an assessment of factors which were known to generate kerbside pressure. The heat map outputs from these stress surveys can be found within Appendix F. Areas with the greatest pressures are being prioritised and consulted within the first phase; moderate pressure and those likely to suffer from displacement in the second phase; and those with the least pressure being included in the third phase. The first phase is to include Catford and Deptford as these two areas experience the greatest parking pressures.
- 4.9 To understand the level of parking pressure, Lewisham commissioned targeted parking occupancy surveys across four areas. The purpose of these surveys was to identify areas in the borough currently suffering from high parking occupancy. Surveys were carried out between Wednesday 16<sup>th</sup> June 2021 and Saturday 17<sup>th</sup> July 2021 with daytime surveys carried out between 11am and 2pm, evening surveys carried out between 4pm and 8pm and night surveys carried out between midnight and 5am. The greatest parking pressures were found in Catford and Deptford, and the average occupancy percentage per area can be seen in the table below.

SURVEY AREA	PARKING OCCUPANCY %
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	<b>DAYTIME</b>	<b>EVENING</b>	<b>NIGHT</b>
<b>CATFORD</b>	65%	64%	70%
<b>DEPTFORD</b>	74%	68%	72%

*Parking space occupancy percentage per area (average across all survey days)*

- 4.10 Neighbouring boroughs are also implementing CPZs and there is likely to be parking displacement on Lewisham roads where CPZs occur on borough boundaries. This has been considered as part of the programme delivery, with each phase consulting residents in zones that are adjacent to CPZs in Lewisham and which may be impacted by CPZs in neighbouring boroughs. Officers at Lewisham Council have also consulted with officers at Southwark and Greenwich Councils to discuss the impacts of relevant programmes.

## **5 Sustainable Transport and Parking Improvements**

- 5.1 The introduction of sustainable transport and parking improvements can have a number of benefits including improving air quality, road safety and the local street scene. They can be used to enable and encourage sustainable modes of travel such as walking, cycling and public transport by reassigning carriageway space for these users, space that may have otherwise been utilised by those travelling in and parking private vehicles. These measures will help deliver against the Climate Emergency Action Plan and Air Quality Action Plan.

- 5.2 It is intended to consult on a package of measures to improve sustainable modal shift and the street scene. Consultations will be carried out across the borough in a phased approach (see Appendix B), with the first phase of consultations in Catford and Deptford. The following measures will be considered, and included where possible and appropriate:

- Electric vehicle charging points
- Bike hangars
- Dropped crossings (safer crossing points)
- Double yellow lines around junctions
- Tree planting
- Parklets and green spaces
- Footway widening
- Permit parking
- Disabled / loading bays
- Car clubs / cycle hire

- 5.3 Delivering a sustainable transport and parking improvements scheme gives Lewisham the opportunity to; encourage active travel modes, reduce unnecessary car journeys, improve air quality, regulate parking places, improve road safety, reduce congestion, meet disabled residents' accessibility requirements, provide cycle storage, consider bike hire and e-scooter hire schemes, install electric vehicle charging points and consider the introduction of car clubs. Consideration for the introduction of parklets, greening and outdoor dining spaces can also be given, to

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improve the overall street scene.

- 5.4 The introduction of electric vehicle charging points and bike hangars gives residents the opportunity to consider more sustainable modes of travel for their everyday travel needs by giving them easy access to charge electric vehicles locally, and store bikes securely in hangars on the carriageway, instead of within their homes.
- 5.5 Dropped kerbs at crossing points will improve accessibility for older and disabled residents, whilst double yellow lines around junctions will help improve road safety by improving visibility for vehicles turning and people wanting to cross.
- 5.6 The implementation of parklets can reallocate space previously used for parking for other activities, including space for residents or local businesses to utilise for social activities and can encourage a café style culture with space for outdoor seating adjacent to local businesses.
- 5.7 Parking restrictions can be used to discourage inconsiderate parking (such as parking on the footway or blocking access), significantly improving accessibility of streets, safety and the overall street scene. Reducing footway parking can lead to a reduction in the overall space available for parking but the introduction of permits can in turn reduce demand on the available spaces (by restricting or removing non-residential parking from within the area), mitigating this reduction in parking space.
- 5.8 Parking charges and maximum stay restrictions help to ensure a turnover of parking space, which is essential for local businesses in commercial areas. There is only a limited amount of on street parking space, and through careful management it is possible to ensure that the residents and visitors can benefit from these to ensure the ongoing economic wellbeing of town centres.
- 5.9 An electric vehicle parking policy will be developed with terms and conditions of use to ensure that there will be turnover of parking in EV bays so that residents can be confident in the availability of EV charging points. This will enable residents to make the switch to more sustainable cars.
- 5.10 Any parking permit scheme must be self-financing and cannot be funded through Council Tax income. The revenue generated from parking fees and charges covers the cost of running the scheme which includes enforcement and maintenance of signs and lines. Section 55 of the Road Traffic Regulation Act 1984 specifies how any surplus funds must be dealt with, which includes reinvesting surplus for other transport related purposes.
- 5.11 Lewisham will continue to provide resident and business permits to ensure, wherever possible, dedicated parking spaces are accessible to our local residents and businesses affected by the introduction of such schemes. The introduction of new restrictions will inevitably lead to some displacement of parked vehicles and so, from time to time the Council may review and amend CPZ boundaries, along with other restrictions to ensure these still provide the most benefit for our residents and businesses, whilst also considering the environmental impacts of vehicle movement across the Borough.
- 5.12 When designing permit schemes, exclusions to the scheme may apply. For instance, residents of permit-free developments are not entitled to obtain a permit where this is restricted as part of the grant of planning permission. The same exclusion applies to existing housing estates with off-street parking provision. The Council recognises

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however that a number of these developments are currently surrounded by unrestricted streets and so will allow these residents to purchase a permit for the first year of operation only, as they make appropriate arrangements. As a part of the process requirements will be discussed with Lewisham Homes.

## 6 Design Process

- 6.1 Seeking feedback from the local community on the designs is key to the success of the programme, as they have a great deal of local knowledge and know the issues they would like to see the Council address.
- 6.2 A package of measures will be designed for each street, where appropriate and possible, with improvements to the street scene at the forefront. Consideration will be given to tree planting, parklets and green space, where possible and appropriate.
- 6.3 As a part of our commitment to improving the local environment, sustainable transport improvements will be included in the package of measures wherever possible, with consideration being given to facilities such as cycle hangars and electric vehicle charging points. Existing requests for such facilities can be used to help identify demand and will be considered where possible. Providing secure cycle storage will encourage more residents to consider this sustainable mode of transport, and reduce reliance on motor vehicles.
- 6.4 Any proposed permit parking zones will be designed to utilise physical features, such as open spaces, main roads or railway lines to create logical boundaries. This makes the zone easier for residents and visitors to understand, improving compliance and can also help reduce street clutter by minimising the number of entry / exit points.
- 6.5 Additional event day restrictions will be considered for areas surrounding destinations that regularly draw large numbers of visitors by car, such as stadiums.
- 6.6 The operational hours of any proposed restrictions (other than at any time restrictions being introduced on the grounds of safety) will be informed by the consultation, but the options available will depend on the parking attractors in the local area. Areas experiencing parking pressure within walking distance of major all-day attractors such as town centres, stations and the hospital may not be eligible for shorter operational hours, however areas such as stations can benefit from reduced hours yet still fulfill their purpose of deterring all day commuter parking by restricting parking for a set period during the day.
- 6.7 Any new restrictions introduced will be reviewed, after implementation, taking into consideration the impacts observed and any comments or concerns received.
- 6.8 Permit fees vary based on equalities exclusions, purpose of vehicle and vehicle emissions. The following current permit information can be found on the website:

Permit type	Duration	Charge
Resident	3 months	Emissions based £17.50 – £62.50 (petrol) £30 – £75 (diesel)

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Resident	6 months	Emissions based £35 - £125 (petrol) £60 - £150 (diesel)
Resident	12 months	Emissions based £70 – £250 (petrol) £120 – £300 (diesel)
Resident (Blue Badge holder)	12 month only	Free of charge
Visitor	1 hour (Book of 10)	£16
Visitor	Half day (Max 5 hours)	£3.20
Visitor	Full Day	£6.40
Visitor	1 week	£25.60
Carer	12 months only	Free of charge
Health Trust	12 months only	Emissions based
Business	6 months	Emissions based
Business	12 months	Emissions based £350 - £950 (petrol) £400 – £1,000 (diesel)
Business 'Z' (all zones)	12 months only	Emissions based £650 - £1,250 (petrol) £700 – £1,300 (diesel)
Charity	12 months only	£120

- 6.9 It is acknowledged that the rising cost of living will be a concern for residents and business owners, and that the introduction of CPZs will mean additional costs for residents who own a car. Lewisham's permit pricing structure has been benchmarked against other London boroughs and we have set comparable permit pricings. To assist residents and businesses in this transition period, we will be offering a discount of 15% on the annual permits for the first year within new zones. The Council views this programme as an opportunity to invest in local streets to support the mode shift to active travel and more sustainable vehicles for all residents. Through the introduction of additional Car Club bays, the Council will be supporting residents who may choose to use Car Clubs instead of owning a private vehicle, and to walk, cycle or use public transport for more journeys.
- 6.10 Using vehicle registration technology, surveys were undertaken of vehicles parked in Catford and Deptford to understand their vehicle emissions. Based on this information and projections from existing areas with parking controls in place:

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- On the evening surveyed, there were approximately 1146 vehicles in Catford and 1168 vehicles in Deptford that were identified as likely needing to pay a charge for a parking permit.
- Around 24 per cent of residents with petrol vehicles across Catford and Deptford will pay £100 or less for a 12-month permit.
- It's estimated that the majority of residents with petrol vehicles (79 per cent) will pay under £200 for a 12-month permit, and 62 per cent of residents with diesel vehicles.
- Only around 11 per cent of residents with petrol vehicles will be paying over £200 for a 12-month permit, and around 38 per cent of residents with diesel vehicles.
- It's likely almost all business permits will be under £1000 for a 12-month period.
- Almost 40 per cent of businesses with petrol and diesel vehicles will be paying £500 or under for an annual permit.

Further information about the potential costs impacts of permits can be found in Appendix G.

- 6.11 As part of the communications strategy FAQs will be developed for this project which will identify alternative and more affordable travel options for residents, including active travel and public transport, alongside existing concessionary fares funded by the council, for example Freedom Pass, Lewisham's cycle loan scheme and the reduced rates of zero-emission vehicles.

## 7 Engagement and consultation approach

- 7.1 The engagement and consultation approach will include the following steps:
- Step 1: Communications and behaviour change priming (ongoing throughout)
  - Step 2: Early key stakeholder engagement
  - Step 3: Public consultation
  - Step 4: Analysis and reporting
- 7.2 The engagement and consultation programme is intended to be inclusive to all sections of the community. Traditionally responses to consultations on these types of schemes have tended to come from those who own a vehicle. Although we still want to hear from motorists, there will be some activity targeted towards certain networks and community groups to ensure the responses are representative of the Lewisham population, not just those who drive. Improving the number of responses from these groups will also help boost the overall response rate.
- 7.3 Consultation activities over the course of the programme will be designed to capture the attention of the local population and make them think about the street in which they live and improvements they would like to see. Consultation activities to be used will be designed to draw responses from those that wish to see improvements in their neighbourhoods appearance, air quality and climate action, rather than just those experiencing parking or traffic related issues.
- 7.4 Consultation activities will also be designed to encourage residents to consider the positive impacts of changes to the public space on-street and how they may benefit them and their area.
- 7.5 There will be specific engagement with residents of car-free developments who are not permitted to hold or apply for a parking permit as part of the terms of the planning

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agreements with Developers. As on-street parking is free across most of the borough and on many roads neighbouring car-free developments, it is likely that some residents of car-free developments may own a car. By introducing CPZs in these areas, the scheme will be supporting the planning obligations of these estates and the Council will support those residents to make more sustainable choices through implementing Car Club bays and promoting use of walking and cycling routes as well as existing public transport.

