



# AGENDA

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## MAYOR AND CABINET

**Date: WEDNESDAY, 1 NOVEMBER 2023 at 6.00 pm**

**Council Chamber  
Civic Suite  
Catford Road  
London SE6 4RU**

**Enquiries to: Head of Governance and Committee Services  
Email: [committee@lewisham.gov.uk](mailto:committee@lewisham.gov.uk)**

### **MEMBERS**

Damien Egan	Mayor
Councillor Brenda Dacres	Deputy Mayor and Housing Development and Planning
Councillor Chris Barnham	Children and Young People
Councillor Paul Bell	Health and Adult Social Care
Councillor Juliet Campbell	Communities, Refugees and Community Safety
Councillor Will Cooper	Housing Management and Homelessness
Councillor Amanda De Ryk	Finance and Strategy
Councillor Louise Krupski	Environment and Climate
Councillor Kim Powell	Businesses, Jobs and Skills
Councillor James-J Walsh	Culture, Leisure and Communication

**Members are summoned to attend this meeting**

**Jeremy Chambers  
Monitoring Officer  
Laurence House  
Catford Road  
London SE6 4RU  
Date: Tuesday, 24 October 2023**

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**The public are welcome to attend our Committee meetings, however, occasionally, committees may have to consider some business in private.**



## **RECORDING AND USE OF SOCIAL MEDIA**

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- tell the clerk to the meeting before the meeting starts;
- only focus cameras/recordings on councillors, Council officers, and those members of the public who are participating in the conduct of the meeting and avoid other areas of the room, particularly where non-participating members of the public may be sitting; and
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If recording causes a disturbance or undermines the proper conduct of the meeting, then the Chair of the meeting may decide to stop the recording. In such circumstances, the decision of the Chair shall be final.

## MINUTES OF THE MAYOR AND CABINET

Wednesday, 20 September 2023 at 6.00 pm

PRESENT: Damien Egan (Mayor), Councillors Brenda Dacres, Chris Barnham, Paul Bell, Juliet Campbell, Sophie Davis, Louise Krupski, Kim Powell and James-J Walsh

ALSO PRESENT: Councillor Mark Ingleby (former Chair of Overview & Scrutiny), Jeremy Chambers (Director of Law and Corporate Governance), Emma Campbell Smith (Head of Governance and Committee Services), Katharine Nidd (Interim Director of Finance), Jennifer Daothong (Acting Chief Executive) and Patrick Dubeck (Director of Inclusive Regeneration).

### 1. Minutes

It was MOVED, SECONDED and RESOLVED that the Minutes of meeting of held on 18 July 2023 be agreed as an accurate record.

### 2. Declaration of Interests

None.

### 3. Matters Raised by Scrutiny and other Constitutional Bodies

Cllr Campbell introduced the response to the Community Food Growing Task and Finish Group (TFG).

Cllr Ingleby, former Chair of Overview & Scrutiny, was allowed 5 minutes to speak. He welcomed the Mayor & Cabinet's responses to both the Workspace and Community Food Growing TFGs.

Both responses were AGREED.

### 4. Approval of the Annual Besson Street Business Plan - PART 1

Having considered an open and closed officer report, Cllr Dacres MOVED, Cllr Krupski SECONDED and it was RESOLVED that Mayor & Cabinet

1. Agreed the sixth annual Besson Street Business Plan attached as Appendix A to the Part 2 report,
2. Delegated authority to the Interim Executive Director of Corporate Resources, in consultation with the Interim Executive Director of Place, to implement the Besson Street Business Plan once finalised,
3. Agreed to reduce the Council's financial threshold of a 7% IRR so that the scheme can proceed with an IRR of 6% or above.
4. Agreed a revised finance strategy to permit the Council to input up to 50% of the debt funding required during the development phase and to delegate authority to the Interim Executive Director of Corporate Resources, in consultation with

the Interim Executive Director of Place, to vary (if required) the Hold Co agreement to reflect this revised strategy,

5. Delegated authority to the Interim Executive Director of Corporate Resources, in consultation with the Interim Executive Director of Place, to approve and implement (based upon professional advice) a first buyer, second buyer structure to improve tax efficiency and to vary (if required) the legal agreements to reflect this new structure; and
6. Delegated, to the Interim Executive Director of Corporate Resources, in consultation with the Interim Executive Director of Place, the further extension/s necessary to the longstop date of the Option Agreement for Besson Street such that the longstop date for exercise of the option and subsequent land transfer is extended to align with the anticipated date for satisfaction of the Final Viability Test, currently expected to be August 2024

## **5. Home Park and Edward Street Developments - PART 1**

Having considered an open and closed officer report, Cllr Dacres **MOVED**, Cllr Barnham **SECONDED** and it was **RESOLVED** that Mayor and Cabinet noted:

1. The background to this contract with a total scheme cost of £34m to invest in modular homes on the Home Park and Edward Street sites, split £13.5m and £20.5m respectively with the delivery of the development tasked to Lewisham Homes
2. The intended outcome to bring forward 31 social homes on the Home Park site within the HRA and 34 social/temporary accommodation homes on the Edward Street site within the General Fund.
3. That the appointed contractor, very late in the offsite construction and site preparation phases, has gone into administration leaving the commissioned units incomplete and not meeting the contracted specifications.
4. Following the company's collapse into administration, the extensive work undertaken to explore options for continuing the schemes or mitigating the loss the Council from aborting them.

## **6. Permission to procure - Integrated Community Equipment Service**

Having considered an open officer report, it was **MOVED** by Councillor Bell, **SECONDED** by Councillor Dacres and **RESOLVED** that:

1. officers be authorised to run a procurement for the Integrated Community Equipment Service that is due to expire on 31 March 2024 through a further competition tender via the Kent framework agreement. The new service will be for a period of three years, with an option to extend for a further two years at a total estimated cost of £10.5m over the full 5-year period of which £3.5m is LBL commissioned and £7m is ICB commissioned.
2. the use of KCS Professional Services Abe approved – Integrated Community Care Equipment Framework Y21006 to undertake a mini competition.
3. the award of contract to the preferred provider be approved, provided the contract value is within authorised limits.
4. Authority be delegated to the Executive Director for Community Services (in

consultation with the Director of Law and Corporate Governance and Associate Director, Community Support and Care to select the preferred provider in accordance with the selection and award criteria published in the tender documentation and agree final form of contract.

## **7. Review of all Supported Housing Contracts**

Having considered an open officer report, it was **MOVED** by Councillor Bell, **SECONDED** by Councillor Krupski and **RESOLVED** that Mayor and Cabinet

1. approve the removal of supported housing funding for the Phoenix Futures Bromley Road contract from April 2024. This contract has a value of £250,036 a year. The service is under contract until April 2027.
2. approve the uplift to Lewisham supported housing contracts by a value negotiated with each provider (as set out in table 1) to meet the specific pressures for each service. These uplifts total £481,412 a year, funded by the £250,036 from the Phoenix Futures contract, and £236,000 additional system investment of £236,000 laid out in table 3; and
3. approve a smaller one-off payment to providers for 23/24 in recognition of the current and urgent inflationary pressures identified, laid out in table 4, totalling £250,000.

## **8. Lewisham Homes Legacy Company**

Having considered an open officer report, it was **MOVED** by Councillor Davis, **SECONDED** by Councillor Bell and **RESOLVED** that Mayor and Cabinet:

1. Approve the interim Business Plan for the Lewisham Homes legacy company for the period 1 October 2023 – 31 March 2024;
2. Note the development of the management agreement and associated schedules between the Council and Lewisham Homes;
3. Note the amended Articles of Association for Lewisham Homes;
4. Approve the appointment of the Council officers Simon Williams, Head of Housing Finance, and Fenella Beckman, Director of Strategic Housing, as directors of Lewisham Homes with effect from the company's Annual General Meeting (AGM) on 29 September 2023;
5. Delegate any necessary finalisation of arrangements and the implementation of the interim Business Plan and the management agreement and associated schedules to the Executive Director for Housing in consultation with the Executive Director for Corporate Resources and the Director of Law and Corporate Governance

## **9. Catford Regeneration Partnership Limited (CRPL) Appointment of Directors**

Having considered an open officer report, it was **MOVED** by Councillor Dacres, **SECONDED** by Councillor Barnham and **RESOLVED** that Mayor and Cabinet:

1. approve the appointment of Nick Penny and Melanie Dawson as a Directors of Catford Regeneration Partnership Limited (CRPL),

2. agree that Nick Penny and Melanie Dawson are indemnified as Directors in accordance with the attached Deed of Indemnity agreed at the inception of the Company; and
3. note that a review of the company is proposed, and that the outcome together with a new business plan will be reported to Mayor and Cabinet in due course.

#### **10. Statement of Community Involvement for adoption**

Having considered open officer report, it was **MOVED** by Councillor Dacres, **SECONDED** by Councillor Barnham and **RESOLVED** that Mayor and Cabinet adopt the Statement of Community Involvement.

#### **11. Investing in Good Jobs and Skills**

Having considered an open officer report, it was **MOVED** by Councillor Powell, **SECONDED** by Councillor Dacres and **RESOLVED** that Mayor and Cabinet:

1. approve the allocation of £1,967,944 of Section 106 monies to fund employment and training programmes, ensuring the continuation of the Lewisham Works service; and
2. approve acceptance of a UK Shared Prosperity Fund 'People and Skills' grant of £525,000 to deliver support to economically inactive residents.

#### **12. Treasury Management Strategy Mid-Year Review**

Having considered an open and closed officer report, it was **MOVED** by the Mayor, **SECONDED** by Councillor Barnham and **RESOLVED** that Mayor and Cabinet

1. Note the report, in particular the macroeconomic updates, Treasury Management Outturn 2022/23, performance of investments to date, the revised forecast Capital Programme 2023-27 and borrowing forecast in line with the Chartered Institute of Public Finance and Accountancy's (CIPFA); and
2. Approve, and recommend that Council approves, the updated Treasury Management Strategy 2023/24.

#### **13. Corporate Performance Report Q4**

Having considered an open officer report, it was **MOVED** by the Mayor, **SECONDED** by Cllr Barnham and **RESOLVED** that Mayor and Cabinet:

1. approve updated Q4 2022 performance dashboard for publication on the Council's website; and
2. note the timetable for bringing forward the next quarterly updates for the 2023/24 financial year

#### **14. Exclusion of Press and Public**



It was MOVED by the Mayor, duly SECONDED and RESOLVED that under Section 100 (A) (4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12 (A) of the Act, as amended by the Local Authorities (Executive Arrangements) (Access to Information) (Amendments) (England) Regulations 2006 and the public interest in maintaining the exemption outweighed the public interest in disclosing the information:

15. Approval of Annual Besson Street Business Plan - PART 2

16. Home Park and Edward Street Developments - PART 2

**15. Approval of Annual Besson Street Business Plan - PART 2**

The report was discussed in closed session. The recommendations were agreed in the open part of the meeting.

**16. Home Park and Edward Street Developments - PART 2**

The report was discussed in closed session. The recommendations were agreed in the open part of the meeting.

Document is Restricted



## Mayor and Cabinet

### Declarations of Interest

**Date:** 1 November 2023

**Class:** Part 1

**Contributors:** Head of Governance and Committee Services

### Outline and recommendations

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

#### Declaration of interests

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

#### 1 Personal interests

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

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

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

- (a) Employment, trade, profession or vocation of a relevant person\* for profit or gain
- (b) Sponsorship –payment or provision of any other financial benefit (other than by the Council) within the 12 months prior to giving notice for inclusion in the register in respect of expenses incurred by you in carrying out duties as a member or towards your election expenses (including payment or financial benefit from a Trade Union).

- (c) Undischarged contracts between a relevant person\* (or a firm in which they are a partner or a body corporate in which they are a director, or in the securities of which they have a beneficial interest) and the Council for goods, services or works.
- (d) Beneficial interests in land in the borough.
- (e) Licence to occupy land in the borough for one month or more.
- (f) Corporate tenancies – any tenancy, where to the member’s knowledge, the Council is landlord and the tenant is a firm in which the relevant person\* is a partner, a body corporate in which they are a director, or in the securities of which they have a beneficial interest.
- (g) Beneficial interest in securities of a body where:-
  - (a) that body to the member’s knowledge has a place of business or land in the borough; 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.

### **(3) Other registerable interests**

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

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

### **(4) Non registerable interests**

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

**(5) Declaration and Impact of interest on members' participation**

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

**(6) Sensitive information**

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

**(7) Exempt categories**

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

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

<b>Report for: Mayor and Cabinet</b>	
<b>Part 1</b>	<input checked="" type="checkbox"/>
<b>Part 2</b>	<input type="checkbox"/>
<b>Key Decision</b>	<input type="checkbox"/>
<b>Non-Key Decision</b>	<input checked="" type="checkbox"/>

<b>Date of Meeting</b>	1 November 2023	
<b>Title of Report</b>	Resolution from Forest Hill Assembly regarding GP provision in the ward	
<b>Author</b>	James Lee	<b>Ext. 46548</b>

At the time of submission for the Agenda, I confirm that the report has:

Category	Yes	No
<b>Financial Comments</b>	x	
<b>Legal Comments</b>	x	
<b>Cabinet Briefing consideration</b>		x
<b>EMT consideration</b>	x	



Signed:

Cabinet Member for Communities, Wellbeing and Refugees

Date: 24/10/2023

Signed:



Executive Director for Community Services

Date: 20/10/2023





## Mayor and Cabinet

### **Resolution from Forest Hill Assembly regarding GP provision in the ward**

**Date:** 1 November 2023

**Key decision:** No.

**Class:** Part 1

**Ward(s) affected:** Forest Hill

**Contributors:** James Lee, Director of Communities, Partnership and Leisure

### **Outline and recommendations**

This report notes the concern expressed by the Forest Hill Assembly at the lack of a GP Surgery within the ward boundaries, and their request for Mayor and Cabinet to ask Lewisham Health & Wellbeing Board to consider carrying out an up to date study of health needs in the ward with a view to increasing GP capacity.

*Recommendation:* We are asking Mayor and Cabinet to note the motion and pass the request to the relevant body for a direct response.

## **Timeline of engagement and decision-making**

13 May 2013 – The provision of primary care services was discussed at the Forest Hill Assembly: Southwark CCG attended to speak about a consultation on changes to service provision, with options including: increased community capacity, or expanding provision at Dulwich Hospital. Questions were asked by residents about GP provision in the context of the distance they would have to travel to get to a GP surgery.

October 2013 Assembly – It was reported that Southwark CCG had closed the consultation and the decision was to expand provision at Dulwich Hospital. No reason was given during the meeting for this decision.

March 2014 Assembly – Healthwatch spoke at the Assembly and a question was raised about the role of Healthwatch in addressing the lack of GPs in the ward. The Healthwatch representative promised to look into this issue.

Autumn 2013 – Spring 2014 community consultation led by SEE3 and local amenity societies on change of designation for Willow Way revealed support for inclusion of a health facility at this site. A health facility is specifically mentioned in the report as a desirable element of the proposed new uses.

July 2014 - a GP Surgery was specifically mentioned as part of a presentation to Forest Hill Assembly on the SEE3 Kirkdale project.

September 2014 The SEE3 Kirkdale proposals were brought to the September 2014 assembly for further discussion, during which the need for a GP Surgery was again mentioned: SEE3 Kirkdale Triangle Proposal.

2015-present: Forest Hill councillors have endeavoured to air this issue in a range of fora including Healthier Communities Select Committee, Full Council and community events, as well as raising it directly with the cabinet member.

14 June 2023 Assembly: Forest Hill Assembly passes motion to Mayor & Cabinet on GP Surgery provision in the ward

## **1. Summary**

- 1.1. The following resolution, brought by a ward resident, was passed by overwhelming majority at Forest Hill Assembly (online) held on 14 June 2023: “The Forest Hill Assembly expresses concern regarding GP capacity for the 10th year in succession and requests that this matter is placed on the Lewisham Health & Wellbeing Board agenda with a request for a proper study.”

- 1.2. This report notes the concern expressed by the Forest Hill Assembly at the lack of a GP Surgery within the ward boundaries, and their request for Mayor and Cabinet to ask Lewisham Health & Wellbeing Board to consider carrying out an up to date study of health needs in the ward with a view to increasing GP capacity.
- 1.3. Mayor and Cabinet are asked to note the motion and pass the request to the relevant body for a direct response.

## **2. Recommendations**

- 2.1. Mayor and Cabinet to note the motion from Forest Hill Assembly and pass the request for a review of GP capacity to the relevant body for a direct response.

## **3. Policy Context**

- 3.1. This report aligns with Lewisham's Corporate Priorities, as set out in the Council's [Corporate Strategy \(2022-2026\)](#):

- Cleaner and Greener
- A Strong Local Economy
- Quality Housing
- Children and Young People
- Safer Communities
- Open Lewisham
- Health and Wellbeing

- 3.2. In particular, this report is closely aligned to priority Health and Wellbeing because it concerns access to primary care and reducing health inequalities for the whole population; and especially those for whom walking or travelling any distance may be challenging – older people, disabled people, those who are pregnant or with small children, those with learning disabilities or mental health conditions where they may be lacking confidence to travel or face other barriers, etc.
- 3.3. The motion aligns with the Cleaner and Greener priority by potentially supporting and enabling people to use active travel for their health appointments: residents will be less likely to use the car to get to a GP appointment if the GP surgery is nearer to their home.

## **4. Background**

- 4.1. The Council Constitution provides for each local Ward Assembly to have the

- opportunity to submit up to one motion per year to Mayor and Cabinet.
- 4.2. As detailed in the timeline above, Forest Hill Assembly, together with councillors and other community members, have raised the issue of in-ward GP capacity on a number of occasions and in different fora over the last ten years or more.
  - 4.3. At the Forest Hill Assembly on 14 June 2023, a presentation on GP surgery provision in the ward was delivered by Ashley O'Shaunessy (Associate Director of Primary Care (Lewisham)).
  - 4.4. Following this presentation, the discussion focussed on the concern that had been consistently expressed by residents and councillors at the lack of a GP surgery in the ward; and on resident perceptions that quality of provision at some of their nearest surgeries has deteriorated.
  - 4.5. It is not known whether any review similar to that requested by residents has been carried out previously. It is not thought that any review of GP capacity has been carried out for Forest Hill specifically in this century.
  - 4.6. We are unable to find any evidence for similar requests from Assemblies for reviews of health provision in the last six years.
  - 4.7. Forest Hill ward is currently undergoing and has undergone considerable new housing development, which will increase the population, thereby increasing demand for healthcare.
  - 4.8. Currently, 60 units have been recently completed, a further 200+ are envisaged in the 2020-21 Housing Trajectory, and there are proposed developments at Taymount Grange (29 units) and Willow Way (number of units n/k.) Based on information provided by Angela Steward, Interim Principal Policy Officer, Strategic Planning Team.
  - 4.9. Average health and wellbeing data for Forest Hill appear to show health as similar or better than the national average. See <https://www.observatory.lewisham.gov.uk/wp-content/uploads/2022/05/Forest-Hill-digital.pdf>
  - 4.10. However, there appear to be some significant differences between the north and south of the ward. For example, women's life expectancy in the part of the ward which lies south of the South Circular, is approximately 3 years below national average; and for men life expectancy is around 2.5 years below national average.
  - 4.11. It is not suggested that lower life expectancy is caused by distance from the GP

surgery. It is recognised that this is related to a range of social determinants and health inequalities. However it is suggested that these statistics might provide the basis for reviewing whether current access to a GP is adequate to meet the primary healthcare needs of this very local population.

## **5. Financial implications**

5.1. There are no financial implications contained in this report.

## **6. Legal implications**

6.1. There are no legal implications contained in this report.

## **7. Equalities implications**

7.1. This report in itself has no equalities implications.

7.2. It is possible that, should any review be eventually carried out following on from this report, this may uncover equalities implications in terms of health inequalities.

7.3. The report may be seen to demonstrate Lewisham's commitment to the social model of disability, in that should any study of the primary healthcare needs of Forest Hill ward be carried out, this would potentially enable investigation of whether the current level of access to primary care in that ward is having any disabling effects on the community.

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

8.1. There are no climate change or environmental implications in this report.

## **9. Crime and disorder implications**

9.1. There are no crime and disorder implications in this report.

## **10. Health and wellbeing implications**

10.1. This report speaks to Health and Wellbeing and is about easier access to primary healthcare services close to where residents of Forest Hill live. The motion to Mayor and Cabinet and this report in themselves do not have any direct implications for health and wellbeing in the ward or borough. Should any study of primary healthcare needs be carried out, as requested by residents, and should this eventually lead to a change in local GP capacity, it is possible that this would result in a change in access to primary care in the ward. This cannot be established without carrying out the suggested study.

## **11. Background papers**

11.1. GP provision in Forest Hill ward – 23 – 24 (002) Presentation Ashley

O'Shaunessy.

11.2. SEE3 Kirkdale Triangle Proposal.

## 12. Glossary

12.1.

Term	Definition
Social determinants of health	The conditions in the environments where people are born, live, learn, work, play, worship, and age that affect a wide range of health, functioning, and quality-of-life outcomes and risks.

## 13. Report author(s) and contact

13.1. James Lee, Director of Communities, Partnership and Leisure,

[james.lee@lewisham.gov.uk](mailto:james.lee@lewisham.gov.uk) 020 8314 6548 07876 794262

## 14. Appendices

14.1. Appendix A: GP provision in Forest Hill ward – 23 24 (002) Presentation Ashley  
O'Shaunessy.

14.2. Appendix B: Forest Hill Observatory Ward Profile:

<https://www.observatory.lewisham.gov.uk/wp-content/uploads/2022/05/Forest-Hill-digital.pdf>

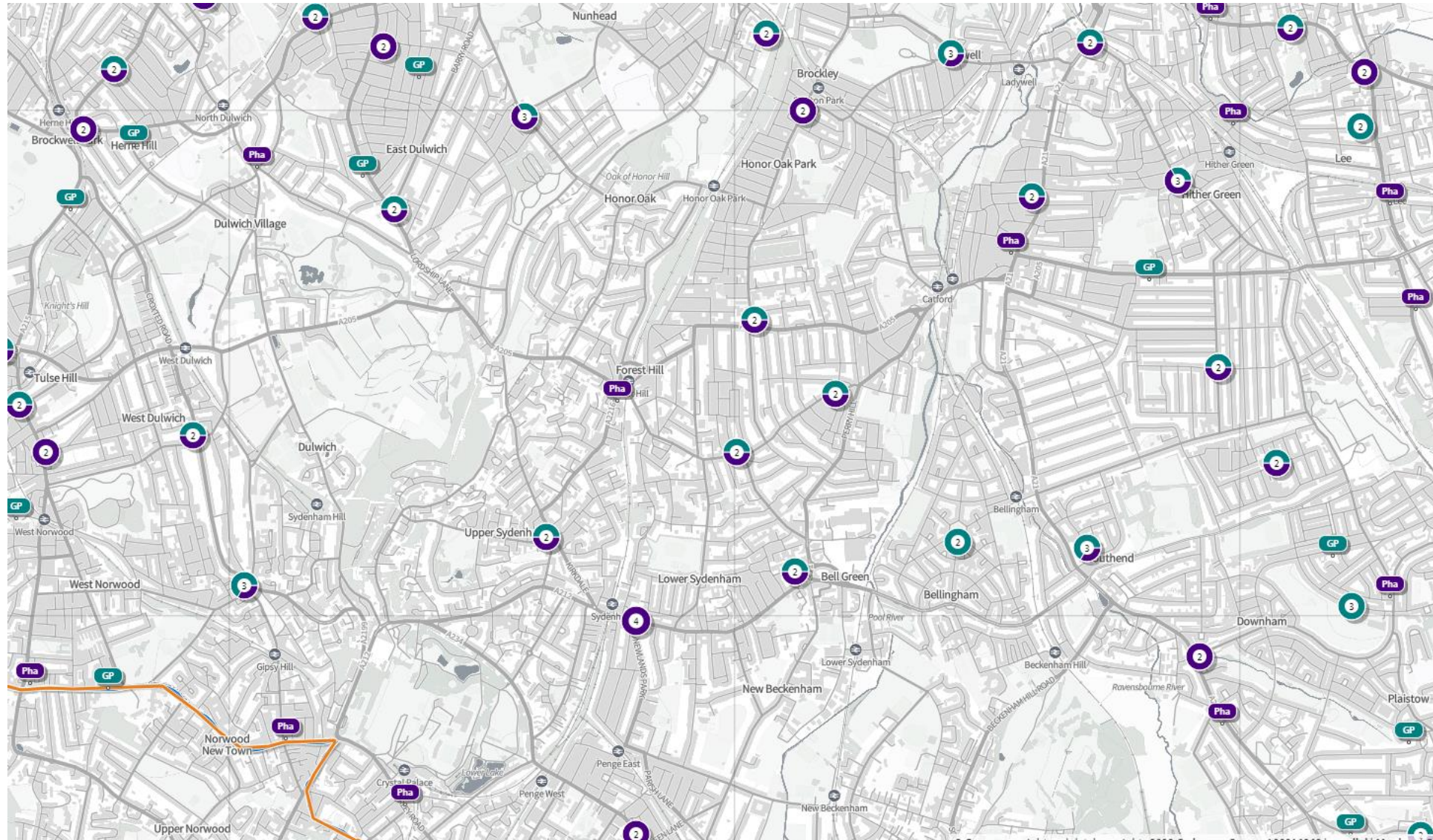
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# General Practice provision in the Forest Hill ward

Forest Hill Local Assembly

14<sup>th</sup> June 2023

# Map of current GP and pharmacy provision in the Forest Hill area





# General Practice provision considerations

- Existing provision of General Practice (and pharmacy services)
- Workforce – availability of GPs, nurses and extended staffing
- Estate – availability of appropriate and accessible space
- Availability of funding



# Forest Hill ward profile

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\* EPC stands for Energy Performance Certificate

# Councillors 2022 - 2026



**Billy Harding**

Labour and Co-operative Party



**Peter Bernards**

Labour and Co-operative Party



**Sophie Davis**

Labour and Co-operative Party

# Ward profile introduction

## About Lewisham's Ward profiles

The ward profiles bring together some of the key data sources to provide the demographic, social and economic characteristics of an area. In May 2022, the number of wards increased from 18 to 19.

- The boundaries of two wards have stayed the same, Telegraph Hill and Forest Hill, all the others changed.
- Two wards no longer exist: New Cross and Whitefoot.
- We now have three brand new wards: Deptford, Hither Green and New Cross Gate.
- 16 wards have three Councillors.
- Three wards have only two Councillors: Bellingham, Lewisham Central and New Cross Gate.
- The total number of Councillors remained in 54, the same as the previous period.

At the time of publication, the results of the 2021 Census have not yet been published, which means many indicator variables in this report rely on potentially outdated data from the 2011 Census. Data sources of all charts and statistics are clearly stated throughout this document. Revised data will be made available in the next revision of this document.

## Wards 2022



# Forest Hill

Forest Hill ward sits in the South-West of the borough and **includes some affluent pockets of high-value owner-occupied housing stock**. It also encompasses **some large social housing estates**, notably the Forest Estate. **The largest social housing providers are Lewisham Homes and London & Quadrant (L&Q)**.

The ward is bisected by the South Circular, and **suffers from some congestion around Forest Hill station, with a poor air quality hotspot at this location**. **Due to its hilly geography it can feel more like several villages than one ward**. It is bounded on the eastern side by the railway.

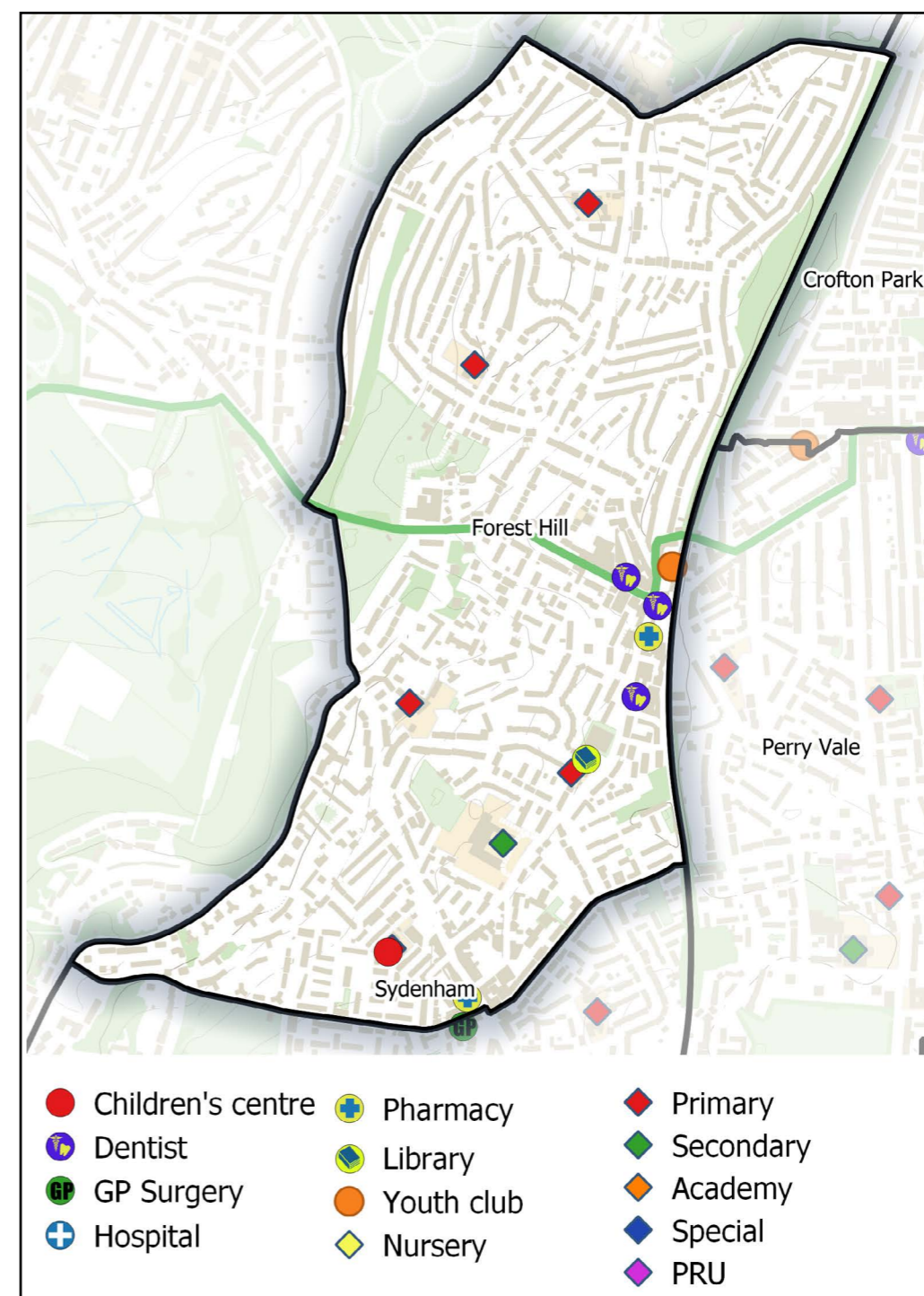
Although impacted by the South Circular, **Forest Hill ward also benefits from extensive green space** including Horniman Museum Gardens, and from a large nature reserve running alongside the railway (Devonshire Road Nature Reserve).

It also benefits from a range of valuable community assets including: Forest Hill community library run by V22 community organisation; Forest Hill Pools with pools, gym and meeting space; Horniman Museum and Gardens with its sweeping views across London; Havelock Walk “artist’s oasis” and Dartmouth Road High Street - recently improved.

**Forest Hill Society** (though not exclusively limited to the ward) is an active civic society group which organises community activities including caring for green spaces and Christmas festivities. Other groups active in the ward include Forest Hill W.I., Friends of Devonshire Road Nature Reserve, Friends of Millennium Green, and Friends of Baxter Field.

In Forest Hill ward **£65,926 was awarded in NCIL funding to eight projects**. Ward priorities included Transport and streets; Community safety; Open/green spaces and nature; Community facilities and Air quality. Previous priorities have related to youth engagement, improving the built environment and supporting local traders and community events. The NCIL funded projects include a number of greening projects such as improved accessibility to the nature reserve, community gardens, library improvements, and community happenings.

## Key facilities in Forest Hill



# Summary of key statistics

Population  
**16,314**

Average age  
**35**

% of households that reported themselves as a family  
**54.1**

% of residents in employment  
**71.4**

% of residents that practice a religion  
**58.7**

% of residents not born in England  
**18**

Number of universal credit claimants  
**1,704**

% of residents whose day to day activities are limited a lot  
**5.9**

% of residents with low English proficiency  
**2.3**

LSOAs among the most deprived 20% of national IMD  
**0 of 9**

Average life expectancy (female / male)  
**82.8(f) / 80.1(m)**

Air pollution (NO2) with recommended guideline <40  
**4.33**

Average proportion of households in fuel poverty  
**12.1% - 21.6%**

Median house price (borough)  
**£430k**

% of residents without formal qualifications  
**13.9**

Number of crimes reported in 2021  
**1,159**

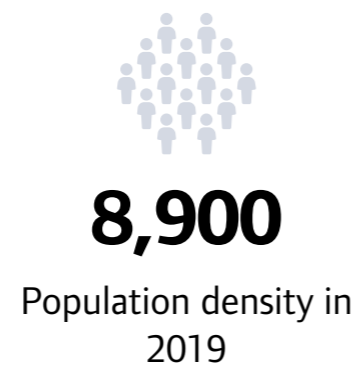
# Population

Forest Hill has an estimated population of **16,314 residents** (rank 11 of 19 wards).

Among its residents, **48.9% identify as female**, and **51.1% as male**. Unfortunately, ONS population statistics do not include estimates for nonbinary gender identities.

The **average age in Forest Hill is 35**, compared to 36 in Lewisham as a whole, and 37 in London.

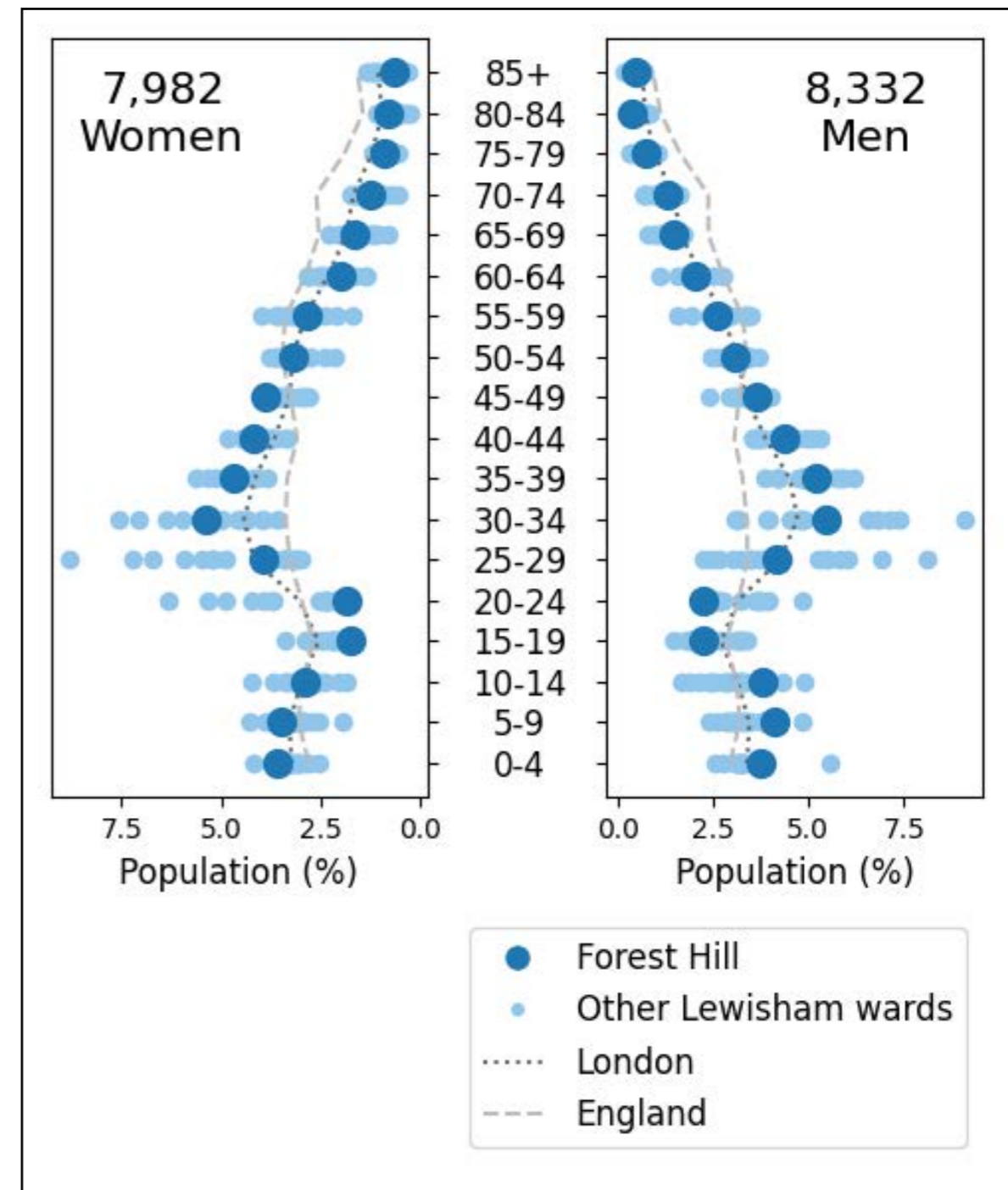
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In terms of its geographic area, at 1.8 km<sup>2</sup> (rank 11 of 19.)

As to of its population density, at 8,900 people per km<sup>2</sup> (rank 12 of 19.)

Population by five years age group and gender in Forest Hill, ONS 2019



Proportion of Population Groups in Forest Hill, ONS 2020

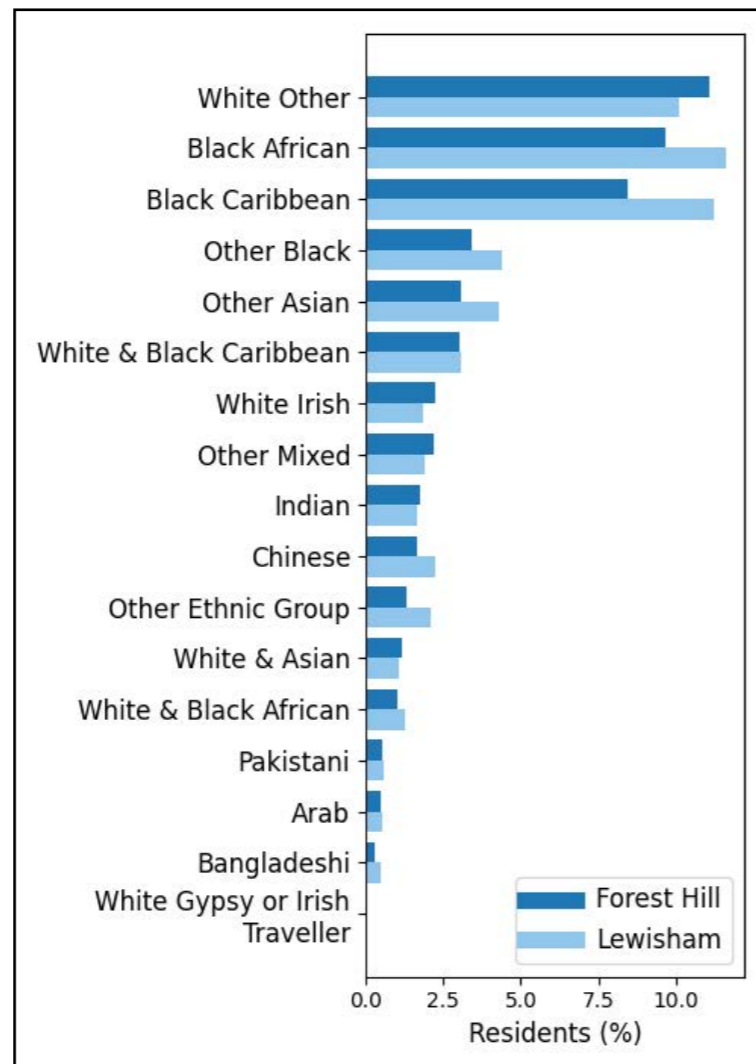
	United Kingdom	London	Lewisham	Forest Hill
Children and Youth (0-17)	22.2%	23.8%	23.3%	25.0%
Working age (18-64)	60.2%	64.8%	67.8%	66.1%
Senior (65+)	17.6%	11.4%	8.9%	8.9%

# Diversity: Ethnicity and religion

## Ethnicity

48.4% of Forest Hill residents have an ethnicity of White British (White English, Welsh, Scottish, or Northern Irish), compared to 41.5% in Lewisham as a whole, 44.9% in London, and 79.8% in England.