- 7.6 The engagement and consultation programme will not solely focus on parking provision. There will be a holistic approach to implementing various improvements across the borough, with the intention of reducing vehicle journeys and encouraging mode shift to sustainable transport. A copy of draft communications and engagement materials and plan can be found in Appendix D.
- 7.7 Response rates to these types of consultation are typically quite low with rates often between five and 10 per cent. If while the consultation process is in progress response rates are appearing lower than anticipated, some targeted communications and engagement will be carried out in areas with lower response rates. This could include door-knocking surveys and additional marketing and promotional materials.
- 7.8 As a part of the consultation process for each phase, residents will be asked if they support the proposed changes in their street.
- 7.9 Communications will highlight the impacts of displaced parking and therefore the need to implement changes at an area-wide level. For this reason, the consultation will cover an area considered to be affected by both existing and potentially displaced parking.
- 7.10 To ensure transparency, the consultation will seek to understand if residents will support changes being implemented in their street, if surrounding streets are supportive to the introduction of changes including parking schemes.
- 7.11 If additional engagement or consultation is needed in areas where there is significant conflict of need between streets/neighbourhoods, this will be considered.
- 7.12 The questionnaire will start with questions on the overarching aims of the programme, followed by questions on the package of neighbourhood improvements and sustainable transport measures proposed for their street. The questionnaire will also be used to help populate information into the Equalities Impact Assessment (EqIA).
- 7.13 The proposed costs for the consultation and engagement exercise and designing the kerbside management restrictions for the whole programme (including three phases and existing CPZ reviews) has been provided below:

<b>Phase</b>	<b>Cost</b>
Project management	£30,000
<b>Phase 1</b>	
Consultation	£50,000
Inventory survey and design	£91,300
<b>Phase 2</b>	
Consultation	£70,000
Inventory survey and design	£97,500

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<b>Phase 3</b>	
Consultation	£68,000
Inventory survey and design	£95,800
<b>Reviews</b>	
Consultations of existing areas	£51,000
<b>Total</b>	<b>£553,600</b>

## 8 Decision making

- 8.1 Individual comments and concerns will be considered, and feedback will then be collated on a street-by-street basis. As opposed to previous guidance that CPZs are implemented where over 50% of consultees are in support, it is recommended that the Parking Policy (2014) be updated so that engagement exercises are recognised as consultations rather than referendums.
- 8.2 In the years since the Parking Policy (2014) was published, the Council has declared a Climate Emergency, set out an ambitious Air Quality Action Plan, the population in the borough has grown to exceed 300,000 people, and car ownership has reduced to 47% of households. The Parking Policy requires updating to reflect the needs of Lewisham residents and contemporary policy guidance.
- 8.3 Going forward, the decision whether to implement sustainable transport and parking improvements should be based on officer recommendations which consider consultation responses in conjunction with data of parking pressure, road safety, air quality, and walking and cycling needs. This information should be looked at over a wider area to decide whether to include individual streets, taking into consideration factors such as the risk of displacement. Knowing the level of support and collating local knowledge from the residents in the responses will inform the final design of any improvements.
- 8.4 Consultation feedback received from residents of car-free developments will need to be considered in the context of the planning obligations of those developments, which states that residents are not permitted to apply for or hold a parking permit.
- 8.5 After the consultation outlined above has concluded, designs for any improvements will be finalised. These will then proceed to Mayor and Cabinet for a decision on whether to proceed to statutory consultation for the making of the Traffic Management Orders (TMO), in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The statutory consultation will provide residents with a further opportunity to raise any concerns or objections which will be considered through a delegated authority report, which will be outlined in future reports to Mayor and Cabinet.

## 9 Conclusion and proposed next steps

- 9.1 The core aim of this paper is to seek agreement of the phased consultation on sustainable transport and parking improvements in the proposed areas highlighted in Appendix B, initiating with the first phases in the Catford and Deptford areas. These improvements will help deliver against a number of targets set in existing policies by encouraging people to walk and cycle more; improve air quality and climate action; improve road safety and reduce traffic.
- 9.2 Following agreement of the recommendations in this paper, consultation responses

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will be assessed by officers in conjunction with data of parking pressure, road safety, air quality, and walking and cycling needs, and will be reported to Mayor and Cabinet for a decision as to whether to proceed to implementation and the statutory consultation process. Any necessary TMOs required to implement changes will be developed and returned to Mayor and Cabinet for endorsement and approval, before proceeding to advertisement of statutory consultation.

## 10 Financial implications

- 10.1 This report is asking for approval to consult on and design sustainable transport and parking improvement measures across the borough. The costs (£550k) identified in paragraph 7.13 above have been estimated to cover the entire programme.
- 10.2 Financial resources have been set aside corporately (there are also S106 funds available) to cover the estimated consultation and design costs. As stated in section 5.10 above, under s55 of the Road Traffic Act 1984, these costs are recoverable from income generated from the implemented scheme. If the decision was taken not to proceed with implementation, these costs will become sunk and abortive costs.
- 10.3 As this report suggests, the programme will be consulted on in three phases. The necessary funding will be made available as and when required. This provides prudent mitigation against the risk of the entire sum being classed as sunk. Phase 1 costs and the project management costs have been estimated at £170k.
- 10.4 If agreed, (post consultation), future implementation programme costs could be funded from applicable S106 monies and existing allocated Capital money as well as corporate resources. Further financial implications will be provided as required at the appropriate time.

## 11 Legal implications

- 11.1 The Council has various powers to make alterations and improvements to its highways. In addition Section 39 of the Road Traffic Act 1988 requires the Council to prepare and implement a programme of measures to improve road safety, and includes the power to engineer roads to make them safer.
- 11.2 The Road Traffic Regulation Act 1984 (RTRA) sets out the legal framework for traffic management orders, the procedures for making permanent and experimental traffic management orders and the form that they should take are set out within the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and they, prescribe inter alia, specific publication, consultation and notification requirements that must be followed.
- 11.3 Section 122 of the RTRA imposes a duty on the Council to exercise the functions conferred on them by the RTRA as (so far as practicable having regard to the matters specified in S122 (2)) to 'secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians and the provision of suitable and adequate parking facilities on and off the highway'.

The matters set out in S122(2) are:-

- The desirability of securing and maintaining reasonable access to premises
- The effect on the amenities of any locally affected and (without prejudice to the generality of this paragraph), the importance of regulating and restricting the use

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- of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run
  - The strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)
  - The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
  - Any other matters appearing to the local authority to be relevant.
- 11.4 Part 2 of The Traffic Management Act 2004 (TMA) places a network management duty on local traffic authorities in England. It reinforces the legal duty under the RTRA to ensure the expeditious movement of traffic. S18 of the Act enables the Secretary of State to issue guidance to local traffic authorities to which they must have regard when exercising their network management duty under the Act. On 1 April 2022, the Secretary of State for Transport issued additional statutory guidance under Section 18 of the Traffic Management Act 2004 (“the act”). It applies to all highway authorities in England, who are required to have regard to the guidance to deliver their network management duty under the act. It is effective from the date of publication.
- 11.5 It does not replace the original Network management duty guidance published in November 2004 but provides additional advice. In particular, it may guide authorities in how to make permanent and capitalise on changes made during the pandemic, to help meet the ambitions set out in Gear change.
- 11.6 Where the Council undertakes consultation (whether statutory or not) any consultation responses must be considered by the Council with a receptive mind and it must be prepared to change course if persuaded. However, there is no duty to adopt the views of consultees.
- 11.7 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

In summary, the Council must, in the exercise of its function, 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 persons who do not share it
  - The duty continues to be a “have regard duty”, and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.
- 11.8 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

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guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at:  
<https://www.equalityhumanrights.com/en/publication-download/technical-guidancepublic-sector-equality-duty-england>.

- 11.9 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, Equality objectives and the equality duty, Equality information and the equality duty.
- 11.10 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>.

## 12 Equalities implications

- 12.1 A full Equality Impact Assessment (EqIA) has been carried out and can be found in Appendix D. This will be reviewed and amended during and after the consultation exercise.
- 12.2 The consultation documents are being developed to include questions that will help the Council analyse whether the respondents provide a fair representation of the borough.
- 12.3 Registered carers and blue badge holders receive 12-month parking permits free of charge.
- 12.4 In addition, a book of ten one hour visitor parking permits will be provided free of charge to any residents in CPZs who are over 60, and in receipt of Council Tax support, and do not have another parking permit per annum.
- 12.5 Further detail on parking permits and exclusions can be found on the website: <https://lewisham.gov.uk/myservices/parking/permits/controlled-parking-zone-permit-charges>
- 12.6 Designs will consider historic requests for blue badge parking bays and these will be included where possible.

## 13 Climate change and environmental implications

- 13.1 There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. Amendments made in the Environment Act 2021 aim to strengthen these duties by giving greater clarity on the requirements of action plans enabling greater collaboration between local authorities and all tiers of local government. Encouraging more journeys to be made by walking and cycling rather than private transport will help encourage a green recovery from the COVID-19 pandemic and the

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negative impacts associated with vehicular traffic. Keeping traffic and congestion to a minimum will help maintain the improved air quality that has been experienced under lockdown conditions. This will, in turn, help in achieving the objectives set out in the Council's Air Quality Action Plan and Climate Emergency Action Plan.

## **14 Crime and disorder implications**

- 14.1 Through designating parking bays, Controlled Parking Zones can reduce nuisance and dangerous parking such as parking on pavements or blocking access, and make streets safer by indicating where it is safe to park and creating better visibility for drivers, pedestrians and cyclists at junctions.
- 14.2 In addition, the Council will implement 'no waiting at any time' markings (double yellow lines) on all roads consulted, regardless of whether support for the introduction of wider measures is received. This is to protect junctions and improve visibility of pedestrians and cyclists.

## **15 Health and wellbeing implications**

- 15.1 As the project aims to encourage more sustainable modes including active travel the introduction of additional kerbside management measures may have long term public health benefits.
- 15.2 The introduction of sustainable transport and parking improvements can have a number of benefits including improving air quality and climate action, road safety and the local street scene. They can be used to enable and encourage alternative modes of travel such as walking, cycling and public transport by reassigning carriageway space for these users, space that would have otherwise been utilised by those travelling in and parking private vehicles.
- 15.3 Delivering a sustainable transport and parking improvements scheme gives Lewisham the opportunity to; encourage active travel modes, reduce unnecessary car journeys, regulate parking places, improve road safety, better meet the needs of disabled residents with blue badge parking, provide cycle storage, and consider bike hire and e-scooter hire schemes.
- 15.4 Dropped kerbs at crossing points will improve accessibility for older and disabled residents, whilst double yellow lines around junctions will help to improve road safety by improving visibility for vehicles turning and people wanting to cross. These measures can help encourage residents to walk and cycle more.
- 15.5 A package of measures will be designed for each street, with improvements to the street scene at the forefront. Consideration will be given to tree planting, parklets and additional greenery where possible and appropriate.