Ethnicity (excluding White British) in Forest Hill, ONS Census 2011

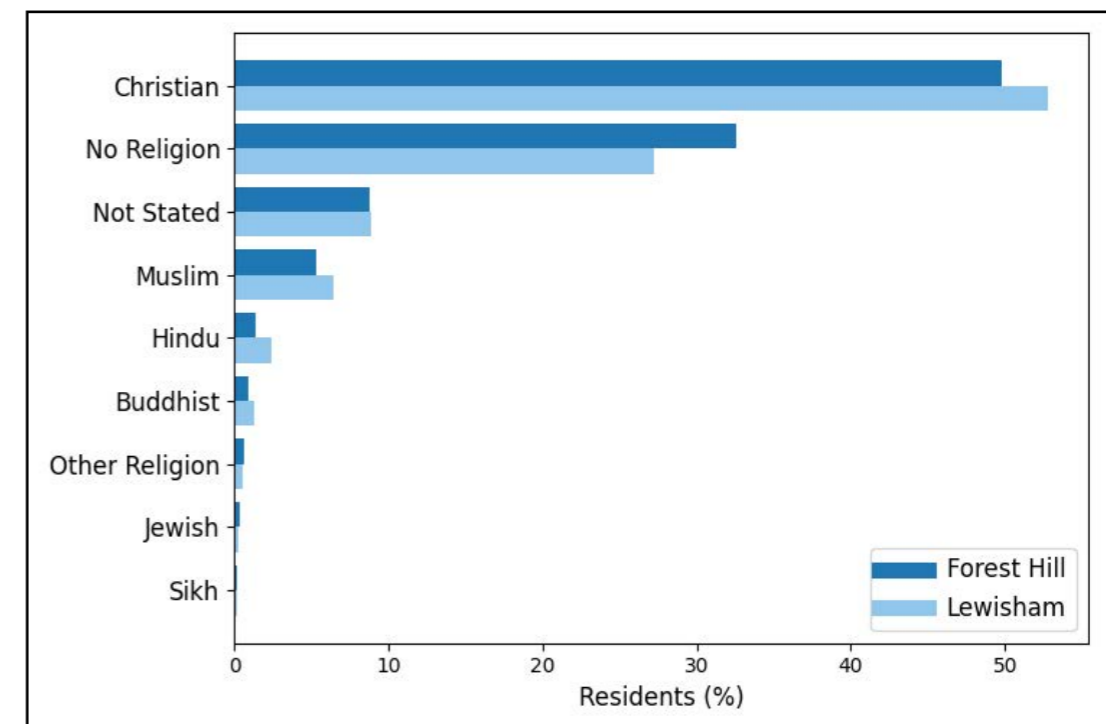


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Among those not White British, the three most common ethnicities are White Other (11.1%), Black African (9.6%), and Black Caribbean (8.4%).

## Religion

49.8% of Forest Hill residents identify as Christian, compared to 52.8% in Lewisham as a whole, 48.4% in London, and 59.4% in England. Among those not identifying as Christian, the three most common religions are No Religion (32.6%), Not Stated (8.8%), and Muslim (5.3%).

Religion and beliefs in Forest Hill, ONS Census 2011



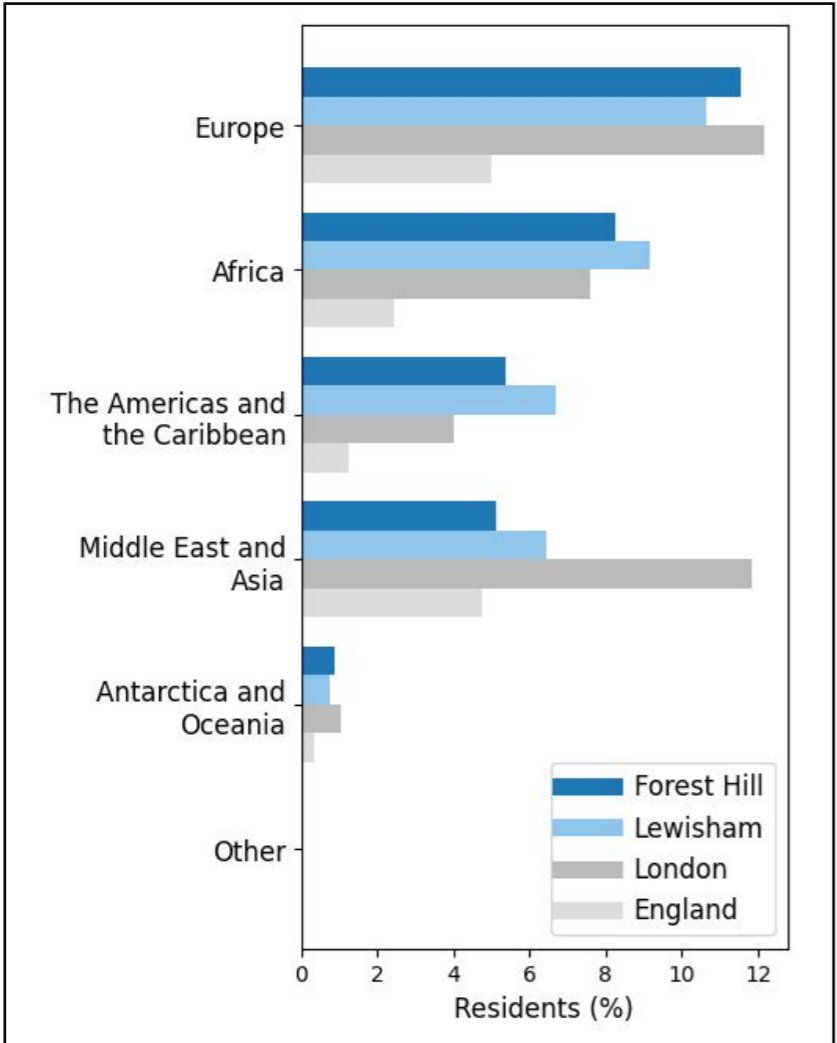


# Diversity: Country of birth

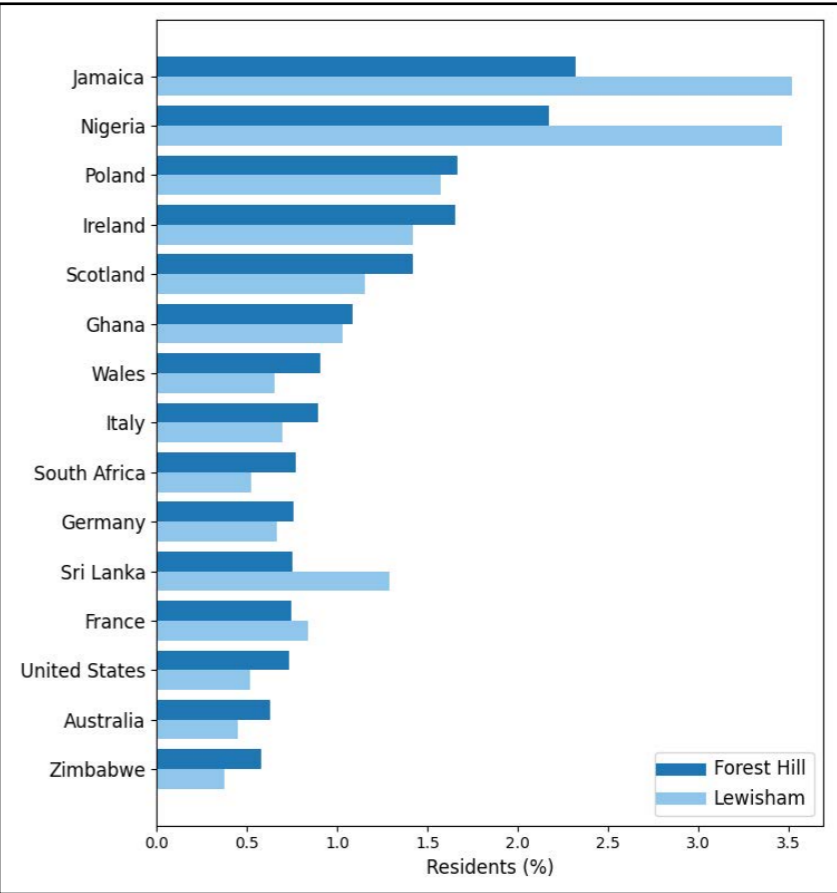
66.1% of Forest Hill residents were born in England, compared to 64.0% in Lewisham as a whole, 61.1% in London, and 83.5% in England.

Among those not born in England, the three most common countries of birth are Jamaica (2.3%), Nigeria (2.2%), and Ireland (1.7%).

Country of birth by global region (excluding UK) in Forest Hill, ONS Census 2011



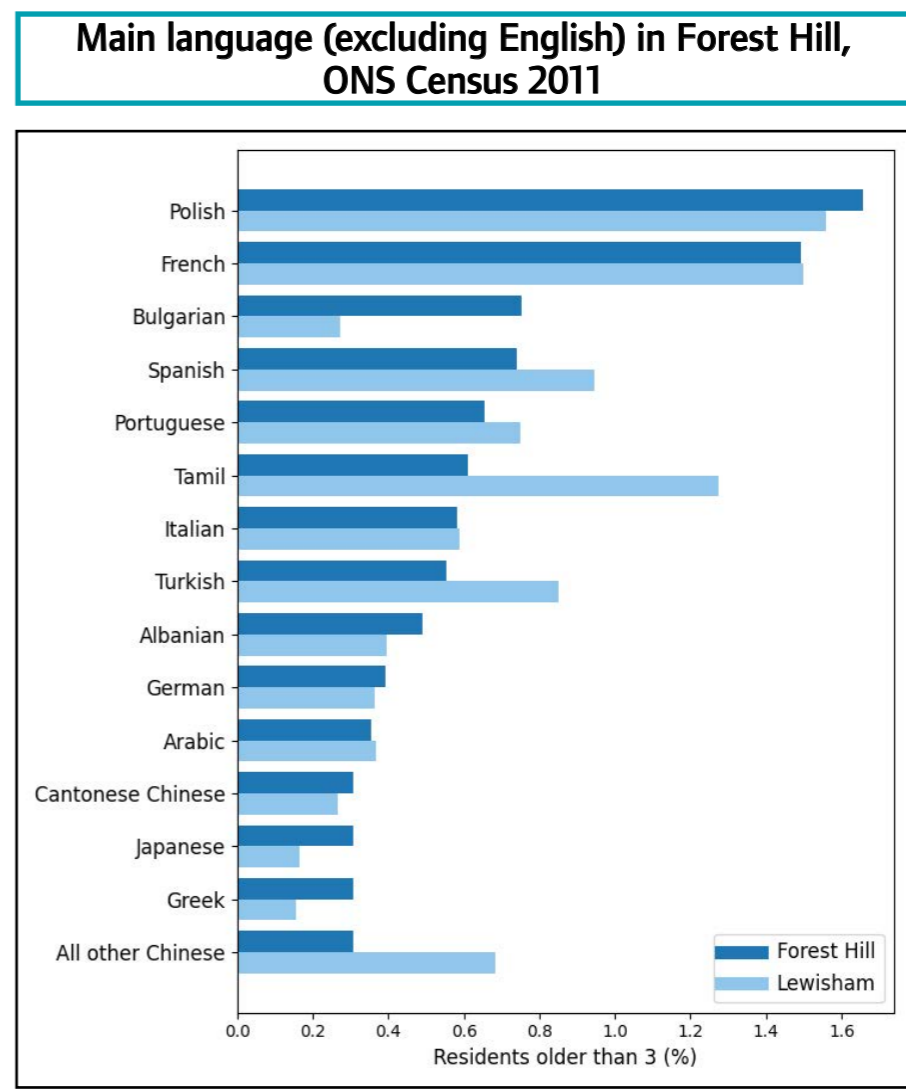
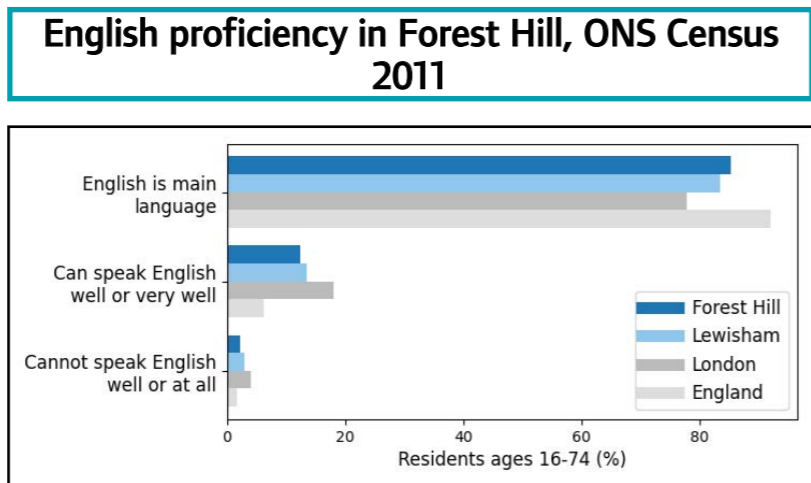
Country of birth (excluding England) in Forest Hill, ONS Census 2011



# Diversity: Languages

**85.3% of Forest Hill residents speak English as their primary language**, compared to 83.5% in Lewisham as a whole, 77.9% in London, and 92.0% in England.

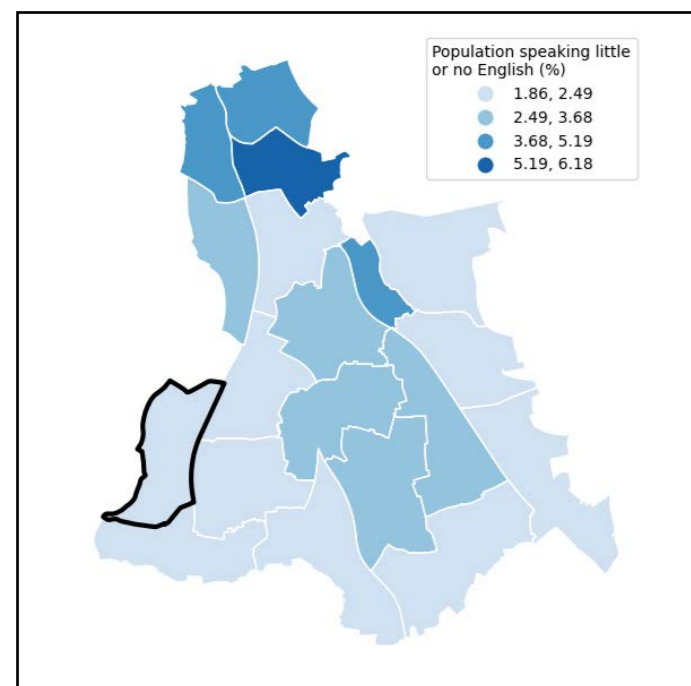
Among those not speaking English as their main language, the three most widely spoken languages are Polish (1.7%), French (1.5%), and Bulgarian (0.8%).



Of the remaining residents, 12.4% can speak English well or very well.

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**Population speaking little or no English in Forest Hill, ONS Census 2011**



On the other hand, **2.3% of residents cannot speak English well or at all**, compared to a Lewisham average of 3.1%. This means an estimated 371 people in Forest Hill may require everyday language support.

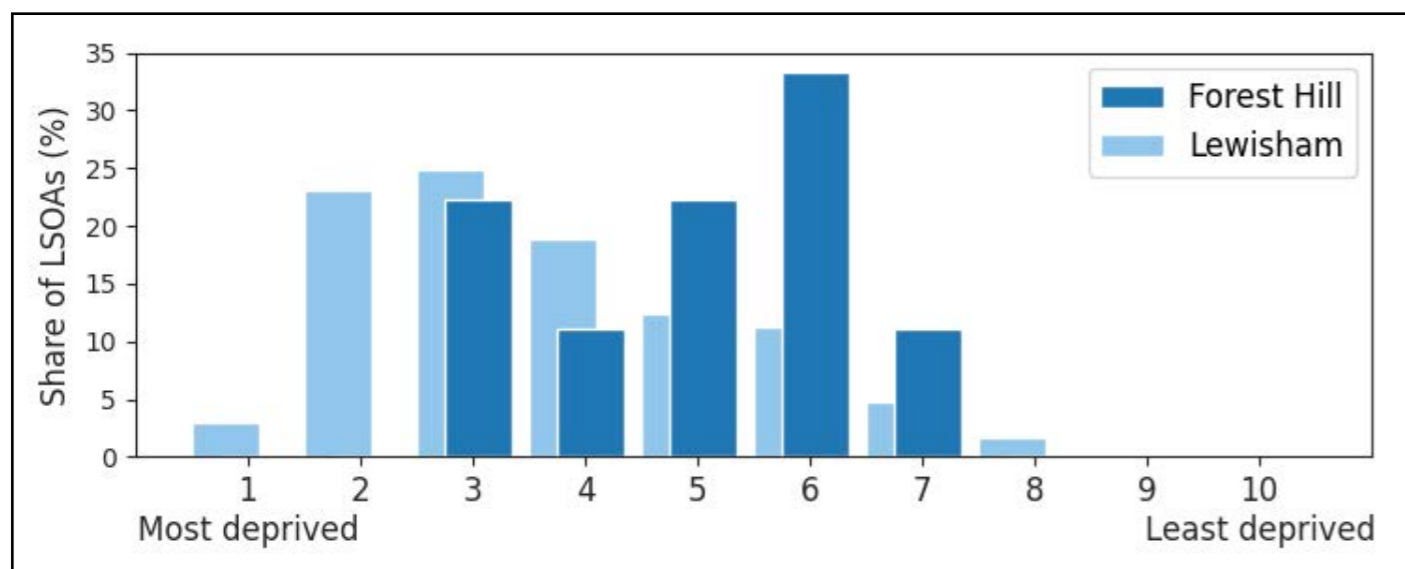
# Deprivation

The Index of Multiple Deprivation (IMD) is the official measure of relative deprivation in England. It is based on multiple factors: population income, employment, education skills and training, health and disability, crime, barriers to housing and services, and general living environment.

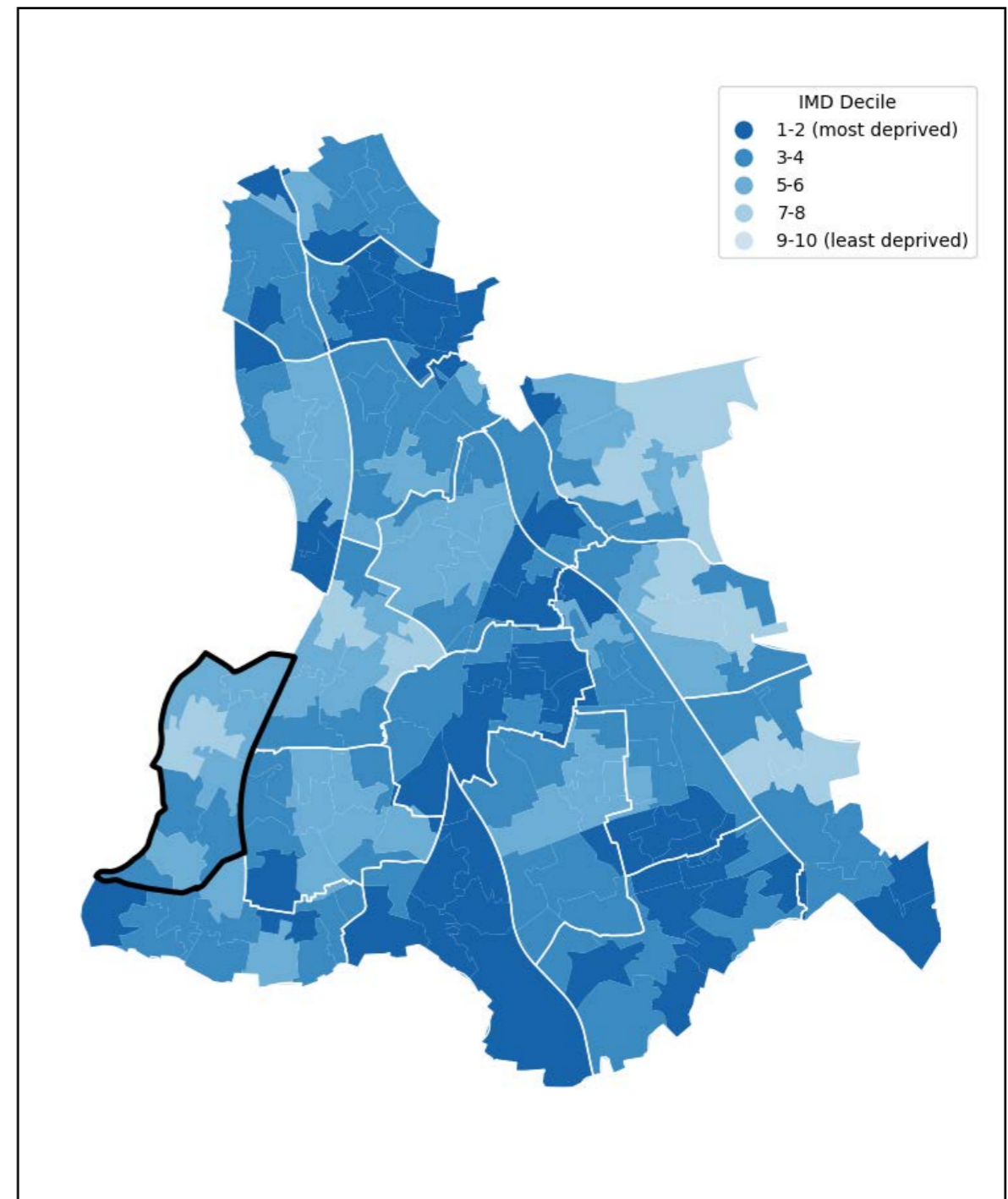
The IMD is determined for small areas, using a statistical geography called Lower-layer Super Output Areas (LSOA), with each LSOA typically representing between 1,000 and 3,000 people. Each LSOA in England is ranked from most deprived to least deprived, and then segmented into ten groups (or deciles), with the bottom decile (or decile 1) representing the most deprived 10% LSOAs in England.

**Of the nine LSOAs in Forest Hill, zero rank in the bottom 20% of the country (decile 1 or 2.)**

Index of Multiple Deprivation (IMD) Forest Hill, ONS Census 2011



Deprivation in Forest Hill, ONS Census 2011



# Fuel poverty and EPC

Fuel poverty in England is measured statistically using the Low Income High Costs definition, under which a household is considered to be in fuel poverty if:

- They have required fuel costs that above average (the national median spend on fuel).
- Were they to spend that amount they would be left with a residual income below the official poverty line.

**In the nine LSOAs in Forest Hill, proportion of households fuel poor ranges from 12.1% to 21.6%.**

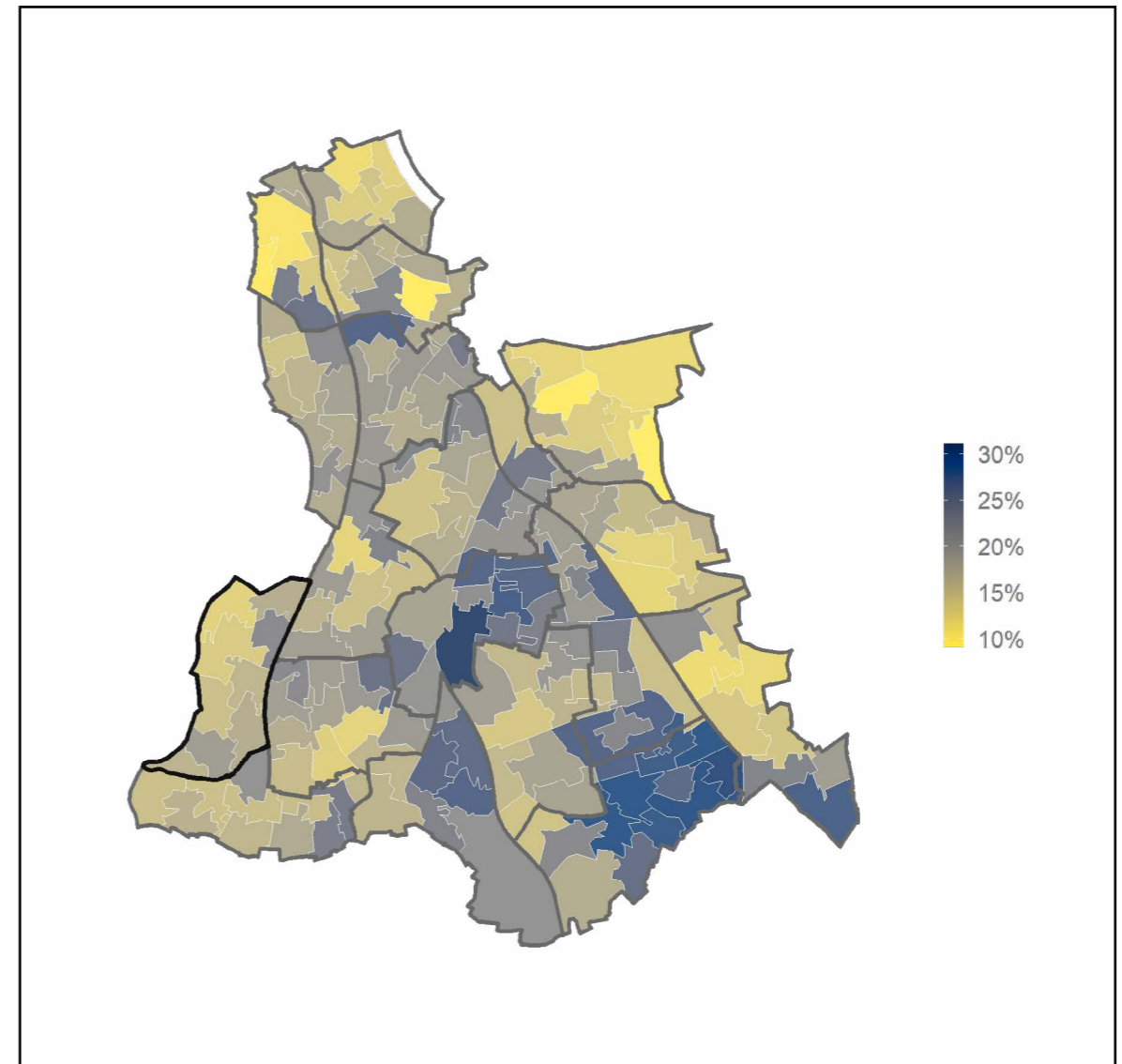
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Energy Performance Certificates (EPCs) were first introduced in England and Wales in 2007, and are valid for 10 years. They contain information about a property’s energy use and typical energy costs, and recommendations about how to reduce energy use and save money. Dwellings are rated between A (highly energy efficient) and G (highly inefficient.) The average EPC rating for dwellings in England is D.

**In Forest Hill, 39% of assessed households have received an EPC rating of A, B, or C, which means they are highly energy-efficient.**

It is estimated that the share of highly energy-efficient dwellings in Forest Hill could be as high as 79% if home owners were to carry out the improvements recommended during their assessment.

Proportion of households in fuel poverty, BEIS 2019



# Housing and affordability

**65.2% of Forest Hill residents live in flats**, compared to 55.4% in Lewisham as a whole, 52.2% in London, and 22.1% in England. Among Forest Hill residents, the three most common accommodation types are Flats (65.2%), Terraced (14.4%), and Semi-detached houses (14.3%).

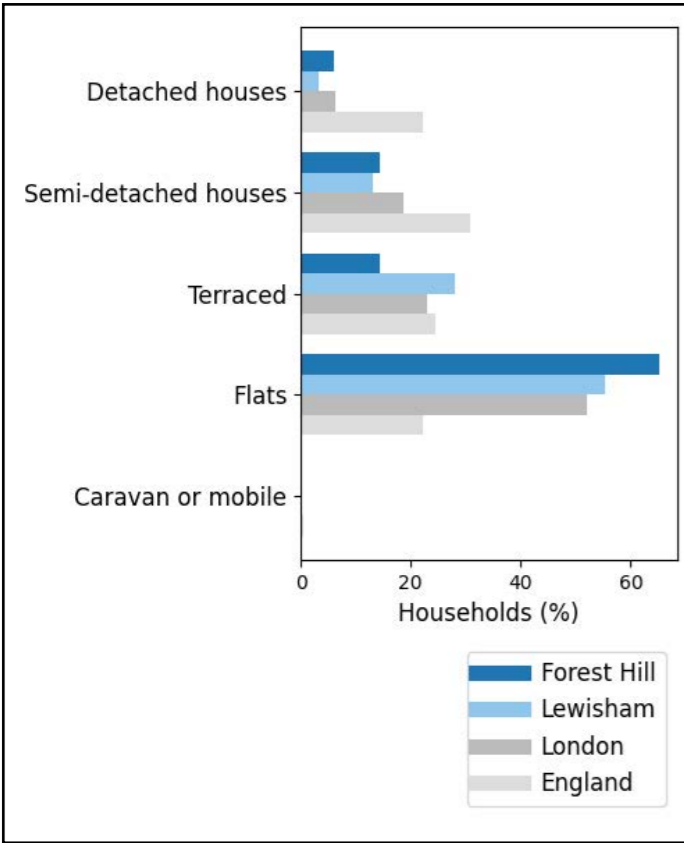
**26.4% of Forest Hill residents live in social rented accommodation**, compared to 31.1% in Lewisham as a whole, 24.1% in London, and 17.7% in England. Among Forest Hill residents, the three most common types of tenure are Owned (47.4%), Social rented (26.4%), and Private rented (24.5%).

**House prices in Lewisham remain lower than those for London as a whole.** In 2020, the median house price in the borough was **£430,000** compared with £483,000 for Greater London and £249,000 for England.

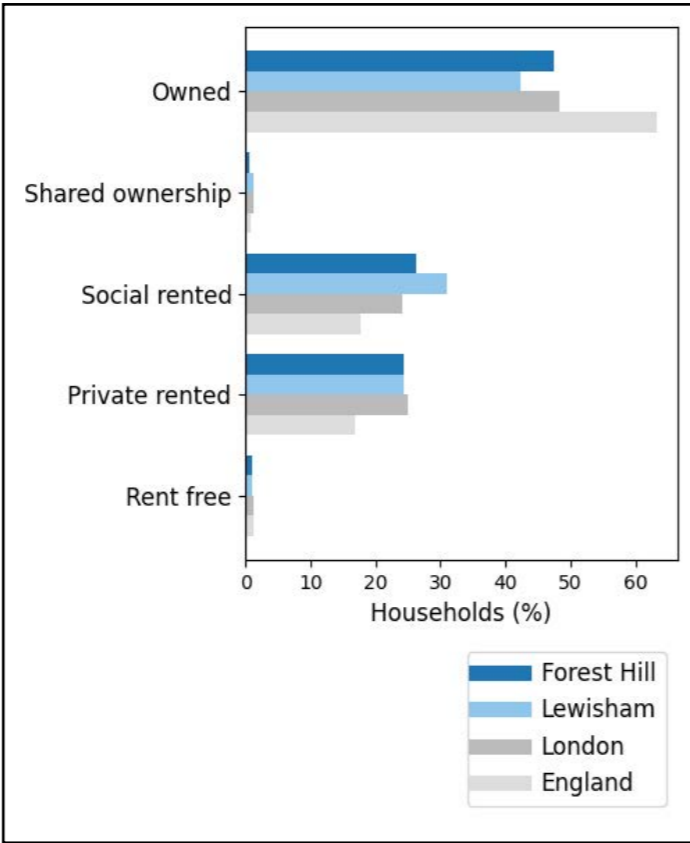
In terms of relative affordability based on median prices, Lewisham had a median work-place based income to house price ratio in 2020 of 12.3x. Based on median ratios, Lewisham was relatively more affordable than Lambeth, Greenwich and Bromley; and less affordable than Southwark, Croydon, Tower Hamlets and London overall, the South East region and England.

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**Housing by accommodation type in Forest Hill, ONS Census 2011**



**Types of tenure in Forest Hill, ONS Census 2011**



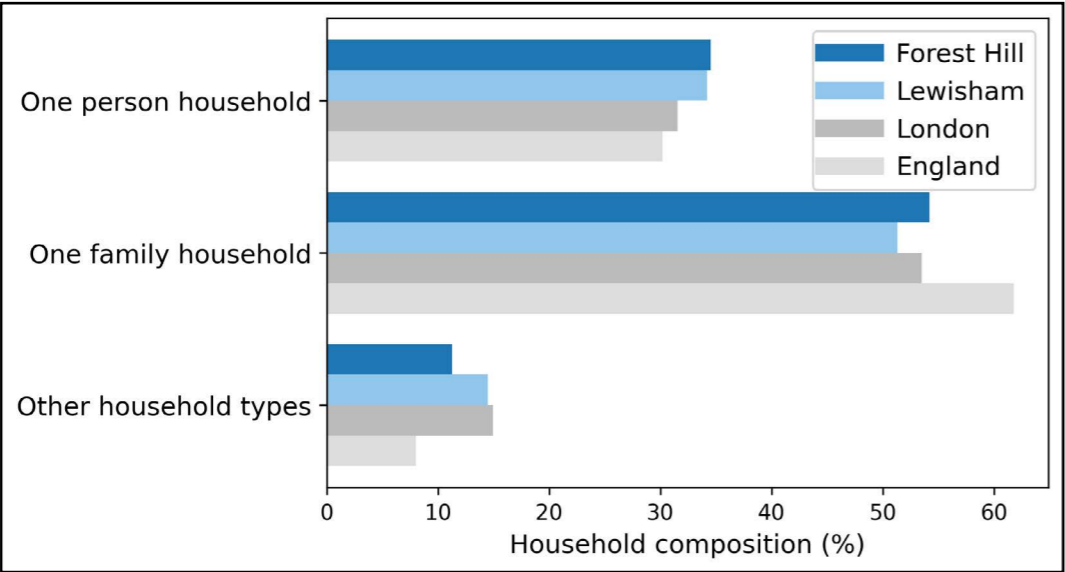
**Relative affordability of median prices by local authority area, ONS 2021**

	Workplace-based				Resident-based			
	2017	2018	2019	2020	2017	2018	2019	2020
Southwark	14.23	13.88	13.87	12.12	15.28	15.35	14.31	13.83
Lambeth	14.7	14.5	14.3	14.21	15.03	13.82	14.4	13.1
London	7.91	12.26	12.05	11.78	13.25	13.09	12.75	12.52
Tower Hamlets	9.82	9.85	10.67	9.98	12.88	12.73	11.5	12.12
Greenwich	12.87	12.97	13.77	12.73	12.67	11.95	12.72	12
<b>Lewisham</b>	<b>12.61</b>	<b>13.65</b>	<b>13.27</b>	<b>12.33</b>	<b>12.28</b>	<b>12.2</b>	<b>12.74</b>	<b>11.55</b>
Bromley	14.59	14.3	13.85	13.3	10.83	11	10.73	10.55
Croydon	11.21	11.09	10.83	11.34	10.73	10.46	10.97	10.41
South East	10.25	10.37	10.05	9.92	9.79	9.92	9.67	9.57
England	7.91	8.04	7.88	7.84	7.91	8.04	7.88	7.84

# Household composition

Of Forest Hill’s households in 2011, 34.5% were one person households, 54.1% were families and 11.2% other household types, compared to a Lewisham average composition of 34.1% one person household, 51.3% families and 14.4% other household types.

**Household type in Forest Hill, ONS Census 2011**



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**Household living arrangements in Forest Hill, ONS Census 2011**

	Forest Hill		Lewisham		England	
	Count	%	Count	%	Count	%
One person household: Aged 65 and over	514	7.9	9,994	8.6	2,725,596	12.4
One person household: Other	1732	26.6	29,686	25.6	3,940,897	17.9
One family only: All aged 65 and over	232	3.6	3,134	2.7	1,789,465	8.1
One family only: Married or same-sex civil partnership couple: No children	544	8.4	7,985	6.9	2,719,210	12.3
One family only: Married or same-sex civil partnership couple: Dependent children	826	12.7	14,152	12.2	3,375,890	15.3
One family only: Married or same-sex civil partnership couple: All children non-dependent	202	3.1	4,105	3.5	1,234,355	5.6
One family only: Cohabiting couple: No children	494	7.6	6,755	5.8	1,173,172	5.3
One family only: Cohabiting couple: Dependent children	242	3.7	4,200	3.6	890,780	4
One family only: Cohabiting couple: All children non-dependent	23	0.3	464	0.4	108,486	0.5
One family only: Lone parent: Dependent children	723	11.1	13,301	11.5	1,573,255	7.1
One family only: Lone parent: All children non-dependent	240	3.7	5,494	4.7	766,569	3.5
Other household types: With dependent children	215	3.3	5,257	4.5	584,016	2.6
Other household types: All full-time students	13	0.2	718	0.6	124,285	0.6
Other household types: All aged 65 and over	16	0.3	307	0.3	61,715	0.3
Other household types: Other	490	7.5	10,539	9.1	995,677	4.5

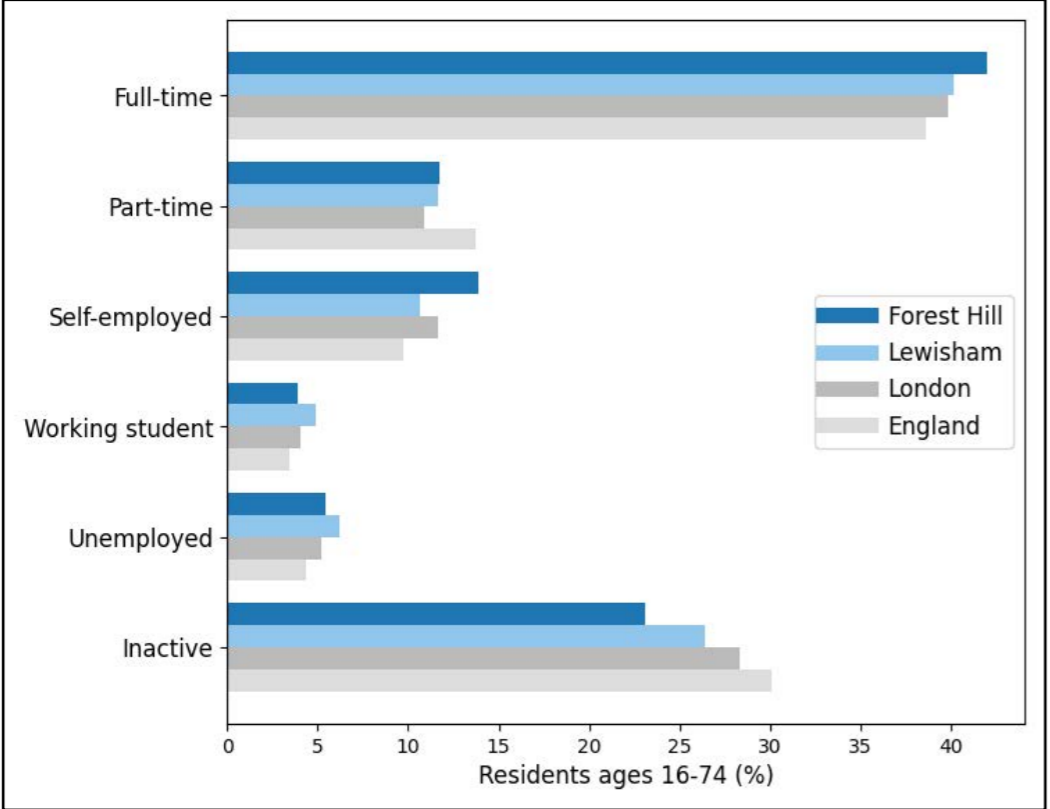
# Employment

In the 2011 Census, the unemployment rate in Forest Hill was 5.5% among residents aged 16-74, compared to a Lewisham average of 6.3%. 23.1% of residents are not economically active, for example because they are in education, looking after home or family, long-term sick or disabled, or in retirement.

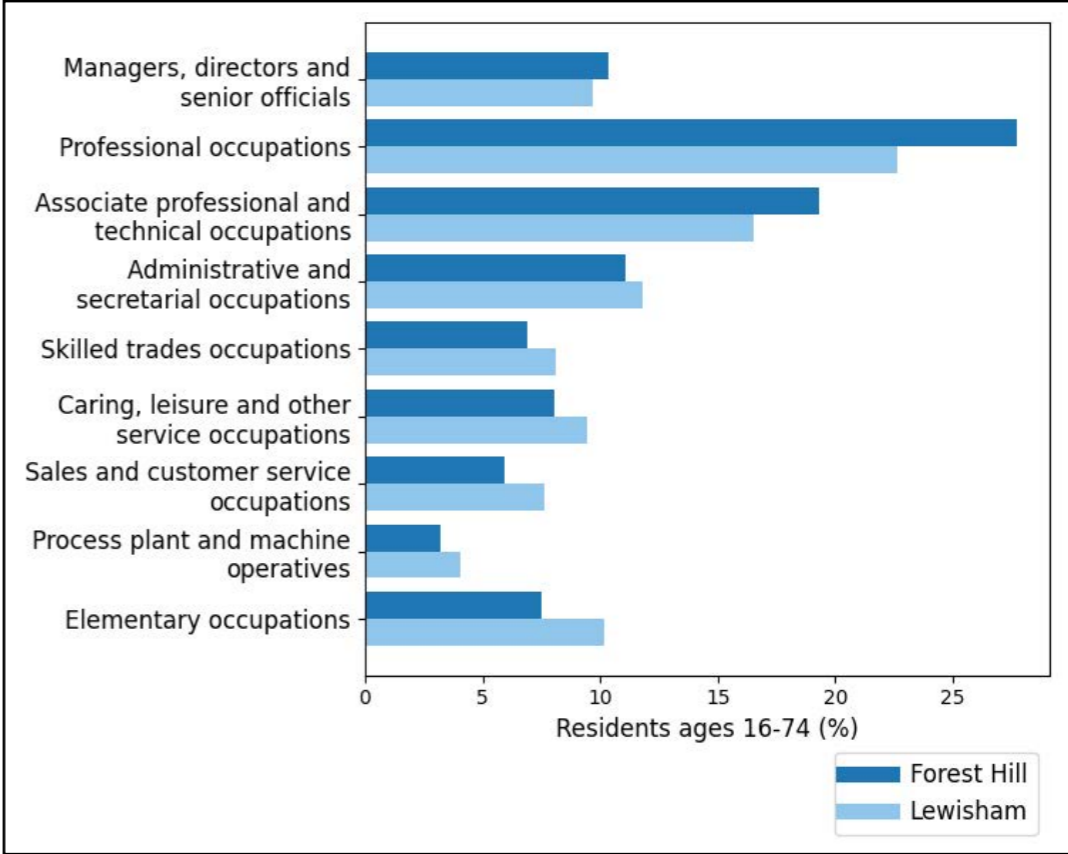
The three most common occupations in Forest Hill are Professional occupations (27.7%), Associate professional and technical occupations (19.3%), and Administrative and secretarial occupations (11.1%).

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Economic activity in Forest Hill, ONS Census 2011



Occupation groups in Forest Hill, ONS Census 2011

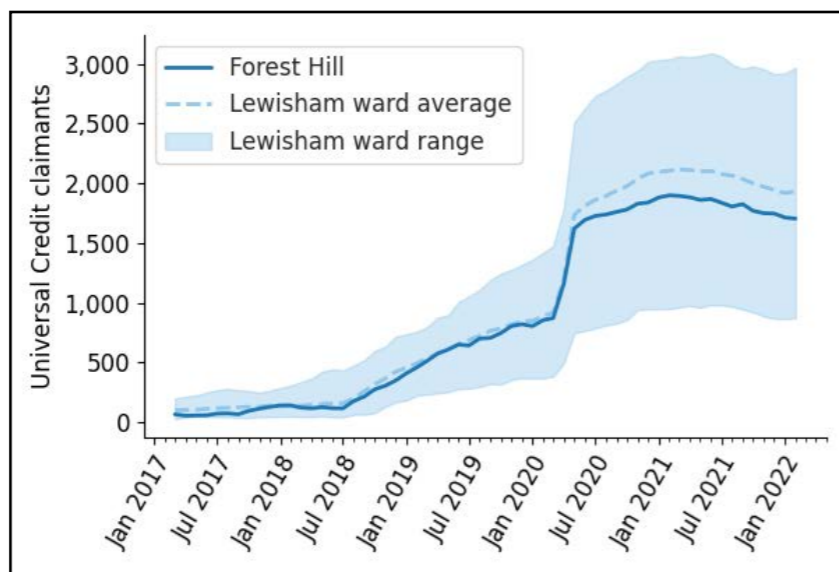


# Benefit claimants

Universal Credit is the primary social security payment for working-age people with a low household income. It was introduced in 2013 and has gradually replaced six prior benefits: income-based Employment and Support Allowance, income-based Jobseeker’s Allowance, and Income Support; Child Tax Credit and Working Tax Credit; and Housing Benefit. All Universal Credit recipients receive a standard payment that varies by age and whether they live with a partner. Additional payments are offered to help with housing, children and childcare, sickness and disability, and for carers. A further weekly £20 uplift was offered during the COVID-19 pandemic until September 2021.

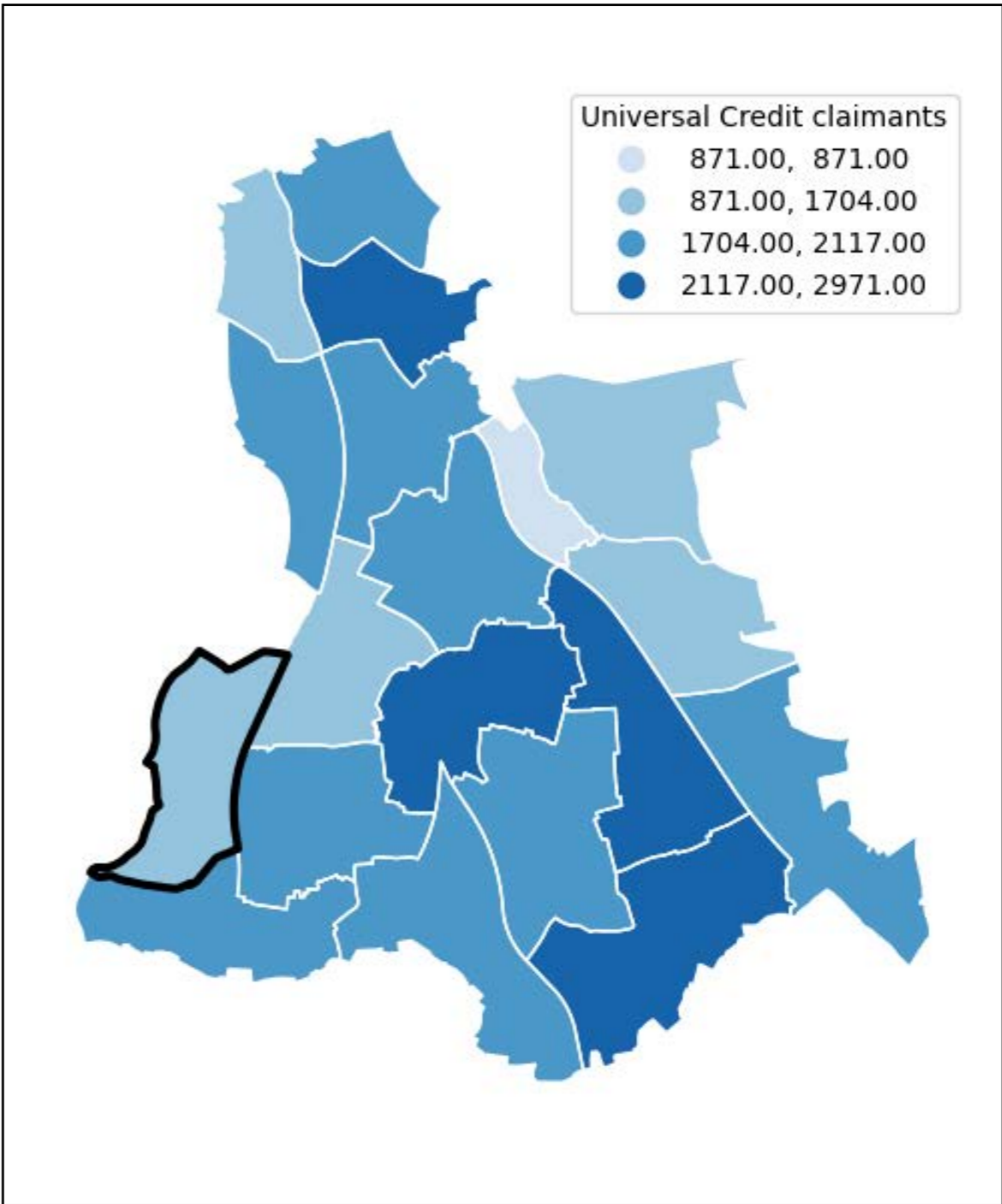
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Universal Credit claimants (February 2022) in Forest Hill, DWP in February 2022



In Forest Hill, **1,704 people received Universal Credit in February 2022**. By comparison, in February 2020, 854 people received Universal Credit.

Universal Credit claimants in Forest Hill, DWP in August 2021





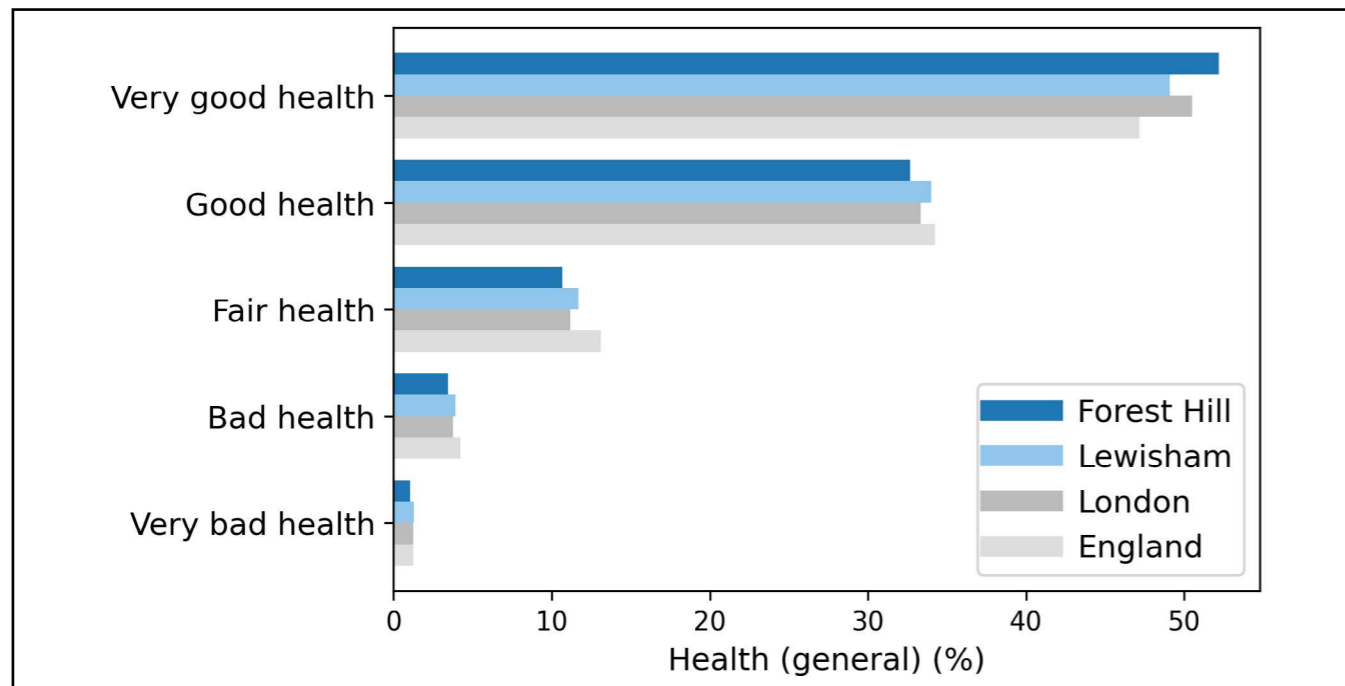
# Health and wellbeing

Census captures different metrics related to a self-assessment of health which can be a useful indicator of the population's general wellbeing and health-related quality of life. These include general health, day-to-day activities limited, and provision of unpaid care.

The average rate of Forest Hill residents in very good/good health is 84% compared to a Lewisham average of 81% and a national average of 83%.

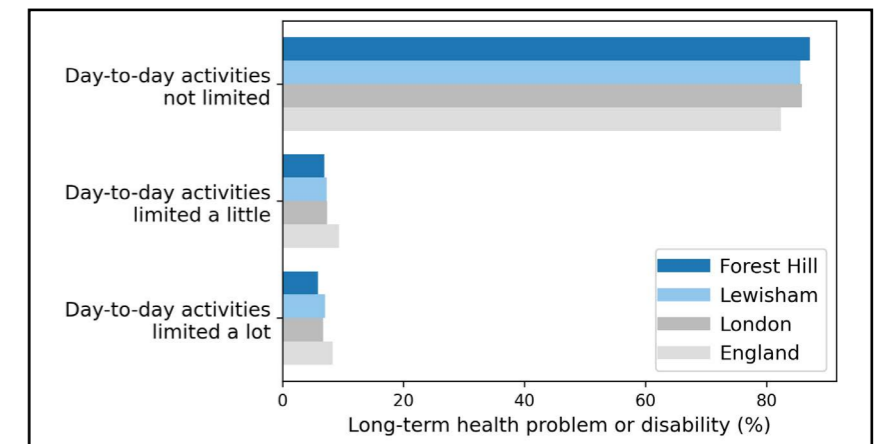
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General health status in Forest Hill, ONS Census 2011

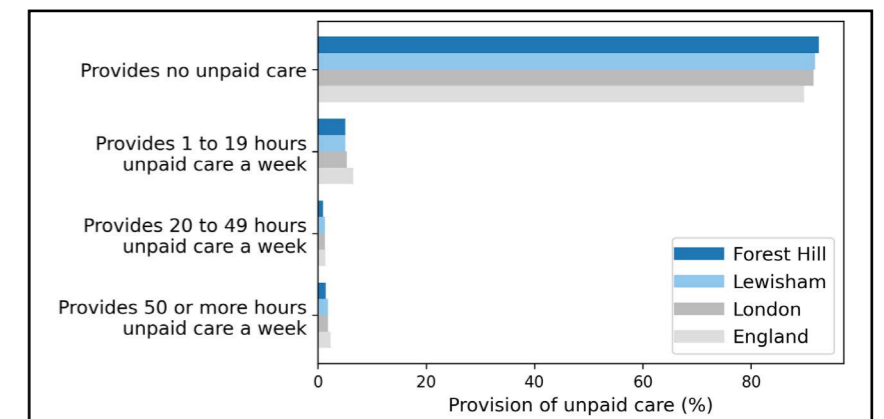


Around 5.9% residents of Forest Hill had a long term health problem or disability limiting their day to day activities a lot compared to a Lewisham average of 7% and a national average of 8.3%.

Day-to-day activities limited in Forest Hill, ONS Census 2011



Provision of unpaid care in Forest Hill, ONS Census 2011



Around 7.3% of residents in Forest Hill provided unpaid care compared to a Lewisham average of 8.1% and a national average of 10.1%.

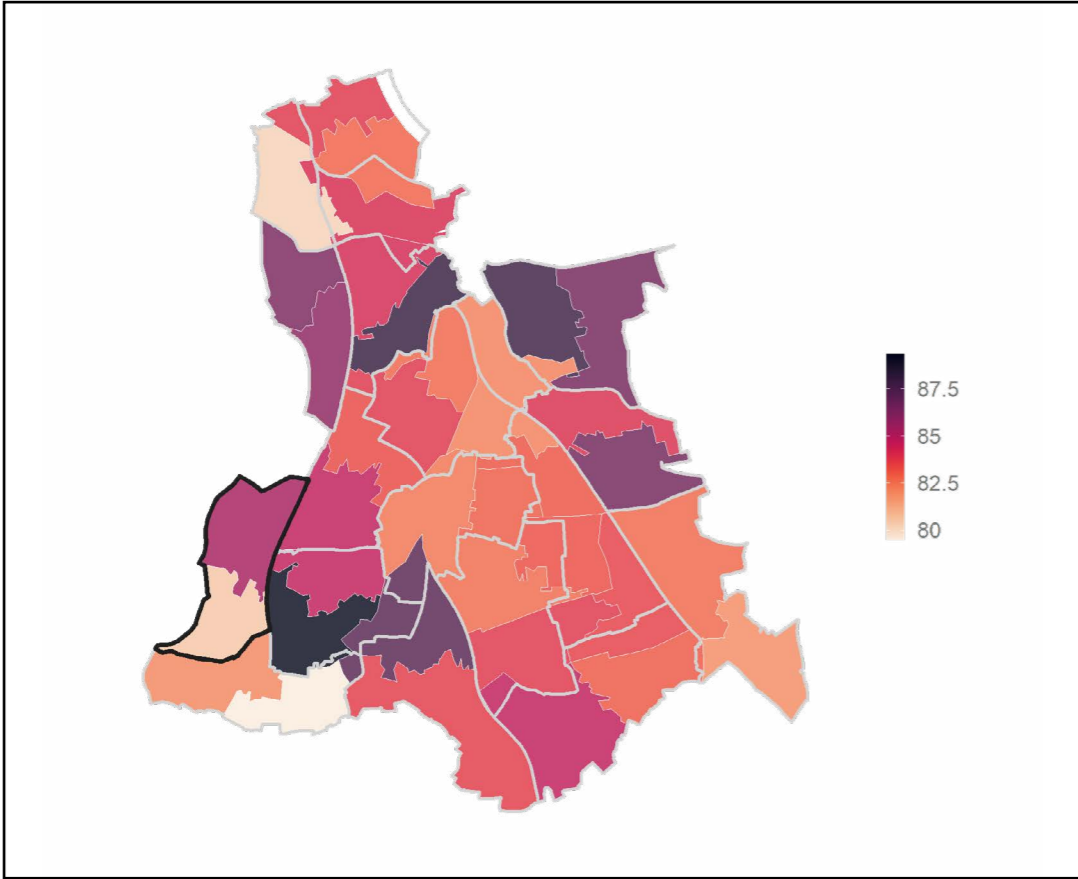
# Health and life expectancy

The average life expectancy at birth for females in Forest Hill is 82.8 years compared to England average of 83.2.

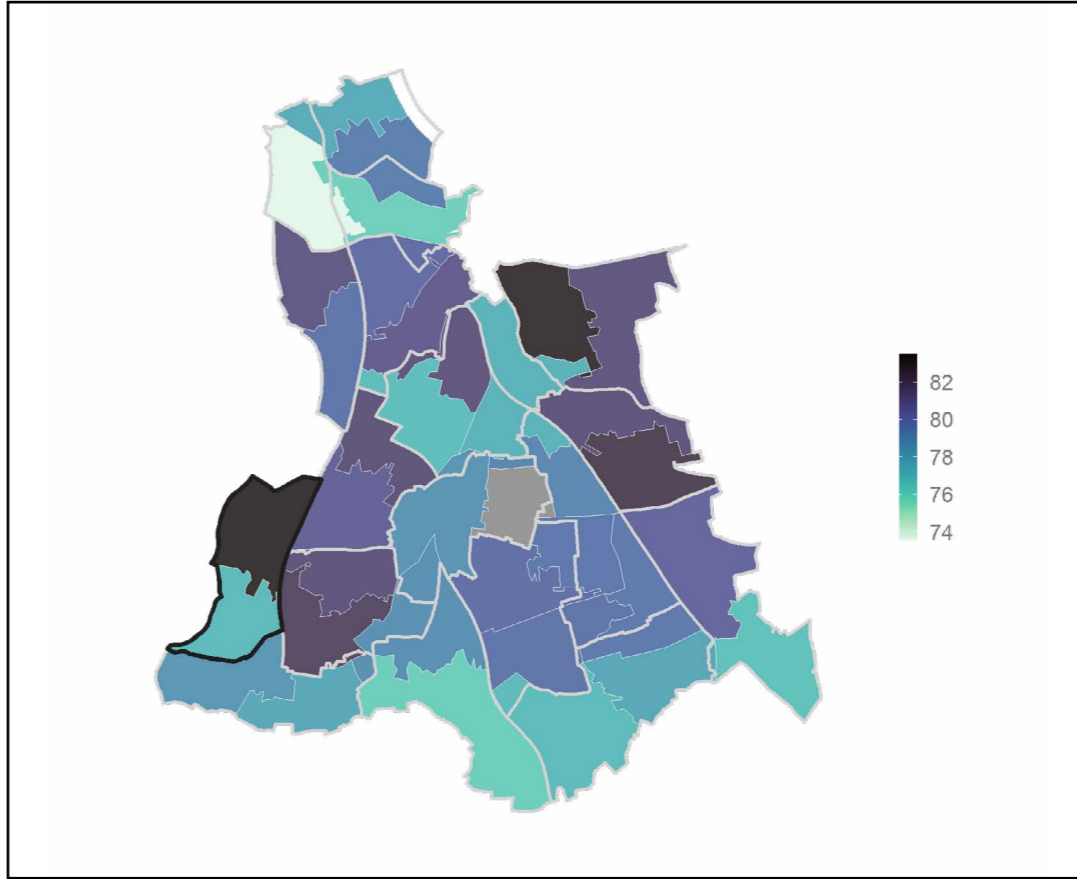
The average life expectancy at birth for males in Forest Hill is 80.1 years compared to England average of 79.6.

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Life expectancy female, Public Health England 2015 - 2019



Life expectancy male, Public Health England 2015 - 2019



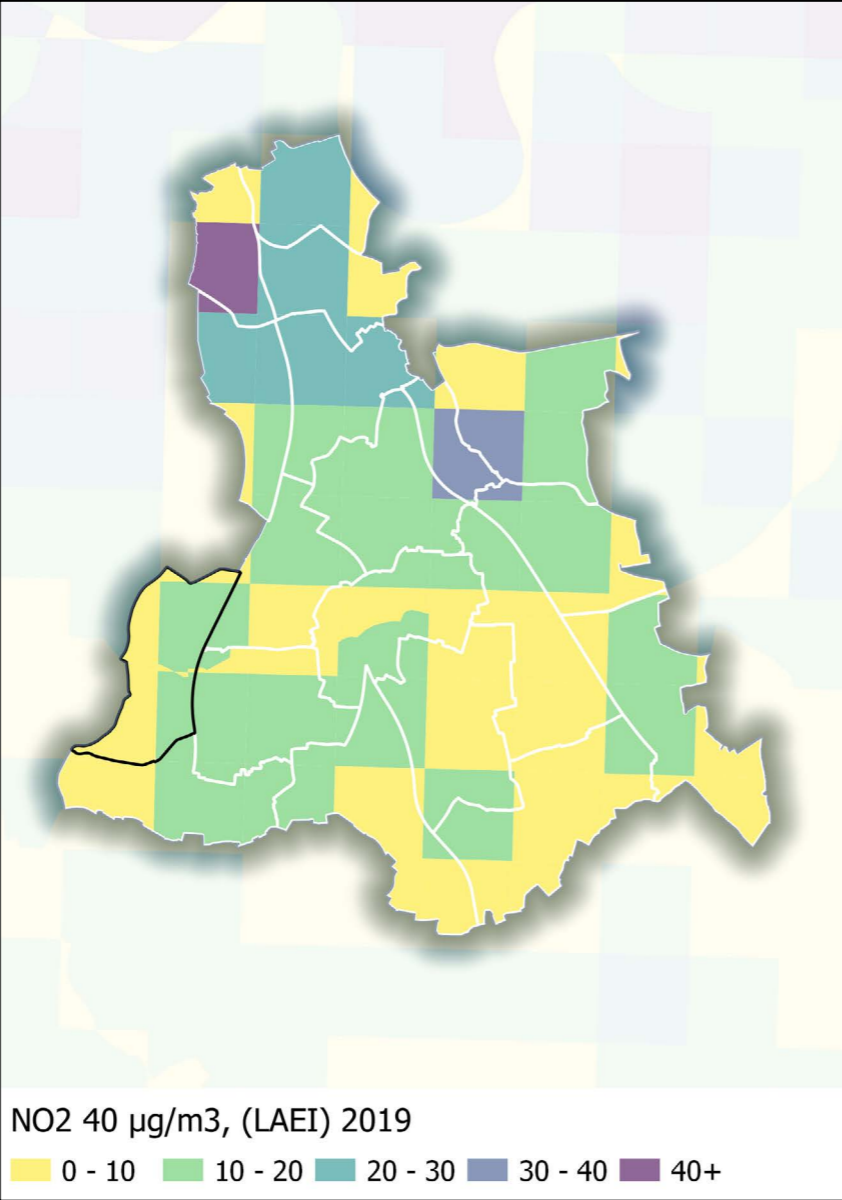
\* Grey area on the map indicates missing data for MSOA Catford East & Mountsfield Park (Rushey Green ward).

# Environment

## Air quality

The DEFRA 2010 Air Quality Objective sets a target threshold for Nitrogen Dioxide particles in the air at **no more than 40 micrograms per cubic metre of air**.

Air quality in Forest Hill, London Atmospheric Emissions Inventory (LAEI), 2019

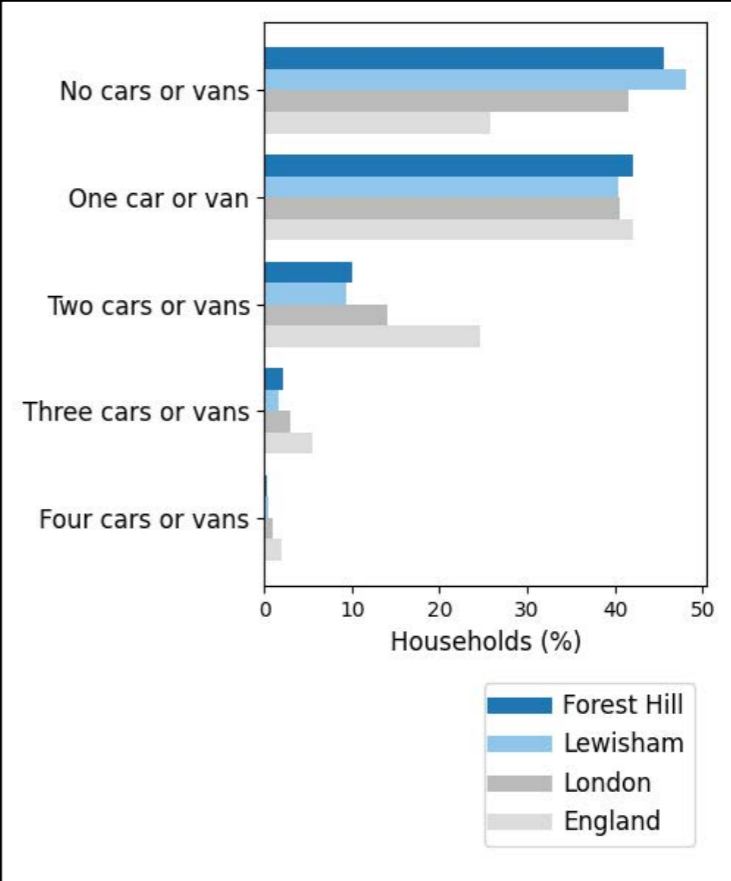


This model from 2019 estimates levels based on historical readings at sensor sites, interpolated across the whole of Greater London.

## Car/van ownership per household

The three most common types of car or van availability in Forest Hill are no cars or vans (45.6%), one car or van (42.1%), and two cars or vans (10.0%).

Car/van availability in Forest Hill, ONS Census 2011



# Education

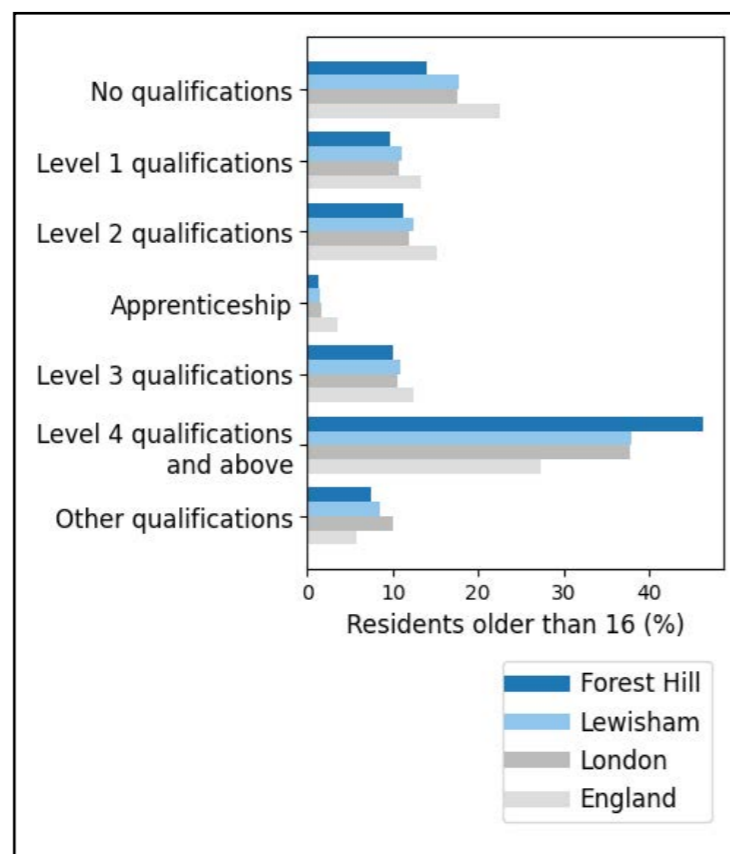
## Educational attainment

There are nine qualification levels in England: Entry level and then levels 1-9. Levels 1-2 cover GCSE and equivalents, Level 3 covers A level and equivalents, and Levels 4-8 cover higher education equivalents.

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In Forest Hill, 14% of residents have no qualifications; 10% have Level 1 qualifications; 11% have Level 2 qualifications; 1% have Apprenticeship; 10% have Level 3 qualifications; and 46% have Level 4 qualifications and above.

**Educational attainment in Forest Hill, ONS Census 2011**



## OFSTED Ratings

This section provides general information on schools located in the ward and their OFSTED ratings.

Ofsted is the Office for Standards in Education, Children’s Services and Skills. They inspect services providing education and skills for learners of all ages. They also inspect and regulate services that care for children and young people.

**Out of seven schools in Forest Hill, one is rated as Outstanding and five are rated as Good.**

**OFSTED rating for schools in Forest Hill, Department for Education 2020 - 2021**

School Name	Group	School Type	Is Primary?	Is Secondary?	Is post 16?	Gender	OFSTED Rating
Kelvin Grove Primary School	Maintained school	Community school	Yes	No	No	Mixed	Good
Fairlawn Primary School	Maintained school	Community school	Yes	No	No	Mixed	Good
Eliot Bank Primary School	Maintained school	Community school	Yes	No	No	Mixed	Outstanding
Horniman Primary School	Maintained school	Community school	Yes	No	No	Mixed	Good
Holy Trinity Church of England Primary School	Maintained school	Voluntary aided school	Yes	No	No	Mixed	Good
Sydenham School	Maintained school	Community school	No	Yes	Yes	Girls	Good
Sydenham and Forest Hill Sixth Form	College	Sixth form centres	No	No	Yes	Mixed	*

\* OFSTED rating not available.

# Crime

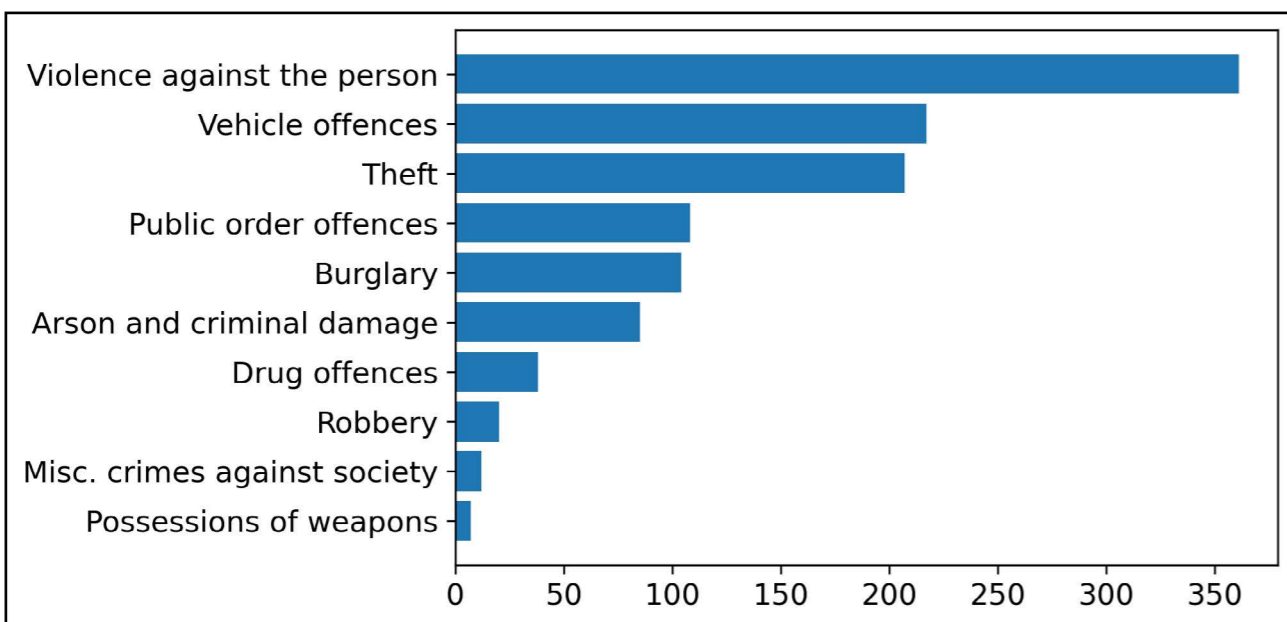
In the period January–December 2021, the number of recorded crimes in Lewisham was 25692 (excluding sexual offences).

Of 1159 recorded crimes (Home Office crime classifications, excluding sexual offences) in Forest Hill, the three most common offences include violence against the person (361), vehicle offences (217) and theft (207).

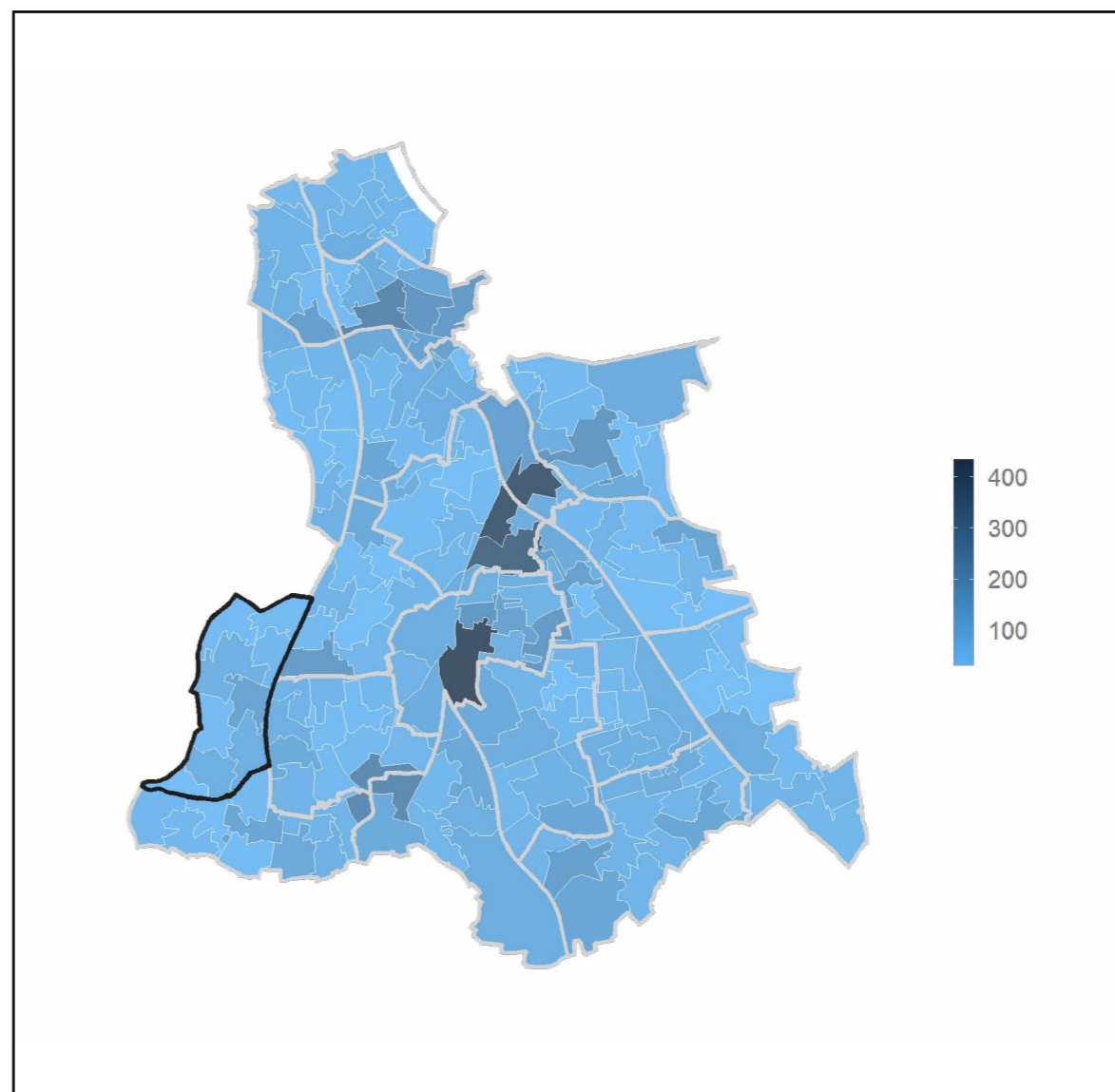
**In the nine LSOAs in Forest Hill, overall crime rates per 1,000 people range from 37.9 to 122.9.**

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**Recorded crimes by type in Forest Hill, MPS Jan-Dec 2021**



**Crime rates\* per 1,000 people, MPS Jan-Dec 2021**



\* Recorded crimes based on Home Office crime classifications, excluding sexual offences.

# Residents survey

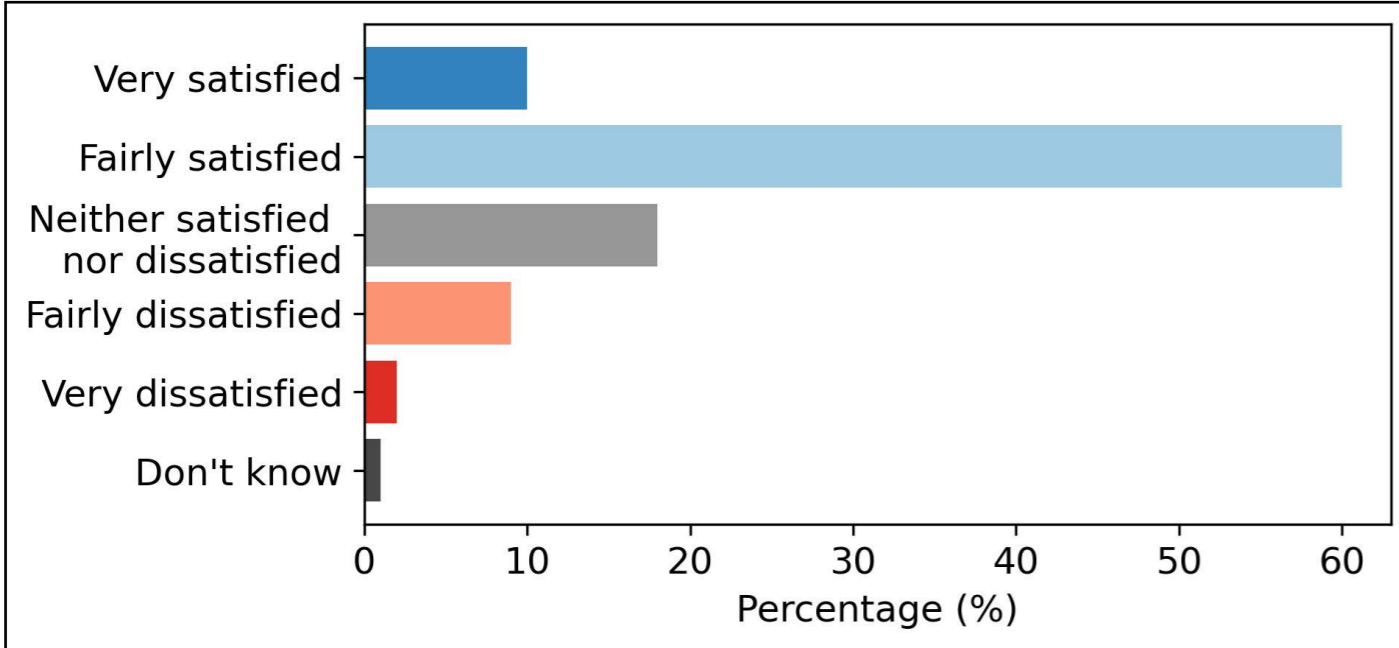
Due to limited data from Lewisham Residents' Survey 2021 at ward level, survey results included in this document are presented at the borough level.

## Satisfaction with the Council

Over two thirds (69%) of residents are satisfied with the way Lewisham Council runs things, whilst around 11% are dissatisfied. Satisfaction in Lewisham is significantly higher when compared with LGA October 2021 National data (56%; 13 percentage points).

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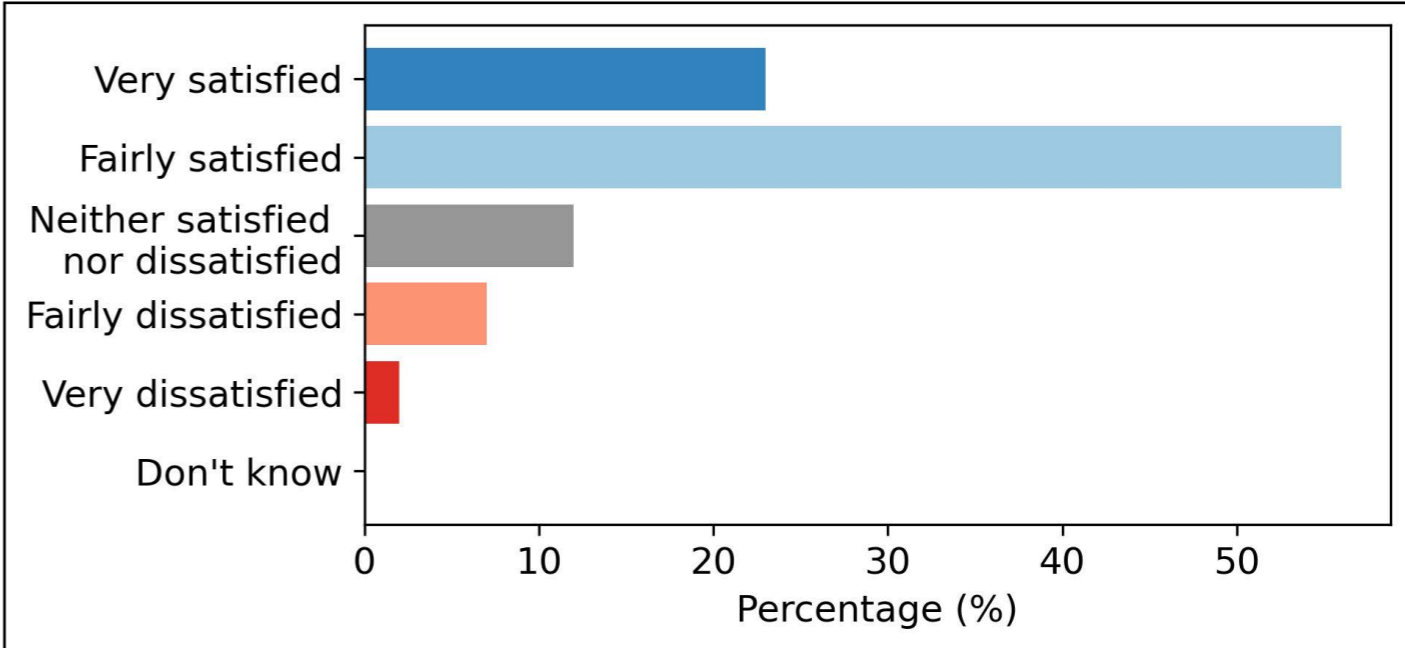
Satisfaction with how Lewisham Council runs things, Lewisham Residents' Survey 2021



## Satisfaction local area

The majority of residents (79%) are satisfied with their local area as a place to live, whilst around 8% are dissatisfied. Satisfaction is slightly higher when compared with LGA October 2021 National data (78%; 1 percentage points).