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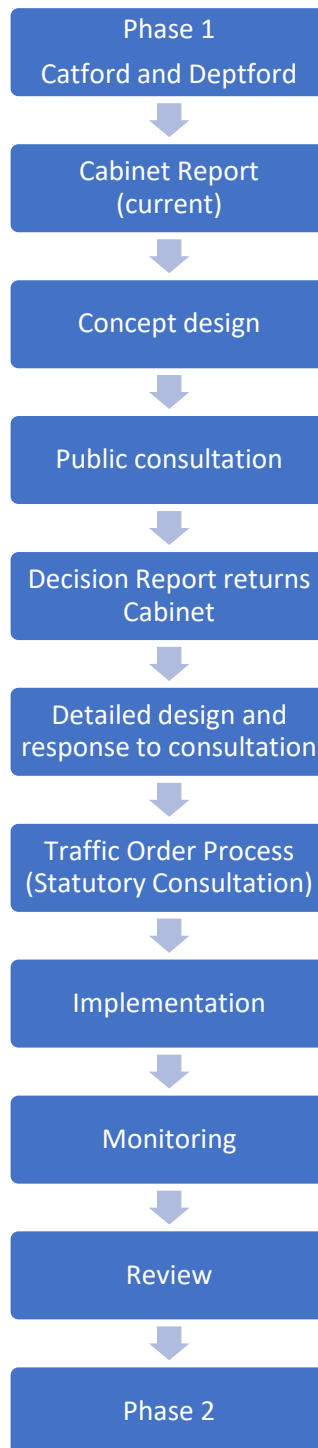
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## Appendices

### Appendix A – Process milestones



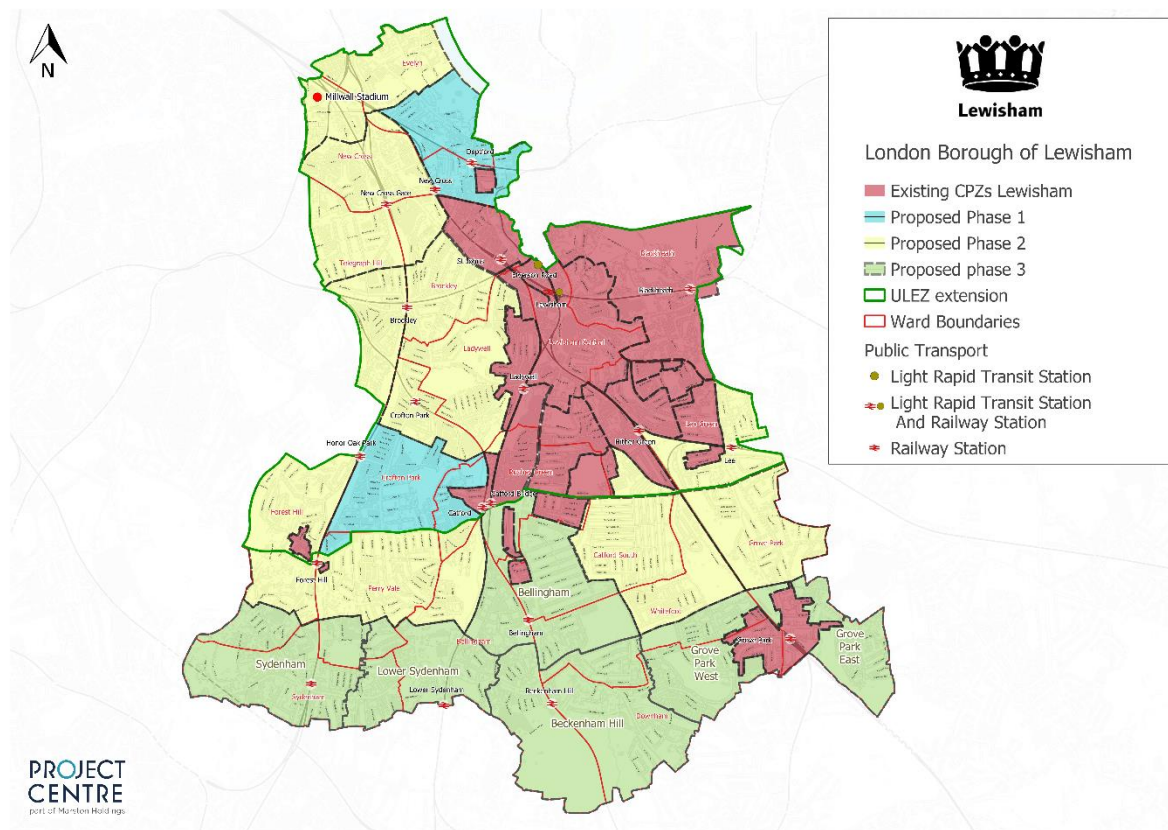
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## Appendix B – Existing CPZs and Proposed Consultation Schedule



Phase	Area	Timeframe
1	Catford and Deptford	October 2022 – January 2023
2	Forest Hill, Grove Park & Lee, Brockley, New Cross Gate and Evelyn	January 2023 – May 2023
3	Bellingham, Grove Park East, Grove Park West, Beckenham Hill, Sydenham and Lower Sydenham	May 2023 -

(Please note: an updated enhanced plan will be provided for the final report, which will show an overlay of ward boundaries, defining titles for each new potential zone and the the Phase 3 areas more defined with separate zone boundaries).

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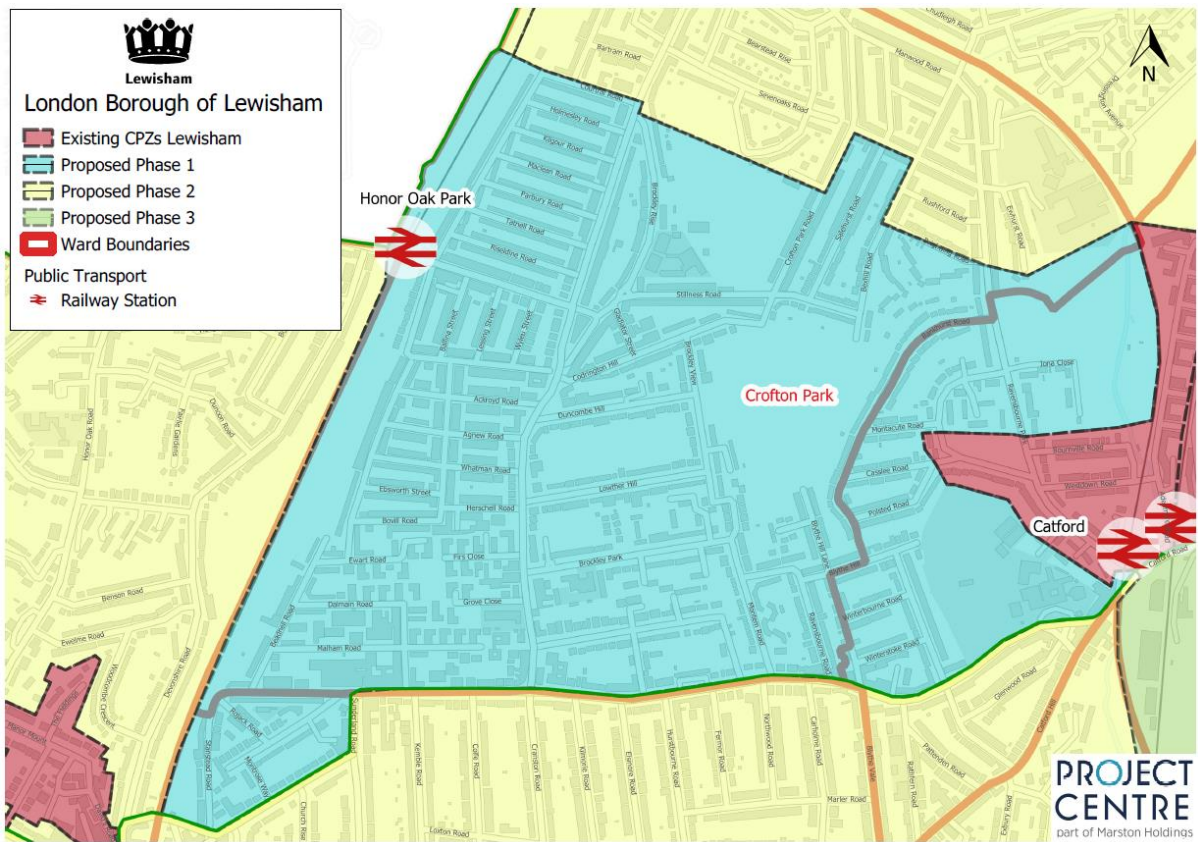
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# Phase 1 Consultation Areas

## Catford



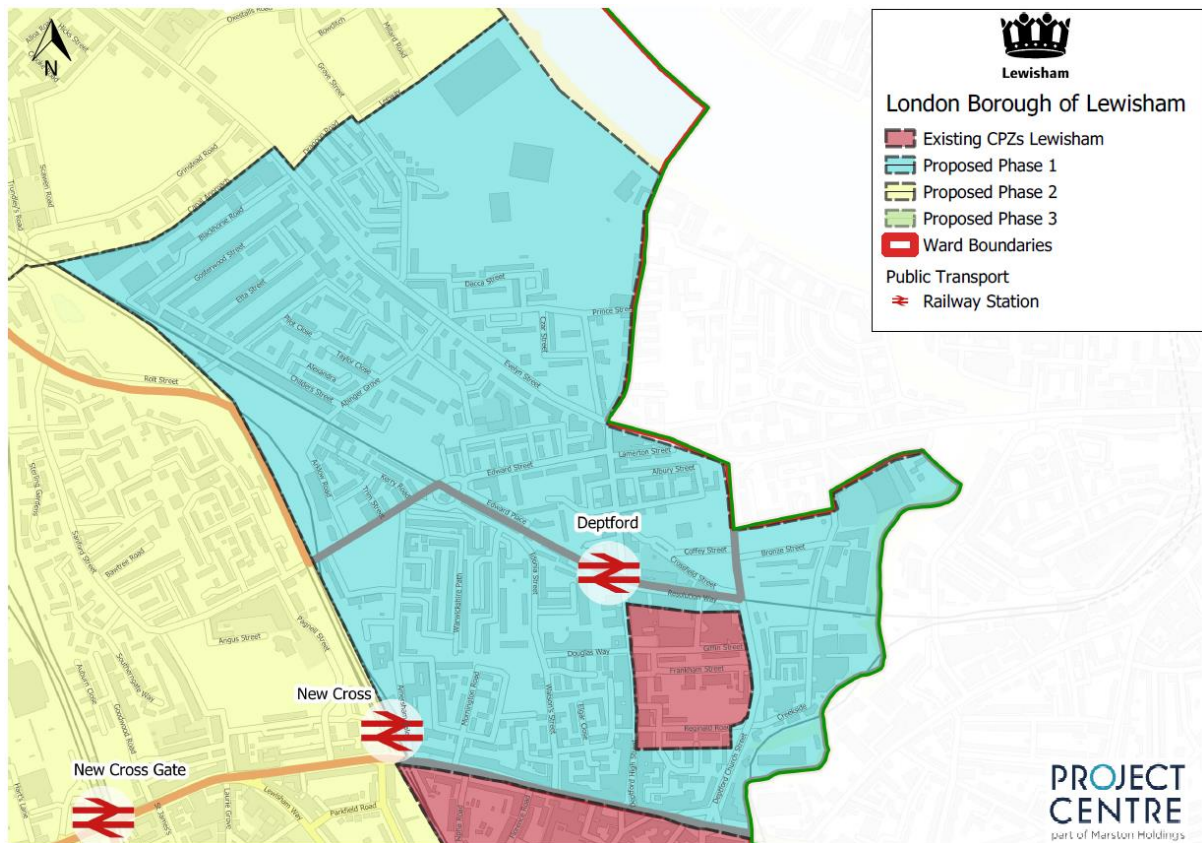
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# Deptford



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## Appendix C – List of roads within Phase 1 consultation

### Deptford Consultation Area

The roads within the proposed Deptford area to be consulted fall within the Deptford and Evelyn wards and are contained within the table below.