Satisfaction with local area, Lewisham Residents' Survey 2021



# Data sources

1. Basemaps (cover): OS Open Zoomstack
2. Ward boundaries: Office for National Statistics (ONS)
3. Community resources: Lewisham corporate postgis (mapthat)
4. Population estimates: ONS mid-2020 population estimate
5. Diversity - Ethnicity & religion: ONS Census 2011
6. Diversity - Country of birth: ONS Census 2011
7. Diversity - Main language & English proficiency: ONS Census 2011
8. Deprivation: Ministry of Housing, Communities & Local Government 2019
9. Fuel poverty & EPC:  
*Fuel poverty:* Department for Business, Energy & Industrial Strategy (BEIS) 2019  
*EPC:* Department for Levelling Up, Housing & Communities 2022
10. Housing & affordability:  
*Accommodation & tenure:* ONS Census 2011  
*Affordability:* ONS 2021
11. Household composition: ONS Census 2011
12. Employment (Economic activity and occupation): ONS Census 2011
13. Benefit claimants: DWP 2021
14. Health and wellbeing: ONS Census 2011
15. Health and life expectancy: Public Health England 2015 - 2019
16. Environment:  
*Air quality model:* London Atmospheric Emissions Inventory (LAEI) 2019  
*Car & van availability:* ONS Census 2011
17. Education:  
*Educational attainment:* ONS Census 2011  
*OFSTED Rating:* Department for Education 2015 - 2019
18. Crime: Metropolitan Police Service (MPS), January - December 2021
19. Resident Survey: Lewisham's Residents' Survey 2021





## Mayor and Cabinet

### Comments of the Overview and Scrutiny Committee on Asset Management

**Date:** 1 November 2023

**Key decision:** No

**Class:** Part 1.

**Ward(s) affected:** All (none specific)

**Contributor:** Overview and Scrutiny Committee

### Outline and recommendations

This report informs the Mayor and Cabinet of the comments and views of the Overview and Scrutiny Committee, arising from discussions on Asset Management.

Mayor and Cabinet is asked to consider the Committee's comments and ask the relevant officers to provide a response.

## 1. Summary

- 1.1. On Tuesday 3 October, the Overview and Scrutiny Committee (OSC) considered a report from officers on Asset Management ([link to the agenda](#)) The Committee reflected on the contents of the report – and received a presentation from officers. Following questions to officers, the Committee agreed to refer its views to Mayor and Cabinet.

## 2. Recommendation

- 2.1. Mayor and Cabinet (M&C) is asked to consider the Committee's comments and ask the relevant officers to provide a response.

## 3. Overview and Scrutiny Committee views

- 3.1. The Committee recognises that, given on-going cuts to local government spending, the Council is currently operating within very severe financial constraints and resources are stretched. Officers are having to show immense agility, creativity, pace, leadership and resilience; and ensure that scarce resources are effectively prioritised. Notwithstanding this challenging context, the Committee would like to make the following recommendations:

That:



- The asset management strategy should come to OSC prior to its consideration by M&C (at the OSC meeting on 6 February 2024, if timelines allow)
- There should be a wider consideration of the value of land - its economic value, geographical location and social value should all be key considerations in the decision-making process for the development or disposals of assets
- Master planning for the long-term use of the Council's assets should take place, including combined use, creative zones and industrial units
- The Council should consider a wider acquisition strategy
- A more ambitious investment partnership strategy should be adopted
- All assets proposed for disposal or change of use should be highlighted to scrutiny, and ward councillors, including those below the key decision threshold of £1.5m
- Equalities considerations should be part of all asset management decisions, with Equalities Analysis Assessments (EAAs) carried out where required
- Ongoing clarity should be provided in relation to existing and potential plans for meeting net zero ambition, including planned and necessary works, as well as secured funding and gaps.

#### **4. Financial implications**

- 4.1. There are no direct financial implications arising from the implementation of the recommendations in this report. However, there may be implications arising from their implementation of the Committee's recommendations. These will need to be considered as part of the response.

#### **5. Legal implications**

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

#### **6. Equalities implications**

- 6.1. Equality Act 2010 brought together all previous equality legislation in England, Scotland and Wales. The Act included a new public sector equality duty, replacing the separate duties relating to race, disability and gender equality. The duty came into force on 6 April 2011. It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 6.2. The Council must, in the exercise of its functions, have due regard to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act

- advance equality of opportunity between people who share a protected characteristic and those who do not.
- foster good relations between people who share a protected characteristic and those who do not.

6.3. There are no direct equalities implications arising from the implementation of the recommendations in this report.

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

7.1. There are no direct climate change or environmental implications arising from the implementation of the recommendation in this report. However, in February 2019 Lewisham Council declared a Climate Emergency and proposed a target to make the borough carbon neutral by 2030. Asset Management will play a key role in this agenda.

## **8. Crime and disorder implications**

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

## **9. Health and wellbeing implications**

9.1. There are no direct health and wellbeing implications arising from the implementation of the recommendations in this report. There may be implications arising from the implementation of the Committee's recommendations – these will need to be considered in the response.

## **10. Report author and contact**

If you have any questions about this report, then please contact: Charlotte Dale  
[charlotte.dale@lewisham.gov.uk](mailto:charlotte.dale@lewisham.gov.uk)



## Mayor and Cabinet

### Comments of the Sustainable Development Select Committee on the Levelling Up Fund Programme in Lewisham Town Centre

**Date:** 1 November 2023.

**Key decision:** No.

**Class:** Part 1.

**Ward(s) affected:** All (none specific)

### Outline and recommendations

This report informs the Mayor and Cabinet of the comments and views of the Sustainable Development Select Committee, arising from discussions on the delivery of the Levelling Up Fund Programme in Lewisham Town Centre.

Mayor and Cabinet is asked to consider the Committee's comments and ask the relevant officers to provide a response.

## 1. Summary

- 1.1. On Tuesday 12 September, the Sustainable Development Select Committee considered a report from officers on the delivery of the Levelling Up Fund Programme in Lewisham Town Centre ([link to the agenda](#)) The Committee reflected on the contents of the report – and received a presentation from officers. Following questions to officers, the Committee agreed to refer its views to Mayor and Cabinet.

## 2. Recommendation

- 2.1. Mayor and Cabinet is asked to consider the Committee's comments and ask the relevant officers to provide a response.

## 3. Sustainable Development Select Committee views

- 3.1. The Committee recommends that further consideration be given to the development of the night-time offer in Lewisham Town Centre – including food and beverage options, as well as the potential for live music. This should build on existing knowledge and experiences of success elsewhere in London.
- 3.2. The Committee believes that further work should take place with young people, people who are disabled and members of groups with other protected

characteristics (as defined in the Equality Act 2010) – as well as a cross section of people from different socio-economic backgrounds to co-design the work taking place – particularly in relation to the accessibility and suitability of public spaces.

- 3.3. The Committee recommends that further work should take place to communicate, to residents and business, the alternative arrangements in place following the temporary closure of Lewisham Library.
- 3.4. The Committee believes that a system of impact measurement should be developed to ensure that the redevelopment is meeting its intended objectives. Members ask that this includes an assessment of the availability of workspaces in the refurbished library for students.
- 3.5. The Committee notes the Council's objective to make the borough carbon neutral by 2023 – and it encourages the ambitious delivery of energy efficiency and retrofit measures as part of the renovation of Lewisham Library<sup>1</sup>. Members would encourage bids for external funding to enhance this work.

#### **4. Financial implications**

- 4.1. There are no direct financial implications arising from the implementation of the recommendations in this report. However, there may be implications arising from their implementation of the Committee's recommendations. These will need to be considered as part of the response.

#### **5. Legal implications**

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

#### **6. Equalities implications**

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

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<sup>1</sup> The Committee expects retrofitting measures to be in line with best practice – including the most recent PAS standards for whole building retrofit (rather than isolated improvements).

- 6.3. There are no direct equalities implications arising from the implementation of the recommendations in this report.

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

- 7.1. There are no direct climate change or environmental implications arising from the implementation of the recommendation in this report. However, in February 2019 Lewisham Council declared a Climate Emergency and proposed a target to make the borough carbon neutral by 2030. The declaration tasked the Sustainable Development Committee with scrutinising the Council's emerging plans.

## **8. Crime and disorder implications**

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

## **9. Health and wellbeing implications**

- 9.1. There are no direct health and wellbeing implications arising from the implementation of the recommendations in this report. There may be implications arising from the implementation of the Committee's recommendations – these will need to be considered in the response.

## **10. Report author and contact**

- 10.1. If you have any questions about this report, then please contact: Timothy Andrew (Scrutiny Manager) [timothy.andrew@lewisham.gov.uk](mailto:timothy.andrew@lewisham.gov.uk)



## Mayor and Cabinet

### Comments of the Sustainable Development Select Committee on the sustainable streets programme

**Date:** 1 November 2023.

**Key decision:** No.

**Class:** Part 1.

**Ward(s) affected:** All (none specific)

**Contributor:** Sustainable Development Select Committee

### Outline and recommendations

This report informs the Mayor and Cabinet of the comments and views of the Sustainable Development Select Committee, arising from discussions on the sustainable streets programme.

Mayor and Cabinet is asked to consider the Committee's comments and ask the relevant officers to provide a response.

## 1. Summary

- 1.1. On Tuesday 12 September, the Sustainable Development Select Committee considered a report from officers on the sustainable streets programme ([link to the agenda](#)) The Committee reflected on the contents of the report – and received a presentation from officers. Following questions to officers, the Committee agreed to refer its views to Mayor and Cabinet.

## 2. Recommendation

- 2.1. Mayor and Cabinet is asked to consider the Committee's comments and ask the relevant officers to provide a response.

## 3. Sustainable Development Select Committee views

- 3.1. The Committee reiterates the recommendations it made at its meeting on 19 June 2023 and requests that officers provide a comprehensive response:
  - that further information (and timelines) be provided on the implementation of cycle hangars, parklets and improvements to the transparency of communication around waiting lists for cycle parking.

- that priority should be given to enforcing contraventions in areas with existing parking controls – particularly in the case of protected junctions, cycle lanes and anti-social pavement parking.
  - that the Committee would welcome further improvements and enlargement of protected space for active travel.
  - that the maps being used in the consultation should be updated with the current ward boundaries.
- 3.2. The Committee also recommends that Councillors (particularly those in wards impacted by the programme) be engaged at an early stage of the development of proposals – and kept up to date as consultations are carried out. The Committee believes that lessons from each stage of the consultation should be learnt in order to improve the following stages. Members also believe that further consideration should be given to engaging more effectively with the views and concerns of underrepresented groups.
- 3.3. The Committee recommends that consideration should be given to how best the advantages and benefits of active travel improvements (including new electric vehicle infrastructure, improved green spaces and cycle parking) can be communicated and enjoyed. Members believe that this should happen at an early stage of engagement with residents, in order to balance concerns regarding the potential perceived negative impacts, such as parking charges. Furthermore, the Committee believes that the improvements being delivered through the sustainable streets programme should be aligned with the Council's broader ambitions for active travel.

#### **4. Financial implications**

- 4.1. There are no direct financial implications arising from the implementation of the recommendations in this report. However, there may be implications arising from their implementation of the Committee's recommendations. These will need to be considered as part of the response.

#### **5. Legal implications**

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

#### **6. Equalities implications**

- 6.1. Equality Act 2010 brought together all previous equality legislation in England, Scotland and Wales. The Act included a new public sector equality duty, replacing the separate duties relating to race, disability and gender equality. The duty came into force on 6 April 2011. It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 6.2. The Council must, in the exercise of its functions, have due regard to the need to:

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

6.3. There are no direct equalities implications arising from the implementation of the recommendations in this report.

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

7.1. There are no direct climate change or environmental implications arising from the implementation of the recommendation in this report. However, in February 2019 Lewisham Council declared a Climate Emergency and proposed a target to make the borough carbon neutral by 2030. The declaration tasked the Sustainable Development Committee with scrutinising the Council's emerging plans.

## **8. Crime and disorder implications**

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

## **9. Health and wellbeing implications**

9.1. There are no direct health and wellbeing implications arising from the implementation of the recommendations in this report. There may be implications arising from the implementation of the Committee's recommendations – these will need to be considered in the response.

## **10. Report author and contact**

10.1. If you have any questions about this report then please contact: Timothy Andrew (Scrutiny Manager) [timothy.andrew@lewisham.gov.uk](mailto:timothy.andrew@lewisham.gov.uk)



<b>Report for: Mayor and Cabinet</b>	
<b>Part 1</b>	<input checked="" type="checkbox"/>
<b>Part 2</b>	<input type="checkbox"/>
<b>Key Decision</b>	<input checked="" type="checkbox"/>

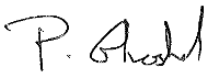
<b>Date of Meeting</b>	1 <sup>st</sup> November 2023	
<b>Title of Report</b>	Lewisham Youth Justice Partnership Plan 2023-2024	
<b>Author</b>	Keith Cohen	<b>Ext. 49884</b>

At the time of submission for the Agenda, I confirm that the report has:

Category	Yes	No
<b>Financial Comments</b>	√	
<b>Legal Comments</b>	√	
<b>Cabinet Briefing consideration</b>		
<b>EMT consideration</b>	√	
<b>Agenda Planning Group consideration</b>	√	

Signed:   
 Cabinet Member for Children, Young People and Community Safety, Chris Barnham

Date: 13 October 2023

Signed:   
 Executive Director for Children and Young People. Pinaki Ghoshal  
 Date: 11 October 2023

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**Control Record by Committee Services**

Action	Date
Listed on Key Decision Plan	
Date submitted to Legal & Finance	
Date submitted to Cabinet Members for sign off	
Date submitted to Executive Director for sign off	



## Mayor and Cabinet

**Report title: Lewisham Youth Justice Partnership Plan 2023-2024**

**Date: 1st November 2023**

**Key decision:** Yes

.

**Class:** Part 1.

**Ward(s) affected:** All

**Contributors:** Executive Director Children and Young People (Chair of Youth Justice Management Board) and Head of Youth Justice Services.

### Outline and recommendations

To provide Mayor and Cabinet the details of the annual Youth Justice Plan. In England and Wales Youth Justice Plans are submitted annually and is a condition of the Youth Justice Board grant to local authorities. The plans require full council sign off.

### Timeline of engagement and decision-making

Youth Justice Plans are approved annually

## 1. Summary

- 1.2 Youth Justice Services are statutory partnerships, established under the Crime and Disorder Act 1998, with the principle aim of preventing offending by children and young people. Local authorities have a statutory duty to submit an annual youth justice plan relating to their provision of youth justice services, in accordance with, Section 40 of the Crime and Disorder Act 1998 which sets out the youth justice partnership's responsibilities in producing a plan. It states that it is the duty of each local authority, after consultation with the partner agencies, to formulate and implement an annual Youth Justice plan, setting out how youth justice services in their area are to be provided and funded, how they will operate, and what functions will be carried out. The annual plan is to be submitted to the Youth Justice Board for approval.

## 2. Recommendations

- 2.1 Mayor and Cabinet are recommended to approve the updated Lewisham Youth Justice Plan, noting progress on delivering against the key priorities for the council in preventing and reducing offending by children and young people.

## 3. Policy Context

- 3.1 This report aligns with Lewisham's Corporate Priorities, as set out in the Council's Corporate Strategy (2022-2026):

- Cleaner and Greener
- A Strong Local Economy
- Quality Housing
- Children and Young People
- Safer Communities
- Open Lewisham
- Health and Wellbeing

- 3.2 In particular, this report is closely aligned to priorities for Safer Communities; Children and young People; an Open Lewisham and Health and Well-being.

- 3.3 Children and Young People's Corporate Division Strategy 2022-2025. The three year strategy cites the relevant objectives accordingly:

- Refreshes the current public health approach to youth violence and places a wider emphasis on contextual safeguarding
- Develop an integrated adolescent safeguarding service (extra-familial risk) that can support our most vulnerable cohort of young people to provide expertise and support for our frontline services and the wider community
- Building on the provision of therapeutic responses within the Youth Justice Service
- Ensuring that there is a clearly defined practice approach (which is

- also trauma informed and aligned with the Signs of Safety model).
- Emphasis on prevention and early intervention/support.

### 3.4 Safer Lewisham Plan and Public Health approach to reducing Violence:

The public health approach is a science-driven, population-based, interdisciplinary, cross sector approach which emphasises primary prevention. Rather than focusing on individuals, the public health approach aims to provide the maximum benefit for the largest number of people, and to extend better care and safety to entire populations.

### 3.5 Elements of the approach adopted by Lewisham YJS:

- Trauma-informed restorative borough
- Promoting an anti-racist approach to achieve justice and equality
- Child first systems – policies and practices that safeguard children and adolescents in all decision making

## 4.0 Background

4.1 The Lewisham Youth Justice Plan has been developed and agreed across the Youth Justice Partnership through the Lewisham Youth Justice Management Board. In 2021 it was agreed that there will be a three year plan 2021-2024 with an annual refresh updating on key information and achievements each year. The last year has seen significant challenges to maintain a high quality of service while keeping staff and the public as safe. The service has adopted the title of 'Youth Justice' as reflected in our recognition of a Child First, Justice for children model including racial justice. This plan sets out the priorities and vision for the Lewisham Youth Justice Partnership for the forthcoming year which will be:

- Sustaining and improving even further our key performance measures to reduce first time entrants, re-offending, and custodial episodes
- Continue our workforce development and learning strategy to be a model of best practice as recognized as the MJ Awards 2023 winners in the category of Innovation in Inclusion and Diversity.
- Fulfil the opportunities provided by the move of the Youth Justice Service into Children and Young People's Directorate including a proposal for a new Integrated Adolescent Service for contextual safeguarding; tackling child exploitation and violence utilizing Lewisham's extensive know how in adopting a public approach to reducing violence.
- A new and revised approach in Children and Young People's Services to prevention and early help.

- Extend our influence and reach to promote anti-racist policy and practice and other inter-sectional inequalities taking forward the feedback from the HMIP Thematic Inspection 2021 – How the Youth Justice system meets the needs of Black and mixed heritage boys (Lewisham April 2021).
- Applying the unique Lewisham YJS ‘TIAARA’ model (Trauma-informed, Anti-Racist and Restorative approaches) to achieve even better outcomes for children and families and staff wellbeing.

## 5. Priorities and Progress

5.1 The Lewisham Youth Justice partnership is able to report on some key achievements for the year (2022) which include:

- Strengthening the prevention of children and young people entering the youth justice system via Engage and Turnaround.
- A revised vision to meet needs of children based on ‘Child first’ principles and practice to further reduce first time entrants, re-offending rates and use of custody.
- An evolving anti-racist strategy to reduce over-representation and racial disparity centered around recognized best practice as identified by HMIP’s Thematic inspection (best practice guidance for Black and Mixed heritage boys 2021).
- Local and national interest in the ‘TIARRA’ model integrating established trauma-informed and restorative practice with our vision to become an antiracist service.

5.2 The priorities for the year.

5.3 Children from groups who are over-represented:

In Lewisham there continues to be an unrelenting focus on racial equity, reducing over-representation and inclusion. In 2022/2023 the Service has reviewed and updated our Anti-racist policy, aligned anti-racist practice with those of our partners and continued to develop our innovative ‘Journey of the Black Child’ development plan.

Outcomes: Reduced numbers of black and mixed heritage boys entering the system; Sustained progress in making a difference in prevention, remands and custodial disposals and joining up with key partners to address wider systemic change such as reducing exclusions.

5.4 Prevention, Diversion and Detention in police custody:

This year has seen a significant strengthening of the prevention of children and young people entering the youth justice system via Engage and Turnaround. Lewisham is lead borough for the Engage with three youth workers based at Lewisham and Bexley custody suits. The new Ministry of Justice Turnaround initiative has quickly been established with police referrals into the project being particularly high. These projects serve to strengthen existing and developing programmes in Lewisham’s Early Help services including Family Hubs.

Outcomes: Earlier support for those most at risk of offending; Closer working relationships with custody police to impact at reachable moment; Contributing to wider objectives such as reducing escalation to statutory intervention thresholds.

#### 5.5 Education:

A sustained effort to improve Enhanced, Training and Employment (ETE) outcomes through the YJS multi-agency ETE panel and a partnership effort to reduce exclusions including disproportionality. Leading on immersive schools Restorative Justice (RJ) program to improve relationships and contextual safety.

Outcomes: Reduced exclusions and improved support for alternative provisions; Speech and language therapy through the Hub; Access to post 16 ETE provision increased.

#### 5.6 Restorative Justice and Victims:

The new YJS Restorative Justice lead has completed a thorough review and is developing an action plan to re-establish this work as central to our aim within the context of Youth Justice, driving forward the voice of victims and embedding opportunities to repair harm and restore relationships.

Outcomes: Victim perspective and restoration embedded in practice; Retail theft initiative working well; several examples of individual, family, and community lead restorative approaches.

#### 5.7 Serious Violence and Exploitation:

The partnership has established the Multi-Agency Criminal Exploitation (MACE) arrangements following the pan London protocol for managing serious violence and exploitation. The borough is planning for the development of a more integrated adolescent service to further enhance joint working. The Therapy Hub provides a valuable Harmful Sexual Panel (HSB) space for the borough via the forensic ARTs Service Clinical Psychologist and the YJS Contextual Formulations including mapping and targeted responses to extra-familial harm.

Outcomes: increased resilience to manage and reduce violence and extra-familial harm, enhanced multi-agency responses and safety planning.

#### 5.8 Remands:

Lewisham contributed to the HMIP Thematic report on the use of Remands (May 2023) which will be published later this year. This provided an opportunity to review and reflect on our approach to bail and remand. The YJS maintains an excellent relationship with the regional Youth Court.

Outcomes: Keeping remands to a minimum, safeguarding children in custody and on bail effectively to manage vulnerability and risk; improving outcomes for black

and mixed heritage children with a focus on the 'journey' from arrest to post release.

#### 5.9 Use of Custody:

In Lewisham custodial sentences have been imposed exclusively for the most serious offences.

Outcomes: Consequently, numbers are at the lowest rate ever recorded and longer sentences. The focus, therefore, has turned to transitions to the adult estate in custody and the development of a 'trauma-informed' transitions programme for those moving to the adult estate.

#### 5.10 Constructive Resettlement:

For those few released into the community our child first, focus on identity and pathways to effective resettlement are key.

Outcomes: Improved transition to probation/adult estate. Pathways such as accommodation and ETE met.

### 6. Financial Implications

The youth justice core grant terms and conditions requires sign off the annual plan. Grant payment is made to the local authority when all the compliances have been met. The grant is specifically used by the Local Authority to fund its Youth Justice Service with a view to achieving a reduction in youth re-offending, reduction in the numbers of first time entrants to the Youth Justice System, reduction in the use of youth custody and effective public protection and safeguarding. Financial management is underpinned by regular reports to the Management Board to review budgetary spend, to ensure that available resources are accessed and utilised wisely, and ensuring the budget envelope is maintained, as changes or increase in offending will have a direct implication for financial resources.

### 7. Legal Implications

7.1 Local authorities have a statutory duty to submit an annual youth justice plan relating to their provision of youth justice services: Section 40 of the Crime and Disorder Act 1998 sets out the youth justice partnership's responsibilities in producing a plan. It states that it is the duty of each local authority, after consultation with the partner agencies, to formulate and implement an annual youth justice plan, setting out how youth justice services in their area are to be provided and funded, how they will operate, and what functions will be carried out.

7.2 Youth justice plans, in England only, must be signed off by the full council in accordance with Regulation 4 of the 'Local Authorities (Functions and Responsibilities) (England) Regulations 2000'.

## **8. Equalities Implications**

- 8.1 All the work of the service contained in this report will be subject to robust contract monitoring processes which include evaluating fair access to services for all. The Council's Comprehensive Equality Scheme for 2012-2016 will provide an overarching framework and focus for the Council's work on equalities and help ensure compliance with the Equality Act 2010.
- 8.2 Addressing disproportionality in the youth justice system is, and has been, a longstanding priority for Lewisham Youth Justice Service. Analysis of our cohort has highlighted that Black and mixed heritage males and children looked after are significantly overrepresented in the Youth Justice Service. Subsequent to exploring the reason for this, we have pioneered and implemented an anti-racist strategy ('TIAARA') providing high-quality service delivery whilst addressing disproportionality. Our journey for racial equity and improved outcomes for Black and mixed heritage children has also included training on trauma informed practice, cultural competence and anti-discriminatory approaches to practice. Essentially, we will seek to ensure that practitioners are sufficiently able to recognise and respond to the prevalence of extra-familial harm through contextual safeguarding.

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

- 9.1 There are no direct implications.

## **10. Crime and Disorder Implications**

- 10.1 The revised Youth Justice Strategic Plan if adopted aims to contribute significantly to the reduction of crime and the impact on the public by preventing and reducing offending by children and young people.

## **11. Health and Wellbeing Implications**

If agreed the plan will contribute to the improvement of health and wellbeing of individuals, the public and staff.

## **12. Report author(s) and contact**

- 12.1 Keith Cohen
- 12.2 020 8314 9884, Keith.cohen@lewisham.gov.uk.

13. Please attach appendices as separate documents and list them below.

*Appendix 1*

*Lewisham Youth Justice Plan 2023 - 2024*

### **Is this report easy to understand?**

Please give us feedback so we can improve.

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ACHIEVEMENT  
AWARDS 2023



Innovation in Building Diversity and Inclusion

**FINALIST**

# Youth Justice Plan 2021-2024 (23/24 Revision)

## Introduction, vision and strategy

The Lewisham Youth Justice Plan has been developed and agreed across the youth justice partnership through the Lewisham Youth Justice Management board. In 2021 it was agreed that there will be a three year plan 21-24 with an annual refresh updating on key information and achievements each year. The last year has seen significant challenges to maintain a high quality of service while keeping staff and the public as safe. The Service has adopted the title of 'Youth Justice' as reflected in our recognition of a Child first, Justice for children model including racial justice. This plan sets out the priorities and vision for the Lewisham Youth Justice Partnership for the forthcoming year which will be:

- Sustaining and improving even further our key performance measures to reduce first time entrants, re-offending and custodial episodes and meeting our targets in relation to the new set of x 10 KPIs introduced.
- Continue our workforce development and learning strategy to be a model of best practice as recognized as finalists in the MJ Awards 2023 for Innovation in Inclusion and Diversity.
- Fulfill the opportunities provided by the move of the Youth Justice Service into Children and Young People's Directorate including a proposal for a new Integrated Adolescent Service for contextual safeguarding; tackling child exploitation and violence utilizing Lewisham's extensive know how in adopting a public approach to reducing violence
- A new and revised approach in Children and Young People's Services to prevention and early help
- Extend our influence and reach to promote anti-racist policy and practice and other inter-sectional inequalities taking forward the feedback from the HMIP Thematic Inspection 2021 – How the Youth Justice system meets the needs of black and mixed heritage boys (Lewisham April 2021)
- Applying the unique Lewisham YJS 'TIAARA' model (Trauma-informed, Anti-Racist and Restorative approaches) to achieve even better outcomes for children and families and staff wellbeing.

The Lewisham Youth Justice partnership is able to report on some key achievements for the year (2022) which include:

- Strengthening the prevention of children and young people entering the youth justice system via Engage and Turnaround.
- A revised vision to meet needs of children based on 'Child first' principles and practice to further reduce first time entrants, re-offending rates and use of custody
- An evolving anti-racist strategy to reduce over-representation and racial disparity centered around recognized best practice as identified by HMIP's Thematic inspection (best practice guidance for Black and Mixed heritage boys 2021)
- Local and national interest in the 'TIARRA' model integrating established trauma-informed and restorative practice with our vision to become an anti-racist service.

**Pinaki Ghoshal Executive Director for Children and Young People**

**London Borough of Lewisham**

## 2. Local Context

Lewisham's greatest strength is the people who live and work here. We have **a young, diverse, and growing population**, home to residents from more than 75 nationalities and with over 170 languages spoken. Black ethnic groups make up in total nearly a third of the borough's population. Some 25% of Lewisham's total population is comprised of children and young people aged 0-19 years. The **composition of the demographics for younger people** is quite different to the population as a whole. While the white ethnicity group remains the single largest single group of the total population at 34%, the Black groups make up 45% of the under 18 population, with Black African and Black Caribbean population composing 24% of the population. While Black other population (including those of Mixed White and Black heritage race) make up a further 21%. **Population forecasts** over the next 20 years in Lewisham suggest a growing ageing population and especially a sizeable further growth in the 10-24 age group. Lewisham Health Inequalities Toolkit (Feb'2021) Lewisham BAME Inequalities Health and wellbeing Board.

## 3. Child First: Guiding principles

**A=As children B=Building Pro-identity C =Collaboration D =Diverting from Stigma**

The importance of a 'child first, offender second' approach to working with children, reflecting the review of the youth justice system undertaken by Charlie Taylor in 2016 and the adoption subsequently by the Youth Justice Board involves taking a relational approach, individualising responses, and recognising and responding to childhood developmental trauma. In 2022/23 the service undertook a review of child first practice engaging a wide range of stakeholder's; staff; children and parents; partners and board members. This led to the renaming of the Service to be a Youth Justice Service putting children's lived experience, promoting a childhood removed from the justice system, using pre-emptive prevention, diversion and minimal intervention.

Lewisham's version of child first recognises the value of public health and whole system approaches-it is fundamentally linked to adult behaviour and systemic factors. It recognises that virtually all the children who we see have experienced violence and other types of adversity from adults without exception and take this as an essential lens to apply to practice. Systemic and economic conditions that precipitate violence across the life span and make children vulnerable to harm is the driver. Whole system includes children and education's services and the wider community safety, adult's services including housing, commissioning and probation.

In Lewisham as an early adopter in 2016 we have been developing a trauma-informed model based on child first principles as follows:

**Court and Sentencing** – the continued re-designing of our Pre-sentence reports that put the child's lived experience at the centre.

**Schools work** – through our strong partnership and innovation by delivering: Immersive schools delivering Contextual safety (funded by London Violence Reduction Unit); Restorative approaches; Enrichment programs and reductions in children who have been excluded.

**Education, Training and Employment** through our innovative Enhanced ETE panel where every child is offered an individualised and tailored plan

**Family work** – delivering the Family first and therapeutic offer through the Lewisham YJS Family Team (LYFT)

**Health and Justice** – child first diversionary and therapeutic interventions that support the prevention of criminalisation and desistance

**Racial disparity** – anti-racist stance and action to reduce the impact at various points in the journey of the black and mixed heritage child

**Community facing engagement** – working in partnership with key community stakeholders to prevent and reduce the impact of crime by understanding and increasing restorative responses.

#### 4. Voice of Child

Capturing the Voice of the child and parent is a key component of our Lewisham child first model. To achieve this aim the service has developed several processes that enable participation and co-production to ensure user perspective informs our planning and decision making. At Lewisham we also promote the family first principles, and the voice of parents are also an important feature of our engagement and participation strategy. The revised strategy is currently being updated to include progress on the following:

##### **Capturing the Voice of the Child**

Choice, empowerment, and voice are values and principles we aim to uphold. In our assessments and reports we are representing the voice of the child by reinventing the way Pre-Sentence Reports are formatted and sequenced, the redesigning of the Referral Order documents and panel structure, choice of reparation, Restorative Justice clinics, reparation questionnaires and feedback of the session. Our children have played a direct role in designing the Lewisham version of the pan London Therapeutic Your Choice as a program, co-design of our ‘Engage’ and ‘Turnaround’ offer and leaflets. Young people on court orders have participated in commissioning and recruitment including our Appropriate Adult Service.

##### **Children Have Said They Need:**

**Vigilance:** to have adults notice when things are troubling them.

**Understanding & Action:** to understand what is happening; to be heard and understood; and to have that understanding acted upon.

**Stability:** to be able to develop an ongoing stable relationship of trust with those helping them.

**Respect:** to be treated with the expectation that they are competent rather than not.

**Information & Engagement:** to be informed about and involved in procedures, decisions, concerns and plans.

**Explanation:** to be informed of the outcome of assessments and decisions, and reasons when their views have not been met with a positive response.

**Support:** to be provided with support in their own right as well as a member of their family.

**Advocacy:** to be provided with advocacy to assist them in putting forward their views.

**Protection:** to be protected against all forms of abuse and discrimination and the right to special protection and help if a refuge.

### **Capturing the Voice of the Parent**

#### Parent Participation

There is now a regular parent representative on our Youth Justice Management Board who provides the important focus and perspective

A parent and carer newsletter has been developed and is run quarterly. This year 2022/23 a new 'Father's Group has been running with the aim of providing:

- Safe space to learn, share experiences, raise concerns & rejoice in the triumphs on your fatherhood journey.
- Engaged/present fathers will always add value and make a positive, enriching contribution to their children's lives.
- We want fathers to feel confident, supported and listened to.

#### Parents Pledge and Statement

At Lewisham Youth Justice Service (LYJS) we are committed to working in partnership with parents as we recognise that you are the experts of your children.

We also understand some of struggles that can come with parenting, and how challenging and lonely this can feel.

We would like to share ideas and work alongside you to ensure the needs of your child remains our main priority.

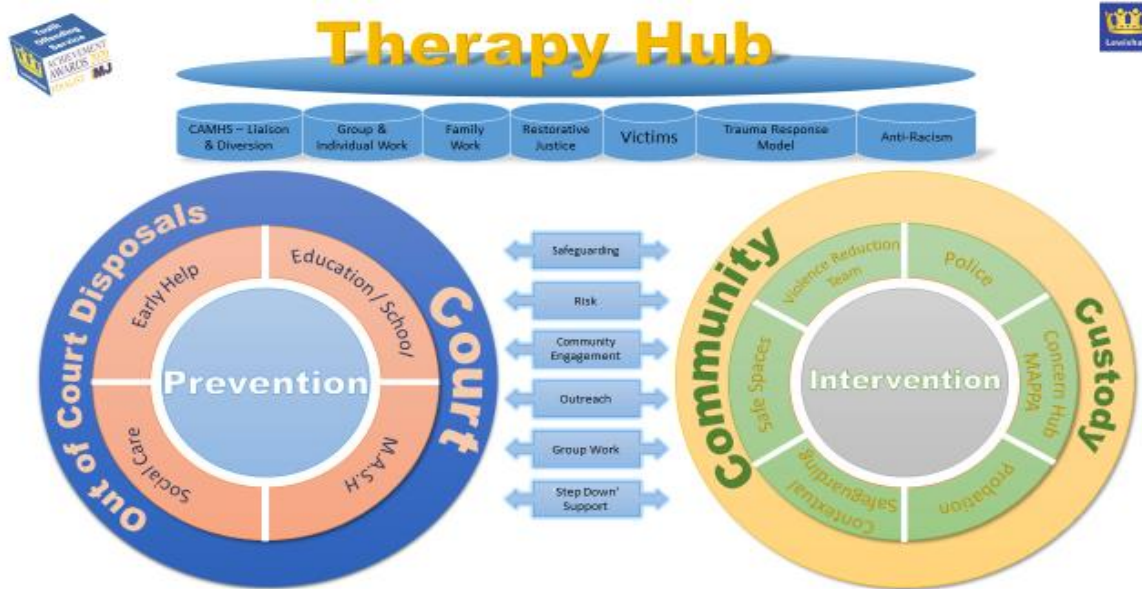
We pledge to work with you in an open and honest way, to listen to your feedback without judgement or discrimination.

We aim to be respectful of your time, and supportive to you and your child during your journey with us.'

## **5. Governance, leadership and partnership arrangements**

The Lewisham Youth Justice Management Board is responsible for the work of the Youth Justice Service and the wider crime prevention partnership. Following the recommendations and proposals for change outlined in the 2016 HMIP report the board has undergone a complete review, and since 2020 the board has been chaired by the Executive Director for Children and Young People. The board has strong alignment with the Safer Lewisham Partnership, the Corporate Parenting Board, the MACE Strategic Board, the Lewisham Safeguarding Partnership Strategic Board, the I-Thrive board, the Prevention/Inclusion (Education) and the Emotional Health and Well-being boards. All statutory partners are represented at Senior level (the police, health, education, social work and probation) however the Board membership has expanded in 2022/23 with valuable additions from a Parent representative, a community representative and continuation of a young person representative from our Lewisham Young Mayor's team who is also a member of the National Youth Justice Board for England and Wales.

The Service has strong partnership arrangements as illustrated in the diagram below: include a wider set of partners and a parent representative.



**Highlights:**

The Therapy hub is a co-located team made up CAMHS specialists, Family Therapists, Speech and language and Dual diagnosis/Substance misuse providers.

Prevention has a dedicated ‘Engage’ team partnering with Greenwich and Bexley boroughs to deliver youth work in Lewisham and Bexley police custody suites.

Interventions: The Lewisham Enhanced ETE Panel meets monthly to develop pathways for re-integration into Education training or employment and has representation across the sector including DWP, ST Giles Trust, Spark2 Life Mentoring and Speech and language therapist.

## 6. Board Development

The YJMB meets quarterly to fulfil the responsibility for all aspects of YJS governance; to lead strategically across relevant partners and to ensure a high-quality service is provided to all children. The board has enhanced its representation to include a parent and GP representative to enable an even more responsive community facing role. To enable scrutiny and oversight the YJMB receives robust data reports, maintains a sharp focus on best practice and includes participation from wider team members to report on key service developments and priorities including Victims and RJ, resettlement and Education, Training and Employment. Thematic inspections that Lewisham has participated in over the past two years (Black and Mixed Heritage boys and Remands) and others (SEND) are regularly on the agenda for reflection and learning.

## 7. Progress on Previous Plan

The following 5 objectives were identified last year and the progress is updated in the table below:

OBJECTIVE	PROGRESS
Sustaining the success in moving towards becoming an anti-racist service	The service and partnership have achieved good outcomes and lead with others in developing the policy
Developing community-based provision linking up with early help provision and plans for family hubs	The FQC Division has launched our Family hubs which is an ambitious early help and prevention program
Addressing upturn in serious violence in partnership with Multi-agency arrangements around contextual and hotspot areas	The MACE is fully operational. Lewisham is one of the NRM local decision-making panels Plans are underway for a closer partnership arrangement with our Adolescent social work teams
Maintaining improvements in key performance outcomes for preventing criminalisation, reducing offending and custodial sentences	Positive progress continues in reducing all 3 KPIs
Ensuring the progress on workforce stability, a learning and development culture and a clearly defined effective practice model of delivery is maintained	Our monthly bulletins TIAARA bulletins evidence the embedding of the model. Staff retention remains positive and team members benefit from our monthly in-house training events

## 8. Resources and Services

The YJB currently provides a Youth Justice grant to local authority YOTs for the delivery of youth justice services. MoJ is investing early on preventative measures and the delivery of interventions through the funding by YOTs. The grant contributes directly to the functions of YOTs and this includes preparing pre-sentence reports, supervising children during their sentence, the resettlement of children leaving custody and front-line work to reduce offending and re-offending; and it also contributes to work to prevent children from offending and coming into the youth justice system in the first place. The remainder of the budget is derived corporately from the LB Lewisham. For 2022/23 the YYS was required to find in year reductions in line with Lewisham council savings of £100k which was associated with the permanent re-structure.

Agency	Staffing Costs	Payments in kind	Other delegated funds	Total
Police	0	80,000	0	80,000
Police and Crime Commissioner	223,606	0	38,878	262,484
Probation		75,000	5,000	85,000
Health (CCG)	125,324	0	0	125,324
Local Authority	1,007,407		167,357	<b>1,174,765</b>
YJB	609,937	0	0	609,937
Other	0	0	0	
<b>Total</b>	<b>£2,126,274</b>	<b>£155,000</b>	<b>211,235</b>	<b>£2,332,510</b>





## 9. Performance

The Youth Justice Board method for measuring YOTs nationally has been defined against the 3 measures as follows:

- First time entrants (FTEs)– Number per 100,000 of local 10-17 population
- Reoffending- binary
- Custody – Number of custodial sentences (per 1000 of local 10-17 population)

The Jan 22 – Dec 22 KPIs are:

FTEs **down** (The decrease in FTEs 20% (down to 44 )– compared to October 2021. This is despite an increasing 10-18 population.

Re-offending **down 7.3 %** (Aggregated binary rate latest data). A significant reduction.

Custody **halved**– now **5** per year (March 22 –March 23) compared to **10** (March 21-March 22). Custodial rates have started to rise nationally. This is the lowest number Lewisham has recorded for an annual period. Our data informs that here has been a continuation in certain serious offences and these sentences are longer as a result virtually all transitioning to adult establishments.

The focus for 23-24 will be reporting on the 10 new KPIs may of which are already measured in Lewisham.

## 10. Priorities:



### Children from groups who are over-represented:

In Lewisham there continues to be an unrelenting focus on racial equity, reducing over-representation and inclusion. In 2022/23 the Service has reviewed and updated our Anti-racist policy, aligned anti-racist practice with those of our partners and continued to develop our innovative 'Journey of the Black Child' development plan..

**Outcomes:** Reduced numbers of black and mixed heritage boys entering the system; Sustained progress in making a difference in prevention, remands and custodial disposals and joining up with key partners to address wider systemic change such as reducing exclusions; Greater understanding of adultification and systemic racism to inform decision making and reduce inequity.

### Prevention, Diversion and Detention in police custody:



This year has seen a significant strengthening of the prevention of children and young people entering the youth justice system via Engage and Turnaround. Lewisham is lead borough for Engage with 3 x youth workers based at Lewisham and Bexley custody suites. The new MoJ Turnaround initiative has quickly been established with police referrals into the project being particularly high. These projects serve to strengthen existing and developing programs in Lewisham's Early Help services including Family hubs.

**Outcomes:** Earlier support for those most at risk of offending; Closer working relationships with custody police to impact at reachable moment; Contributing to wider objectives such as reducing escalation to Social work thresholds.