Deptford – road names in consultation area		
ABINGER GROVE	DEPTFORD HIGH STREET	NAPIER CLOSE
ADOLPHUS STREET	DEPTFORD CHURCH STREET	NEW KING STREET
ALBURY STREET	DORKING CLOSE	OCTAVIUS STREET
ALVERTON STREET	DOUGLAS WAY	PAYNE STREET
AMERSHAM GROVE	EDWARD PLACE	PRINCE STREET
AMERSHAM VALE	EDWARD STREET	REGINALD SQUARE
AREA 1 (GROVE STREET)	ELGAR CLOSE	ROCHDALE WAY
ARKLOW ROAD	ETTA STREET	ROLT STREET
BAILDON STREET	EVELYN STREET	ROLT STREET 2
BARNES TERRACE	FFINCH STREET	ROYAL CLOSE
BEECH CLOSE	GLENVILLE GROVE	ROYAL NAVAL PLACE
BLACKHORSE ROAD	GOSTERWOOD STREET	SAYES COURT STREET
BRONZE STREET	GRINLING PLACE	SPEEDWELL STREET
CHILDERS STREET	GROVE STREET	STANLEY STREET
CLYDE STREET	HAMILTON STREET	STAUNTON STREET
COFFEY STREET	HYDE STREET	TRIM STREET
COMET PLACE	IDONIA STREET	VIOLET CLOSE
COMET STREET	KERRY ROAD	WALNUT CLOSE
CROSS FIELD STREET	LAMERTON STREET	WATSONS STREET
CREEKSIDE	LARCH CLOSE	
CZAR STREET	MARY ANN GARDENS	
DECCA STREET	MORNINGTON ROAD	

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## Catford Consultation Area

The roads within the proposed Catford area to be consulted fall within the Crofton Park, Rushey Green and Perry Vale wards and are contained within the table below.

Catford – roads names in consultation area		
ACKROYD ROAD	DALMAIN ROAD	OSBORN LANE
ADENLAINE AVENUE	DUNCOMBE HILL	PARBURY ROAD
AGNEW ROAD	EBSWORTH STREET	PARK RISE ROAD
AUSTIN CLOSE	EWART ROAD	POLSTED ROAD
BALLINA STREET	FAVERSHAM ROAD	RAVENSBOURNE PARK
BANKHURST ROAD	FIRS CLOSE	RAVENSBOURNE PARK CRESCENT
BEADNELL ROAD	GABRIEL STREET	RAVENSBOURNE ROAD
BEXHILL ROAD	GARTHORNE ROAD	RIELDINE ROAD
BLYTHE CLOSE	GLADIATOR STREET	ROCKBOURNE ROAD
BLYTHE HILL	GRIERSON ROAD	ROJACK ROAD
BLYTHE HILL LANE	GROVE CLOSE	SALEHURST ROAD
BOVILL ROAD	HERSCHELL ROAD	ST GERMAN'S ROAD
BRIGHTLING ROAD	HOLMESLEY ROAD	STANSTEAD ROAD
BROCKLEY PARK	HONOR OAK PARK	STILLNESS ROAD
BROCKLEY RISE	KILGOUR ROAD	STONDON PARK
BROCKLEY VIEW	LESSING STREET	TATNELL ROAD
BUCKINGHAM LANE	LOWTHER HILL	WASTDALE ROAD
CASLEE ROAD	MACLEAN ROAD	WHATMAN ROAD
CHILTHORNE CLOSE	MALHAM ROAD	WINTERBOURNE ROAD
CODRINGTON HILL	MONTACUTE ROAD	WINTERSTOKE ROAD
COURTRAI ROAD	MONTEM ROAD	
CROFTON PARK ROAD	MONTROSE WAY	

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## Appendix D – Communications and engagement plan

These key messages are in draft and will be finalised once concept designs for each street have been further developed. The below details the overarching key messages, however all consultation materials will be tailored to the specific local streets and designs included in the consultation.

The key messages will be used throughout the engagement and consultation phase, including for website content, promotional and consultation materials (eg survey) and correspondence.

### Overarching

- We want 80 per cent of all journeys in Lewisham to be made by walking, cycling or public transport by 2041.
- Achieving this will help us tackle the climate crisis, reduce congestion, improve air quality and road safety, and make our neighbourhoods greener, healthier, and more enjoyable places to live, work, play and do business.
- To help enable and encourage more people to walk, cycle and use public transport, we're exploring how footways and road space are being used in your local streets.
- We're proposing to consult on changes across Catford and Deptford in the first phase to deliver streets that respond to the needs of the community and enhance local spaces.
- Some of the changes we're proposing include:
  - Wider footways, to improve safety and create space for outdoor dining in high streets
  - Safer crossing points and junctions
  - Electric vehicle charging spaces
  - Cycle storage hangars and cycle hire bays
  - More trees and planting, including parklets
  - Car club parking
  - Dedicated space for blue badge parking and loading bays to improve access for local businesses
  - Permit zones to prioritise parking for local residents
- In some areas, the changes proposed respond to feedback from the local community, including requests for cycle storage, permit zones, electric vehicle charging points and blue badge parking bays.
- The changes we're proposing will make better use of footways and road space and improve local streets by improving road safety and reducing noise, traffic, and air pollution.

### Consultation and engagement

- Local people know their neighbourhood best and we want you to help us create streets that meet your needs and make your neighbourhood greener, safer, and more enjoyable places to live and work.
- We're asking residents and businesses in Catford and Deptford to consider the proposals for their streets and provide us with feedback via a survey.
- The survey will help us understand how footways and road space is being used in your street, and how you think it could be used in future, so we can create more space for people to walk, cycle, use public transport and enjoy their streets.
- If you don't live or work in Catford or Deptford, you can still complete the survey and provide your feedback.
- No decisions about these proposals in Catford or Deptford have been made.
- Your feedback will help shape the next steps for the proposals and we'll share the outcomes of this consultation before we make any decisions.

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Task	Method
<b>PROJECT MANAGEMENT, PREPARATION AND PLANNING</b>	
<b>Develop communications and engagement materials</b>	<b>Communications collateral:</b> Consultation leaflet, Frequently Asked Questions, Survey, Social media content, Promotional material (poster), briefing packs and web page.
<b>Councillor / MP briefings</b>	Briefing materials prepared for Councillors/MPs.
<b>PHASE 1: COMMUNICATIONS AND BEHAVIOUR CHANGE PRIMING</b>	
<b>Social media content</b>	Develop content plan with key messaging, channel, timings, and images (where available/provided)
<b>Council communications</b>	LBL to review upcoming communications and engagement occurring in Deptford and Catford, and embed key messaging and public consultation opportunity as relevant: <ul style="list-style-type: none"> <li>• Lewisham Homes newsletter</li> <li>• Winter 2022 Lewisham Life</li> <li>• Relevant local press</li> <li>• Website and email newsletter</li> <li>• NextDoor and WhatsApp</li> </ul>
<b>Before and after visualisations</b>	Before and after visualisations of high streets, residential streets, and other street locations to show future uses for car parking.
<b>PHASE 2: EARLY KEY STAKEHOLDER ENGAGEMENT</b>	
<b>Community advocate engagement</b>	1:1 Discussions with local community advocates (e.g., Lewisham London Cycling Campaign, Lewisham Pensioners' Forum, Lewisham Parent and Carers' Forum) to share upcoming proposals, engagement, and consultation plan, and equip with key messaging to mobilise and prime local groups and communities.
<b>Key stakeholder meetings (virtual)</b>	Seven community group sessions: <ul style="list-style-type: none"> <li>• Active travel groups</li> <li>• Residents' groups</li> <li>• Business group/local chamber</li> <li>• Age and disability</li> <li>• Youth representative groups</li> <li>• Environmental groups</li> </ul> Present and seek feedback on proposals, communications, and public consultation.
<b>PHASE 3: PUBLIC CONSULTATION</b>	
<b>Consultation webpage</b>	Catford and Deptford online consultation to be live for six weeks. Interim analysis of responses at end of week three to understand if approach needs to be adapted.
<b>Phone line established</b>	Dedicated phone line established for project for public to request call back and/or alternative survey options, provide feedback or find out more. Voicemail service only.
<b>Consultation leaflet</b>	Delivered to all properties in scope outlining: <ul style="list-style-type: none"> <li>• Online consultation</li> <li>• Phone line</li> <li>• Street pop-up locations/dates</li> </ul>

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	<ul style="list-style-type: none"> <li>Alternative participation options (e.g., translated materials, hard copy etc)</li> </ul>
<b>Pop-ups</b> a) <b>Streets</b> b) <b>Schools</b> c) <b>Social housing</b>	Street pop-ups will occur in heavy footfall areas throughout Catford and Deptford: <b>Streets (examples only)</b> <ul style="list-style-type: none"> <li>Catford Market</li> <li>Catford Rail Station</li> <li>High street location (Catford)</li> <li>Deptford Market</li> <li>Deptford Rail Station</li> <li>High street location (Deptford)</li> </ul> <b>Social housing:</b> join social housing community engagement events/days. <b>Schools:</b> pop-ups at school pick-up times in Catford and Deptford.
<b>PHASE 4: ANALYSIS AND REPORTING</b>	
<b>Consultation analysis</b>	Analysis of responses with a breakdown summary per survey question. Quality assurance of analysis output completed by PCL.
<b>Reporting</b>	Summary report including background, consultation programme overview, analysis, recommendations (as agreed with client), proofing, and design.

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## Appendix E – Equality Impact Assessment (EqIA)

The need to undertake an Equality Impact Assessment (EqIA) arises from Section 149 of the Equality Act 2010. It is meant to help public bodies to tackle prejudice, promote understanding and advance equality of opportunity for persons who share a relevant 'protected characteristic'. Protected characteristics are Age, Disability, Gender reassignment, Marriage and civil partnership, Pregnancy and maternity, Race (ethnicity), Religion or belief, Sex, Sexual orientation.

The EqIA ensures proposals are fair, do not negatively impact equality groups in disproportional ways and do generally impact all groups positively. As engagement and proposals progress, the EqIA will be reviewed and updated accordingly.

This EqIA is evaluating the impact of the proposed Sustainable Transport and Parking Improvements on the different groups.

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**Scheme** To carry out an engagement exercise to ascertain the level of support for sustainable transport and parking improvements in three phases across those areas of the borough not currently within a controlled parking zone. Using a data led approach the Council created a proposal for a three phased consultation identifying and prioritising areas across the borough which would potentially benefit from improvements.

---

**Aim** The primary aim is to ascertain the level of support for proposals that would help reduce car dependency and encourage a mode shift to sustainable transport methods and enhance the public realm.

The improvements aim to manage the kerb space more efficiently and provide residents with more opportunities to park in areas where demand currently outstrips the available space. The restrictions enable the demand for parking to be distributed more fairly, catering for local residents' needs whilst being mindful of amenities and businesses in the area.

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**Progress** A report has been produced to go to Cabinet Committee on the 14<sup>th</sup> September 2022. The report is recommending authority to consult. The proposed consultation would be carried out in a phased approach consulting those roads in the borough not currently within a controlled parking zone. The consultation is proposed to be carried out in three phases, with the areas known to experience the greatest parking pressures being consulted first.

The present EqIA intends to measure the impact of the proposed consultation and improvements on the different Protected Characteristic groups.

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**Positive impacts**

Any sustainable transport and parking improvements will impact all groups positively overall and in particular the ones that may traditionally suffer from inequalities such as children, young adults, disabled people, pregnant women and young mothers, members of the LGBT community and BAME groups.

**Health**

Sustainable transport improvements will enable residents and visitors to make more sustainable and healthier travel choices through the provision of facilities such as bike hangars. Parking zones can also encourage people to think about how they travel to an area, particularly for work.

Residents can find themselves driving round nearby streets trying to find somewhere to park as the spaces around their property are taken up by vehicles used by people that do not live in the area. This can cause frustration and impact on when residents choose to use their vehicles. Introducing restrictions that increase the likelihood of residents being able to park may help improve some residents' mental health and quality of life.