### Education:

A sustained effort to improve ETE outcomes through the YJS multi-agency ETE panel and a partnership effort to reduce exclusions including disproportionality. Leading on immersive schools RJ program to improve relationships and contextual safety.

**Outcomes:** Reduced exclusions and improved support for alternative provisions; Speech and language therapy through the Hub; Access to post 16 ETE provision increased



**RJ and Victims:**

The new YJS RJ lead has completed a thorough review and is developing an action plan to re-establish this work as central to our aim within the context of Youth Justice, driving forward the voice of victims and embedding opportunities to repair harm and restore relationships.

**Outcomes:** Victim perspective and restoration embedded in practice; Retail theft initiative working well; several examples of individual, family and community lead restorative approaches.

**Serious Violence and Exploitation:**

The partnership has established the MACE arrangements following the pan London protocol for managing serious violence and exploitation. The borough is planning for the development of a more integrated adolescent service to further enhance joint working. The Therapy hub provides a valuable Harmful Sexual Panel (HSB) space for the borough via the forensic ARTs Service Clinical psychologist and the YJS Contextual formulations including mapping and targeted responses to extra-familial harm.

**Outcomes:** Increased resilience to manage and reduce violence and extra-familial harm; enhanced multi-agency responses and safety planning

**Remands:**

Lewisham contributed to the HMIP Thematic report on the use of Remands (May 2023) which will be published later this year. This provided an opportunity to review and reflect on our approach to bail and remand. The YJS maintains an excellent relationship with the regional Youth Court.

**Outcomes:** Keeping remands to a minimum, safeguarding children in custody and on bail effectively to manage vulnerability and risk; improving outcomes for black and mixed heritage children with a focus on the ‘journey’ from arrest to post release.

**Use of Custody:**

In Lewisham custodial sentences have been imposed exclusively for the most serious offences.

**Outcomes:** Consequently, numbers are at the lowest rate ever recorded and longer sentences. The focus therefore has turned to transitions to the adult estate in custody and the development of a ‘trauma-informed’ transitions program for those moving to the adult estate.

### **Constructive Resettlement:**

For those few released into the community our child first, focus on identity and pathways to effective resettlement are key.

**Outcomes:** Improved transition to probation/adult estate. Pathways such as accommodation and ETE met

## **11. Standards for Children in the Youth Justice System**

**During 2022-23 a review of standards for Standard 2: at court - strategic self-assessment** was undertaken and identified progress made since the last review. Various PSRs were audited and regular magistrates’ feedback including a District Judge by Lead member and feedback from court staff. The review found good examples of positive practice in the quality of reports, assessments and reducing remands all enhanced by the application of the TIAARA approach. Areas of development highlighted were to continue to apply anti-racist practice to reduce disproportionality, maintain our court training for new staff and continue to develop best practice in PSR writing to keep custodial sentences to a minimum.

**Referral Community panel volunteers review: December 2022:** The review was intended for staff responsible for Referral Orders at and is based on conversations with community panel members (CPMs). The aim was to discuss our practice and identify support, supervision and training (SST) needs in the post pandemic environment of online and hybrid working. The consultation asked what is working well? What is not working so well and an action plan for 23/24 including training, process improvements and provision of data sets to panel members focussing on outcomes.

**Case Audits: This year we introduced a new system for case auditing with the following aims:**

- ▶ Provide a consistent system for evaluating the evidence of effective practice across the YOT
- ▶ Facilitate continuing improvement in the work undertaken by the YOS
- ▶ Identify trends and themes across the various teams within the YOS
- ▶ Identify and disseminate excellent practice
- ▶ Identify multi-agency involvement and impact
- ▶ Part of our inspection readiness



## 12. Workforce development

The Lewisham YJS model for learning and development is built upon the following foundations:

- **Bespoke training** for specialised theory and practice areas including monthly whole service training covering all aspects of delivery.
- **Reflective spaces** – regular, routine opportunities built in to provide space within practice
- **Management resilience** through adopting restorative management practices and techniques, including delegation and prioritisation
- Focussing **on quality outcomes** including performance improvement including academic and independent evaluations
- **Data savvy** – analysis/skills to understand data and present in ways to produce dialogue and greater understanding
- **Restorative language and approaches** – the language we use with each other, residents and clients is important. Ensuring we all have techniques to support an approach which recognises conflict, reframing, reflecting and rebuilding is essential.
- **Workforce trauma** – understanding the basic neurological development of the brain, stress, responses and self-care. The work we undertake can impact on us through vicarious trauma and so learning about how best to work and support one other and ourselves remains a key priority. One-to-one clinical supervision for all staff including business support
- **Modelling impact of context on work** – assessing and understanding the wider context and environment in which the service operates. Assessing risks beyond the immediate offer/individual and working in partnership to influence others.

### 13. Evidence-based practice and innovation

#### **Lewisham Youth Justice Service: Racial Equity Project:**

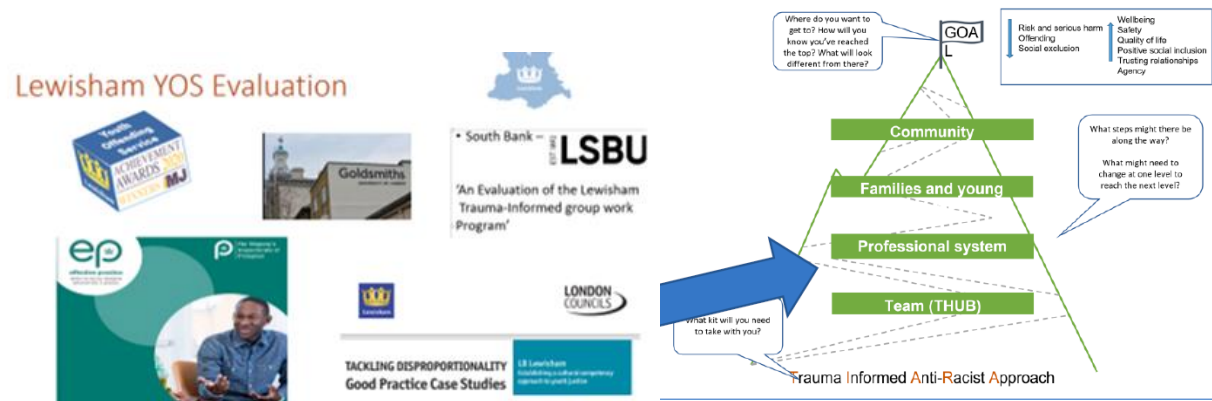
At Lewisham Youth Justice Service (LYJS) we have recognised that it is not enough to say we are not racist and that we needed to explicitly state and show how we are actively anti-racist. Addressing disproportionality in the youth justice system is, and has been, a longstanding priority for LYJS, therefore we have pioneered and translated an anti-racist strategy into high-quality service delivery on our journey for racial equity and to improve outcomes for Black and mixed heritage children.

#### **Our Multifaceted Approach: The TI-AR-RA Model**

As a trauma informed, anti-racist and restorative in approach (TI-AR-RA) service, we are embedding these elements and weaving them through each juncture of the child's journey at LYJS:

- Court templates – journey of the Black and Mixed Heritage child
- Journey of the Black and Mixed Heritage child presentation to police, Youth First, and solicitors.
- TIARRA filmed as a training package for the judiciary nationally
- Senior Therapist from Lewisham Youth Justice Family Team facilitates CYP therapeutic network
- PSR reworked to start off with the assessment of the child which has had significant impact on sentencing and custodial outcomes.
- Communication Passport (Neurodiversity) incorporated onto PSRs.
- Head of Services presentations at conferences on Trauma-informed practice including Evidence to London Assembly health committee.
- A unique application of the pan London 'Your Choice' Therapeutic Adolescent safeguarding program

## 14. Evaluation



How do we know its working? 2021-2024

Recognised by London councils as best practice in establishing a culturally competent approach to youth justice

South bank university undertaken an evaluation of our trauma-informed group work weapons awareness program which has been accepted onto the YJB effective practice resource hub

HMIP thematic last year on the needs of black and mixed heritage boys in the YJS highlighted Lewisham not only for the clear a-r strategy but our culturally aware family therapeutic approach and were impressed with the attention Lewisham YOS have paid to engaging therapeutically, not only with children, but with their parents and carers as a model of best practice.

**2023-24 Evaluation of the Therapy Hub 'Mountain model'**- RPPsychology have been commissioned to undertake an evaluation It is intended that the staff well-being surveys, the Theory of Change and activities to develop Anti racist and Trauma informed practice to facilitate positive change for children, their families and at a community level.

## 15. Service development plan

Each of the workstreams have met to consider the refreshed plans for 2023-24 and a revised overall service development plan is attached in Appendix 1

## 16. Challenges, risks, and issues

In many ways recent youth justice progress in Lewisham and in general is a success story, with the reductions in FTEs, convictions and use of remands and custody. However, these impressive headlines mask some very significant challenges in both policy and practice terms that need to be sustained. From growing racial disparities and the over-representation of children with special educational needs or who are in care to concerns about the sustainability of the highly successful preventative work undertaken. The HMIP team who undertook the remands Inspection commented on the unprecedented levels of complexity in the cases. The progress in Lewisham for systems change for our adolescent offer to bring teams and services together is a positive step in the right direction. There needs to be a shared vision and clear ethos and a recognition of the tensions in areas of practice such as child exploitation and serious violence where the evidence base is emergent, complex and the risks are high.

Over the last two years the inspectorates have documented an alarming deterioration in conditions and performance of the youth secure estate, with Medway and Rainsbrook STCs and Cookham Wood on Urgent Notice. As the cohort in conflict with the law has contracted, the children now involved with the system have more complex and overlapping education, health and social care needs. Their offending behaviours often mask underlying vulnerabilities: from early childhood trauma and neglect to school exclusion, poor mental health and growing up in poverty. The severity and types of offences committed by children have shifted; average custodial sentences are longer; and levels of violence between children, with staff and self-harm in custody are all high and rising. The pandemic has heightened existing concerns about the way children in conflict with the law continue to be treated differently; including backlogs and delays in police investigations and in the courts; access to education in custodial settings; and collective responses to criminal exploitation.

For many the journey of criminalisation starts as a child, with Black and Mixed heritage children making up over half of the youth custody population, despite comprising only 18% of 10–17-year-olds. Black children are four times more likely to be arrested and three times more likely to be stopped and searched, while in some local authorities' Black Caribbean children are up to six times more likely to be excluded from school.

We resolve to develop and work to implement strategies that dismantle racism within all aspects of our organization, our stakeholder services and wider network. We are resolved that our anti-racism commitment be reflected in the life and culture of the service through our policies, programs, and practices as we continue to learn about racism.

The service has developed a 'journey of the black child' report in recognition of needing to work towards racial equity and service change, through considering unconscious bias and a child first stance, we have used the data to examine the pinch-points in the system where Black/mixed heritage children can potentially face bias and discrimination. LYJS in collaboration with our key partners are devising an Anti- Racist Action plan, which aims to hold ourselves and our partners accountable as we challenge and change systemically racist practice.



## Appendix 1

### LYJS Service Development 2023/24

#### Prevention

Inputs	Objectives/Activities	Outputs	Outcomes	Impact	Responsible Persons
The resources that will be used	What will be done with the Inputs? Must link to Outcomes	Measurable and <b>SMART</b> (specific, measurable, achievable, realistic, time-bound)	Changes / benefits seen as a result of the Activities	Long-term consequence of project	
<ul style="list-style-type: none"> <li>1 x Operational Manager</li> <li>1 x Team Leader</li> <li>1x Advanced Practitioner</li> <li>1x Court Services Coordinator</li> <li>3x YJS practitioners</li> </ul>	<b>Diversion from Conviction.</b>	<ul style="list-style-type: none"> <li>Court services co-ordinator together with the Team Leader for Preventions and the Advanced Practitioner for Court to identify potential OoCD cases at Monday pre-court meeting.</li> <li>Court staff to be confident in liaising with solicitors, young people and families and CPS</li> </ul>	<p>Court duty staff are prepared to divert children from court/conviction when they are undertaking court duty on Wednesday.</p> <ul style="list-style-type: none"> <li>Fewer convicted cases.</li> <li>Court duty staff can proactively explain/propose OoCD potential on days other than Wednesday thus reducing</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in the number of convicted children in Lewisham.</li> <li>Enhanced skill-set within team to practice as YJS case managers.</li> <li>Confidence in knowledge of legislation and guidance when liaising with partner agencies – CPS, Police, Solicitors, Court.</li> </ul>	<p>Court Services Coordinator –</p> <p>Operational Manager</p> <p>Team Leader:</p> <p>Advanced Practitioner :</p> <p>Court Duty practitioners:</p>

	<p><b>Meetings with external agencies via the use of “Coffee mornings”</b></p>	<p>regarding diversion options.</p> <ul style="list-style-type: none"> <li>• Court staff to be clear about the <i>difference</i> between the OoCD options and to be confident in advising external parties of the range of interventions which can be delivered to children and young people within each of the options.</li> </ul> <p>Workstream members to deliver “coffee morning” presentations outlining the work of Lewisham YJS and the TIARRA model. This will include explaining Turnaround and Out of Court Disposals. Focus will be on addressing</p>	<p>delays for the child and family, and the court .</p> <ul style="list-style-type: none"> <li>• Court duty staff can confidently identify and deliver appropriate interventions which will be effective in reducing the criminalisation of children.</li> </ul> <p>Partner agencies to have a more in-depth understanding of the Lewisham YJS TIARRA model and the options available for early intervention. These include use of the Turnaround intervention and Community Resolutions which will offer structured activities for the child.</p>	<ul style="list-style-type: none"> <li>• Reduction in First Time Entrants due to increased use of OoCD options, particularly Triage.</li> <li>• Increase in the number of BMH children being offered Out of Court Disposals.</li> <li>• Embedding of TIARRA model across different agencies, understanding the impact of Trauma, Disproportionality and highlighting the Restorative Approach.</li> </ul>	<p>Team Leader. Advanced Practitioner Court Services Coordinator – Case workers:</p>
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	<p><b>Diversion from Custody – links to KPI reduction in custody both Remand and Sentenced.</b></p>	<p>disproportionality. Journey of the Black &amp; Mixed Heritage child to be highlighted.</p> <p>Coffee mornings to be either virtual or in person.</p> <p>External agencies include: Police, Schools, Solicitors, Youth Workers, Social Workers, other relevant agencies.</p> <ul style="list-style-type: none"> <li>• Use of BSSP form in</li> <li>• Court to evidence bail packages being proposed in Court</li> <li>• Evidence of robust bail packages being proposed.</li> </ul>	<p>Solicitors/defence will be more confident in advising Lewisham children at the police station. This will reduce the number of children going to court due to the use of “No Comment” interviews.</p> <ul style="list-style-type: none"> <li>• Decrease in number of</li> <li>• young people on RYDA.</li> <li>• Increase in number of young people on bail or RiLAA who are at high risk of custody.</li> <li>• Evidence of stringent packages that can manage risk.</li> </ul> <p>Use of this document will ensure that the needs of BMH and other children are</p>	<ul style="list-style-type: none"> <li>• Positive relationships with Court to help ensure the confidence of the Court in LYJS bail assessments and proposals.</li> </ul> <p>TIARRA model and journey of the Black and Mixed Heritage Child “pinchpoints” is kept at the forefront of practitioners’ minds.</p> <p>LYJS practitioners continue to monitor and record disproportionality</p>	
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		<p>Implementation of the Bail and Remand disproportionality checklist. Devised by workstream members to address Disproportionality and support court duty officers in relation to overnights.</p>	<p>monitored and addressed when doing overnight cell checks.</p> <ul style="list-style-type: none"> <li>• Increase in PSR concordance rate for BMH young people and reduction in use of custody.</li> <li>• Enhanced confidence in recognising and advocating for the needs of BMH young people and their families.</li> <li>• Increased use of RJ approaches both at report stage and post-sentence.</li> </ul>	<p>and the steps taken to address this.</p> <p>BMH children have supported Bail Package interventions. Reduction in the use of RYDA for BMH children.</p> <p>Reduction in use of custody for sentencing thus contributing to the KPI.</p>	<p>Operational Manager –All PSR Writers in</p>
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		<p>All prevention workstream YJS practitioners to write PSRs incorporating the TIARRA model (Trauma Informed, Anti Racist, Restorative Approach). These will be done in accordance with the time frame for PSRs, and with support/guidance including the PSR panel and QA process.</p> <p>YJS practitioners to also take responsibility for learning and development in this area of work and ensure the voice of the child is heard in the PSR.</p>			
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### Intervention

Inputs/Responsible Persons	Objectives/Activities	Outputs	Outcomes/Impact	Frequency
The resources that will be used	What will be done with the Inputs? Must link to Outcomes	How will this be achieved?	Changes / long-term benefits seen as a result of the Activities	Measurable and <b>SMART</b> (specific, measurable, achievable, realistic, time-bound)
<ul style="list-style-type: none"> <li>• <b>Referral Order panel network:</b></li> <li>• 1 x Operational Manager</li> <li>• 1x Advanced Practitioner</li> <li>• 1 RJ and victims worker</li> <li>1x business advisor</li> </ul>	To review and improve RO panel effectiveness	<ul style="list-style-type: none"> <li>• Improve the style and content of the RO report</li> <li>• Improve the QA of referral order reports</li> <li>• Clarify guidance and lines of accountability</li> <li>• Support wellbeing of panel members</li> <li>• Increase panel member</li> </ul>	<ul style="list-style-type: none"> <li>• Commission another round of SLCN training</li> <li>• Messages to the team about child friendly reports</li> <li>• Review referral Order guidelines</li> <li>• Identify reflective spaces/clinical support</li> <li>• Panel members to chair support meetings</li> </ul>	

		participation in the development of RO panels		
<ul style="list-style-type: none"> <li>• <b>Interventions development team</b></li> <li>1x manager</li> <li>2x YOS officer</li> <li>2x AYP</li> </ul>	To develop a range of interventions for individual delivery and group work	<ul style="list-style-type: none"> <li>• Further develop knife awareness program</li> <li>• TI programme (violence)</li> <li>• Money programme</li> <li>• Identity programme</li> </ul>	<ul style="list-style-type: none"> <li>• To update the programme with two more sessions</li> <li>• To relaunch the TI programme (violence)</li> <li>• To schedule this summer's delivery</li> <li>• In development</li> </ul>	
<ul style="list-style-type: none"> <li>• <b>Education and Employment</b></li> <li>• 1x ops manager</li> <li>• 1x team leader</li> <li>• 1x education Officer</li> <li>• 1x Business support</li> </ul>	To improve outcomes for those not in ETE	<ul style="list-style-type: none"> <li>• Maintain enhanced ETE panel</li> <li>• Redevelop links and development work with SEND</li> </ul>		
<ul style="list-style-type: none"> <li>• <b>Resettlement</b></li> <li>• 1x ops manager</li> <li>• 1x advanced YOS officer</li> <li>• 1x YOS officer</li> </ul>	To develop a trauma informed approach to resettlement	<ul style="list-style-type: none"> <li>• Support pan london resettlement development</li> <li>• Contribute to Cookham Wood special focus grou</li> </ul>	Immersive schools program in custody Attendance at pan London forum	

		<ul style="list-style-type: none"> <li>• Deliver case formulations in custody</li> <li>•</li> </ul>		
<b>Data</b> <ul style="list-style-type: none"> <li>• 1x ops manager</li> <li>• 1x data Analyst</li> </ul>	Using data to improve the effectiveness of the YJS	<ul style="list-style-type: none"> <li>• Relaunch the data managers meeting</li> <li>• Identify new top ten and monitor</li> <li>• Continue to undertake monthly case audits</li> </ul>		
<b>Contextual safeguarding</b> 1x manager 2x Team leader 1x AYP	To pull together and deliver on the YJS contextual safeguarding vision	<ul style="list-style-type: none"> <li>• Support MACE/Pre MACE and Strategic MACE</li> <li>• To review and report on the immersive schools program</li> <li>• To continue to support the contextual safeguarding champions initiative</li> <li>• Community networking in Lewisham town centre</li> </ul>		



**THUB**

Inputs/Responsible Persons	Objectives/Activities	Outputs	Outcomes/Impact	Frequency
The resources that will be used	What will be done with the Inputs? Must link to Outcomes	How will this be achieved?	Changes / long-term benefits seen as a result of the Activities	Measurable and <b>SMART</b> (specific, measurable, achievable, realistic, time-bound)
<ul style="list-style-type: none"> <li>• <b>T-Hub Working Group:</b></li> <li>• 1 x Operational Manager</li> <li>• 1 x Team Leader</li> <li>• 2x Advanced Practitioner</li> <li>• 1 LYFT Therapist</li> <li>• 1X ARTS Practitioner</li> </ul>	Improving self-care and well-being for staff. (Using staff surveys)	<ul style="list-style-type: none"> <li>- Collective T-Hub supervision</li> <li>- T-Hub Away days</li> <li>- Self-Care days/activities.</li> </ul>	<ul style="list-style-type: none"> <li>• Improved staff retention</li> <li>• Engagement and Attendance by staff for scheduled activities.</li> <li>• Less staff burnout</li> </ul>	<ul style="list-style-type: none"> <li>• Quarterly</li> <li>• 2 per year</li> <li>• Weekly</li> </ul>

<ul style="list-style-type: none"> <li>• <b>T-Hub Working Group:</b></li> </ul>	<p>Create space to think and reflect together</p>	<ul style="list-style-type: none"> <li>• Shared reflective spaces</li> <li>• Working lunches (lunch-time briefings)</li> </ul>	<ul style="list-style-type: none"> <li>• Shared sense of knowledge</li> <li>• Provides containment/ resources for staff.</li> <li>• Peer resource</li> <li>• Effective problem solving</li> <li>• Promotes professional curiosity.</li> </ul>	<ul style="list-style-type: none"> <li>• Monthly</li> <li>• Quarterly</li> </ul>
<ul style="list-style-type: none"> <li>• <b>T-Hub Working Group:</b></li> <li>• <b>T-Hub Ops Manager and ARTs Senior clinician</b></li> </ul>	<p>Develop staff knowledge and expertise</p>	<ul style="list-style-type: none"> <li>• Audit of PPD plans/Appraisals (needs analysis for training gaps)</li> <li>• In-house (In-stream) Training</li> <li>• Virtual notice board</li> <li>• T-HUB Stream Meetings</li> <li>• Sharing of good practice, via case studies etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Improved knowledge</li> <li>• Increased confidence</li> <li>• Better assessment, planning and intervention</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> <li>• As required</li> <li>• Bi-monthly.</li> </ul>

**Appendix 2 : Staff Structure.**



YOS Structure Flow  
Chart 2023 v.1.pdf

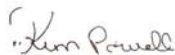
# Agenda Item 5

<b>Report for: Mayor and Cabinet</b>	
<b>Part 1</b>	<input checked="" type="checkbox"/>
<b>Part 2</b>	<input type="checkbox"/>
<b>Key Decision</b>	<input checked="" type="checkbox"/>
<b>Non-Key Decision</b>	<input type="checkbox"/>

<b>Date of Meeting</b>	Wednesday 1 <sup>st</sup> November 2023	
<b>Title of Report</b>	Levelling Up Fund Programme	
<b>Author</b>	LUF Lead Programme Manager	<b>Ext. 89382</b>

At the time of submission for the Agenda, I confirm that the report has:

Category	Yes	No
<b>Financial Comments</b>	<b>X</b>	
<b>Legal Comments</b>	<b>X</b>	
<b>Cabinet Briefing consideration</b>	<b>X</b>	
<b>EMT consideration</b>	<b>X</b>	



Signed:

Cabinet Member for Businesses, Jobs and Skills

Date: 19<sup>th</sup> October 2023

Signed: 

Executive Director for Place

Date: 23<sup>rd</sup> October 2023



## Mayor and Cabinet

### **Levelling Up Fund Programme**

**Date:** 1 November 2023

**Key decision:** Yes

**Class:** Part 1

**Ward(s) affected:** Lewisham Central

**Contributors:** LUF Lead Programme Manager

## Outline and recommendations

In January 2023, Lewisham Council successfully secured £19m from the Government's Levelling Up Fund (LUF) to deliver interventions in Lewisham Town Centre that will revitalise the marketplace, create a flagship Culture and Business Hub, and connect the town with better, safer walking and cycling infrastructure. The delivery of this programme will transform economic and community activity, provide opportunities for local businesses, increase cultural activity, and stimulate the night-time economy. It will increase footfall and consumer spend, unlock private investment, create jobs, and give residents a place to be proud of. This report provides an update on the programme, sets out planned delivery milestones and seeks approval to procure necessary works and services.

The recommendations are for Mayor and Cabinet to:

- 1** Note the progress made to date in establishing the LUF programme and ongoing delivery
- 2** Authorise officers to run a procurement of the required works and services for Project 1, Lewisham Market Revitalisation, by March 2026 totalling £3,965,000 including:
  - Canopy construction
  - Professional services
  - Market equipment (including additional stalls)
- 3** Authorise officers to run a procurement of the required works and services for Project 3, Public Realm Improvements by March 2026 totalling £11,630,000, including:
  - Specialist design services in respect of Hostile Vehicle Mitigation
  - Street furniture
  - Clock tower restoration
- 4** Approve the variation of the measured term contract dated 1<sup>st</sup> April 2023 between the Council and FM Conway to include of public realm improvement works.
- 5** Approve the variation of the PFI contract dated August 2011 between the Council and Milestone to include the provision of lighting and power.
- 6** Delegate authority to the Executive Director of Place to select an appropriate route for the delivery of street furniture and depending on that selection either: (i) authorise officers to run a procurement for a contract for delivery of street furniture or (ii) approve the variation of the measured term contract include the delivery of street furniture.
- 7** To note that Mutual Ventures are appointed by single tender action to provide programme management consultancy support to the programme with an indicative allocation of £45,000. Mutual Ventures wrote the LUF bid and provided initial mobilisation support of the programme. It would benefit the programme by continuing their involvement to provide support and challenge in ensuring the programme is being delivered effectively. Mutual Ventures are working with a number of other councils in delivering their LUF programmes so there is benefit from sharing challenges and approaches.

- 8 To note the procurement of external consultants to deliver a programme evaluation – expert support with summative evaluation up to the to be delivered by 2027 with an indicative allocation of £50,000.
- 9 In respect of each new procurement described above, delegate authority to the Executive Director of Place to select the preferred providers in accordance with the selection criteria published in each of the tender documentations and agree and enter into the final form of contract to the preferred bidder in each case provided that the total value of the contracts to be entered into is no more than £15,690,000 in totality.

## Timeline of engagement and decision-making

Mayor and Cabinet – 15 June 2022

Mayor and Cabinet – 26 July 2023 (Project 2 – Culture and Business Hub)

Sustainable Development Select Committee – 12 September 2023

### 1. Summary

1.1 This report outlines progress made to date in the delivery of Lewisham’s Levelling Up Fund (LUF) Programme. This report seeks approval from Mayor and Cabinet to authorise the procurement exercise necessary for securing goods and services to deliver the revitalisation programme in Lewisham Town Centre. Delegation of authority to the Executive Director of Place to select preferred providers in accordance with the tender selection criteria will enable the Levelling Up Fund Programme to continue moving at pace.

### 2. Recommendations

2.1 The recommendations are for Mayor and Cabinet to:

2.2 Note the progress made to date in establishing the LUF programme and ongoing delivery.

2.3 Authorise officers to run a procurement of the required works and services for Project 1 by March 2026 totalling £3,965,000, including:

- Canopy construction
- Professional services
- Market equipment (including additional stalls)

2.4 Authorise officers to run a procurement of the required works and services for Project 3 by March 2026 totalling £11,630,000, including:

- Specialist design services in respect of Hostile Vehicle Mitigation
- Street furniture

- 2.5 Approve the variation of the measured term contract dated 1<sup>st</sup> April 2023 between the Council and FM Conway to include of public realm improvement works.
- 2.6 Approve the variation of the PFI contract dated August 2011 between the Council and Milestone to include the provision of lighting and power.
- 2.7 Delegate authority to the Executive Director of Place to select an appropriate route for the delivery of street furniture and depending on that selection either: (i) authorise officers to run a procurement for a contract for delivery of street furniture or (ii) approve the variation of the measured term contract to include the delivery of street furniture.
- 2.8 To note that Mutual Ventures are appointed by single tender action to provide programme management consultancy support to the programme with an indicative allocation of £45,000. Mutual Ventures wrote the LUF bid and provided initial mobilisation support of the programme. It would benefit the programme by continuing their involvement to provide support and challenge in ensuring the programme is being delivered effectively. Mutual Ventures are working with a number of other councils in delivering their LUF programmes so there is benefit from sharing challenges and approaches.
- 2.9 To note the procurement of external consultants to deliver a programme evaluation – expert support with summative evaluation up to the to be delivered by 2027 with an indicative allocation of £50,000.
- 2.10 In respect of each new procurement described above, delegate authority to the Executive Director of Place to select the preferred providers in accordance with the selection criteria published in each of the tender documentations and agree to enter into the final form of contract to the preferred bidder in each case provided that the total value of the contracts to be entered into is no more than £15,690,000 in totality.
- 2.11 For the procurement described above, delegate authority to the Executive Director of Place to select the preferred providers in accordance with the selection criteria published in each of the tender documentations and agree to enter into the final form of contract to the preferred bidder in each case provided that the total value of the contracts to be entered into is no more than £15,690,000 in totality.

### 3 Policy Context

- 3.1 The 2022-2026 Corporate Strategy priority “A strong local economy” includes the following commitments:
- Invest in our high streets and create more pedestrianised spaces
  - Provide support for our independent businesses and protect and improve our local street markets
  - Actively work to attract jobs and businesses to Lewisham and create more spaces for pop up stores and markets
  - Continue to work with businesses across the borough, encouraging them to become London Living Wage employers
- 3.2 The Lewisham Town Centre Local Plan was adopted by the Council in 2014. It sets out nine objectives including ambitions for Lewisham to become a metropolitan town centre, increase commercial floorspace in the town centre, enhance features such as the street market, support walking and cycling, improve safety and increase leisure provision.
- 3.3 In March 2021 the Government set out its ambition to “Build Back Better” through the pillars of infrastructure, skills, innovation, “Levelling Up” across the UK, transition to



net-zero and a vision for a Global Britain. The Government considers Levelling Up to mean addressing inequalities between geographic areas, giving everyone the opportunity to flourish and raising living standards and wellbeing.

3.4 The 'We Are Lewisham' cultural strategy 2023 – 2028 is our plan for securing the legacy of our 2022 London Borough of Culture and builds on Lewisham's strong cultural foundations for creating the conditions which allow creativity to thrive. The key priorities of the cultural strategy include:

- Creative communities – everyone will have access to the positive benefits of engaging with cultural and creative activities
- Creative places – cultural and creative places will meet the changing needs of Lewisham's communities and creatives
- Creative enterprise – the conditions will be right for the cultural and creative industries to thrive and be more accessible to a broader range of communities in Lewisham
- Creative connections – creative ways of connecting public sector organisations and communities tested during our year as London Borough of Culture will become part of the way we work together.

## 4 Background

4.1 In January 2023, the Department for Levelling Up, Housing and Communities (DLUHC) announced that Lewisham Council had successfully secured £19m to revitalise Lewisham Town Centre. The funding has been combined with £5m of match funding from the council.

4.2 The Levelling Up Fund (LUF) funding will be used to revitalise Lewisham street market, create a new Cultural and Business Hub in Lewisham Library, and improve both pedestrian and cycle connectivity throughout the high street.

### Lewisham street market

4.3 The street market plays a vital role to the Lewisham's local economy, providing jobs and supporting a loyal customer base, with the market being particularly well-used by residents local to the town centre, lower income residents and older people. Despite the market's current success, it is in need of investment and modernisation. A number of issues threaten its long-term future such as an out-dated appearance, ease of food waste collection around the market and a lack of night time economy. While significant improvements to food waste collection have been implemented by the Council, this revitalisation will ensure that progress on waste and recycling can be permanently embedded into the management of the market.

4.4 The fund will support the rejuvenation of the market with improved stalls, better waste management infrastructure, improvements to the pavement and railings, new lighting and electricity, and installation of a canopy along the high street.

4.5 The investment in infrastructure will be paired with initiatives that complement the market's offer and expand the diversity of groups who use the market, without losing or alienating existing customers, including an evening market, "pop up" trading opportunities and space to support food and drink, cultural and seasonal events.

4.6 These changes will attract more visitors to the market and town centre, extend hours of economic activity in the town centre into the evening and night-time, enhance local pride, improve the environmental impact of the market and deliver a better quality experience for residents, visitors and businesses.

## Cultural and Business Hub

- 4.7 The current Lewisham Library located at the end of the high street is an important community asset. However, it is in poor condition, has limited accessibility and the space is underutilised. At the same time, there is a lack of flexible and accessible business spaces in the area, with demand significantly outstripping the capacity. There is also significant opportunity to enhance the cultural offer in the town centre to attract and retain visitors.
- 4.8 One of the key challenges for the library is adapting to changing needs and expectations of service users. There is a potential for the library to become the magnet that offers culture, business support, local history and a food/drink offer.
- 4.9 The project focuses on the renovation of the building to create a centrally-located multi-purpose culture and business hub, which can include:
- More accessible space for library services
  - Publicly available workspace
  - Flexible community and cultural space which could be used to host events, performances and exhibitions
  - A food and drink offer such as café, bar, restaurant and/or event catering.
- 4.10 The new hub will be used to support a variety of services including business advice and support services (e.g. support to start a business, capacity building for businesses to secure contracts in the Council's supply chain, business growth programmes etc.), a rich cultural programme; activities for children and young people, and employment support and training.

## Reimagined and connected High Street

- 4.11 There are a wide range of issues facing Lewisham High Street. These include the high volume of buses and vehicles that has a significant impact on the safety and attractiveness of the environment; difficult navigation between the key points (train station, market, shopping centre, high street); limited greenery; and limited cycling infrastructure. The poor accessibility of the high street remains a significant barrier, particularly for our residents with physical or sensory impairments. The public realm around the high street is not considered pedestrian friendly, which means people feel less confident navigating the area on foot and are less inclined to spend time or shop with business located in the town centre.
- 4.12 The key objective of this project is to create an enhanced public realm that supports positive experiences when visiting the town centre and increases the safety of residents, visitors and businesses. The planned interventions are:
- Improvement of access routes to and from High Street (wayfinding and signage, redesign of junctions and pedestrian crossings, pavement improvements)
  - Development of mobility hubs to encourage people to use cycling, walking and electric cars
  - Improvements to cycling infrastructure and new cycling lanes (subject to TfL approval)
  - Public realm enhancements and greenery, which will improve the attractiveness and accessibility of the high street as well as increase biodiversity. Enhanced greening will include planting of trees, as well as surface level planting and installation of green pocket spaces
  - Safety features such as improved lighting and CCTV.

## 5. Project progress update

### **Project 1: Revitalisation of Lewisham Market and reimagined and connected high street**

- 5.1 A significant amount of survey work has been carried out to ascertain the condition of the paving, and the underground conditions to confirm how much paving requires replacing and the implications for the design of the market plain, based on foundations and services/utilities that sit below surface level. In addition, costs from the original bid have been under review by a quantity surveyor given that the bid was submitted over a year ago, and rising inflation has caused significant increases to construction and material costs.
- 5.2 Availability of some materials from the time they are ordered may also impact the programme duration.
- 5.3 The design and construction delivery programme has been refined to provide greater clarity to the programme duration. We are expecting RIBA stage 3 design development for the high street to be completed in mid-September 2023. RIBA stage 4 (the point at which construction drawings are issued) is expected to be completed by December 2023/January 2024. More accurate programming and phasing work can start at the end of RIBA 3 and adjusted where necessary on issue of RIBA 4. Construction of the market area, subject to successful planning application, is projected to commence mid-2025 and will complete in March 2026. This aligns with the current predicted completion of the Culture and Business Hub. This delivery timeline is dependent on a successful tender process for the design and construction of the canopy.
- 5.4 'Studio Weave' have been appointed as the architecture team for the market canopy structure design. The architects and Council programme team are working closely to commence work. Initial pre-application planning meetings have taken place to outline the rationale for the canopy in the market area. Subsequent pre-application planning meetings are scheduled to take place over the coming months with a planning application expected for submission in November, subject to a positive planning pre-application process.
- 5.5 The development of the market service yard (Burton's yard) is progressing to RIBA Stage 4 (the point at which construction drawings are issued) following meetings with the market operations teams.

### **Project 2: New Culture and Business hub**

- 5.6 Detailed structural feasibility surveys have been carried out since the bid was submitted, that have provided new insights into the current state of the building and what works will be required. A quantity surveyor cost review similar to Project 1 has taken place to test the costs in our original LUF bid against current inflationary challenges. A further intrusive survey has been commissioned via the structural engineering consultants, Webb Yates, to help understand the structural capacity of the building.
- 5.7 'Architecture 00' have been appointed as the Lead Consultant via the GLA's Architecture and Urbanism Framework. An inception meeting was held on 15th August 2023 to introduce all members of the multi-disciplinary design team and agree immediate priorities, including the production of a plan for our public-facing engagement and co-design activities. RIBA Stage 1 report has now been completed, outlining the Project Brief, and work has commenced on RIBA stage 2.
- 5.8 Lewisham Library closed on 16th September 2023. Plans for reprovision include signposting to neighbouring libraries, a click and collect service operating from the Glass Mill Leisure Centre and pop up events in the town centre. The archives and local history service will be temporarily relocated to the first floor of Catford Library and the home library service will carry on as usual. Key messaging around the closure of the library and interim plans has

and will continue to feature heavily in the communications plan – making use of council social media channels, the council website, as well as outdoor communications and engagement in the town centre.

## 6. Programme

### Project 1: Revitalisation of Lewisham Market and reimagined and connected high street

Milestone	Date
Clock tower conditions survey	Sept – Oct 2023
Tender exercise for clock tower works	Nov – Dec 2023
Clock tower works	Early 2024
High Street RIBA stage 4	Jan 2024
High Street construction	March 2024 – March 2026
Street lighting columns (installation)	Jan – March 2024
Project completion	March 2026

### Project 2: New Culture and Business Hub

Milestone	Date
Options development + concept design	02/10/23 to 27/10/23
RIBA Workstage 2 cost plan and sign off	30/10/23 to 17/11/23
Planning pre-application discussions	06/11/23 to 15/12/23
Equalities Impact Assessment sign-off	11/12/23 to 15/12/23
Developed design	20/11/23 to 26/01/24
RIBA Workstage 3 cost plan and sign off	15/01/24 to 09/02/24
Submit planning application	29/01/24 to 09/02/24
Technical design	19/02/24 to 29/03/24
RIBA Workstage 4 cost check	01/04/24 to 12/04/24

### Is this report easy to understand?

Please give us feedback so we can improve.

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Main Contractor tender process	15/04/24 to 16/08/24
Construction on-site	30/09/24 to 29/08/25
Construction contingency	01/09/25 to 26/12/25
Inspections and snagging	29/12/25 to 09/01/26
Practical completion	19/01/26 to 23/01/26
Operator move-in	26/01/26 to 20/02/26
Culture and Business Hub opens	March 2026

## 7. Communications and Engagement

7.1 The project and programme leads have been working closely with the communications team to sequence key messages internally and externally. A phased communications plan has been developed to link key messages with major milestones within the programme. The key phases of the plan are:

- Phase 1: Launch and awareness raising: June – December 2023
- Phase 2: Design engagement (RIBA stage 4 detailed design): January – June 2024
- Phase 3: Delivery (RIBA stage 5 construction): July 2024 – December 2025
- Phase 4: (RIBA stage 6 handover): March 2026

7.2 The team are also working on a localised branding and identity for the programme, using insight that we have been able to gather through engagement sessions delivered through the Lewisham Town Centre Partnership.

7.3 A Communications and Engagement Officer dedicated to the Levelling Up Fund Programme has been recruited to implement the communications plan and engagement strategy across the programme, including close partnership working with key groups, local stakeholders and to ensure consistent messaging across both projects.

7.4 A dedicated Levelling Up [webpage](#) has been created which will house the latest information and a list of FAQs, which will be signposted to through all communications. The programme has also been featured in the autumn edition of Lewisham Life, and will be followed up with posters and postcards that will be distributed to around 15,000 households who live within proximity to the library.

7.5 An overarching communications strategy is being developed to ensure a holistic approach to engagement which will help to build a narrative for the Levelling Up Fund Programme and will be complimented by targeted engagement opportunities that are linked to key milestones, throughout the programme, delivered within each of the projects.

## 8. Procurement

8.1 There are a number of procurements that require approval through this report. As a result of continuous inflationary increases, we will be required to go out and test the market in order to ascertain the true costs of the works and services that will be required.

- 8.2 Given the scale of the LUF programme, there are a number of procurement exercises that need to be delivered, with each of the projects running out of alignment, some will progress sooner rather than others. However, we will ensure to run each procurement at the earliest opportunity.
- 8.3 A subsequent Mayor and Cabinet report will be presented in early 2024 to seek approval for the remaining procurement exercises.
- 8.4 The report asks that Mayor and Cabinet:
- 8.5 Authorise officers to run a procurement of the required works and services for Project 1 by March 2026 totalling £3,965,000, including:
- Canopy construction - procured through an open procurement: invitation to tender by public advertisement. The canopies require a highly specialised provider able to deliver the specification. Competitive tendering process will ensure value for money.
  - Professional services - procured through the Technical Consultants Framework agreement. This route allows for quick contract mobilisation and reduced transaction costs. Rates will be agreed as per the appropriate frameworks agreement and contract fees will be agreed in advance for specific areas of work under the submission of a fee proposal to be agreed by the project manager.
  - Market equipment (including additional stalls) - procured through an open procurement: invitation to tender by public advertisement, on a fixed price supply only basis.
- 8.6 Authorise officers to run a procurement of the required works and services for Project 3 by March 2026 totalling £11,630,000, including:
- Specialist design services in respect of Hostile Vehicle Mitigation - procurement to be delivered through specialist design services and installed by existing highways measured term contractor
  - Street furniture
  - Clock tower restoration
- 8.7 Approve the variation of the measured term contract dated 1<sup>st</sup> April 2023 between the Council and FM Conway to include of public realm improvement works.
- 8.8 Due to the contract's high value and long duration (10 years), this route allows us to obtain significant economies of scale. This route allows for quick mobilisation, coordination and value of money.
- 8.9 Approve the variation of the PFI contract dated August 2011 between the Council and Milestone to include the provision of lighting and power.
- 8.10 Delegate authority to the Executive Director of Place to select an appropriate route for the delivery of street furniture and depending on that selection either: (i) authorise officers to run a procurement for a contract for delivery of street furniture or (ii) approve the variation of the measured term contract include the delivery of street furniture.
- 8.11 To note that Mutual Ventures are appointed by single tender action to provide programme management consultancy support to the programme with an indicative allocation of £45,000. Mutual Ventures wrote the LUF bid and provided initial mobilisation support of the programme. It would benefit the programme by continuing their involvement to provide support and challenge in ensuring the programme is being delivered effectively. Mutual Ventures are working with a number of other councils in delivering their LUF programmes so there is benefit from sharing challenges and approaches.