**Equality & Diversity**

The proposal may benefit those who report being uncomfortable with parking some distance from their homes and walking back (particularly in the dark) as availability of parking spaces should be improved. This concern is often reported by young females and older people but can include those within sexual orientation and gender reassignment groups. Parking restrictions such as double yellow lines on the corners of junctions aim to improve visibility for all pedestrians and approaching traffic, but this will see the greatest benefit in younger and some disabled groups.

**Environment & Climate Change**

Sustainable transport and parking improvements may reduce the appeal of travelling by private car and therefore encourage residents and visitors to consider more sustainable alternatives. A parking zone would also help reduce carbon emissions by enabling residents to park more easily, with them no longer needing to drive around looking for an available space. An emissions-based pricing system will encourage residents to own more efficient vehicles.

Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability, traffic congestion and air quality. The introduction of restrictions is often the push to make people think about how they travel to a location and can lead to quieter streets.

**Road Safety**

Waiting restrictions can be considered as a part of the improvements and these can have a positive impact on road safety if introduced at locations such as junctions and bends. Parking bays can also be designed in such a way as to act as traffic calming measures. These restrictions can also be introduced at or near to crossing points improving the visibility of pedestrians and approaching traffic.

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**Negative impacts** Sustainable transport and parking improvements have the potential to negatively impact on those who require a motor vehicle to visit an area with additional parking restrictions or parking space being re-allocated for use such as bike hangars or green space. The risk is greater for those registered as disabled or those supporting or caring for a relative or friend with a disability in the area.

The introduction of permit parking in an area residents could previously park for free may negatively impact on certain groups, particularly those on lower incomes.

---

**Mitigations required** Inclusive communications and engagement  
All of our consultation and engagement activities will help shape the development of a robust Equality Impact Assessment (EqIA), demonstrating LBL's compliance with their Public Sector Equality Duty (PSED).

Stakeholder and community insights can ensure the EqIA identifies where members of the community may be disproportionately impacted, determine appropriate mitigations, and ensure decision-making processes are more inclusive.

Some of the way we'll mitigate against barriers to participation include:

We'll endeavour to mitigate against all barriers to participation to encourage and enable everyone in the community to participate. Some ways we'll do this include:

- Actively monitor participation demographics and identify ways to encourage participation among less represented people/groups
- Work with groups like AgeUK, carer networks and local mobility forums to engage with older and disabled people, and ensure this engagement meets accessibility standards
- Engage with established forums to connect with people in ways they are already active and comfortable, reducing reliance on them to engage with less familiar or trusted channels – like Places of Worship and community groups
- Translate materials into languages other than English where appropriate
- Make it easy for people who are time poor to participate, by going to where they are likely to be – schools, markets, and transport hubs
- Ensure there isn't an overreliance on digital/social media participation to reduce the risk of digital exclusion

Mitigations for disabled residents and visitors

Disabled residents and visitors would not be negatively impacted as blue badges would be exempt from limited waiting times introduced by any proposed restrictions and the restrictions may enable them to park closer their destination. Residents will also have the facility to purchase visitor permits to allow their visitors to park within any proposed parking zone.

Mitigations for low-income residents

To assist those on a lower income that use a vehicle for work they will be able to apply for a permit at a discounted rate in the first year, rising in the second year and then full price in the third year. This will also allow them time to change their vehicle to a more efficient one to take advantage of the emissions-based permit pricing.

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**Monitoring** The success of any of the improvements will be measured against feedback and subsequent adjustments can be proposed to help mitigate any potential issues that arise

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**Overall**

All groups will be positively impacted overall by the improvements as they will help deliver environmental, health and road safety benefits to all residents and visitors to the area. It is recognised however that for some protected groups that must take journeys by motor vehicle, they will be disproportionately negatively impacted, however, a number of these will be catered for in the provision of blue badges, visitor permits, discounted business permits in years one and two and emissions-based permit pricing.

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Detailed EQIAs will be included in reports following consultation for each of the separate zones.

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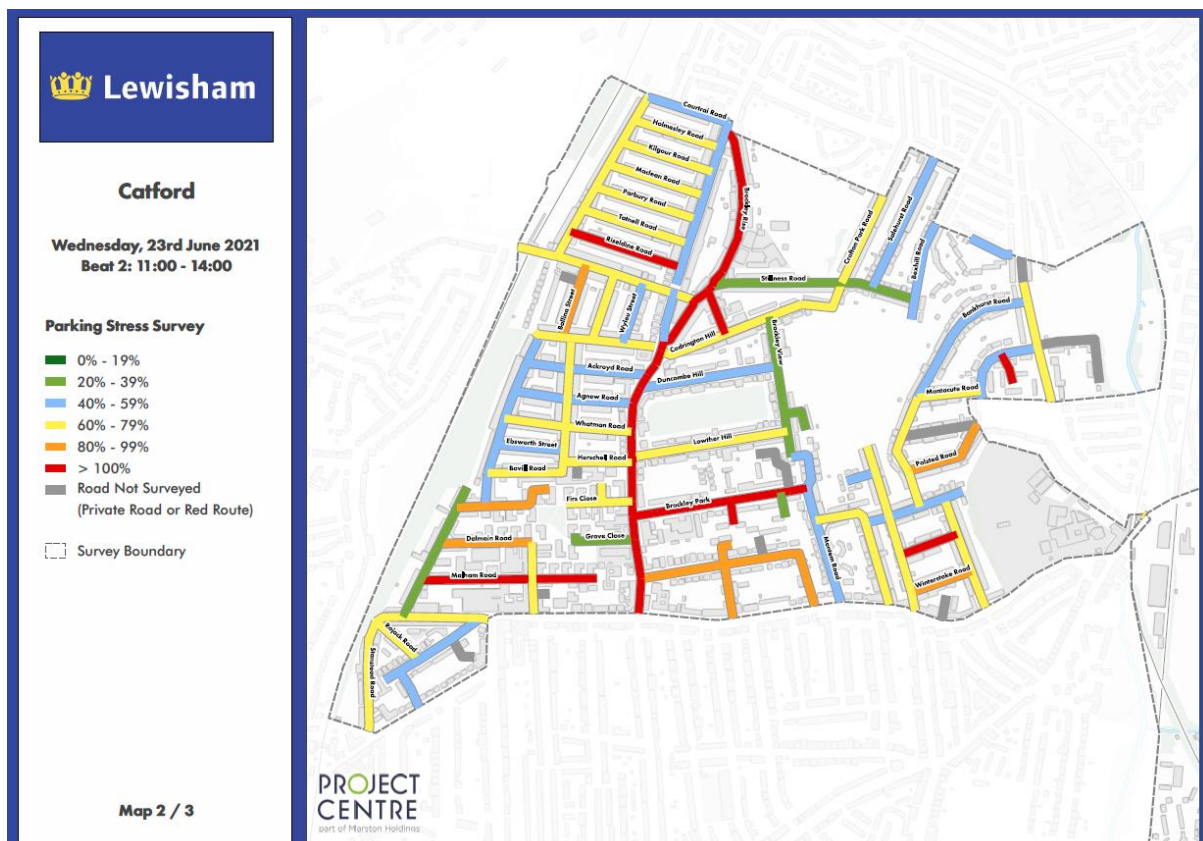
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## Appendix F – Parking Stress Surveys

### Catford Parking Stress Surveys

- Catford is the largest area with parking capacity of 4199 spaces. The night survey, like most other areas, recorded the highest percentage of parking pressure.
- Streets with over 100% parking stress at all times were Casslee Road and Riseldine Road. These two streets are very convenient for access to Catford and Honor Oak Park stations respectively. Others within the area with pressures above 80% include Winterstoke Road, Winterbourne Road, St German's Road, Park Rise Road, Chilthorne Close and Buckingham Lane.
- Apart from the Saturday evening, the northern section of the area (near Honor Oak Park Station) has a noticeably high parking stress. Including Riseldine Road, the surrounding streets are consistently above 60%-79% parking stress. Introducing a controlled parking zone within just this area will only displace the problem and cause parking pressures on the surrounding streets.
- Another area which has consistent high parking pressure includes the area south of Brockley Park between Grove Close and Winterstoke Road. During the week this area has a number of streets which fluctuate between high and very high, implying a parking stress of at least 80% consistently.



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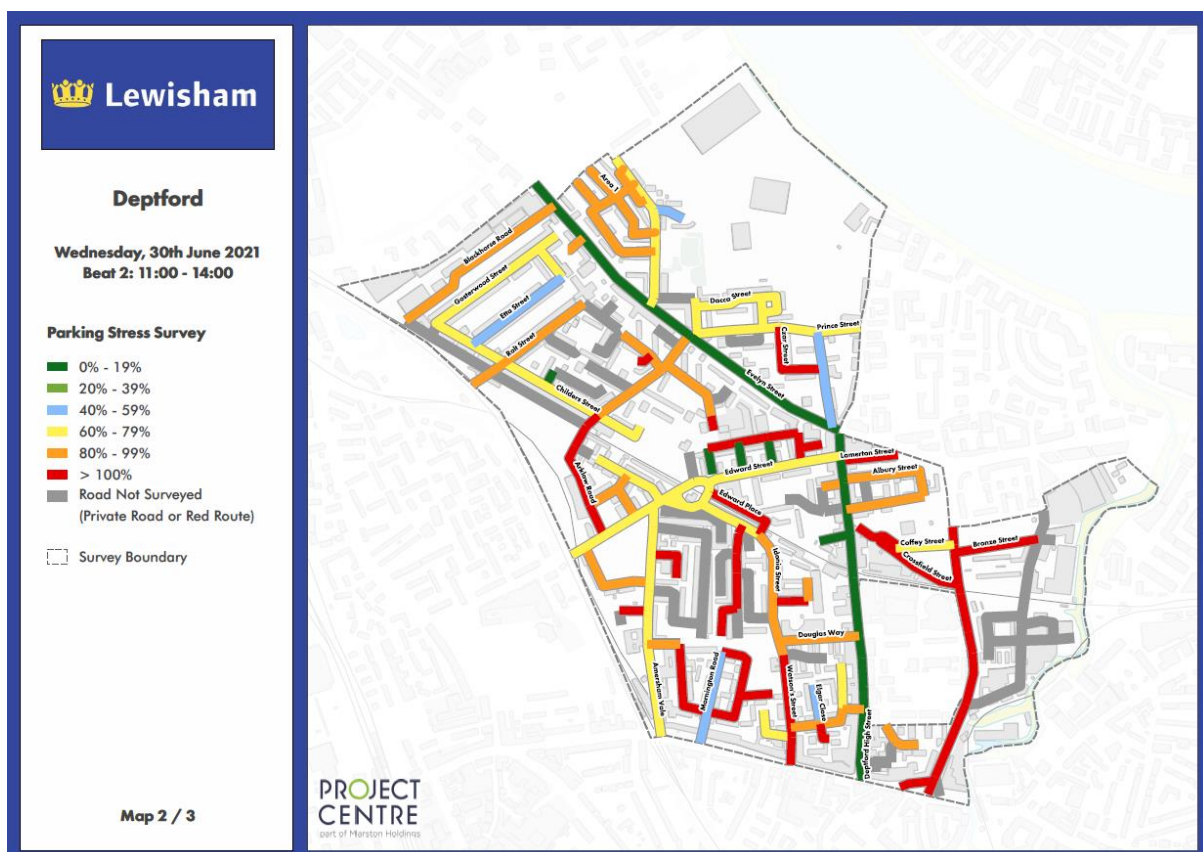
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## Deptford Parking Stress Survey

- Deptford has a capacity for 1973 parking spaces, with an average parking stress of 71% for the overall area.
- During the night time surveys the average parking stress was 72%. During the midweek surveys it was found that the parking pressures were significantly higher in the daytime and evening than during the night. The daytime survey for Wednesday and Thursday had an average of 81% parking stress compared to a drop to 62% on Saturday. For the evening survey the fall in pressure was similar going from 74% to 57% from the weekdays to the weekend.
- There is an average parking pressure between 11am-2pm on Wednesday and Thursday of 81%. This can be seen in the heatmaps located in the appendix with a number of the streets showing very high levels of stress (in excess of 100%)
- This area borders the Royal Borough of Greenwich where there is an existing CPZ in operation (12-2 weekdays) as well as a number of large new build developments of flats with little to no parking provision on site.



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### Appendix G – Snapshot ANPR Data

The below snapshot data was captured in Deptford and Catford ANPR surveys and translated into potential residents and business permits. These surveys do not take account of visitors or commuters, however they were taken in the evening so it is likely that very few commuters were captured.

Emissions Based Bands (bands reflect HMRC banding of vehicles)

<b>Emissions Based Band</b>	<b>Pre-2001 (engine size, cc)</b>	<b>Post-2001 (emissions, CO2g/km)</b>	<b>Example vehicle in band</b>
1	0-1300	0	<i>Electric Vehicles</i>
2	1301-1400	101-110	<i>VW Golf Hatchback 1.0L</i>
3	1401-1450	111-120	<i>VW Passat 1.4L</i>
4	1451-1500	121-130	<i>Nissan Quashqai 1.2L</i>
5	1501-1575	131-140	<i>Audi A3 1.4L</i>
6	1576-1650	141-150	<i>Ford Focus Titanium 2.0 TDCi</i>
7	1651-1750	151-165	<i>Ford Mondeo 2.0L</i>
8	1751-1850	166-175	<i>Peugeot 308 1.6L</i>
9	1851-1975	176-185	<i>Range Rover Velar 2.0</i>
10	1976-2100	186-200	<i>Alfa Romeo 147 1.6L</i>
11	2101-2500	201-225	<i>Audi A8 3.0L</i>
12	2501-2750	226-255	<i>Mercedes Benz C-Class 350</i>
13	2751+	256+	<i>Range Rover Sport 5.0 V8 Supercharged</i>

Total split of vehicles identified in two areas

Area	# of Vehicles	Diesel	Electric Diesel	Electric	Gas Bi-Fuel	Hybrid Electric	Petrol	Unknown
Catford	1146	216	1	17		75	781	56
Deptford	1168	254	1	20	1	64	746	82
Total	2314	470	2	37	1	139	1527	138

## Residential Permit

The projection of no. of vehicles that may uptake Resident Permit is based on the current % of permit sales.

Emissions Based Band	# of vehicles in each band	% of total vehicles in each band	Petrol Vehicles					Diesel Vehicles				
			Permit Price (3 months)	Permit Price (6 months)	Permit Price (12 months)	# of petrol vehicles in band	% of all petrol vehicles in band	Permit Price (3 months)	Permit Price (6 months)	Permit Price (12 months)	# of diesel vehicles in band	% of all diesel vehicles in band
1	106	6%	£17.50	£35.00	£70	48	4%	£30.00	£60.00	£120	58	14%
2	142	8%	£21.25	£42.50	£85	101	8%	£33.75	£67.50	£135	41	10%
3	170	10%	£25.00	£50.00	£100	129	10%	£37.50	£75.00	£150	41	10%
4	212	13%	£28.75	£57.50	£115	167	13%	£41.25	£82.50	£165	44	11%
5	224	13%	£32.50	£65.00	£130	187	15%	£45.00	£90.00	£180	37	9%
6	210	12%	£36.25	£72.50	£145	180	14%	£48.75	£97.50	£195	30	8%
7	244	14%	£40.00	£80.00	£160	200	16%	£52.50	£105.00	£210	44	11%
8	100	6%	£43.75	£87.50	£175	80	6%	£56.25	£112.50	£225	20	5%
9	71	4%	£47.50	£95.00	£190	58	5%	£60.00	£120.00	£240	12	3%
10	84	5%	£51.25	£102.50	£205	62	5%	£63.75	£127.50	£255	22	6%
11	56	3%	£55.00	£110.00	£220	29	2%	£67.50	£135.00	£270	27	7%
12	43	3%	£58.75	£117.50	£235	22	2%	£71.25	£142.50	£285	21	5%
13	25	1%	£62.50	£125.00	£250	22	2%	£75.00	£150.00	£300	3	1%

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## Business Permit

The projection of no. of vehicles that may uptake business permits is based on the current % of permit sales

Emissions Based Band	#of vehicles in each band	% of total of vehicles in each band	Petrol Vehicles			Diesel Vehicles		
			Permit Price (12 months)	# of petrol vehicles in band	% of all petrol vehicles in band	Permit Price (12 months)	# of diesel vehicles in band	% of all diesel vehicles in band
1	11	6%	£350.00	5	4%	£400.00	6	14%
2	15	8%	£400.00	11	8%	£450.00	4	10%
3	18	10%	£450.00	14	10%	£500.00	4	10%
4	22	13%	£500.00	18	13%	£550.00	5	11%
5	23	13%	£550.00	20	15%	£600.00	4	9%
6	22	12%	£600.00	19	14%	£650.00	3	8%
7	26	14%	£650.00	21	16%	£700.00	5	11%
8	10	6%	£700.00	8	6%	£750.00	2	5%
9	7	4%	£750.00	6	5%	£800.00	1	3%
10	9	5%	£800.00	6	5%	£850.00	2	6%
11	6	3%	£850.00	3	2%	£900.00	3	7%
12	5	3%	£900.00	2	2%	£950.00	2	5%
13	3	1%	£950.00	2	2%	£1,000.00	0	1%

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## Business All Zone Permit

The projection of the no. of vehicles that may uptake Business All Zone Permit is based on the current % of permit sales

Emissions Based Band	#of vehicles in each band	% of total of vehicles in each band	Petrol Vehicles			Diesel Vehicles		
			Permit Price (12 months)	# of petrol vehicles in band	% of all petrol vehicles in band	Permit Price (12 months)	# of diesel vehicles in band	% of all diesel vehicles in band
1	6	6%	£650.00	3	4%	£700.00	3	14%
2	8	8%	£700.00	6	8%	£750.00	2	10%
3	10	10%	£750.00	8	10%	£800.00	2	10%
4	12	13%	£800.00	10	13%	£850.00	3	11%
5	13	13%	£850.00	11	15%	£900.00	2	9%
6	12	12%	£900.00	10	14%	£950.00	2	8%
7	14	14%	£950.00	12	16%	£1,000.00	3	11%
8	6	6%	£1,000.00	5	6%	£1,050.00	1	5%
9	4	4%	£1,050.00	3	5%	£1,100.00	1	3%
10	5	5%	£1,100.00	4	5%	£1,150.00	1	6%
11	3	3%	£1,150.00	2	2%	£1,200.00	2	7%
12	3	3%	£1,200.00	1	2%	£1,250.00	1	5%
13	1	1%	£1,250.00	1	2%	£1,300.00	0	1%

### Is this report easy to understand?

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1. Proposal Overview	
Proposal title:	Review of the road safety service
Reference:	HRPR_SAV_02_Road Safety Review
Lead officer:	Zahur Khan
Ward/s affected	Multiple
Cabinet portfolio	Environment and Climate
Scrutiny committee/s	CYP & Sustainable Development

2. Decision Route		
Key Decision	Public Consultation	Staff Consultation
Y	N	Y

### 3. Contextual Information

#### Which service area/s are in the scope of the cuts proposal?

The Road Safety Service carries out a range of education, training, publicity and engineering measures to improve road users' road safety awareness and behaviours in the aim to reduce the numbers of people killed and injured on the road.

The service currently provides the following programmes to encourage active and safer travel - school travel plans, cycle training and maintenance, School Streets programme, road safety education, specific road safety education and training for vulnerable road user group and the school crossing patrol service.

There are currently 3 full time officers (1x PO6, 1 x PO3 & 1x SO1) and 21 term time/part time school crossing patrol officers in post. A further 7 school crossing patrol posts are currently vacant.

The current salary costs for the road safety team are approximately £320k per annum.

The proposal is to carry out a review of the service to identify where efficiencies can be made. The review will balance the need to continue to provide a statutory level of service against any areas where non-statutory services or activities can be reduced.

No consultation has yet been carried out with staff concerned and this would be undertaken once the review has been undertaken and the proposals drafted. Areas for efficiency savings will be based on the outcome of these consultations.

#### What is the controllable budget of the service area/s?

Budget Type	Spend (£000)	Income (£000)	Net Budget (£000)
General Fund	140	0	140
HRA			
DSG			
Health			
TOTAL			

#### What is the staffing profile of the service area/s?

Grades	Number Of Posts	FTE	Vacant Posts	
			Agency / Interim Cover	Not Covered
Scale 1 – Scale 5	21			7
Scale 6 – SO2	1			

PO1 – PO5	1			
PO6 – PO8	1			
SMG1 – SMG3				
JNC				

#### 4. Cuts Proposal

##### What changes are proposed to the service area/s?

A service saving of £140,000 over 2 years is proposed.

There has been no consultation with staff at this time, so details of the types of saving cannot be provided.

Current vacancies within the service consist of 7 school crossing patrol posts. Potential savings from releasing the vacant school crossing patrol officer posts is £42,000 (based on an average £6,000 annual salary).

For any reduction in service assessment work will be undertaken to consider mitigation measures should these be necessary.

The detailed programme of removal will also need to consider the HR implications, including redundancy costs if required.

The full saving of the £140,000 will be spread over two financial years to accommodate the estimated cost of any redundancy payments, which will need to be agreed as part of the HR process.

##### Are there any specific staffing implications?

Y

##### What level of saving will be achieved? (NET OF ANY CAPITAL OR REVENUE INVESTMENT)

Proposal strand	2023/24	2024/25	2025/26	TOTAL
If funded from capital				
If funded through revenue	70	70	0	140
<b>TOTAL</b>	70	70	0	140
<b>% Net Budget</b>				
<b>Does proposal impact on:</b>	<b>General Fund</b>	<b>HRA</b>	<b>DSG</b>	<b>Health</b>
	Y	N	N	N
<b>If yes, please describe impact:</b>				

##### What are the potential delivery risks and mitigation?

Reputation is a risk; road safety is a visible and respected service; any reduction would likely generate negative publicity and increased correspondence. Clear communication to the public and schools will be needed to address concerns and perceptions.

##### Are there any specific legal implications?

In taking a decision to cease to continue to provide such a service the Council must consider all relevant matters and disregard irrelevant matters. For a successful challenge to

be made against the Council, the decision would need to be outside the limits, which any reasonable local authority would operate. 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.

It is not an absolute requirement to eliminate unlawful discrimination, harassment, victimisation or other prohibited conduct, or to promote equality of opportunity or foster good relations between persons who share a protected characteristic and those who do not. It is a duty to have due regard to the need to achieve the goals listed above.

The weight to be attached to the duty will be dependent on the nature of the decision and the circumstances in which it is made. This is a matter for 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 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>

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

- The essential guide to the public sector equality duty
- Meeting the equality duty in policy and decision-making
- Engagement and the equality duty: A guide for public authorities
- Objectives and the equality duty. A guide for public authorities

• Equality Information and the Equality Duty: A Guide for Public Authorities

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>

<b>Is public consultation required (formal/statutory)?</b>	N
--	---

**5. Impact & Outcomes**

**What is the likely impact of the proposed changes?**

**Service Users**

The reduction of the service is likely to have an impact on service users who currently are used to using it.

The reduction of the service will be seen as a road safety risk to some users.

Road collisions/incidents may drive perception links to the cessation of this service.

Potential negative media coverage.

May be seen discouraging more walking and cycling as part of our efforts to improve the mode shift and health of residents. May encourage more driving children to school.

Some users may see this proposal as contradictory to supporting the Mayoral target of 'Vision Zero'.

**Staff**

Staff to be consulted on proposals.