- 8.12 To note the procurement of external consultants to deliver a programme evaluation – expert support with summative evaluation up to the to be delivered by 2027 with an indicative allocation of £50,000.
- 8.13 Open procurement route with requirement to test market and ITT to promote innovation and identify experienced provider.
- 8.14 In respect of each new procurement described above, delegate authority to the Executive Director of Place to select the preferred providers in accordance with the selection criteria published in each of the tender documentations and agree and enter into the final form of contract to the preferred bidder in each case provided that the total value of the contracts to be entered into is no more than £15,690,000 in totality.

## 9. Risks

- 9.1 A number of key risks have been identified in the inception of the programme and as delivery has commenced. Robust risk registers are being maintained for each of the projects and at programme level and each risk is monitored continually.
- 9.2 Significant delays were caused by central government's late announcement of the funding followed by further delays through contracting and mobilisation. The LUF announcement was anticipated in the Autumn 2022, but was received at the end of January 2023 followed by the Memorandum of Understanding (MoU) agreement and inception meeting taking place in March 2023 which has had an impact on the original delivery plans set out in the bid. Given each project is moving at the quickest pace possible, these projects are slightly out of alignment with each other in the RIBA design and delivery process. This means procurement decisions will need to be made on each project separately to sustain programme momentum. Delegating authority to the Executive Director to secure preferred providers at this stage of the LUF programme will ensure this momentum is sustained for each project.
- 9.3 We are currently liaising with DLUHC to submit a Project Adjustment Request, where we can submit a request to change the delivery timescales of the programme. DLUHC have agreed changes can be made up to 30% to project outcomes and outputs and spend between financial years without recourse to the department.
- 9.4 Since the bid submission, over a year ago, there has been a rise in material and labour costs. More detailed surveys have also been carried out that would not have been done at bid stage, that have identified the need for additional works that would not have been originally budgeted for.
- 9.5 The project teams are working with quantity surveyors to review the original bid costs in details, in line with reviewing the delivery plan for each of the projects. Concurrently, the project teams are looking at additional match funding opportunities. If no further funding is successfully secured, the team will have to explore value engineering, and potentially even risk having to de scope some of the original plans. What will have to be ensured, is that any changes requested will need to achieve the outputs and outcomes as committed to DLUHC through the terms of the fund.

## 10. Financial implications

- 10.1 The Levelling Up Fund Grant has conditions attached to it to for the nature of spend & also the timeframe of the spend. These conditions will be monitored by DLUHC throughout the length of the projects, and if the conditions are not met then some of the grant may have to be returned. Any grant returned will mean a greater call on match funding from the council. The current grant amount is £19m, with £5m of match funding required (made up of £4m of CIL/S106 and £1m of Council funds), therefore making a total programme envelope of £24m.
- 10.2 The council has committed c£4m of s106 & CIL funding as part of the £5m match funding requirement. This funding could be used on other projects in the wider capital programme, so this can be seen as an opportunity cost.

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- 10.3 There is currently £1m of funding required that is assumed to be funded through a combination of the disposal of the Library Resource Centre and council funds, however if the proceeds of the disposal do not match the £1m funding requirement then there will be an assumed need to borrow externally. This borrowing would attract interest and the need to set aside Minimum Revenue Provision (MRP) and therefore would be cost to revenue. The council will continue to look for alternative sources of financing, such as additional grant from DLUHC, in order to reduce the potential risk of needing to borrow externally.
- 10.4 As detailed in the above section on the risks to the programme, there has been rises in costs to the programme that will have to be managed through value engineering & de scoping. Robust monitoring of the programme will be carried out to ensure the cost remains within the agreed funding envelope. Any costs outside this envelope will have to be taken to M&C for consideration.

## **11. Legal implications**

- 11.1 The Council has power under section 1(1) of the Localism Act 2011 to do anything that individuals generally may do, subject to public law principles. There is no express prohibition, restriction or limitation contained in statute against the use of the Council's powers in the manner proposed in this report. The Council therefore has sufficient power to enter into the transactions proposed in this report.
- 11.2 Several new procurement exercises are recommended in this report. Any procurement must be conducted in accordance with the Council's constitution, including its contract procedure rules, and where applicable the Public Contracts Regulations 2015 or any replacement legislation that may be introduced. Further specific advice in relation to each specific contract proposed should be obtained from the Council's Procurement and Legal teams to ensure compliance.
- 11.3 This report also seeks approval for variation of contracts to include additional works and/or services required to be delivered through the LUF programme. The Council's constitution and the Public Contracts Regulations 2015 permit variations of contracts in certain specified circumstances, including where the modifications are not substantial. It is considered that the variations proposed in this report are not substantial, however further advice should be obtained from the Council's Legal Team at the point of variation to ensure compliance.
- 11.4 This report seeks approval to make a direct award of contract for management consultancy services for an indicative value of £45,000. The Council's constitution requires that for contracts of this value officers should seek four written quotations. However these rules may be waived in exceptional circumstances. This report explains why the exemption is required in this case.
- 11.5 Officers must continue to comply with any conditions of grant funding. Failure to do so may result in withholding or repayment of grant monies and/or termination of the agreement. Any variation to the grant agreement must be approved in accordance with the Council's scheme of delegation and recorded in writing.

## **12. Equalities implications**

- 12.1 Lewisham's Levelling Up Programme aims to have an overall positive equalities impact. Economic growth will enable the creation of more jobs within the town centre which could help address some of the existing inequalities in the local labour market. Changes to the street market could allow opportunities for new traders which can be targeted at groups who are currently under-represented in the profile of existing traders (e.g. Black residents, women, young people). The cultural and business hub will increase access to cultural activities and business opportunities for local residents, and again could be targeted to promote or attract people with a variety of protected equalities characteristics.



- 12.2 A high level Equalities Analysis Assessment was carried out at bid level, but an in depth assessment will be carried out at project level for the high street/public realm and the Culture and Business Hub ensuring cohesion and consistency across both.
- 12.3 Throughout the delivery of the programme, appropriate milestones will be identified where we can engage directly with key groups throughout the design and testing phases.
- 12.4 We will work with the Lewisham Town Centre Partnership, and draw on existing relationships. As well as engaging with stakeholders previously involved with the Lewisham Disabled People's Commission.
- 12.5 Lewisham Disabled People's Commission Report, published in March 2023, sets out a number of recommendations that will be taken into consideration when delivering this programme. The report highlights a number of statistics and insights from engagement they have delivered for those who use, or don't use our town centres and high streets, and will inform some of the thinking particularly as we move into the design phases.
- 12.6 A brief is in development to engage with Jamie Hale, the former chair of the Lewisham Disabled People's Commission and we are mapping other key stakeholders to ensure that we have a range of input and perspectives during the design and delivery of the programme.
- 12.7 We will also ensure all communications and consultation documents are available in a range of formats, including easy-read.

### 13. Climate change and environmental implications

- 13.1 The projects being delivered through the Levelling Up Fund will have a positive biodiversity impact through the enhancements and greenery delivered through the high street. Enhanced greening will include planting of trees, as well as surface level planting and installation of green pocket spaces.
- 13.2 The programme will also have a positive environmental effect through, for example, improving the recycling rates of the street market and reducing food and other waste, and reducing the impact of the library building by improving insulation and updating machinery and plant.

### 14. Crime and disorder implications

- 14.1 Improvements to the public realm on the High Street will aim to reduce crime and improve actual and perceived safety. The programme will also improve economic prosperity for local residents, having a positive impact on reducing crime and disorder.

### 15. Health and wellbeing implications

- 15.1 Improved economic prosperity for local residents is expected to have a positive impact on health and wellbeing.

### 16. Background papers

- 16.1 [Lewisham Town Centre Local Plan Adoption](#) – 26 February 2014
- 16.2 [Lewisham High Street Headcount and Survey](#) – November 2021
- 16.3 [Mayor and Cabinet: Levelling Up Fund bid](#) – June 2022

### 17. Glossary

Term	Definition
Levelling Up	This is a term used by the Government to describe policies which aim to improve standards of living and to increase economic potential in different areas of the country

Term	Definition
Levelling Up Fund (LUF)	A fund launched by the Government which is seeking bids to improve transport, town centres and culture in the UK
Public Realm	The space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces (definition from the London Plan).
DLUHC	Department for Levelling Up, Housing and Communities
RIBA	The RIBA Plan of Work organises the process of briefing, designing, constructing and operating building projects into eight stages and explains the stage outcomes, core tasks and information exchanges required at each stage.

#### 18. Report author(s) and contact

- 18.1 Laura Ahern, LUF Lead Programme Manager
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- 18.3 Legal implications provided by Melanie Dawson, Principal Lawyer (Place)
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- 18.5 Financial implications provided by Katharine Nidd, Interim Director of Finance
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- 18.7 Appendices
- 18.8 None

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<b>Report for: Mayor and Cabinet</b>	
<b>Part 1</b>	<input checked="" type="checkbox"/>
<b>Part 2</b>	<input type="checkbox"/>
<b>Key Decision</b>	<input type="checkbox"/>

<b>Date of Meeting</b>	01 November 2023	
<b>Title of Report</b>	Lewisham and Lee Green LTN Monitoring Update	
<b>Author</b>	Martha Lauchlan	<b>Ext.</b>

At the time of submission for the Agenda, I confirm that the report has:

Category	Yes	No
<b>Financial Comments</b>	x	
<b>Legal Comments</b>	x	
<b>Cabinet Briefing consideration</b>	x	
<b>EMT consideration</b>	x	
<b>Agenda Planning Group consideration</b>	x	



Signed:  
Cabinet Member for Environment and Climate Action  
Date: 20/10/2023



Signed:  
Nazeya Hussain, Executive Director for Place  
Date: 20/10/2023

**Control Record by Committee Services**

Action	Date
Listed on Key Decision Plan	
Date submitted to Legal & Finance	
Date submitted to Cabinet Members for sign off	
Date submitted to Executive Director for sign off	



## Mayor and Cabinet

### Lewisham and Lee Green LTN Monitoring Update

**Date:** 01 November 2023

**Key decision:** No

**Class:** Part 1

**Ward(s) affected:** Lee Green, Lewisham Central, Hither Green

**Contributors:** Martha Lauchlan, Transport Planner

### Outline and recommendations

This report outlines to Mayor and Cabinet the monitoring for the Lewisham and Lee Green Low Traffic Neighbourhood (LTN) as requested and recommended in the 12<sup>th</sup> January 2022 Mayor and Cabinet meeting. The report provides an update on a range of information collected since the previous monitoring report to assess the performance of the LTN.

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

- Note the findings of the data monitoring that took place in February 2023;
- Note the update on the delivery of the complementary measures within the LTN and the surrounding area; and
- Agree further monitoring should take place in February 2024 for continued assessment of the LTN.

## Timeline of engagement and decision-making

27 May 2020: Implementation of temporary measures to support safer walking and cycling in response to the Covid-19 pandemic – report approved under delegated powers

July 2020: Lewisham and Lee Green LTN implemented

November 2020: Lewisham and Lee Green LTN revised

March 2021: Lewisham and Lee Green LTN public consultation on proposals aimed at making journeys to and from schools safer and healthier

28 June-8 August 2021: Lewisham and Lee Green LTN public consultation

12 January 2022: Mayor and Cabinet approval to retain Lewisham and Lee Green LTN

24 May 2022: Delegated decision to make the Permanent Traffic Orders

27 May 2022: Permanent Traffic Orders published to retain Lewisham and Lee Green LTN

21 September 2022: Lewisham and Lee Green LTN Monitoring Update presented to Mayor and Cabinet

## 1. Summary

- 1.1. On 12<sup>th</sup> January 2022 a report was presented to Mayor and Cabinet on the Lewisham and Lee Green Low Traffic Neighbourhood (LTN): Consultation and next steps.
- 1.2. Having considered an open officer report, the Mayor and Cabinet agreed that:
- 1.3. The findings of the review of the LTN, including the data monitoring and feedback from the public consultation be noted;
- 1.4. The Equalities Impact Assessment (EqIA) and specific equalities considerations summarised in Section 8 of the report and the full EqIA be received;
- 1.5. Proposals for a permanent traffic order retaining the revised Lewisham and Lee Green LTN be published, and that the statutory processes be conducted;
- 1.6. The physical modal filters within the LTN are converted to automatic number plate recognition (ANPR) camera enforcement and that Lewisham Blue Badge holders and emergency services are exempt;
- 1.7. Officers work with schools in the LTN area to implement traditional School Streets, where schools are supportive;
- 1.8. Additional complementary measures are implemented within the LTN and surrounding areas, subject to statutory processes and detailed design, including:
  - Planters/trees and green spaces
  - Additional electric vehicle charging points

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- Additional bike hangars and cycle stands
  - Additional and/or improved pedestrian crossing points
  - New seating
- 1.9. Approval be given to monitor the area using a range of indicators including, but not limited to, traffic counts, speed surveys, air quality and bus journey times;
  - 1.10. Officers using their existing delegated powers to implement the above recommendations and deliver the package of complementary measures.
  - 1.11. Over the course of the LTN scheme, data collection has taken place at various stages to monitor the effectiveness of the scheme. This includes some limited pre-scheme monitoring in 2019 and June 2020, original LTN monitoring in October 2020, revised LTN monitoring in February 2021 and further monitoring under limited Covid restrictions in April 2022. The LTN Monitoring Update report was presented to Mayor and Cabinet in September 2022 which indicated that the scheme was continuing to meet its aims, with improvements demonstrated in average traffic counts, average traffic speeds, average bus journey times, air quality and collisions data.
  - 1.12. This report provides a further update on the monitoring of the LTN (see Section 5 of this report) and the delivery of the complementary measures (see Section 6 of this report) as set out in 1.2.6.
  - 1.13. The latest data monitoring has shown overall:
    - With few exceptions, traffic levels on roads within and surrounding the LTN continue to decrease
    - Vehicle speeds have reduced by an average of 1.5mph on roads within and surrounding the LTN, and are below the 20mph speed limit in the majority of cases
    - Air quality has continued to remain below the 40µg/m<sup>3</sup> EU/UK legal limit across the area and has shown improvements on most roads monitored.
    - Bus journey times have continued to operate within a comparable time prior to the LTN being implemented.
    - KSIs have seen a reduction by 18% since before the LTN was implemented.
  - 1.14. Ongoing data monitoring shows continuous improvements overall on roads within and surrounding the LTN. Further monitoring is proposed to take place in February 2024 for continued assessment of the LTN.

## 2. Recommendations

- 2.1. For the reasons set out in this report it is recommended that Mayor and Cabinet:
- 2.2. Note the findings of the data monitoring that took place in April 2023;
- 2.3. Note the update on the complementary measures within the LTN and the surrounding area; and
- 2.4. Agree further monitoring should take place in February 2024 for continued assessment of the LTN.

## 3. Policy Context

- 3.1. The contents of this report are consistent with the Council's policy framework, as well as wider regional and national policies and priorities, as outlined below:
- 3.2. **Corporate Strategy (2022-2026)** – This sets out what the Council plans to deliver for residents between 2022-2026. One of the leading priorities is to make Lewisham 'cleaner and greener', where the Council has committed to enable more active travel

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and aim to reduce reliance on cars.

- 3.3. **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 seen locally, and all the other ways our environment benefitted from behaviour changes during the pandemic. The other core theme is ‘a healthy and well future’ and recognises that good health and wellbeing is dependent on many determinants including physical activity and air quality.
- 3.4. **Transport Strategy and Local Implementation Plan (2019-2041)** – The objectives of this strategy is for travel by sustainable modes to be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham; for Lewisham’s streets to be safe, secure and accessible to all; for Lewisham’s streets to be healthy, clean and green with less motor traffic; and for Lewisham’s transport network to support new development whilst providing for existing demand. One of the key programmes of investment includes Healthy Neighbourhoods; a programme to adopt the principles of the Liveable Neighbourhoods scheme, and apply them at smaller-scale local levels. Healthy neighbourhoods and LTNs should provide measures to encourage more active travel and traffic reduction through point closures, identifying and addressing issues of rat-running.
- 3.5. **Climate Emergency Action Plan (2019)** – This sets out the Council’s ambition for Lewisham to be a carbon net-zero 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 is to move to a decarbonised transport network through encouraging modal shift and managing parking.
- 3.6. **Air Quality Action Plan (2022-2027)** – This outlines the Council’s five year strategy to improve air quality in the borough and across London. This includes objectives for cleaner transport policies, such as encouraging more trips to be made by walking, cycling or public transport to reduce car use; improved provision of infrastructure to support walking and cycling; and installation of electric vehicle charging points to enable the uptake of electric vehicles.
- 3.7. **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.
- 3.8. **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% reduction in car vehicle kilometers travelled by 2030.
- 3.9. **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.

- 3.10. **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.
- 3.11. **Gear Change (2020)** – This strategy sets out the actions required at all levels of government to increase walking and cycling in England, in order to improve air quality, combat climate change, improve health and wellbeing, address inequalities and tackle congestion on our roads.

## 4. Background

- 4.1. The Lewisham and Lee Green Low Traffic Neighbourhood (LTN) was first introduced in July 2020. At the time, in response to the pandemic, the Government was encouraging councils to make urgent and significant changes to their road layouts to give more space to cyclists and pedestrians through measures like LTNs, school streets and cycleways.
- 4.2. The primary aim was to encourage people to walk and cycle more and to do so safely whilst maintaining social distancing, as more of us were working from home and exercising and shopping in our local area. LTNs also aim to improve air quality and public health, reduce noise pollution, and make roads safer, which are all in line with the Council’s longer term aims for the whole borough. LTNs achieve this by restricting motor vehicle through traffic within a residential area while maintaining and improving through movement for pedestrians and cyclists.
- 4.3. The Lewisham and Lee Green area was selected as a location for an LTN in part due to ongoing and consistent concerns raised with the Council by residents over several years about traffic congestion and speeds, as well as walking and cycling improvements. Within the Council’s Transport Strategy and Local Implementation Plan (2019-2041) the area had been identified as a priority area for a Healthy Neighbourhood.
- 4.4. The original scheme was implemented in July 2020 using a Temporary Traffic Order (TTO), which allowed the scheme to be implemented quickly. The Council listened to concerns raised by residents and responded to perceived increases in traffic levels and increased bus journey times and made changes to the LTN in November 2020, which re-opened some of the restrictions to traffic, and is known as the revised scheme.
- 4.5. As a result of the changes, the level of concerns raised by residents and those who travelled through the revised LTN significantly reduced.
- 4.6. During the summer of 2021, the Council carried out a public consultation to understand people’s views and experiences of the LTN. The feedback from the public consultation formed part of a review of the LTN alongside data collected as a part of the monitoring of the scheme, including air quality data, traffic counts, traffic speed data, bus journey times and the impact on emergency services. This information was considered in the context of the Council’s longer-term ambitions to inform the recommendations about the future of the LTN.
- 4.7. The review undertaken indicated that the existing, revised LTN was meeting its primary aims, in line with the Council’s corporate objectives and policies and wider London policies, and had started to positively influence behaviour change and encourage people to travel more sustainably.
- 4.8. On 12 January 2022, a report was taken to Mayor and Cabinet which outlined the outcome of the review of the Lewisham and Lee Green LTN, including data monitoring

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and feedback from the public consultation. This information was used to set out the recommendations regarding the future of the LTN, which were approved. These recommendations are set out in paragraph 1.2 of this report.

- 4.9. The statutory traffic order process commenced on 25 March 2022 in accordance with the 1996 Regulations. The statutory process closed on 22 April 2022. An additional seven days beyond the statutory 21 days was provided to ensure all stakeholders had sufficient time to respond as this period included the Easter weekend. This provided all stakeholders with 28 days to object, comment or request further information.
- 4.10. During the statutory process outlined above, 211 objections were received from 208 objectors. Of the objections received, 130 were identical campaign responses.
- 4.11. The Director of Public Realm (as decision maker through delegated powers) conscientiously considered the views expressed by the statutory consultees as well as from those that formally responded to the statutory process and made the decision to make the traffic orders, which gave permanent effect to the Lewisham and Lee Green LTN scheme under the provisions of section 124, Schedule 1 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 and of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 regulations 23 and 24.
- 4.12. The permanent traffic orders were published on 27 May 2022.
- 4.13. During the period of the pandemic, traffic levels across wider London has varied with changes in restrictions placed on public movements. Recent surveys suggest that the level of traffic has increased again but is still on average 5% lower than in 2019.
- 4.14. Since the LTN has been in place London's Ultra Low Emission Zone (ULEZ) has been expanded and from 29 August 2023 it covers all London boroughs. [TfL's six month impact report in July 2022](#) highlighted that compliance levels with ULEZ emissions standards had increased to 93.8% in May 2022, up from 86.9% in the weeks before the zone expanded. There were also around 21,000 fewer vehicles in the zone compared to pre-scheme levels. Furthermore, NO<sub>2</sub> concentrations in inner London are estimated to be 20% lower than they would have been without the ULEZ and its expansion.

## 5. Data monitoring

- 5.1. Since the LTN was launched, the Council has been undertaking monitoring to understand how the LTN is operating, its impact and whether it is achieving its aims.
- 5.2. The key elements monitored have been:
  - Traffic levels on local roads
  - Traffic speed across local roads
  - Air quality
  - Bus journey times
  - Collision levels
- 5.3. Due to the timescales and expectations set by central government when the LTN was first implemented, councils did not have time to undertake the full range of traffic studies and preparatory work that would normally be done in advance for such schemes.
- 5.4. The Council does not have all the baseline air quality data that it would do in normal circumstances. This is because at least three months' continuous data is preferable to understand any regular fluctuations that occur under normal circumstances. However, the Council already has a range of locations where air quality is monitored. These include five continuous air quality monitoring sites in Lewisham, Catford, Deptford, New Cross and Honor Oak Park, that provide historic and predicted air pollution levels to the London Air Quality Network website. There are also 50 nitrogen dioxide diffusion tubes

at locations around the borough, and in September 2020 a further 51 temporary monitoring sites were added to capture data for the LTN.

- 5.5. The Council does hold some baseline data for traffic counts and speeds. Traffic counts and speed surveys were commissioned in March 2019 and further counts in June/July 2020. These counts were taken at a number of locations across the LTN and surrounding area over a seven-day period and were recorded outside of school holiday time periods. Although both these data sets are baseline measures, the effects of Covid-19 on travel behaviour for these two time periods need to be factored into the consideration of the data analysis.
- 5.6. The Council has also collected 'after' monitoring data to give a comparative picture of the changes observed since the implementation of the LTN. Traffic counts and speed surveys were commissioned in:
  - September / October 2020 to assess the impact of the original scheme
  - February 2021 for the revised scheme
  - April 2022 to assess under limited Covid restrictions
  - February 2023 to understand the effects of the LTN scheme after it was made permanent.
- 5.7. During this time air quality continued to be monitored and officers worked with TfL to understand the impact on bus journey times.
- 5.8. The previous reports that outline the baseline data and the subsequent monitoring in detail can be found in Appendices A, B and C.
- 5.9. An update of the four main categories can be found below.
- 5.10. Air quality data
- 5.11. The Council maintains a network of Nitrogen Dioxide (NO<sub>2</sub>) diffusion tubes to assess pollution levels. NO<sub>2</sub> is a pollutant that is harmful to health and is related to the use of petrol and diesel engines. In the UK, the Air Quality Standards Regulations 2020 require that the annual mean concentration of NO<sub>2</sub> must not exceed 40 µg/m<sup>3</sup> and that there should be no more than 18 exceedances of the hourly mean limit value (concentrations above 200 µg/m<sup>3</sup>) in a single year. Further information on air quality and live readings can be found on the Council's website:  
[www.lewisham.gov.uk/airquality](http://www.lewisham.gov.uk/airquality).
- 5.12. There are variables that will influence overall air quality in an area, such as weather conditions that may disperse air pollution from one area to another, and changes in lockdown restrictions, which will influence people's travel patterns.
- 5.13. The data presented in this report is provisional data that has been supplied ahead of its intended publication. Due to the timescales involved and requirement for the latest information to be presented, it should be noted that this data may be subject to change upon further investigation and validation.
- 5.14. The data that has been collected (and represented in section 3.4 of Appendix D) indicates that the LTN has had little to no negative impact on air quality in and around the scheme area. This continues to be the pattern with the latest set of data received in May 2023. The monitoring network shows that the overall NO<sub>2</sub> concentration was 29.0 µg/m<sup>3</sup> during the original LTN period, rising to 31.4 µg/m<sup>3</sup> for the revised LTN – an increase of 8.3%. During the period of limited Covid restrictions (November 2021 – March 2022), the figure reduced to 29.6 µg/m<sup>3</sup>, and the latest data until March 2023 indicates a further reduction in levels of NO<sub>2</sub> to 28.5 µg/m<sup>3</sup>. This represents a 9.2% decrease in NO<sub>2</sub> since February 2021.
- 5.15. Furthermore, there are no locations where NO<sub>2</sub> exceeds the UK annual mean objective

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of 40 µg/m<sup>3</sup>, based on the average NO<sub>2</sub> readings.

- 5.16. The World Health Organisation (WHO) have their own air quality guidelines for air quality levels. When the LTN scheme was introduced back in July 2020, the guidelines advised of a mean objective of 40 µg/m<sup>3</sup>. The guidelines were revised in September 2021 and now advise of an objective of 25 µg/m<sup>3</sup> mean over a 24-hour period. This new guideline differs to the EU/UK legal limit as it is not a target, but guidance on what is acceptable.
- 5.17. Air quality monitoring on the A205 South Circular at the two locations for Baring Road and Brownhill Road indicates that air quality improved during the first lockdown when people's travel was restricted. The air quality recorded in the periods of the original scheme had improved in comparison to pre-pandemic levels however during the initial stages of the revised scheme (November 2020 to March 2021) the air quality got worse and was back to pre-pandemic levels. Data since November 2021 to March 2023 has shown that air quality has again improved and is better than pre-Covid and pre-LTN levels.
- 5.18. Traffic level monitoring
- 5.19. The latest survey data has been collected in February 2023, over a consecutive seven-day period. While monitoring traffic volume and speed data, with the use of automatic traffic counts (ATCs), a number of sites were subject to vandalism with the cutting of the equipment. This was more widespread during the data collection in 2022 although it reoccurred during the last set of surveys this year. Although the equipment was replaced several times, this has meant that some data is missing and collected over a different seven-day period. These surveys are located in similar positions to previous collections and provide an indication of how the scheme is operating.
- 5.20. In order to get the most accurate results from the ATC surveys, both the location and recording method have remained consistent. Surveys have been taken at the same locations for both pre- and post-implementation to provide the best comparison. Where possible, the initial ATCs were placed in locations away from junctions, in straight stretches of road and away from bends where the traffic has a strict lane discipline.
- 5.21. It is important to note that any transport-related data capture has limitations and does not consider external factors on the network such as road works, collisions, broken down vehicles etc. A range of variables will also need to be considered such as seasonality, as different modes of transport and the associated flows may differ between times of year.
- 5.22. In addition, data capture during a pandemic is not representative of normal conditions and traffic flow was affected by the tightening and easing of lockdown measures by the government which have severely influenced the frequency, mode and usage of travel methods, resulting in at times volatile results. The monitoring data was undertaken over a period that is not 'normal' conditions and therefore the data produced and analysed to aid monitoring and evaluation of the scheme is used with the knowledge that it holds some limitations.
- 5.23. Initial traffic count data was collected in March 2019 as part of the preparatory work for the Lewisham and Lee Green Healthy Neighbourhood. When the LTN was introduced it was understood that the 2019 traffic counts did not cover the entire area so additional data was collected in June 2020 to provide indicative information based on similar streets. Both the March 2019 and June 2020 traffic counts form the Council's pre-scheme data. As part of the monitoring of the original scheme, additional data capture was undertaken in October 2020 to cover the 'original LTN', and then a survey was undertaken in February 2021 to provide an insight into the operation of the 'revised' LTN as introduced in November 2020. Further surveys were then undertaken in April 2022 to understand the impact under limited Covid restrictions and again in February

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2023 to understand the scheme's operation after it had been made permanent.

- 5.24. During the data collection prior to 2023, there were several notable changes such as the opening and closing of schools, restrictions on public transport patronage numbers and encouragement where possible to work from home. This resulted in unpredictable travel patterns, with many people choosing to walk and cycle over public safety concerns when needing to travel. This fear also resulted in people opting to drive as an alternative to the reduced capacity levels on public transport, resulting in an increase in vehicle movements at times. Traffic has been monitored across 55 locations within and outside of the LTN at different periods of time to understand the effects of the scheme.
- 5.25. Due to the speed at which LTNs were required to be installed, the Council does not have a perfect set of monitoring data. For some of the roads, pre-scheme surveys were conducted in March 2019, in response to residents' concerns about traffic, walking and cycling, and other surveys were completed in June 2020, when Covid restrictions were in place. These counts provide a snapshot in time. We have provided the comparable data that is available and this is presented in the Appendix A. Additional monitoring took place on other roads, including boundary roads, but where there is no comparable data available this has not been included in the tables. However this information is available in the monitoring reports in the appendices.
- 5.26. 2022 survey data can be found in Appendix C in tables 1, 2 and 3. These tables detail pre-scheme data for locations where pre-scheme data was recorded in March 2019 and that average traffic volumes on the roads surveyed reduced by approximately 69.4% between March 2019 and 2021. An increase in traffic volumes was observed between February 2021 and April 2022 however this still represents an average 42% reduction of traffic flow on roads since 2019.
- 5.27. The latest survey information can be found in Appendix D, with traffic data from February 2023. This data indicates a further reduction in traffic volumes, with the average daily volume indicating a 46.14% decrease from the original counts.
- 5.28. All roads monitored, with the exception of Leahurst Road (north of Ennersdale Road), Leyland Road (north of Upwood Road) and Newstead Road, have less vehicle traffic now in comparison to the pre-scheme in March 2019. It should be noted that School Streets have been implemented on Leahurst Road which will help to reduce vehicle numbers during the peak periods.
- 5.29. Where we only have comparisons with pre-scheme but not pre-Covid data, the vehicle movements on these roads has increased on average by approximately 4% between June 2020 and February 2023. The biggest increase in volumes were observed on Courthill Road and Manor Lane (south of Dallinger Road), however there were continued comparable decreases on adjacent roads which include Springrice Road and Longbridge Way. This could suggest the overall traffic in these outer roads to the LTN has been consistent but different routes are being taken.
- 5.30. The last set of comparable data is for locations where surveys were originally taken after both Covid and LTN implementation. Therefore this data is a comparison between traffic volumes during the time of the pandemic and traffic now. Overall comparing the data across these roads suggests there is a reduction in traffic volumes since October 2020.
- 5.31. One of the previous commitments made following the introduction of the LTN was to explore options for introducing measures to limit HGV through movements on Hither Green Lane. These options have been reviewed and it is proposed to consult residents and other interested parties on proposals to help address this issue in the near future.
- 5.32. Traffic speed monitoring
- 5.33. The latest survey monitoring is presented in section 2.2 of Appendix D. These detail

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vehicle speeds for locations where pre-scheme data was recorded in March 2019 and highlights that on average vehicle speeds on these roads have decreased by approximately 1.5mph since March 2019, which is a further reduction of 0.5mph since April 2022.

- 5.34. In February 2023, the largest increase in speed was on Leahurst Road (north of Ennersdale Road) with a 2.15ph increase. On the other hand, the largest decrease has been on Southbrook Road where vehicle speed has reduced from 24.2mph to 19.55mph indicating an approximate 20% decrease in average speed.
- 5.35. It should be noted that new and improved pedestrian crossing points and pavement widening have been implemented on and around Leahurst Road since the traffic speed data was collected and this is expected to have a positive impact on traffic speeds.
- 5.36. Average vehicle speeds on roads where pre-scheme data was recorded in June 2020 highlights that average vehicle speeds have increased by 0.2mph between June 2020 and February 2023. The biggest decrease of vehicle speeds was seen on Campshill Road of just below 4 mph, whereas the largest increase seen was on Belmont Park of 5.3mph.
- 5.37. Bus journey times
- 5.38. The Council has worked with Transport for London (TfL) who have monitored bus journey times. The monitoring area covers journey times for three key corridors; Brownhill Road, Burn Ash Hill / Burnt Ash Road and Lee High Road / Eltham Road, for the period between March 2019 to mid-April 2023.
- 5.39. TfL data shows that bus journey times on these corridors fluctuated over the course 2020, coinciding with the introduction and easing of Covid-19 restrictions. This includes an increase when the original scheme was introduced in July 2020 and when schools returned in September 2020. The data indicates that fluctuations have settled since the scheme was revised in November 2020 and this pattern has continued across to the first months of 2023.
- 5.40. TfL data for eastbound journeys on Brownhill Road shows that for October 2022 bus journey levels fell below the baseline average in 2019 prior to the pandemic and had oscillated throughout the latter part of 2022 to the latest average of 4.66 minutes per km which is below the expected upper baseline range for this route.
- 5.41. Similarly for westbound journeys on Brownhill Road, bus journey times have seen less fluctuation however data indicates a spike of up to 6 minutes per km in January and July 2022, which are still lower than the times recorded in the same months in 2020 before the LTN was implemented. Overall the westbound route continues to be consistent within the lower and upper baseline bus journey time average, indicating that the westbound journey times have been unaffected by the introduction of the LTN.
- 5.42. On the Burnt Ash Hill / Burnt Ash Road corridor northbound, the average bus journey times are returning to pre-Covid levels of around 3.6 minutes per km.
- 5.43. On the southbound corridor, there has been little to no change in journey times when comparing with pre-Covid and pre-LTN data.
- 5.44. Along the Lee High Road / Eltham Road corridor, journey times are at an average of 4 minutes per km which is consistent with the lower and upper baselines expected on this route. As the bus journey times have remained consistent, we can assume that the LTN has not impacted on the bus journey times for this route.
- 5.45. Collision levels
- 5.46. Using collision data provided by TfL, we have reviewed collision data within the consultation area. This data provides information for road traffic collisions that involve personal injury occurring on the public highway reported to the Police. Damage only

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collisions are not included in this data. Data is as reported to the Metropolitan Police, in accordance with the STATS19 national reporting system. Data is collected by the Police at the scene of a collision or in some cases reported by a member of the public at a Police station, then processed and passed by the Police to TfL for checking and analysis.

- 5.47. When reviewing collision data, it is normal practice to look at three to five year trends. This is therefore an initial review to understand any emerging patterns. The latest collision data available at the time of the report is up to 30 September 2022. The data has been analysed in 12 month intervals over a four year period as shown in paragraph 3.6.2 of Appendix D, comparing two years of data before the LTN implementation and two years since.
- 5.48. The data indicates that there has been a reduction in collisions in both the borough roads and TLRN roads (roads managed by TfL). Overall within the consultation study area, there has been a reduction in both KSI and slight injury collision since the introduction of the LTN.
- 5.49. Future approach to data monitoring
- 5.50. In line with the January 2022 Mayor and Cabinet report and usual practices, it is important that the scheme and its impacts continues to be monitored and assessed, particularly as 'normal' travel patterns and behaviours are re-establishing. Ongoing data monitoring shows continuous improvements overall on roads within and surrounding the LTN, and further monitoring is proposed to take place in February 2024 for continued assessment of the LTN.
- 5.51. In addition to the LTN monitoring, wider monitoring of data including average bus journey times, air quality and traffic injury collisions will continue to be routinely collected within existing workstreams working collaboratively with TfL where applicable. In addition, through the Council's ongoing expansion of air quality sensors across the borough, real-time map-based data showing the current air quality levels across Lewisham, including the LTN, will continue to be made more widely available for public access and scrutiny.
- 5.52. In terms of traffic count and speed data, due to the level of vandalism of survey equipment which has been experienced in recent LTN monitoring exercises (in particular to the traditional pneumatic road tubes), it is proposed to put in place a new monitoring regime across the borough which will include the LTN area. The new approach will make greater use of innovative technology such as above-ground sensors that automatically collect a range of anonymised speed and flow count data. This new technology can identify each individual vehicle type, from heavy goods vehicles, coaches and cars to bicycles and pedestrian movements and will improve our ability to observe trends in road user behaviour, which can be used to inform future transport policies and plans that positively influence behaviour change and encourage people to travel more sustainably.
- 5.53. This enhanced monitoring approach will be embedded in the new Active Travel Strategy for the borough currently being developed, which will be presented to Mayor and Cabinet for approval at a future meeting.

## **6. Design and implementation update**

- 6.1. The introduction of a new package of complementary environmental measures was approved by Mayor and Cabinet to encourage more walking and cycling. These measures were recommended to be introduced in around the LTN to further support people to walk and cycle, and to create safer and greener streets.
- 6.2. These measures have been progressed in the LTN and surrounding area:

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<b>Complementary measure</b>	<b>Progress</b>
Convert all modal filters to camera enforcement	Physical modal filters were converted to automatic number plate recognition (ANPR) camera enforcement
Implement traditional School Streets for schools which are supportive	School Streets introduced for: <ul style="list-style-type: none"> <li>• Trinity CofE Primary School</li> <li>• Trinity CofE Secondary School</li> <li>• St Winifred's RC School</li> <li>• Brindishe Lee School</li> <li>• Brindishe Manor School</li> <li>• St Saviour's RC School</li> </ul>
Install new EV charging points	12 new EV charging points were installed within the LTN consultation area
Install new cycle hangars	20 cycle hangars were installed on roads within the LTN consultation area
Plant new street trees	New street trees were planted in the 2022/23 planting season
Install new benches	New benches have been installed
Implement new/improved pedestrian crossings	Works included: <ul style="list-style-type: none"> <li>• Pavement widening and a new tactile crossing point on Leahurst Road by the junction of Ennersdale Road</li> <li>• Pavement widening and an improved pedestrian crossing point on Ennersdale Road between Leahurst Road and Pascoe Road</li> <li>• A new raised pedestrian crossing point to replace the previous width restriction on Leahurst Road and pavement widening</li> </ul>

- 6.3. Further to the agreed complementary measures, the Council is committed to continually expanding its provision of sustainable transport measures in order to support residents, businesses and visitors across the borough to make journeys by walking, cycling or public transport where possible.

## **7. Conclusion**

- 7.1. Survey data enables an assessment of the scheme to date, although over the review period these figures will have been impacted by the local and national restrictions put in place to manage the Covid-19 pandemic. Therefore it is not always possible to differentiate the impact of the LTN from the wider changes in traffic flow and composition which will have resulted from the restrictions.

- 7.2. The latest data has shown overall:

- With few exceptions, traffic levels on roads within and surrounding the LTN continue to decrease

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- Vehicle speeds have reduced by an average of 1.5mph on roads within and surrounding the LTN, and are below the 20mph speed limit in the majority of cases
  - Air quality has continued to remain below the 40µg/m<sup>3</sup> EU/UK legal limit across the area and has shown improvements on most roads monitored.
  - Bus journey times have continued to operate within a comparable time prior to the LTN being implemented.
  - KSIs have seen a reduction by 18% since before the LTN was implemented.
- 7.3. The core aims of the LTN were to encourage people to walk and cycle more; improve air quality and road safety; reduce traffic; and protect public health.
- 7.4. The latest data suggests that the revised Lewisham and Lee Green LTN, which is now permanent, is continuing to meet its aims, is in line with the Council's corporate objectives and policies, as well as wider London policies, despite some negative impacts being observed.
- 7.5. The implementation of the approved additional complementary measures in section 6 of this report will continue to further encourage behaviour change, increase levels of walking and cycling, and improve amenity, supporting the continued success of the LTN.

## **8. Financial implications**

- 8.1. This reports largely reflects the impact of spending already incurred in respect of the LTN implementation.
- 8.2. There is one recommendation to further extend the monitoring of Lewisham and Lee Green LTN through the financial year 24/25. The cost of the additional monitoring is expected to be in the region of £48k and would be required in 23/24.
- 8.3. Current commitments within the Highways Service budgets are to be reviewed ,in order to fund this cost from within these existing budgets .