**Other Council Services**

None

**Partners**

None

**Are there any specific equalities implications?**

<b>Protected characteristics and other equalities considerations</b>	<b>High (Positive / Negative)</b>	<b>Medium (Positive / Negative)</b>	<b>Low (Positive / Negative)</b>	<b>Neutral</b>
<b>Age</b>	Negative			
<b>Disability</b>	Negative			
<b>Ethnicity</b>		Negative		
<b>Gender</b>				Neutral
<b>Gender reassignment</b>				Neutral

<b>Marriage and civil partnerships</b>				Neutral
<b>Pregnancy and maternity</b>				Neutral
<b>Religion and belief</b>				Neutral
<b>Sexual orientation</b>				Neutral
<b>Socio-economic inequality</b>				Neutral
<b>Is a full EAA required?</b>			Y	
<b>How do the proposed changes align with the Council's Corporate Strategy?</b>				
<b>Corporate Priorities</b>	<b>High (Positive / Negative)</b>	<b>Medium (Positive / Negative)</b>	<b>Low (Positive / Negative)</b>	<b>Neutral</b>
<b>Open Lewisham</b>				Neutral
<b>Tackling the Housing crisis</b>				Neutral
<b>Giving children and young people the best start in life</b>			Negative	
<b>Building an inclusive local economy</b>				Neutral
<b>Delivering and defending: health, social care &amp; support</b>				Neutral
<b>Making Lewisham greener</b>				Neutral
<b>Building safer communities</b>			Negative	
<b>Good governance and operational effectiveness</b>				Neutral

<b>6. Delivery Plan</b>			
<b>Milestones</b>	<b>Key Steps</b>	<b>Lead Officer</b>	<b>Timescales</b>
<b>Initiation</b>	Complete a full project plan and identify risks, including financial and reputational.  Initiate talks and consultation with affected staff.	Paul Boulton Support from HR	4 weeks
<b>Planning</b>	As part of the org change process undertake an equality impact assessment.	Paul Boulton Support from HR	6 – 8 weeks

<b>Implementation</b>	Subject to outcome of consultation.	Paul Boulton Support from HR	16 weeks
<b>Review</b>	Monitoring outcome.	Paul Boulton Support from HR	4 weeks

## Equalities Analysis Assessment Template

<b>Author</b>	Paul Boulton	<b>Directorate</b>	Public Realm	
<b>Date</b>	25 November 2022	<b>Service</b>	Strategic Transport	
<p><b>1. The activity or decision that this assessment is being undertaken for</b></p> <p>The proposal is to carry out a review of the Road Safety service to identify where efficiencies can be made. The service currently provide the following programmes to encourage active and safer travel - school travel plans, cycle training and maintenance, School Streets programme, road safety education, specific road safety education and training for vulnerable road user group and the school crossing patrol service.</p> <p>The service establishment consists of 3 full time road safety officer posts and 21 term time only school crossing patrol officers. A further 7 school crossing patrol posts are currently vacant.</p> <p>No consultation has yet been carried out with staff concerned and this would be undertaken once the review has been carried out and the proposals drafted. Areas for efficiency savings will be based on the outcome of these consultations.</p>				
<p><b>2. The protected characteristics or other equalities factors potentially impacted by this decision</b></p>				
<input checked="" type="checkbox"/> Age	<input checked="" type="checkbox"/> Ethnicity/Race	<input type="checkbox"/> Religion or belief	<input type="checkbox"/> Language spoken	<input type="checkbox"/> Other, please define:
<input type="checkbox"/> Gender/Sex	<input type="checkbox"/> Gender identity	<input checked="" type="checkbox"/> Disability	<input type="checkbox"/> Household type	

<input type="checkbox"/> Income	<input type="checkbox"/> Carer status	<input type="checkbox"/> Sexual orientation	<input checked="" type="checkbox"/> Socio Economic
<input type="checkbox"/> Marriage and Civil Partnership	<input type="checkbox"/> Pregnancy and Maternity	<input type="checkbox"/> Refugee/Migrant/ Asylum seeker	<input type="checkbox"/> Health & Social Care
<input type="checkbox"/> Nationality	<input type="checkbox"/> Employment	<input type="checkbox"/> Veterans or reservists	

### 3. The evidence to support the analysis

The Lewisham Road Safety service is responsible for a range of services aimed to reduce the number of people injured on the road and to increase active and sustainable travel modes.

This includes road safety engineering, enforcement, education, cycle training, school travel planning and school crossing patrol service.

As a local highway authority, Lewisham has a statutory duty to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them. The duties are not prescriptive and give Lewisham scope to realign the service to meet the current needs and challenges facing the borough. The outcome of the review would ensure that Lewisham continued to provide a statutory level of service.

When considering the protected characteristics or other equality factors that may be affected by this decision, the review will carefully consider the impact of those protected groups, in particular those with age, disability and socio-economic factors, and put in place mitigation.

The risk of being injured in a road collision increases in areas with higher deprivation indices.

There are more road traffic collisions recorded in the most deprived neighbourhoods in London than the least deprived; the 10% of areas with the highest deprivation saw nearly 3,000 casualties in 2019, more than double the 1,400 in the 10% of areas with the lowest deprivation.

A recent report cites Britain's poorest people and people from ethnic minority groups already bear the brunt of traffic congestion and air pollution. This important new report shows that they are also more likely to be a casualty. Deprivation doubles the risk of becoming a pedestrian casualty. People from an ethnic minority (excluding non-white minorities) are 25% more likely to be a casualty than white pedestrians. However, the research, which looked at ten years of collisions reported to the police across Britain, cannot tell us why some groups are more at risk. It is likely to be due, in part, to the amount of time spent as a pedestrian. The National Travel Survey shows that people from ethnic minorities and deprived backgrounds are more likely to walk and less likely to have a car. Road traffic and Injury Risk in Ethnic Minority Populations Report, Agilysis and Living Streets May 2021.



Any mitigation would be based on a risk managed approach using a range of indices including average speeds, volume of pedestrians, traffic flows, road collision history and other mitigations already in place. Following use of a consistent risk assessment formula will ensure that those with protected characteristics and other impacted groups and not adversely impacted.

#### 4. The analysis

The proposal is to carry out a review of the service to identify where efficiencies can be made. The review will balance the need to continue to provide a statutory level of service against any areas where non-statutory services or activities can be reduced.

No formal consultation has yet been carried out with staff concerned and this would be undertaken once the review has been carried out and the proposals drafted. Areas for efficiency savings will be based on the outcome of these consultations.

It is proposed also that to reduce the impact on staff the efficiency savings would be taken over a two year period. This will also ensure that any mitigation required to off-set the impact on those with protected characteristics and other groups can be put in place.

#### 5. Impact summary & 6. Mitigation.

<i>Protected characteristic</i>	<i>Impact</i>	<i>Mitigation</i>
Age	Negative	<p>Introduction of School Streets to reduce traffic volume in the vicinity of schools.</p> <p>Create School Safety Zones to create a version of a School Street that can be used where a traditional school street is not feasible in order to slow traffic, improve pedestrian space, encourage walking and cycling.</p> <p>Improvements to existing pedestrian crossings points, including introduction of controlled crossings such as Zebras and Toucans.</p> <p>Improve advanced warning signs and road markings near pedestrian crossing points and schools.</p>
Ethnicity/Race	Negative	<p>Introduction of School Streets to reduce traffic volume in the vicinity of schools.</p> <p>Create School Safety Zones to create a version of a School Street that can be used where a traditional school street is not</p>

		<p>feasible in order to slow traffic, improve pedestrian space, encourage walking and cycling.</p> <p>Improvements to existing pedestrian crossings points, including introduction of controlled crossings such as Zebras and Toucans.</p> <p>Improve advanced warning signs and road markings near pedestrian crossings and schools.</p>
Disability	Negative	<p>Introduction of School Streets to reduce traffic volume in the vicinity of schools.</p> <p>Create School Safety Zones to create a version of a School Street that can be used where a traditional school street is not feasible in order to slow traffic, improve pedestrian space, encourage walking and cycling.</p> <p>Improvements to existing pedestrian crossings points, including introduction of controlled crossings such as Zebras and Toucans.</p> <p>Improve advanced warning signs and road markings near pedestrian crossings and schools.</p>
Socio-economic	Negative	<p>Introduction of School Streets to reduce traffic volume in the vicinity of schools.</p> <p>Create School Safety Zones to create a version of a School Street that can be used where a traditional school street is not feasible in order to slow traffic, improve pedestrian space, encourage walking and cycling.</p> <p>Improvements to existing pedestrian crossings points, including introduction of controlled crossings such as Zebras and Toucans.</p> <p>Improve advanced warning signs and road markings near pedestrian crossing and schools.</p>

<b>7. Service user journey that this decision or project impacts?</b>		
<p>Areas for efficiency savings will be based on the outcome of consultations with affected staff. Following this process any impacts to service users will be formally communicated through corporate and service level channels.</p> <p>As part of the communications strategy the council will promote alternative solutions to the services provided by the Council including the mitigation measures that will be introduced to off-set any impact.</p>		
<b>Signature of Director</b>	 Zahur Khan 25/11/2022	

# Agenda Item 4



## Overview and Scrutiny Business Panel

### Scrutiny Update

**Date:** 20 December 2022

**Key decision:** No

**Class:** Part 1

**Ward(s) affected:** All

**Contributors:** Assistant Chief Executive (Head of Overview and Scrutiny)

### Outline and recommendations

The Scrutiny Update item at Business Panel allows the Panel to monitor progress against the Select Committee work programmes. It is also an opportunity for the Head of Overview and Scrutiny and the Statutory Scrutiny Officer to update the Panel on scrutiny activity and developments. The Select Committee Chairs can also report on any scrutiny activity related to their Committee that they wish to bring to the Panel's attention.

#### 1. Summary

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

#### 2. Recommendation

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

#### 3. Scrutiny Update

##### ***Select Committees***

- 3.1 The work programmes for each Select Committee were presented to the Panel at its last meeting for consideration. In accordance with the Overview and Scrutiny procedure rules outlined in Part IV E of the Council's Constitution, the Overview and Scrutiny Business Panel is required to: *Consider the proposed work programmes of each of the Select Committees and devise a co-ordinated overview and scrutiny work programme which avoids duplication of effort and facilitates the effective conduct of business.*

- 3.2 The agreed Select Committee Work Programmes are attached at Appendix A, so progress can be checked and reviewed.
- 3.3 The next round of Select Committee meetings will take place in January:
- Housing – **5 January 2023**
  - Sustainable Development – **10 January 2023**
  - Healthier Communities – **11 January 2023**
  - Children and Young People – **12 January 2023**
  - Safer Stronger Communities – **17 January 2023**
  - Public Accounts – **19 January 2023**
- 3.4 Select Committee Chairs are invited to provide an update on any scrutiny activity related to their committee that they wish to bring to the Panel's attention.

#### ***Overview and Scrutiny Committee***

- 3.5 Thames Water have been invited to attend the February meeting of the Committee. The Committee will consider how Thames Water work in partnership with the Council and how they respond to issues such as burst water mains. They have been asked to provide information on their current performance and attendance standards; how they communicate with local authorities and residents; their emergency response arrangements; and their investment plans in terms of ageing Victorian pipe replacement.

#### ***Task and Finish Groups***

- 3.6 The two task and finish groups on *Creative and community workspaces and community gardening and allotments practice* are progressing well. A range of evidence is being collected and members and officers have been on a number of site visits.
- 3.7 TFGs collate detailed evidence over an extended period of time, using a variety of diverse working methods such as site visits and service user and stakeholder engagement. They aim to be:

*Collaborative* – officers and councillors working together to address a topical issue of concern

*Flexible* – utilising a mixture of formal and informal meetings, visits, research, user engagement etc.

*Focussed on residents* – defining the issues and suggesting solutions on the basis of understanding residents' experience

*Focussed on solutions* – taking evidence from a wide range of sources and good practice to develop affordable, practical solutions that are evidence based and implementable and that will have a positive impact on the lives of residents.

#### ***South East London Joint Health Overview and Scrutiny Committee (SEL JHOSC)***

- 3.8 An informal meeting of the JHOSC took place in December and the first formal meeting will take place in January. Councillor Best has been nominated as Chair and Cllr Taylor from Bexley, Vice-Chair. Revised terms of reference will be agreed so the JHOSC can look at discretionary cross-boundary issues as well as mandatory ones (substantial cross-boundary reconfigurations). The January meeting is likely to look at the integrated care system (ICS) strategy and how the ICS and the JHOSC will interact with each other.

## **4 Financial implications**

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

## **5 Legal implications**

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

## **6 Equalities implications**

- 6.1 The [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.
- 6.2 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
- 6.3 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.
- 6.4 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.
- 6.5 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.

## **7 Climate change and environmental implications**

- 7.1 There are no direct climate change or environmental implications arising from this report. Each Select Committee has been asked by the Overview and Scrutiny Committee to appoint a climate change champion to work with the Select Committee Chair in order to provide a steer to report authors on how committee reports might encompass climate change considerations. The champions appointed so far are: Public Accounts – Cllr Rudi Schmidt; Sustainable Development – Cllr Sian Eiles; Safer, Stronger Communities – Cllr Mark Jackson; and Housing – Cllr Sakina Sheikh.

## 8 Crime and disorder implications

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

## 9 Health and wellbeing implications

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

## 10 Glossary

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

Task and Finish Group (TFG)	A time limited scrutiny body which gathers evidence in relation to a topical issue of concern in order to make recommendations to improve outcomes for residents.
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## **11 Report author and contact**

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**Children and Young People Select Committee work programme 2022-23**

Work Item	Type of item	Strategic Priority	29-Jun	13-Sep	24-Nov	12-Jan	15-Mar
Election of the Chair and Vice-Chair	constitutional requirement						
Select Committee work programme 2022/23	constitutional requirement						
Children and Young People's Emotional and Mental Health presentation	performance monitoring	CP5 CP3					
Education Strategy	policy development	CP3					
Play Strategy	policy development	CP3					
Budget cut proposals	standard item	ALL					
Children's Social Care report including update on Corporate Parenting and Children's Social Care improvement work	performance monitoring	CP5					
Cost of living crisis	standard item	CP3					
Race Equality in Schools	performance monitoring	CP3					
Youth Services (Youth First update)	performance monitoring	CP3					
School places planning	standard item	CP3					
School standards report inc DfE benchmarked data progress made re digital inclusion task and finish group	performance monitoring	CP3					
Amplifying the voices of children and young people	standard item	CP3					
Any CYP Inspection - placeholder (date tbc if/when inspection happens)		CP5					
Responses to the climate emergency in schools - timing tbc		CP4					

**Information Items, events and visits**

Young Mayor and Advisors	informal meeting	CP3 & CP5	event scheduled for 6 July				
Initial unvalidated data on summer examinations	performance monitoring	CP3					
Summer holiday activities and food initiatives over summer							
Annual report on attendance and exclusions	performance monitoring	CP3				<i>if DfE data is available</i>	
Multi Agency Safeguarding annual report (LSCP) 2020/21	performance monitoring		outstanding item from 2021/22 - has been circulated.				
Multi Agency Safeguarding annual report (LSCP) 2021/22	performance Monitoring	CP3 & CP5			circulated 17.10.22		
Update on the Youth Service	performance monitoring	CP3		circulated 16.9.22			

		Corporate Priorities	
Item completed		CP1 Open Lewisham	CP5 Delivering and defending - health, social care, support
Item on-going		CP2 Tackling the Housing Crisis	CP6 Making Lewisham greener
Item outstanding			

**Healthier Communities Select Committee work programme 2022/23**

Item	Type	Priority	21-Jun	07-Sep	01-Nov	11-Jan	28-Feb
Election of Chair and Vice Chair	Constitutional req	CP5					
Work programme 2022-23	Constitutional req	CP5					
South East London Integrated Care System	Standard item	CP5					
Healthcare and Wellbeing Charter	Standard item	CP5					
Empowering Lewisham	Standard item	CP5					
Primary Care Update	Standard item	CP5					
The Birmingham and Lewisham African & Caribbean Health Inequalities Review (BLACHIR)	Standard item	CP5					
Transitions from children's to adults' social care	Standard item	CP5					
Proposed changes to Lewisham and Greenwich Trust (LGT_ sexual health services in Lewisham	Pre-decision scrutiny	CP5					
Budget cuts proposals	Pre-decision scrutiny	CP5					
Proud to Care update	Standard item	CP5					
Cost of Living Crisis - inc Warm Havens and Draft Food Justice Plan TBC	Performance monitoring	CP5					
Autism strategy	Pre-decision scrutiny	CP5					
Lewisham Adult Safeguarding Board (LASB) annual report	Standard item	CP5					
Empowering Lewisham update	Standard item	CP5					
One Public Estate: Ladywell Unit proposals	Standard item	CP5					
Extreme weather, advice and support	Standard item	CP5					
Health and Wellbeing Board update	Standard item	CP5					
Leisure centres update	Standard item	CP5					

Information reports, briefings and visits	Type	Priority					
Lewisham and Greenwich NHS Trust (LGT) quality account	Performance monitoring	CP5					
South London and Maudsley NHS Trust (SLaM) quality account	Performance monitoring	CP5					
Adult Learning Lewisham (ALL) annual report	Performance monitoring	CP5					
Dementia Strategy	Performance monitoring	CP5					
Health & Social Care Scrutiny Protocol	Engagement	CP5					
Improving Downham Health event	Engagement	CP5					
Health Care & Wellbeing Charter engagement	Engagement	CP5					
Calabash update	Information item	CP5					
Empowering Lewisham updates	Performance monitoring	CP5					

**Housing Select Committee work plan 2022-23**

Item	Type	Priority	06-Jun-22	12-Oct-22	17-Nov-22	05-Jan-23	09-Mar-23
Article 4 direction for HMOs	Standard item	CP2					
Housing Revenue Account business plan	Standard item	CP2					
Future of housing managed by Lewisham Homes	Standard item	CP2					
Lewisham Homes business plan	Standard item	CP2					
Service charge policy	Standard item	CP2					
Lewisham Homes annual report	Standard item	CP2					
Selective licensing	Standard item	CP2					
Temporary accommodation procurement strategy	Standard item	CP2					
Budget cuts proposals	Standard item	CP2					
Lewisham Homes repairs update	Standard item	CP2					
Update on housing management consultation	Standard item	CP2					
Rent and service charge increases	Performance monitoring	CP2					
Housing retrofit delivery review (followed by presentations from Housing associations)	Standard item	CP2					
Exempt accommodation	Standard item	CP2					
Homelessness & Rough Sleeping Strategy	Standard item	CP2					
Repairs Update- Housing Providers	Standard item	CP2					
Lewisham Homes Repairs update	Standard item	CP2					

Information reports, briefings and visits	Type	Priority					
Regenter B3 annual report and business plan	Performance monitoring	CP2					
Temporary accomodation briefing	Information	CP2					
Exempt accommodation	Information request	CP2					
Building for Lewisham update	Information request	CP2					
Visit to retrofit sites in Lambeth	Visit	CP2					

**Public Accounts Select Committee work plan 2022-23**

Item	Type of item	Priority	30-Jun-22	22-Sep-22	01-Dec-22	02-Feb-23	16-Mar-23
Medium term financial strategy	Standard item	All					
Financial monitoring	Performance monitoring	All	(period 2)	(period 4)	(period 8)		
Financial results 2021-22	Performance monitoring	All					
Budget pressures and management action	Performance monitoring	All					
Treasury management	Performance monitoring	All				Draft 23-24 strategy	
Budget cuts	Performance monitoring	All					
Council budget 2023-24	Policy development	All					
To be decided		All					
Income generation and commercialisation	Performance monitoring	All					

Information items

Asset strategy update	Information	All					
Procurement social value policy	Information	All					
Treasury management mid-year review	Information	All					
Audit panel update	Information	All					
Reserves update	Information	All					
Capital programme review	Information	All					

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**Safer Stronger Communities Select Committee 2022/23**

Item	Type of review	Strategic Priority	Delivery deadline	16-Jun	13-Oct	03-Nov	17-Jan	02-Mar
Budget reductions	Standard Item	CP1-CP7	Nov-22					
Confirmation of Chair and Vice-Chair	Constitutional requirement	CP1	Jun-22					
Select Committee work programme 2022/23	Constitutional requirement	CP1 and CP7	Jun-22					
Introduction to the Safer Communities Service and statutory role on crime and disorder.	Introduction item	CP1 and CP7	Jun-22					
Adult Learning Lewisham - Equalities	Performance monitoring	CP1	Sep-22					
Staff survey results	Pre-decision and Performance monitoring	CP1	Sep-22					
Youth Offending Service and National Probation Service	Performance monitoring	CP7	Sep-22					
Libraries	Performance monitoring	All	Nov-22					
Safe Lewisham Plan	Pre-decision and Performance monitoring	CP7	Jan-23					
Update from local Police and Fire	Performance monitoring	CP7	Jan-23					
Cost of Living - Equalities monitoring TBC	Performance monitoring	All	Jan-23					
Borough of Sanctuary	Performance monitoring	All	Mar-23					
Single Equalities Framework	Performance monitoring	All	Mar-23					
Borough of Culture Legacy	Performance monitoring	All	Mar-23					

**Information reports and briefings**

Public Health Approach to Violence Reduction	Information	CP7	on-going		sent 7.9.22			
Budget information	Information		on-going		sent 7.9.22			
Borough of Sanctuary	Information	CP1 and CP7	on-going			26.10.22		
Lewisham Disability Commission Report date TBC	Information	CP1	on-going			26.10.22		
Data analysis update on staff survey + Employee Profile	Information		on-going					
Update on census	Information		on-going					
Update on Fairer Lewisham Duty	Information	CP1	on-going					

	Item completed
	Item on-going
	Proposed timeframe

**Sustainable Development Select Committee work plan 2022-23**

Item	Type	Priority	20-Jun-22	11-Oct-22	30-Nov-22	10-Jan-23	07-Mar-23
Flood risk management strategy	Performance monitoring	CP6					
Air quality action plan	Policy development	CP6					
Asset management	Policy development	CP6, CP4					
Planning service: local democracy review	Policy development	CP6, CP4					
Environmental crime enforcement team update	Performance monitoring	CP6					
Controlled parking zone programme	Policy development	CP6, CP4					
Budget cuts	Standard item	All					
Regeneration of Catford Town Centre update	Standard item	CP6, CP4					
Climate emergency action plan	Performance monitoring	CP6					
Parks and open spaces update	Policy development	CP6					
Implementation of the transport strategy: walking cycling and healthy neighbourhoods	Performance monitoring	CP6					

Information items							
Art 6(4) directions	Information	CP6					
Annual parking report	Information	CP6					
Biodiversity action plan update	Information	CP6					
Parks and Open Spaces Strategy Annual Monitoring Report	Information	CP6					
Reduction and recycling plan	Information	CP6, CP4					
Markets	Information	CP4					
Employment, jobs and skills	Information	CP6, CP4					
Major planning developments update (incl Bakerloo line)	Information	CP6, CP4					

**Corporate Priorities****Priority**

<b>1</b>	<b>Open Lewisham</b>	<b>CP 1</b>
<b>2</b>	<b>Quality Housing</b>	<b>CP 2</b>
<b>3</b>	<b>Children and Young People</b>	<b>CP 3</b>
<b>4</b>	<b>A Strong Local Economy</b>	<b>CP 4</b>
<b>5</b>	<b>Health &amp; Wellbeing</b>	<b>CP 5</b>
<b>6</b>	<b>Cleaner and greener</b>	<b>CP 6</b>
<b>7</b>	<b>Safer Communities</b>	<b>CP 7</b>