## **9. Legal implications**

- 9.1. The report notes the findings of the data monitoring and agrees that further monitoring should take place in February 2024 for continued assessment of the LTN and notes the update on the delivery of complementary measures within the LTN and the surrounding area.
- 9.2. The LTN was introduced and amended by way of the making of traffic management orders. 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. Any amendments to the LTN required as a result of the monitoring outcomes would also have to follow those procedures.
- 9.3. Section 122 of the Act imposes a duty on the Council to exercise the functions conferred on them by the RTRA as (so far as practicable having regard to the matters specified in S122 (2)) to 'secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians and the provision of suitable and adequate parking facilities on and off the highway'.
- 9.4. 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 locality affected and (without prejudice to the

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generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

- 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.
- 9.5. 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.
- 9.6. The main principles advocated in the TMA statutory guidance are:
- managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty
  - improving road safety
  - improving the local environment
  - improving the quality and accessibility of public transport
  - meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car
  - managing and reconciling the competing demands for kerb space.
- 9.7. On the 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 and replaces the guidance published on 9 May 2020 and updated on 23 May 2020 13 November 2020 and 30 July 2021.
- 9.8. It does not replace the original network management duty guidance published in November 2004, but provides additional advice. In particular, it may guide authorities to help meet the ambitions set out in Gear change, including making permanent and capitalising on the changes made during the pandemic.
- 9.9. This guidance sets out high-level principles to help local authorities to manage their roads and what actions they should take. It also specifies that Authorities should monitor and evaluate any temporary measures they install, with a view to making them permanent, and embedding a long-term shift to active travel as we move to recovery. In assessing how and in what form to make schemes permanent, authorities should collect appropriate data to build a robust evidence base on which to make decisions. This should include traffic counts, pedestrian and cyclist counts, traffic speed, air quality data, public opinion surveys and consultation responses. Furthermore it states that consultation and community engagement should always be undertaken whenever authorities propose to remove, modify or reduce existing schemes and whenever they propose to introduce new ones
- 9.10. In addition, TfL issued their Streetspace for London guidance in May 2020 now with March 2021 amendments and supports councils to identify and plan improvements to help people safely walk, cycle and use public transport during the coronavirus pandemic. TfL have provided boroughs with data and analysis for identifying schemes

and guidance on how to deliver them to best meet the aims of the Streetspace programme and how to monitor their outcomes.

- 9.11. 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.
- 9.12. 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.
- 9.13. 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.
- 9.14. The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at:  
<https://www.equalityhumanrights.com/en/publication-download/technical-guidancepublic-sector-equality-duty-england>.
- 9.15. 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
- 9.16. 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/publicsector-equality-duty-guidance>.

## 10. Equalities implications

- 10.1. A full Equalities Impact Assessment (EqIA) has been carried out on the Lewisham and Lee Green Low Traffic Neighbourhood as part of the approval set out in the Mayor and

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Cabinet report on 12<sup>th</sup> January 2022.

## 11. Climate change and environmental implications

- 11.1. 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.
- 11.2. The results of the monitoring have shown that vehicle numbers on the majority of roads within and around the LTN continue to be below that prior to its implementation. Encouraging more journeys to be made by walking and cycling, rather than private transport, will help to protect against the negative impacts associated with vehicular traffic. The air quality levels have also reduced since the implementation of the LTN at most sites.
- 11.3. Further environmental measures and keeping traffic and congestion to a minimum will help maintain the improved air quality. This will, in turn, help in achieving the objectives set out in the Council's Air Quality Action Plan and Climate Emergency Action Plan.

## 12. Crime and disorder implications

- 12.1. The change to ANPR camera enforced restrictions has seen a reduction in the levels of vandalism to the modal filters within the LTN and relevant operational costs.

## 13. Health and wellbeing implications

- 13.1. Over half of the adult Lewisham population, 37% of 10-11 year olds, and 21% of 4-5 year olds are overweight or obese. Improving environments to encourage and enable more residents to travel actively can contribute to positive reductions in obesity and improved health.
- 13.2. Road transport is the biggest contributor to NOX and PM10 emissions, contributing 64% and 55% of total emissions in Lewisham respectively. The lower traffic volumes are thought to have given people greater confidence to cycle, that they may not otherwise have had.

## 14. Background papers

- 14.1. [Lewisham and Lee Green Low Traffic Neighbourhood: Consultation and next steps](#) (January 2022)
- 14.2. [Lewisham and Lee Green LTN Monitoring Update](#) (September 2022)

## 15. Glossary

Term	Definition
DfT	Department for Transport
ETO	Experimental Traffic Management Order – a legal order made by a Local Authority which manages the behaviour of all road users where consultation is carried out after the order becomes lives, with the restrictions already in place. This type of order may be in place for up to 18 months.
Modal filter	A road closure that stops motor vehicles, but which still allows pedestrians and cyclists (including electric cargo bicycles) and

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<b>Term</b>	<b>Definition</b>
	powered two wheelers through.
School street	Streets or parts of streets that restrict vehicular traffic for part of the day at school pick up and drop off times, while schools are open (i.e. during term times).
TfL	Transport for London
TLRN	Transport for London Road Network – a network of roads for which TfL is the Highway Authority.
TMO	Traffic Management Order – a legal order made by a Local Authority which manages the behaviour of all road users and which is consulted on prior to restriction being made live.
TTO	Temporary Traffic Order – an order made by a Local Authority to restrict or prohibit traffic on the road. Normally requires a notice of intent for at least seven days before.

## **16. Report author(s) and contact**

- 16.1. Martha Lauchlan, Transport Planner, [martha.lauchlan@lewisham.gov.uk](mailto:martha.lauchlan@lewisham.gov.uk)
- 16.2. Comments for and on behalf of the Executive Director for Corporate Resources
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- 16.4. Provide the name of the author of the financial implications.
- 16.5. Comments for and on behalf of the Director of Law and Corporate Governance
- 16.6. Paula Young, Senior Planning Lawyer, [paula.young@lewisham.gov.uk](mailto:paula.young@lewisham.gov.uk)

## **17. Appendices**

- 17.1. Appendix A – Monitoring Strategy June 2021
- 17.2. Appendix B – Monitoring Report November 2021
- 17.3. Appendix C – Monitoring Report September 2022
- 17.4. Appendix D – Monitoring Report September 2023

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<b>Project</b>	Lewisham and Lee Green Low Traffic Neighbourhood	<b>Job No</b>	1000007324
<b>Subject</b>	Monitoring Report	<b>Issue</b>	01
<b>Prepared by</b>	AB Edmondson	<b>Date</b>	21/06/2021
<b>Checked by</b>	H Dhand	<b>Date</b>	23/06/2021
<b>Approved by</b>	T Mantle	<b>Date</b>	24/06/2021

### Introduction

The London Borough of Lewisham introduced the Lewisham and Lee Green Low Traffic Neighbourhood (LTN) as a response to Government guidance and clear expectations, following the outbreak of the COVID-19 pandemic. The LTN was originally introduced in July 2020 as a measure to ensure that the public had sufficient space to socially distance as per Government guidelines, and as a method for residents to adopt more sustainable travel choices (walking and cycling), which were noted to increase during the first national lockdown in March 2020 (when vehicle flows reduced, more residents were cycling and walking) and as a method of improving air quality and public health, reducing air and noise pollution and making roads safer, all in line with the Council’s longer term aims across the whole borough.

The London Borough of Lewisham published a monitoring strategy in October 2020 for the Lewisham and Lee Green LTN, which identified a plan for measuring and trying to understand the impacts of the scheme using a range of metrics. A copy of the strategy can be found [here](#). The identified metrics were:

#### **Automatic Traffic Count Data:**

This is undertaken using pneumatic tubing that runs across the width of the road, this is installed on a temporary basis over a period of seven consecutive days to collect traffic data such as vehicle classification, vehicles flow count and vehicles speed data. It can also be undertaken via a radar device that attaches to street furniture, but is more commonly undertaken via pneumatic tubes.

### ***Bus Journey Time Data:***

Transport for London (TfL) collect network performance data on buses using automated recording equipment on the buses and on street furniture to understand the overall journey time of a route, minus the dwell time spent in bus stops. This data enabled the council to review and calculate the time it takes for a specific route journey, averaged over a period covering its entire length or pre-determined length between two points.

### ***Air Quality Data***

Air Quality Data is used to help communicate the severity of air quality levels for pollutants to the public and the risks they may carry. To determine air quality in an area, pollutant concentrations are measured, analysed and reported. The calculations are based on the average concentrations of a particular pollutant measured over a period.

There are two main forms of measurement device for air quality data:

Real time sensors, these are small sensors that can be installed on street furniture that offer the ability to 'live' track pollutant levels. They were first developed for workplaces, and they can give misleading results when used to measure the pollution that we experience in everyday London.

Diffusion tubes, also known as diffusive samplers, are widely used for indicative monitoring of ambient nitrogen dioxide (NO<sub>2</sub>) in the context of review and assessment. They are particularly useful in areas of high NO<sub>2</sub> concentration particularly when dealing with sources such as traffic emissions, which do not change very much from day to day.

For further information on Air Quality in the borough please refer to

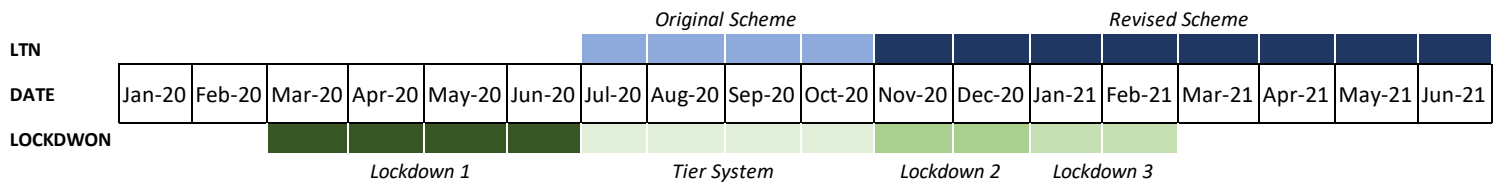
<https://lewisham.gov.uk/airquality>.

### ***Pandemic***

It is important to note that any transport related data capture has limitations and does not consider external factors on the network such as road works, collisions, broken down vehicles etc. Data capture during a national pandemic is even more tumultuous, due to the tightening and easing of lockdown measures by Government which have severely influenced the frequency, method and usage of travel methods; resulting in at times volatile results. The monitoring data has been undertaken over a period that is not under

'normal' conditions, and at this stage it is unclear how long restrictions will be in place for and when or if 'normal' conditions will return. Therefore the data produced/ analysed in this report is to aid in the monitoring and evaluation of the scheme, with the knowledge that it holds some limitations.

The below timeline summarises the measures introduced as well as the COVID-19 restrictions introduced by the UK Government.



**Figure 1 – Timeline of Measures and UK Government restrictions.**

During this time there have been several notable changes such as the opening and closing of schools, restrictions on public transport patronage numbers and encouragement where possible to work from home. This has resulted in unpredictable travel patterns, with many people choosing to walk and cycle over public safety concerns when needing to travel. This fear also resulted in people opting to drive as an alternate to the reduced capacity levels on public transport, resulting in an increase in vehicle movements at times. However as the restrictions have not fully been lifted at the time of writing this report (June 2021) we are only able to provide comments based on the data collected rather than more general observations.

**Automatic Traffic Count Data:**

Automatic Traffic Count data was available prior to the introduction of the LTN for some locations as part of a scheme that was being developed by the Council prior to the pandemic called the 'Healthy Neighbourhoods' scheme (further information on this scheme can be found [here](#)). Data for these locations was collected over a consecutive seven day period starting on the 23<sup>rd</sup> March 2019, however when the LTN was introduced it was understood that this did not cover the entire area and to gain a better understanding in the time frames outlined by Government additional data was collected to provide indicative information based on similar streets. This data was collected over a consecutive seven day period starting on the 25<sup>th</sup> June 2020. From this point on this data will be referred to as pre-scheme data.

As a part of the original monitoring report, which can be found on the Lewisham Council Website, an additional data capture was undertaken in October 2020 over a consecutive seven day period starting on the 28th September 2020. This data forms a datum which covers the 'original LTN scheme' that was introduced in July 2020.

The scheme was revised in November 2020 in response to concerns raised by residents and to respond to perceived increases in traffic levels and increased bus journey times.

The following changes were introduced:

- Manor Lane, the existing camera adjusted to allow vehicles to pass through in both directions, except heavy goods vehicles (HGVs)
- Manor Park, the existing camera adjusted to allow vehicles to travel northbound (towards Lee High Road). The camera will enforce vehicles who try to travel southbound.
- Cameras on Ennersdale Road and Dermody Road adjusted to allow vehicles to travel one-way west to east (from Hither Green towards Lee Green). The camera will continue to enforce vehicles who try to travel east to west (from Lee Green towards Hither Green)
- Leahurst Road, the fire gate was removed to allow vehicles to travel west to east (from Hither Green towards Lee Green). A new camera enforces this restriction. The width restriction was replaced by a 7.5 tonne weigh restriction which is also enforced by camera.

A final survey was undertaken in February 2021, over a consecutive seven day period starting on the 4<sup>th</sup> February 2021. These surveys were outlined in the monitoring report as a datum collection point which would provide an insight into the operation of the 'revised LTN scheme' as introduced in November 2020.

Traffic volume has been monitored across 55 locations within and outside of the LTN at different periods of time to understand the effects of the scheme. Comparable data that was available has been presented below (Table 1, Table 2). Additional surveys were undertaken during the course of the scheme however these are at locations that were identified during the course of the scheme and have no comparable pre-scheme data available (Table 3).

Table 1 below details pre-scheme data for locations where pre-scheme data was recorded in March 2019 and that detail that average traffic volumes on the roads



surveyed have reduced by approximately 69% between March 2019 and February 2021. March 2019 recorded an average of 3352 vehicles per day per road, before falling to 1227 in October 2020 during the original LTN scheme and 1038 in February 2021 during the revised LTN scheme. Morley Road, North of Dermody Road showed the greatest decrease of 8353 vehicles per day and Pitfold Road recorded the smallest decrease of 64 vehicles per day. None of these sites recorded an increase in volume.

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21
Cambridge Drive	1436	417	233
Dallinger Road	1337	434	236
Dorville Road West of Cambridge Drive	2626	644	380
Dorville Road West of Leyland Road	3215	1765	1021
Eastdown Park	8970	4165	3782
Effingham Road	947	619	374
Ennersdale Road	8895	1532	1674
Gilmore Road	3153	3235	1671
Handen Road	1797	895	614
Holme Lacey Road	1523	379	161
Manor Lane Terrace	1274	903	634
Leahurst Road South of Longhurst Road	7640	683	1656
Leahurst Road North of Ennersdale Road	2002	1025	1148
Leyland Road North of Osberton Road	813	147	296
Leyland Road North of Upwood Road	276	251	133
Longhurst Road	3911	607	961
Manor Lane	2642	332	255
Manor Park North of Northbrook Road	3839	1429	1653
Manor Park West of Thornwood Road	3923	1611	1181
Micheldever Road	3193	1108	952
Morley Road North of Dermody Road	10672	2337	2318
Morley Road South of Lingards Road	3883	2764	2414
Newstead Road	1673	881	668
Pitfold Road	245	240	181
Southbrook Road	4369	2543	1759
Staplehurst Road	4761	1154	1339
Taunton Road	2781	1484	1184
Upwood Road	3403	1255	667
Woodyates Road	1998	734	555
<b>Average</b>	<b>3352</b>	<b>1227</b>	<b>1038</b>
Difference	-	-2125	-2314
% Change from Mar 19	-	-63.39	-69.03

**Table 1 – Pre-Scheme data collected in March 2019.**

Table 2 below details pre-scheme data for locations where pre-scheme data was recorded in June 2020 and highlights that vehicle movements on these roads has reduced on average by approximately 20% between June 2020 and February 2021. In June 20 daily traffic volume was an average of 1867 across all roads, rising slightly to

1944 during the original LTN scheme in October 2020 and then falling to 1493 in the revised LTN scheme in February 2021. Belmont Park, Brandram Road and Springrice Road had the greatest decrease in vehicle flow with a reduction of 1129, 1112 and 1312 vehicles per day respectively.

Four locations however recorded an average increase in traffic of 16% between June 2020 and February 2021, these were Benin Street +149 vehicle movements per day, Courthill Road +813 vehicle movements per day, Harvard Road +5 vehicle movements per day, Hither Green Lane +98 vehicle movements per day and Manor Lane Terrace (east of Abernathy Road) +105 vehicle movements per day.

Reviewing these locations further, Benin Street recorded its increase in vehicle movements off peak, with 85% of the increased movements being between 10:00 and 16:00. Peak travel times between 07:00 and 10:00 noted an average reduction of 4 vehicle movements an hour and between 16:00 and 19:00 noted an average increase of 13 vehicle movement an hour.

Courthill Road, recorded its increase in vehicle movements throughout the entirety of the day, though during the June 2020 surveys it is noted that there was some data loss from the pneumatic tube recording device for the vehicles travelling westbound for a period of approximately 2.5 days. Given the limitation with time and the inability to redo the survey the data has been presented as an increase, acknowledging the data limitation.

Harvard Road recorded its increase in 5 vehicle movements during the hours of 02:00 and 04:00 and as such will not impact the overall vehicle movements on this road.

Hither Green Lane recorded its increase in vehicle movements during peak travel times, with 76% of the increased movements being between 07:00 -10:00 and 16:00-19:00. Peak travel times between 07:00 and 10:00 noted an average increase of 73 vehicle movements an hour and between 16:00 and 19:00 noted an average increase of 76 vehicle movement an hour.

Manor Lane Terrace recorded its largest increase in vehicle movements during off peak travel times, with 35% of the increased movements being between 14:00 -17:00. The remainder were randomly distributed throughout the rest of the day.

Location	Before LTN Jun 20	Original Scheme Oct 20	Revised Scheme Feb 21
Ardgowan Road	291	803	242
Belmont Park	2324	1358	1195
Benin Street	364	562	513
Blessington Road	933	1140	861
Brandram Road	2325	2199	1213
Campshill Road	1509	1427	1289
Courthill Road	7252	9804	8065
Dacre Park	1607	2033	919
George Lane	2347	1793	2049
Harvard Road	589	568	594
Hither Green Lane	7275	7690	7373
Lanier Road	1126	550	402
Longbridge Way	2157	2483	1203
Manor Lane Terrace, East of Abernethy Road	396	512	501
Manor Lane, South of Dallinger Road	4621	2389	3667
Minard Road	268	1131	231
Nightingale Grove	1524	1501	893
Old Road	667	343	282
Radford Road	648	672	540
Springbank Road North of Duncrive Road	1574	2029	1136
Springbank Road, South of Torridon Road	1055	1559	938
Springrice Road	1910	2304	598
Thornford Road	2058	1920	1464
Torridon Road	3221	3080	2289
Wellmeadow Road, South of Hither Green Lane	214	262	175
Wellmeadow Road, South of Torridon Road	294	443	191
<b>Average</b>	<b>1867</b>	<b>1944</b>	<b>1493</b>
Difference	-	77	-374
% Change from Jun 20	-	4.12	-20.03

**Table 2 – Pre-Scheme data collected in June 2020.**

Although there is no comparable pre-scheme data Table 3 below outlines data for additional locations that was collected during the original LTN scheme and then again during the revised LTN scheme during October 2020 and February 2021 respectively. The data reveals that vehicle volumes have fallen on the majority of roads outlined in Table 3 Rev 1. The largest reductions were captured on Hither Green Lane (North of Brightside

Road) of 2,484 vehicles per day and on Hither Green (North of George Lane) of 4,295. There were two roads which saw vehicle increases between the original and revised LTN measures which were Verdant Lane (1,708 per day increase) and Laleham Road North of Brownhill Road (161 per day increase).

Location	Original Scheme Oct 20	Revised scheme Feb 21
Ardgowan Road	477	370
Beacon Road West of Ardmere Road	548	283
Broadfield Road	257	183
Hither Green Lane North of Brightside Road	12431	9947
Hither Green Lane North of George Lane	13226	8931
Laleham Road North of Brownhill Road	2909	3070
Laleham Road North of Elmer Road	2052	1612
Minard Road	472	280
Torridon Road	1265	665
Verdant Lane	13326	15034
Wellmeadow Road	288	211

<b>Average</b>	<b>4296</b>	<b>3690</b>
Difference	-	-606
% Change from Jun 20	-	-14.11

**Table 3 rev 1 – Comparison of original scheme vs revised where no pre scheme data was captured.**

Table 4 below provides a snapshot of vehicle movements on the boundary roads; this data was captured using radar based traffic surveys as opposed to the pneumatic tubes as used in Tables 1, 2 and 3. Similar to the data recorded in Table 3 this data has no comparable data sets, inaccuracies in data and the cost of these surveys resulted in them not being repeated. The below table will however provide a snapshot of some results recorded.

Location	Before LTN Jun 20 Flow	Before LTN Jun 20 Speed
Brownhill Road	18762	21.1
Lee High Road near Burnt Ash Road	14924	20.0
Lee High Road near Manor Road	18952	21.2
Burnt Ash Hill near Glenmere Row	13731	23.2
Burnt Ash Hill near Kimbolton Close	12586	26.0

**Table 4 – Snapshot of Radar data collected in June 2020.**

### Traffic Speed Monitoring

Traffic speed was also monitored at the same 55 locations. Pre-scheme surveys can also be found from March 2019, and June 2020, when COVID-19 restrictions were in place. Comparable data that is available has been presented below (Table 5, Table 6). Additional monitoring has taken place on other roads with no comparable pre-scheme data available (Table 7).

Table 5 below details vehicle speeds for locations where pre-scheme data was recorded in March 2019 and highlights that on average vehicle speeds on these roads have reduced by approximately 11%, or 2.1mph between March 2019 and February 2021, this reduction was also noted during the original scheme surveys in October 2020. Five locations however recorded a small increase in average speed of approximately 10%, or 1.5mph, though none of these locations noted speeds in excess of 20mph. They were recorded on Eastdown Park +2.9 mph to 18.4mph, Gilmore Road +1.9mph to 19.1mph, Leahurst Road (south of Longhurst Road) +2.1mph to 16.7mph, Leahurst Road (north of Ennersdale Road) +0.6mph to 13.9mph and Morley Road +0.3mph to 18.5mph.

Manor Park (both locations) and Southbrook Road recorded speeds in excess of 20mph at 20.6mph, 20.5mph and 22.5mph respectively, however noted a reduction on the pre-scheme March 2019 surveys. The speeds recorded on Manor Park (both locations) and Southbrook Road are below the design speed of a 20mph limit and at a speed that would not warrant enforcement action by the Police.

Location	Before LTN Mar-19	Original Scheme Oct-20	Revised Scheme Feb-21
Cambridge Drive	23.4	19.9	15.3
Ballinger Road	21.8	17.5	15.6
Dorville Road West of Cambridge Drive	18.8	18.4	16
Dorville Road West of Leyland Road	19.6	18.8	18
Eastdown Park	15.5	18.5	18.4
Effingham Road	18.1	13	17.5
Ennersdale Road	19.3	17.1	17.2
Gilmore Road	17.2	16.3	19.1
Handen Road	19.8	18.6	18
Holme Lacey Road	20.1	13.7	13.3
Lane Terrace	14.3	14.1	13
Leahurst Road South of Longhurst Road	14.6	12.9	16.7
Leahurst Road North of Ennersdale Road	13.3	14.6	13.9
Leyland Road North of Osberton Road	19.3	11.3	14.6
Leyland Road North of Upwood Road	13.6	14.4	13.3
Longhurst Road	19.2	16	16
Manor Lane	19.6	16.4	15.5
Manor Park North of Northbrook Road	20.7	21.5	20.6
Manor Park West of Thornwood Road	24	21.4	20.5
Micheldever Road	24.4	20.6	19.9
Morley Road North of Dermody Road	18.2	16.1	18.5
Morley Road South of Lingards Road	17.4	14.9	15.4
Newstead Road	19.7	18.5	19.1
Pitfold Road	17.7	13.4	12
Southbrook Road	24.2	21	22.5
Staplehurst Road	17.1	17.8	16
Taunton Road	19.3	19	18.8
Upwood Road	17.5	15.9	16.1
Woodyates Road	21.5	19.8	17
<b>Average</b>	<b>18.9</b>	<b>16.9</b>	<b>16.8</b>
Difference	-	-2	-2.1
%Change from Mar 19	-	-10.58	-11.11

Table 5 – Pre-Scheme data collected in March 2019.

Table 6 below details pre-scheme data for locations where pre-scheme data was recorded in June 2020 and shows that on average vehicle speeds on these roads have reduced by approximately 4.7%, or 0.8mph between June 2020 and February 2021.

Seven locations however did record a small increase in average speed of approximately 9%, or 1.4mph. They were recorded on Belmont Park +0.1mph to 18.1mph, Benin Street +2.9mph to 18.2mph, Blessington Road +0.5mph to 16mph, George Lane +0.3 mph to 14mph, Minard Road +2.1mph to 14.8mph, Radford Road +2.4mph to 17mph and Torridon Road +0.9mph to 21mph. Courthill Road and Springbank Road (south of Torridon Road) recorded speeds in excess of 20mph at 21.6mph and 21.5mph respectively, however noted a reduction on the pre-scheme June 2020 surveys. The speeds recorded at these locations are below the design speed of a 20mph limit and at a speed that would not warrant enforcement action by the Police.

Location	Before LTN Jun-20	Original Scheme Oct-20	Revised Scheme Feb-21
Ardgowan road	20.2	17.8	16.7
Belmont Park	18	17.2	18.1
Benin Street	15.3	14.8	18.2
Blessington Road	15.5	18.5	16
Brandram Road	19.6	20	18.1
Campshill Road	18.6	15.3	14.8
Courthill Road	21.7	19.9	21.6
Dacre Park	18.2	17.4	17
George Lane	13.7	14.2	14
Harvard Road	11.3	12	8.4
Hither Green Lane	20.9	19.5	18.7
Lanier Road	15.4	15.1	14.6
Longbridge Way	14.4	12.8	14.2
Manor Lane Terrace, East of Abernethy Road	15.7	14.6	13.4
Manor Lane, South of Dallinger Road	20.2	20	19.5
Minard Road	12.7	13.7	14.8
Nightingale Grove	17.2	15.6	16.2



Old Road	14.5	13.1	10.2
Radford Road	14.6	17.6	17
Springbank Road North of Duncreevie Road	18.4	17	17.9
Springbank Road, South of Torridon Road	23	20.5	21.5
Springrice Road	15.8	14.9	14.7
Thornford Road	19.3	19.5	18.6
Torridon Road	20.1	21.1	21
Wellmeadow Road, South of Hither Green Lane	14	13.2	10.7
Wellmeadow Road, South of Torridon Road	15.4	12.9	14.4
<b>Average</b>	<b>17</b>	<b>16.5</b>	<b>16.2</b>
Difference	-	-0.5	-0.8
% Change from Mar 19	-	-2.94	-4.71

**Table 6 – Pre-Scheme data collected in June 2020.**

Table 7 below details the speed data collected from the locations where no comparable pre-scheme data was available. The data details that between the original LTN scheme in October 2020 and the revised scheme in February 2021 there has been a 0.64%, or 0.1mph reduction on the speeds recorded at the below locations.

Five of these locations however did note an increase in speed, they were recorded on Beacon Road +0.5 mph to 14.8mph, Hither Green Lane (north of Brightside Road) +2.9mmph to 22mph, Hither Green Lane (north of George Lane) +1.6mph to 20mph, Torridon Road +1.5mph to 18.8mph and Verdant Lane +1.9mph to 21.7mph.

Hither Green Lane (north of Brightside Road) and Verdant Lane recorded speeds in excess of 20mph at 22mph and 21.7mph respectively. The speeds recorded on Hither Green Lane (north of Brightside Road) and Verdant Lane are below the design speed of a 20mph limit and at a speed that would not warrant enforcement action by the Police.

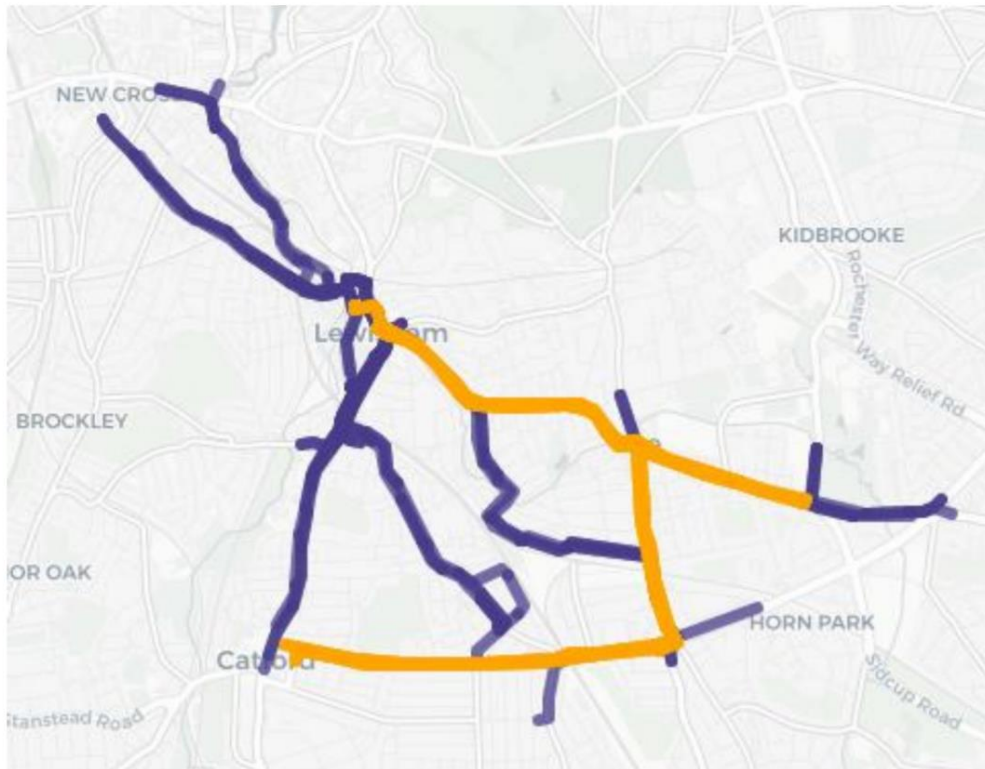
Location	Original Scheme Oct 20 (mph)	Revised Scheme Feb 21 (mph)
Ardgowan Road	16.8	16.2
Beacon Road	14.3	14.8
Broadfield Road	18.1	12.3
Hither Green Lane North of Brightside Road	19.1	22.0
Hither Green Lane North of George Lane	18.4	20.0
Laleham Road North of Brownhill Road	18.3	18.1
Laleham Road North of Elmer Road	13.7	13.1
Minard Road	15.7	15.4
Torridon Road	17.3	18.8
Veradant Lane	19.8	21.7
Wellmeadow Road	15.6	13.5
<b>Average</b>	<b>17.0</b>	<b>16.9</b>
Difference		-0.1
% Change from Oct 20		-0.64%

**Table 7 – Comparison of original scheme vs revised where no pre scheme data was captured.**

### **Bus Journey Times**

The Council has worked with Transport for London (TfL) who have been monitoring bus journey times. The monitoring area covers journey times for three key corridors; Brownhill Road, Burnt Ash Hill/ Burnt Ash Road and Lee High Road/ Eltham Road, for the period between January and December 2020, which is the latest data available from TfL.

Please see the below plan for a location context of the three routes.

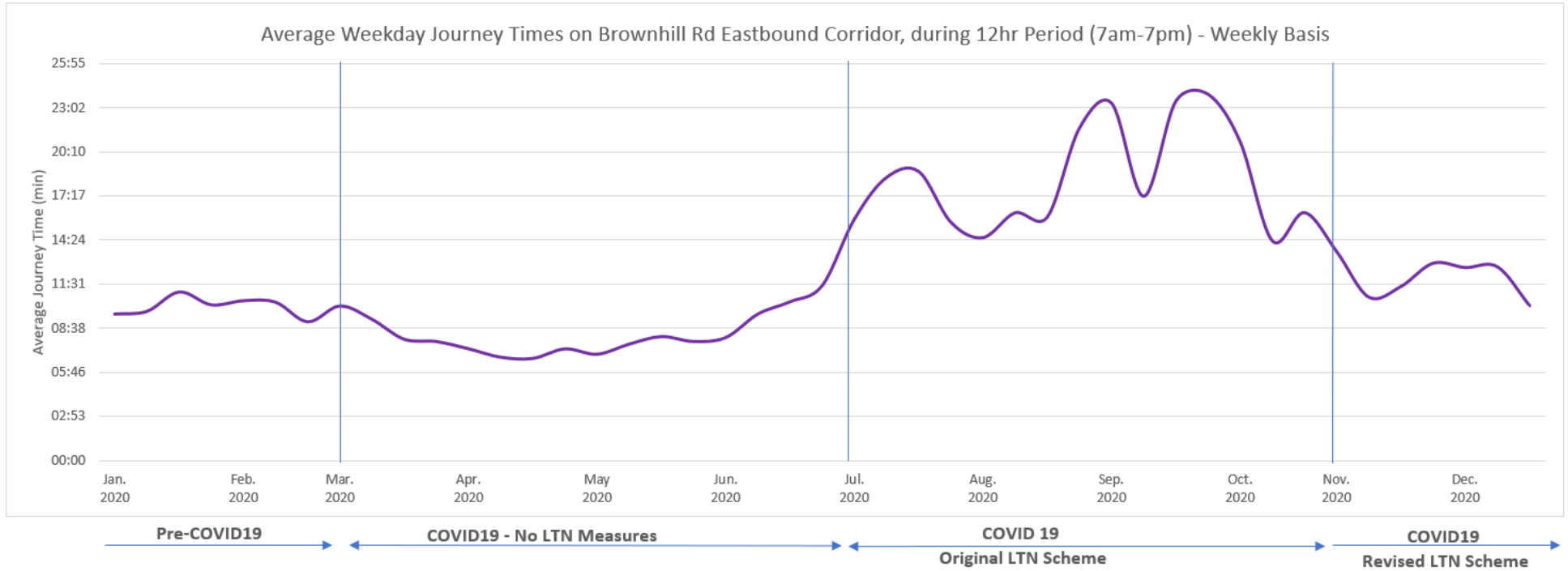


**Figure 2 – Key bus corridors around the LTN that have been assessed (orange).**

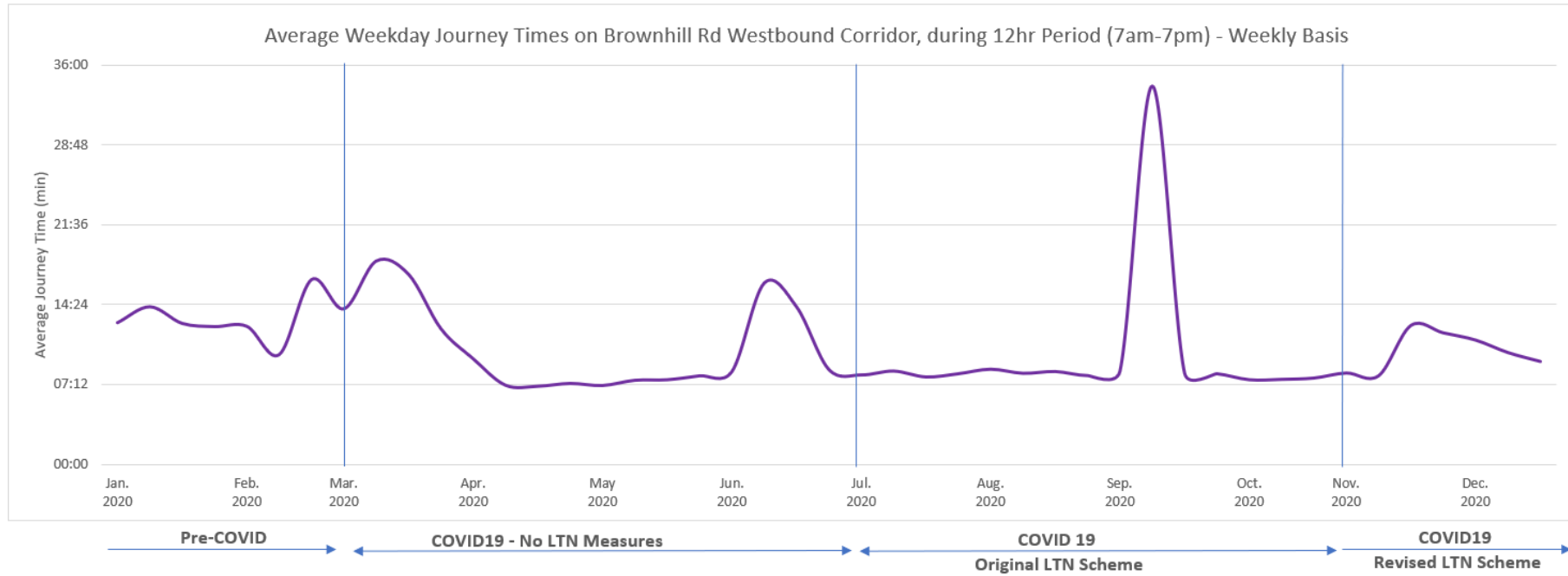
TfL data shows bus journey times on these corridors have fluctuated over the course of 2020, coinciding with the introduction and easing of COVID restrictions. This includes an increase when the original scheme was introduced in July 2020 and when schools returned in September 2020. The data indicates that the fluctuations have settled since the scheme was revised in November 2020.

TfL data for the 12 hour average between 7am and 7pm on Brownhill Road eastbound (Figure 3) details pre-covid bus journey times averaged out at around 10 minutes for the above indicated route between Lewisham High Street and Burnt Ash Hill. In April this fell to under 8 minutes as Covid-19 resulted in the first lockdown. As the original LTN launched in July, journey times returned to 10 minutes on average, increasing to around 17 minutes for the next few months, which coincided with the easing of restrictions/ the tier system. A large increase in bus journey time was noted in September, which coincided with the reopening of schools, however from November journey times settled to roughly 12 minutes coinciding with the revised LTN launch. Overall an average increase of nearly 2 minutes was noted for eastbound bus journey times between average January 2020 and December 2020 bus journey times.

The westbound (Figure 4) average bus journey times however reduced by 3 minutes over the same period. Pre-covid bus journey times were around 13 minutes, in March this increased to over 15 minutes but then fell to under 8 minutes until May 2020. June saw average bus journey times of 11 minutes, falling to around 8 minutes again in July when the original LTN scheme was introduced, until an increase of over 4 minutes in September when the schools reopened. At the relaunch of the LTN in November, bus times settled to around 10 minutes again.

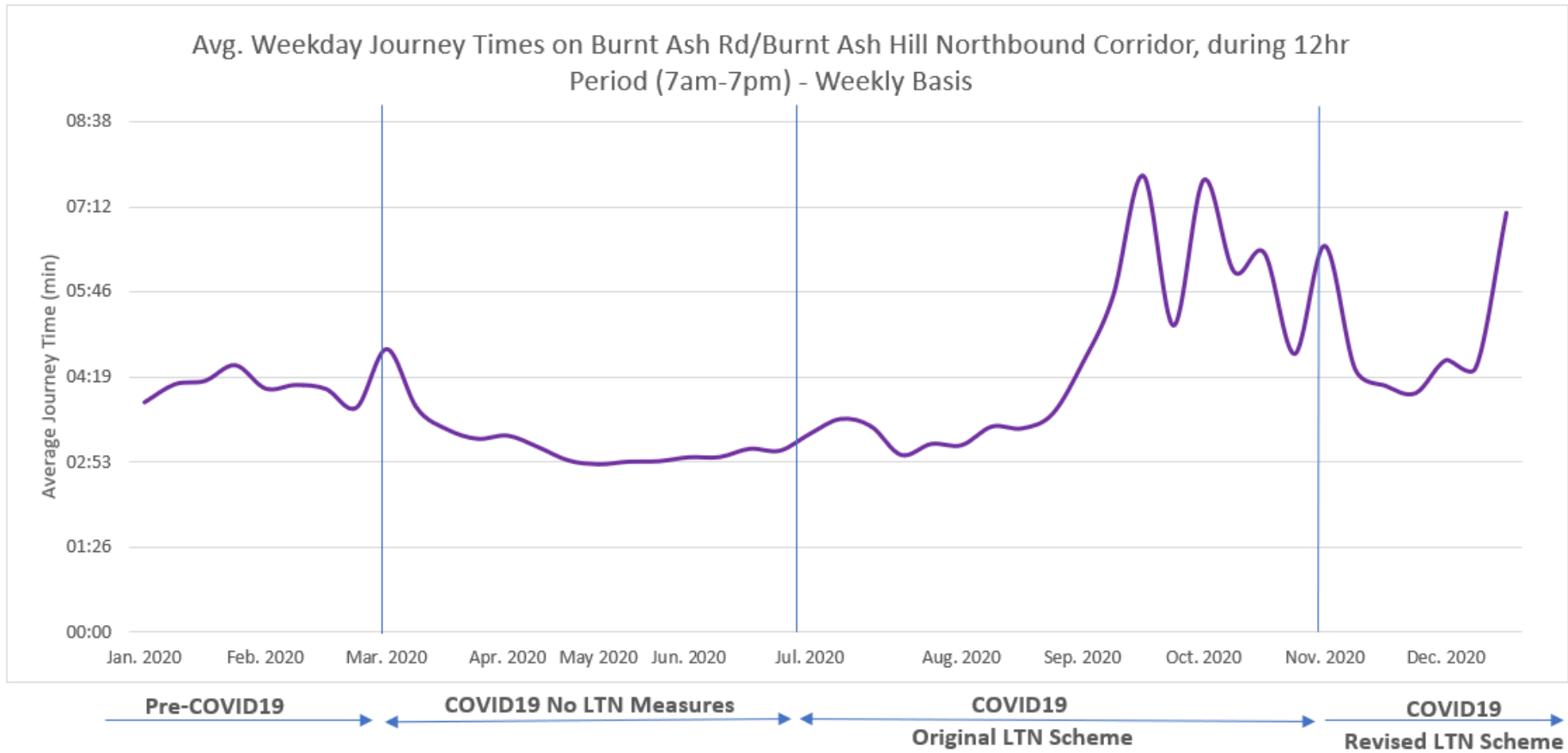


**Figure 3: Average Weekday Journey Times on Brownhill Rd EB Corridor, during 12hr Period (7am-7pm) - Weekly Basis**



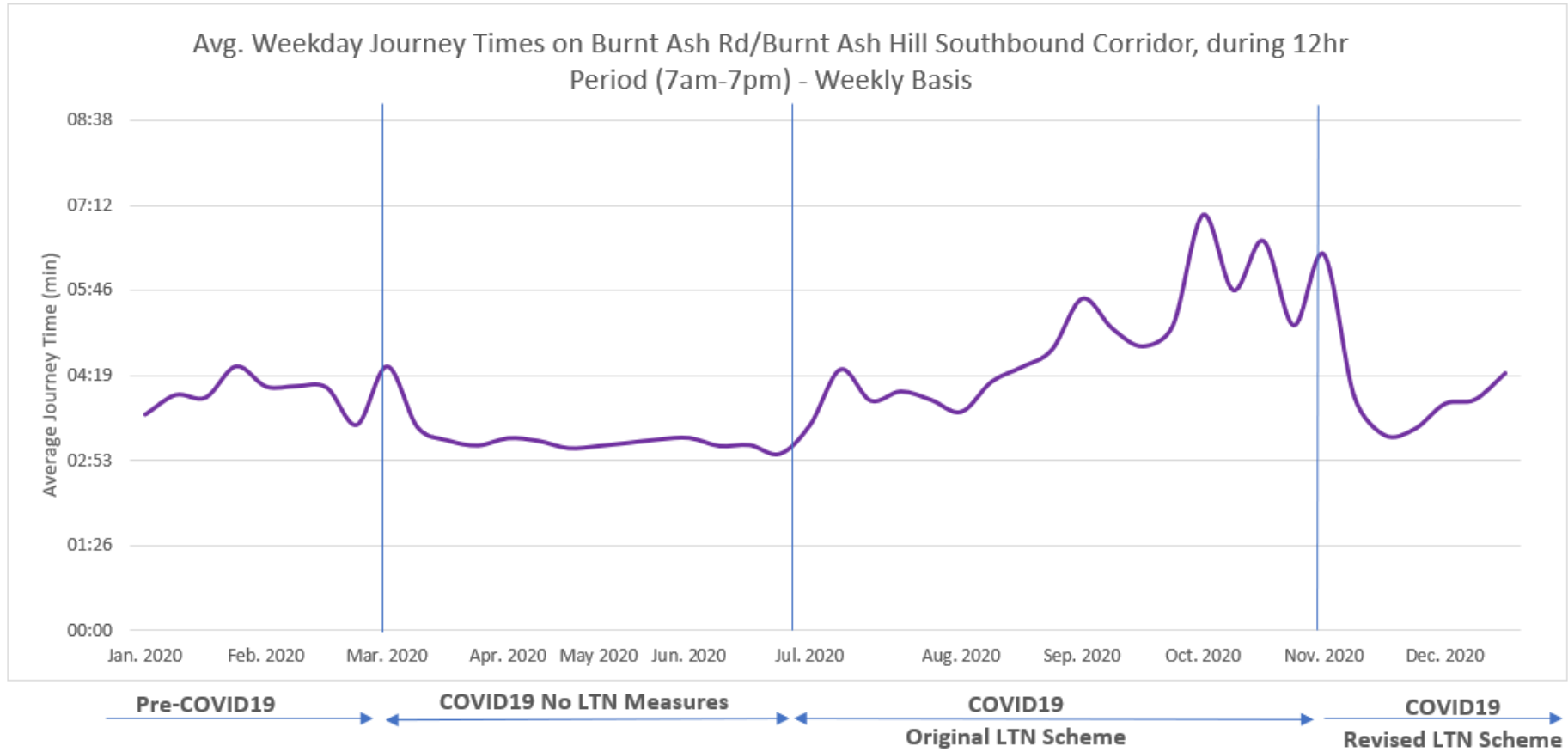
**Figure 4: Average Weekday Journey Times on Brownhill Rd WB Corridor, during 12hr Period (7am -7pm) - Weekly Basis**

For the Burnt Ash Hill / Burnt Ash Road corridor northbound (Figure 5), data indicated an average increase in northbound bus journey times of more than 1 minute. Journey times were around 4 minutes pre-covid, this fell to around 3 minutes post covid until September 2020, coinciding with the reopening of schools. Journey times peaked at over 6 minutes in October before falling to around the 5 minute mark at the end of the year. Recorded journey times southbound along the Burnt Ash Hill/ Burnt Ash Road corridor showed no change in journey times when comparing January and December (Figure 6) data. In January average bus journey times were 4 minutes, this fell for the next few months before reaching its lowest time of 3 minutes in June, the launch of the LTN. Journey times then increased on average each month until peaking in October at 6 minutes. At the launch of the revised LTN in November, journey times stabilised at 4 minutes.



**Figure 5: Avg. Weekday Journey Times on Burnt Ash Rd/Burnt Ash Hill NB Corridor, during 12hr Period (7am-7pm) - Weekly Basis**

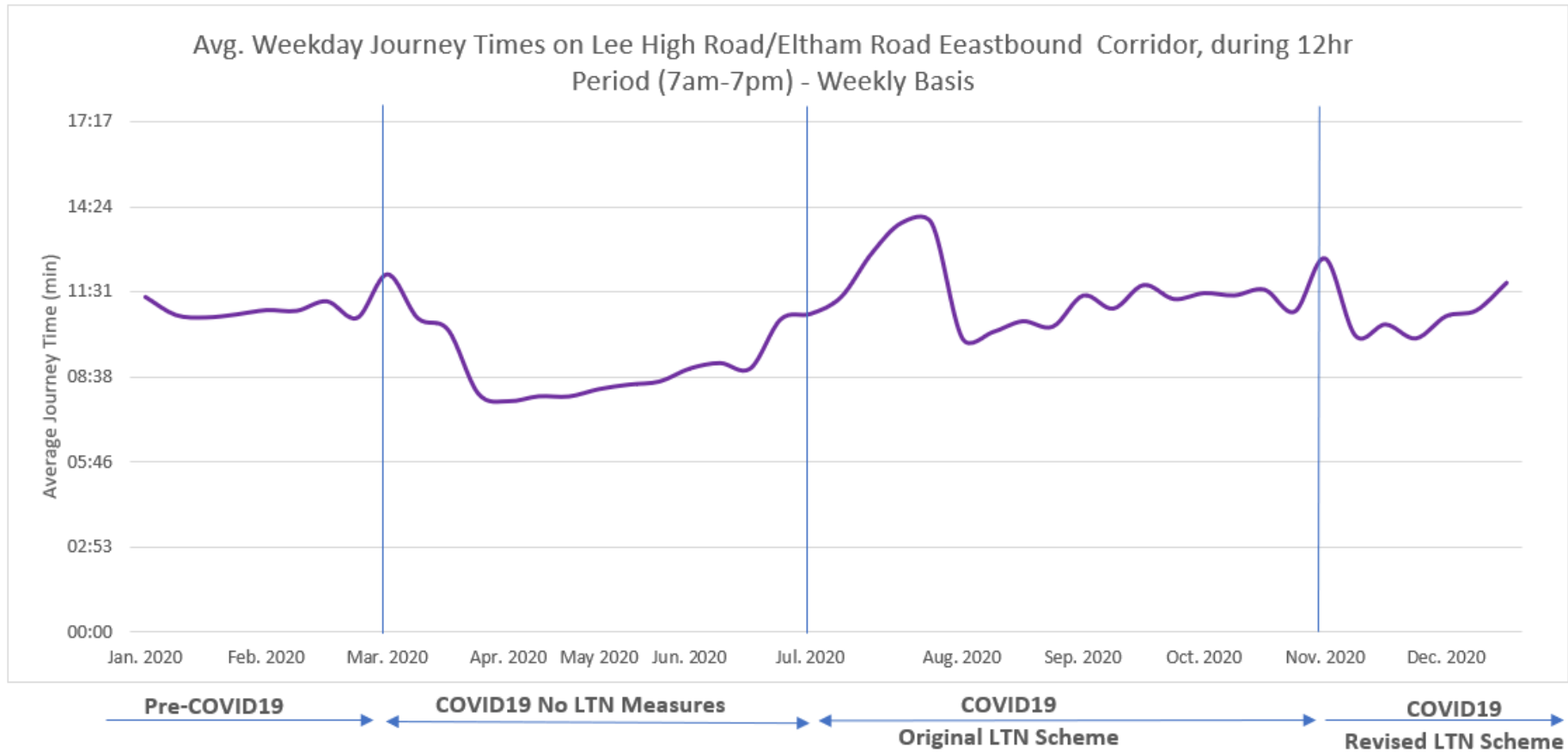




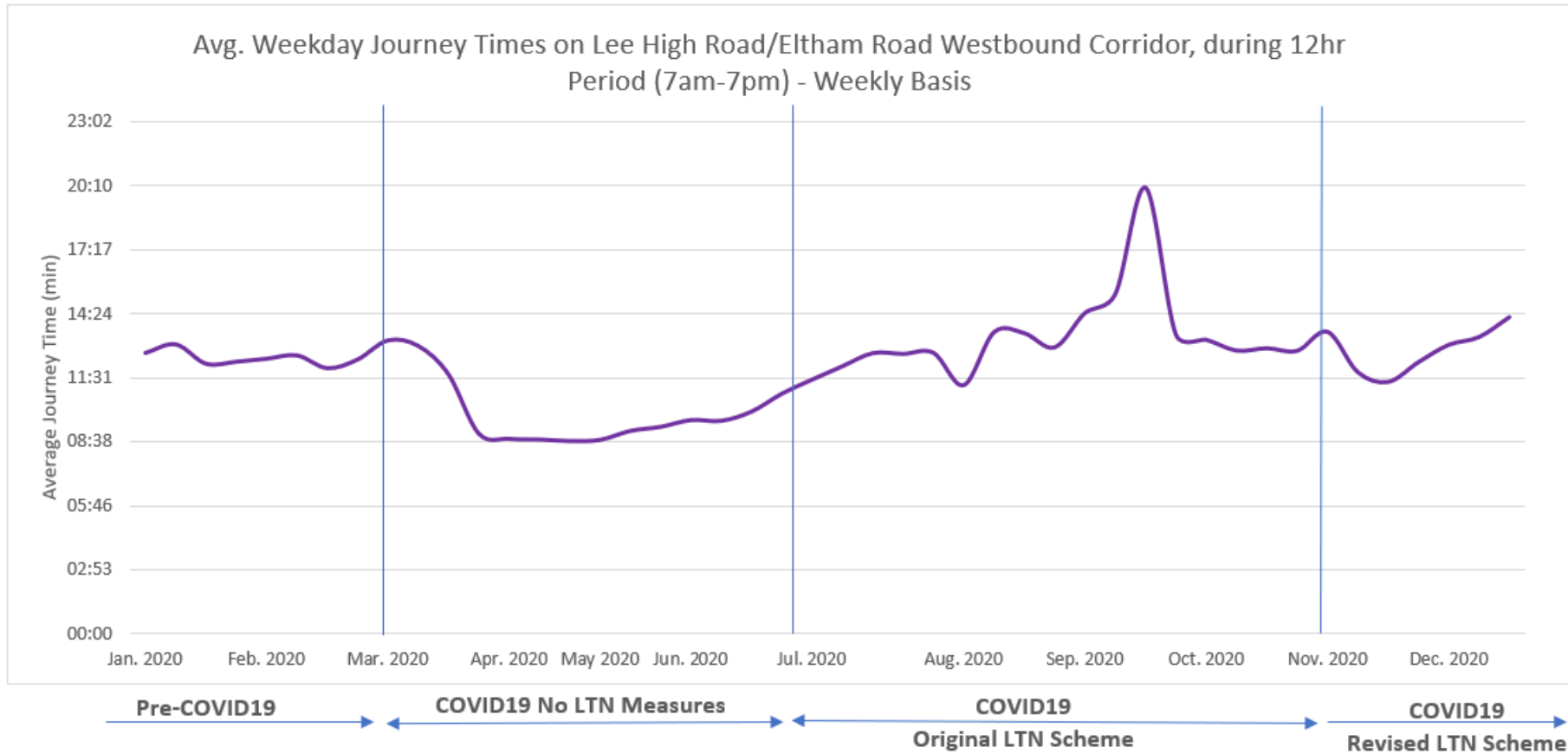
**Figure 6: Avg. Weekday Journey Times on Burnt Ash Rd/Burnt Ash Hill SB Corridor, during 12hr Period (7am-7pm) - Weekly Basis**

For the Lee High Road / Eltham Road corridor (Figure 7) there was no material change in average bus journey times eastbound when comparing the average bus journey times of January 2020 to December 2020. Pre-covid bus times were averaging just under 11 minutes, this remained stable until falling to 8 minutes in April and May. Journey times rose and peaked in July, just after the launch of the original LTN reaching 12 and a half minutes, before stabilising for the rest of the year at around 11 minutes on average.

The westbound average journey times (Figure 8) showed a slight increase of 1 minute, when comparing the average bus journey times of January 2020 to December 2020. Pre-covid bus journey times were around 12 minutes and gradually decreased before reaching a low of under 9 minutes in April. Journey times start to increase from April, with a 2 minute increase from June to July at the launch of the first LTN and peaking in September at almost 14 minutes, coinciding with the return of schools. Journey times at the end of the year remained 13 minutes on average.



**Figure 7: Avg. Weekday Journey Times on Lee High Road/Eltham Road EB Corridor, during 12hr Period (7am-7pm) - Weekly Basis**



**Figure 8: Avg. Weekday Journey Times on Lee High Road/Eltham Road WB Corridor, during 12hr Period (7am-7pm) - Weekly Basis**

Bus Journey time data is under constant review with TfL, they have advised that they are unable to determine the overall effects of the scheme as although the above analysis investigates delays along the specific sections around the LTN, along the overall corridors the journey times have remained largely the same with little to no difference.

### **Air Quality Data**

The Council maintains a network of Nitrogen Dioxide (NO<sub>2</sub>) diffusion tubes to assess pollution levels. NO<sub>2</sub> is a pollutant that is harmful to health and is related to the use of petrol and diesel engines. Further information on air quality and live readings can be found on the Council's website: [www.lewisham.gov.uk/airquality](http://www.lewisham.gov.uk/airquality)

There are variables that will influence overall air quality in an area, such as weather conditions that may disperse air pollution from one area to another, and changes in lockdown restrictions, which will have influenced people's travel patterns. Please note that some of the longer roads were subject to multiple survey locations. The data presented in the below section of this report is provisional data that has been supplied ahead of its intended publication. Due to the timescales involved with the consultation and to ensure that data is presented, it should be noted that this data may be subject to change upon further investigation and validation.

The data presented in (Figure 9) below details the average NO<sub>2</sub> recorded within and around the Lewisham and Lee Green LTN. The data has been split to provide an average over four periods in time (with a minimum period of 3 months):

**Pre pandemic** - to provide a baseline figure for what is 'normal' conditions;

**Pandemic** - to understand what effect the pandemic and lockdown had;

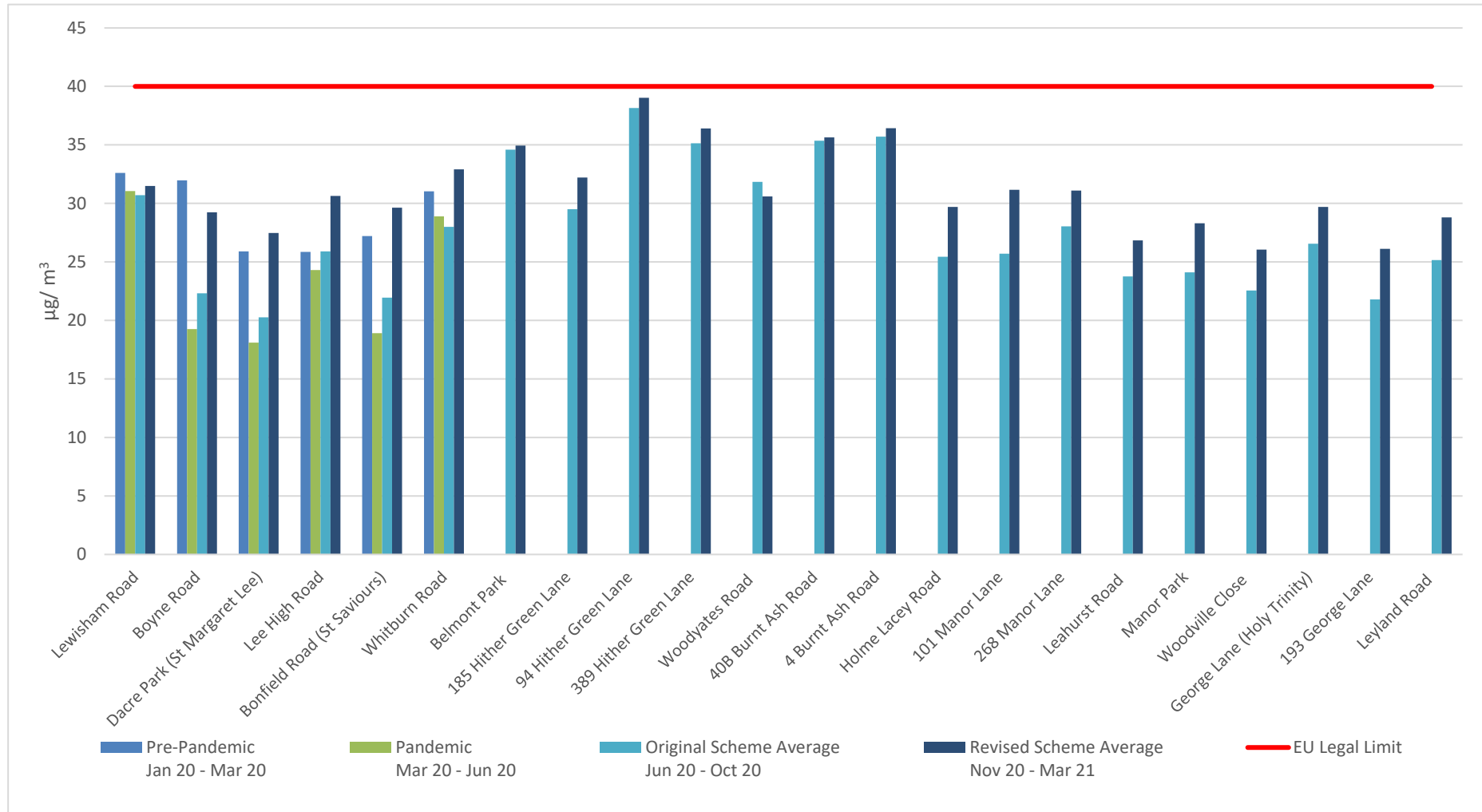
**Original scheme** - to understand the effects of the original LTN scheme; and

**Revised scheme** – to understand the effects of the revised LTN scheme.

The data details that over the original LTN scheme a reduction on pre-pandemic levels across all surveyed locations was noted and that over the course of the two variations of the scheme, the LTN has had little to no impact on air quality in and around it.

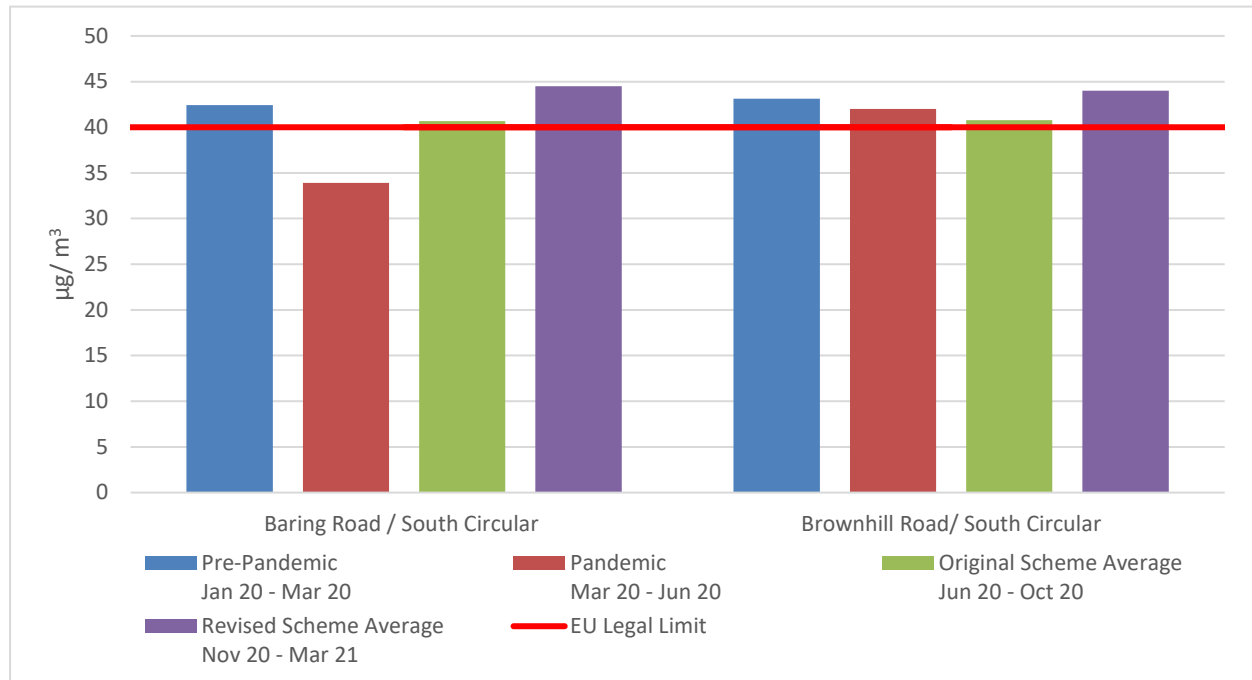
Looking at the average NO<sub>2</sub> readings in Figure 9, there are no locations where NO<sub>2</sub> exceed the United Kingdom annual mean objective of 40 micrograms per cubic metre of air (40 µg/m<sup>3</sup>).

Monitoring found that the overall mean NO<sub>2</sub> concentration for the whole network was 29.0 µg/ m<sup>3</sup> during the 'original LTN' period and 31.4 µg/m<sup>3</sup> during the 'revised LTN' period, this is an increase of 8.3%.



**Figure 9: Mean NO<sub>2</sub> concentrations within and on surrounding roads to the LTN**

Air Quality monitoring of the A205 South Circular (Figure 10) indicates that air quality improved during the first lockdown when people’s travel was restricted. The air quality is now comparable to pre-pandemic levels as restrictions have been eased.



**Figure 10: Mean NO<sub>2</sub> concentrations on the South Circular**

Readings from the live sensors installed within the borough can be found [here](#).

### Emergency Services Response Times

Prior to the launch and during the Lewisham and Lee Green LTN, Council officers held regular meetings with the emergency services to discuss any emerging operational issues coming from police, fire and ambulance service representatives. Discussions at these meetings also covered impacts on emergency service.

At no point have the emergency services highlighted any incidents as significant or requested specific changes be made to the LTN. The London Ambulance Service had reported a small number of incidents that led to delays within the original LTN scheme, but this has since been revised. However, it should be noted that similar to monitoring traffic data within a pandemic, the emergency services have been operating under different circumstances to ‘normal’. Officers are therefore continuing to liaise with emergency services.



## Appendix K Monitoring Report

# **Lewisham & Lee Green Low Traffic Neighbourhood**

Date: November 2021

## 1. INTRODUCTION

- 1.1.1 The London Borough of Lewisham introduced the Lewisham and Lee Green Low Traffic Neighbourhood as a response to Government encouragement, following the outbreak of the COVID-19 pandemic.
- 1.1.2 The Lewisham and Lee Green Low Traffic Neighbourhood (LTN) was first introduced in July 2020. At the time, in response to the pandemic, the Government was encouraging councils to make significant changes to their road layouts to give more space to cyclists and pedestrians and urgently put measures like LTNs in place.
- 1.1.3 The primary aim was to encourage people to walk and cycle more, and to do so safely whilst maintaining social distancing, as more of us were working from home and exercising and shopping in our local area.
- 1.1.4 LTNs also aim to improve air quality and public health, reduce air and noise pollution, and make roads safer, which are all in line with the Council's longer term aims for the whole borough LTNs achieve this by restricting motor vehicle through traffic within a residential area while keeping through movement for pedestrians and cyclists.
- 1.1.5 The London Borough of Lewisham published a monitoring strategy in October 2020 for the Lewisham and Lee Green Low Traffic Neighbourhood (LTN), which identified a plan for measuring and trying to understand the impacts of the scheme using a range of metrics. A copy of the strategy can be found [here](#). The identified metrics were:

### 1.2 Automatic Traffic Count Data:

- 1.2.1 This is undertaken using pneumatic tubing that runs across the width of the road. This is installed on a temporary basis over a period of seven consecutive days to collect traffic data such as vehicle classification, vehicles flow count and vehicles speed data. It can also be undertaken via a radar device that attaches to street furniture, but is more commonly undertaken via pneumatic tubes.

### **1.3 Bus Journey Time Data:**

- 1.3.1 Transport for London (TfL) collect network performance data on buses using automated recording equipment on the buses and on street furniture to understand the overall journey time of a route, minus the dwell time spent in bus stops. This data enabled the council to review and calculate the time it takes for a specific route journey, averaged over a period covering its entire length or pre-determined length between two points.

### **1.4 Air Quality Data**

- 1.4.1 Air Quality Data is used to help communicate the severity of air quality levels for pollutants to the public and the risks they may carry. To determine air quality in an area, pollutant concentrations are measured, analysed and reported. The calculations are based on the average concentrations of a particular pollutant measured over a period.
- 1.4.2 There are two main forms of measurement device for air quality data:
- 1.4.3 Real time sensors, these are small sensors that can be installed on street furniture that offer the ability to 'live' track pollutant levels. They were first developed for workplaces, and they can give misleading results when used to measure the pollution that we experience in everyday London.
- 1.4.4 Diffusion tubes, also known as diffusive samplers, are widely used for indicative monitoring of ambient nitrogen dioxide (NO<sub>2</sub>) in the context of review and assessment. They are particularly useful in areas of high NO<sub>2</sub> concentration particularly when dealing with sources such as traffic emissions, which do not change very much from day to day.
- 1.4.5 For further information on Air Quality in the borough please refer to <https://lewisham.gov.uk/airquality>.
- 1.4.6 It is important to note that any transport related data capture has limitations and does not consider external factors on the network such as road works, collisions, broken down vehicles etc. However data capture during a national pandemic is not representative of normal conditions, due to the tightening and easing of lockdown

measures by Government which have severely influenced travel behaviour; resulting in at times volatile results.

1.4.7 The monitoring data has been undertaken over a period that is not under 'normal' conditions with frequent changes in restrictions on movements and social distancing. In November 2021 Although conditions have now improved, as there are currently no restrictions on movement or social distancing, travel patterns are still likely to be different to pre pandemic levels with many people still working from home and choosing different modes and times to travel.

1.4.8 Therefore the data produced/ analysed in this report is to aid in the monitoring and evaluation of the scheme, with the knowledge that its holds some limitations.

1.4.9 The below timeline summarises the measures introduced as well as the COVID-19 restrictions introduced by the UK Government.

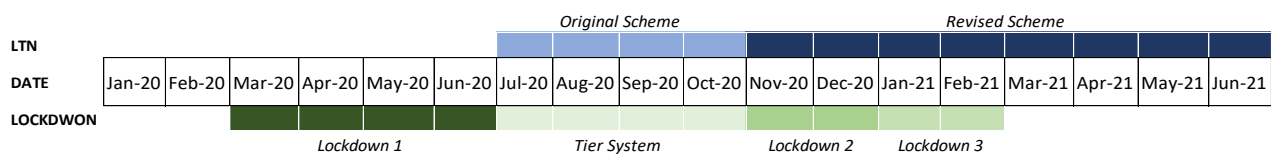


Figure 1 – Timeline of Measures and UK Government restrictions.

1.4.10 During this time there have been several notable changes such as the opening and closing of schools, restrictions on public transport patronage numbers and encouragement where possible to work from home. This has resulted in unpredictable travel patterns, with many people choosing to walk and cycle over public safety concerns when needing to travel. This fear also resulted in people opting to drive as an alternate to the reduced capacity levels on public transport, resulting in an increase in vehicle movements at times.

1.4.11 As stated in para 1.4.7 travel patterns are still in flux with many people still working from home and establishments such as schools have and may continue to close depending on the level of Covid-19 infections and Government advice. We are only able to provide comments based on the data rather than more general observations.

## 2. **AUTOMATIC TRAFFIC COUNT DATA:**

- 2.1.1 Automatic Traffic Count data was available prior to the introduction of the LTN for some locations as part of a scheme that was being developed by the Council prior to the pandemic called the 'Healthy Neighbourhoods' scheme (further information on this scheme can be found [here](#)). Data for these locations was collected over a consecutive seven day period starting on the 23<sup>rd</sup> March 2019, however when the original scheme was being developed it was understood that this did not cover the entire area and to gain a better understanding in the time frames outlined by Government additional data was collected to provide indicative information based on street similar streets. This data was collected over a consecutive seven day period starting on the 25<sup>th</sup> June 2020. From this point on this data will be referred to as pre-scheme data.
- 2.1.2 As a part of the original monitoring report which can be found [here](#), an additional data capture was undertaken in October 2020 over a consecutive seven day period starting on the 28<sup>th</sup> September 2020. This data forms a datum which covers the 'original LTN scheme' that was introduced in July 2020.
- 2.1.3 The scheme was revised in November 2020 for several reasons, one of the reasons was in response to resident concerns and data that indicated that vehicle flows, journey times and bus journey times could be increasing as a consequence of the scheme. The original scheme was therefore revised with the following changes:
- Manor Lane, the existing camera adjusted to allow vehicles to pass through in both directions, except heavy goods vehicles (HGVs)
  - Manor Park, the existing camera adjusted to allow vehicles to travel northbound (towards Lee High Road). The camera will enforce vehicles who try to travel southbound.
  - Cameras on Ennersdale Road and Dermody Road adjusted to allow vehicles to travel one-way west to east (from Hither Green towards Lee Green). The camera will continue to enforce vehicles who try to travel east to west (from Lee Green towards Hither Green)
  - Leahurst Road, the fire gate was removed to allow vehicles to travel west to east (from Hither Green towards Lee Green). A new camera to

enforce this restriction. The width restriction was replaced by a 7.5 tonne weight restriction which is also enforced by camera.

- 2.1.4 A final survey was undertaken in February 2021, over a consecutive seven day period starting on the 4<sup>th</sup> February 2021. These surveys were outlined in the monitoring report as a datum collection point which would provide an insight into the operation of the 'revised LTN scheme' as introduced in November 2020.
- 2.1.5 Traffic volume has been monitored across 55 locations within and outside of the LTN at different periods of time to understand the effects of the scheme. Comparable data that was available has been presented below (Table 1, Table 2). Additional surveys were undertaken during the course of the scheme however these are at locations that were identified during the course of the scheme and have no comparable pre-scheme data available (Table 3).
- 2.1.6 Table 1 below details pre-scheme data for locations where pre-scheme data was recorded in March 2019 and that detail that average traffic volumes on the roads surveyed have reduced by approximately 69% between March 2019 and February 2021. March 2019 recorded an average of 3352 vehicles per day per road, before falling to 1227 in October 2020 during the original LTN scheme and 1038 in February 2021 during the revised LTN scheme. Morley Road, North of Dermody Road showed the greatest decrease of 8353 vehicles per day and Pitfold Road recorded the smallest decrease of 64 vehicles per day. None of these sites recorded an increase in volume.

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21
Dallinger Road	1337	434	236
Cambridge Drive	1436	417	233
Dorville Road West of Cambridge Drive	2626	644	380
Dorville Road West of Leyland Road	3215	1765	1021
Eastdown Park	8970	4165	3782
Effingham Road	947	619	374
Ennersdale Road	8895	1532	1674
Gilmore Road	3153	3235	1671
Handen Road	1797	895	614
Holme Lacey Road	1523	379	161
Manor Lane Terrace	1274	903	634
Leahurst Road South of Longhurst Road	7640	683	1656
Leahurst Road North of Ennersdale Road	2002	1025	1148
Leyland Road North of Osberton Road	813	147	296
Leyland Road North of Upwood Road	276	251	133
Longhurst Road	3911	607	961
Manor Lane	2642	332	255
Manor Park North of Northbrook Road	3839	1429	1653
Manor Park West of Thornwood Road	3923	1611	1181
Micheldever Road	3193	1108	952
Morley Road North of Dermody Road	10672	2337	2318
Morley Road South of Lingards Road	3883	2764	2414
Newstead Road	1673	881	668
Pitfold Road	245	240	181
Southbrook Road	4369	2543	1759
Staplehurst Road	4761	1154	1339
Taunton Road	2781	1484	1184
Upwood Road	3403	1255	667
Woodyates Road	1998	734	555
<b>Average</b>	<b>3352</b>	<b>1227</b>	<b>1038</b>
Difference	-	-2125	-2314
% Change from Mar 19	-	-63.39	-69.03

Table 1 – Pre-Scheme data collected in March 2019

2.1.7 Table 2 below details pre-scheme data for locations where pre-scheme data was recorded in June 2020 and highlights that vehicle movements on these roads has reduced on average by approximately 20% between June 2020 and February 2021. In June 20 daily traffic volume was an average of 1867 across all roads, rising slightly to 1944 during the original LTN scheme in October 2020 and then

falling to 1493 in the revised LTN scheme in February 2021. Belmont Park, Brandram Road and Springrice Road had the greatest decrease in vehicle flow with a reduction of 1129, 1112 and 1312 vehicles per day respectively.

- 2.1.8 Four locations however recorded an average increase in traffic of 16% between June 2020 and February 2021, these were Benin Street +149 vehicle movements per day, Courthill Road +813 vehicle movements per day, Harvard Road +5 vehicle movements per day, Hither Green Lane +98 vehicle movements per day and Manor Lane Terrace (east of Abernathy Road) +105 vehicle movements per day.
- 2.1.9 Reviewing these locations further Benin Street, recorded its increase in vehicle movements off peak, with 85% of the increased movements being between 10:00 and 16:00. Peak travel times between 07:00 and 10:00 noted an average reduction of 4 vehicle movements an hour and between 16:00 and 19:00 noted an average increase of 13 vehicle movement an hour.
- 2.1.10 Courthill Road recorded its increase in vehicle movements throughout the entirety of the day, though during the June 2020 surveys it is noted that there was some data loss from the pneumatic tube recording device for the vehicles travelling westbound for a period of approximately 2.5 days. Given the limitation with time and the inability to redo the survey the data has been presented as an increase, acknowledging the data limitation.
- 2.1.11 Harvard Road recorded its increase in 5 vehicle movements during the hours of 02:00 and 04:00 and as such will not impact the overall vehicle movements on this road.
- 2.1.12 Hither Green Lane recorded its increase in vehicle movements during peak travel times, with 76% of the increased movements being between 07:00 -10:00 and 16:00-19:00. Peak travel times between 07:00 and 10:00 noted an average increase of 73 vehicle movements an hour and between 16:00 and 19:00 noted an average increase of 76 vehicle movement an hour.
- 2.1.13 Manor Lane Terrace recorded its largest increase in vehicle movements during off peak travel times, with 35% of the increased



movements being between 14:00 -17:00. The remainder were randomly distributed throughout the rest of the day.

<b>Location</b>	<b>Before LTN Jun 20</b>	<b>Original Scheme Oct 20</b>	<b>Revised Scheme Feb 21</b>
Ardgowan Road	291	803	242
Belmont Park	2324	1358	1195
Benin Street	364	562	513
Blessington Road	933	1140	861
Brandram Road	2325	2199	1213
Campshill Road	1509	1427	1289
Courthill Road	7252	9804	8065
Dacre Park	1607	2033	919
George Lane	2347	1793	2049
Harvard Road	589	568	594
Hither Green Lane	7275	7690	7373
Lanier Road	1126	550	402
Longbridge Way	2157	2483	1203
Manor Lane Terrace, East of Abernethy Road	396	512	501
Manor Lane, South of Dallinger Road	4621	2389	3667
Minard Road	268	1131	231
Nightingale Grove	1524	1501	893
Old Road	667	343	282
Radford Road	648	672	540
Springbank Road North of Duncrive Road	1574	2029	1136
Springbank Road, South of Torridon Road	1055	1559	938
Springrice Road	1910	2304	598
Thornford Road	2058	1920	1464
Torridon Road	3221	3080	2289
Wellmeadow Road, South of Hither Green Lane	214	262	175
Wellmeadow Road, South of Torridon Road	294	443	191

<b>Average</b>	<b>1867</b>	<b>1944</b>	<b>1486</b>
Difference	-	77	-374
% Change from Jun 20	-	4.12	-20.03

Table 2 – Pre-Scheme data collected in June 2020

2.1.14 Although there is no comparable pre-scheme data Table 3 below outlines data for additional locations that was collected during the original LTN scheme and then again during the revised LTN scheme during October 2020 and February 2021 respectively. The data reveals that vehicle volumes have fallen on the majority of roads outlined in Table 3 Rev 1. The largest reductions were captured on Hither Green Lane (North of Brightside Road) of 2,484 vehicles per day and on Hither Green (North of George Lane) of 4,295. There were two roads which saw vehicle increases between the original and revised LTN measures which were Verdant Lane (1,708 per day increase) and Laleham Road North of Brownhill Road (161 per day increase).

<b>Location</b>	<b>Original Scheme Oct 20</b>	<b>Revised scheme Feb 21</b>
Ardgowan Road	477	370
Beacon Road West of Ardmere Road	548	283
Broadfield Road	257	183
Hither Green North of Brightside Road	12431	9947
Hither Green Lane North of George Lane	13226	8931
Laleham Road North of Brownhill Road	2909	3070
Laleham Road North of Elmer Road	2052	1612
Minard Road	472	280
Torridon Road	1265	665
Veradant Lane	13326	15034
Wellmeadow Road	288	211

<b>Average</b>	<b>4296</b>	<b>3690</b>
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Difference	-	-606
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% Change from Jun 20	-	-14.11
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Table 3 rev 1 – Comparison of original scheme vs revised where no pre scheme data was captured

2.1.15 Table 4 below provides a snapshot of vehicle movements on the boundary roads; this data was captured using radar based traffic surveys as opposed to the pneumatic tubes as used in Tables 1, 2 and 3. Similar to the data recorded in Table 3 this data has no comparable data sets, inaccuracies in data and the cost of these surveys resulted in them not being repeated. The below table will however provide a snapshot of some results recorded.

Location	Before LTN Jun 20 Flow	Before LTN Jun 20 Speed
Brownhill Road	18762	21.1
Lee High Road near Burnt Ash Road	14924	20.0
Lee High Road near Manor Road	18952	21.2
Burnt Ash Hill near Glenmere Row	13731	23.2
Burnt Ash Hill near Kimbolton Close	12586	26.0

Table 4 – Snapshot of Radar data collected in June 2020

## 2.2 Traffic Speed Monitoring

- 2.2.1 Traffic speed was also monitored at the same 55 locations. Pre-scheme surveys can also be found from March 2019, and June 2020, when COVID-19 restrictions were in place. Comparable data that is available has been presented below (Table 5, Table 6). Additional monitoring has taken place on other roads with no comparable pre-scheme data available (Table 7).
- 2.2.2 Table 5 below details vehicle speeds for locations where pre-scheme data was recorded in March 2019 and highlights that on average vehicle speeds on these roads have reduced by approximately 11%, or 2.1mph between March 2019 and February 2021, this reduction was also noted during the original scheme surveys in October 2020. Five locations however recorded a small increase in average speed of approximately 10%, or 1.5mph, though none of these locations noted speeds in excess of 20mph. They were recorded on Eastdown Park +2.9 mph to 18.4mph, Gilmore Road +1.9mph to 19.1mph, Leahurst Road (south of Longhurst Road) +2.1mph to 16.7mph, Leahurst Road (north of Ennersdale Road) +0.6mph to 13.9mph and Morley Road +0.3mph to 18.5mph.
- 2.2.3 Manor Park (both locations) and Southbrook Road recorded speeds in excess of 20mph at 20.6mph, 20.5mph and 22.5mph respectively, however noted a reduction on the pre-scheme March 2019 surveys. The speeds recorded on Manor Park (both locations) and Southbrook Road are below the design speed of a 20mph limit and at a speed that would not warrant enforcement action by the Police.

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21
Ballinger Road	21.8	17.5	15.6
Cambridge Drive	23.4	19.9	15.3
Dorville Road West of Cambridge Drive	18.8	18.4	16
Dorville Road West of Leyland Road	19.6	18.8	18
Eastdown Park	15.5	18.5	18.4
Effingham Road	18.1	13	17.5
Ennersdale Road	19.3	17.1	17.2
Gilmore Road	17.2	16.3	19.1
Handen Road	19.8	18.6	18
Holme Lacey Road	20.1	13.7	13.3
Manor Lane Terrace	14.3	14.1	13
Leahurst Road South of Longhurst Road	14.6	12.9	16.7
Leahurst Road North of Ennersdale Road	13.3	14.6	13.9
Leyland Road North of Osberton Road	19.3	11.3	14.6
Leyland Road North of Upwood Road	13.6	14.4	13.3
Longhurst Road	19.2	16	16
Manor Lane	19.6	16.4	15.5
Manor Park North of Northbrook Road	20.7	21.5	20.6
Manor Park West of Thornwood Road	24	21.4	20.5
Micheldever Road	24.4	20.6	19.9
Morley Road North of Dermody Road	18.2	16.1	18.5
Morley Road South of Lingards Road	17.4	14.9	15.4
Newstead Road	19.7	18.5	19.1
Pitfold Road	17.7	13.4	12
Southbrook Road	24.2	21	22.5
Staplehurst Road	17.1	17.8	16
Taunton Road	19.3	19	18.8
Upwood Road	17.5	15.9	16.1
Woodyates Road	21.5	19.8	17
<b>Average</b>	<b>18.9</b>	<b>16.9</b>	<b>16.8</b>
Difference	-	-2	-2.1
% Change from Mar 19	-	-10.58	-11.11

Table 5 – Pre-Scheme data collected in March 2019

2.2.4 Table 6 below details pre-scheme data for locations where pre-scheme data was recorded in June 2020 and shows that on average vehicle speeds on these roads have reduced by approximately 4.7%, or 0.8mph between June 2020 and February 2021.

2.2.5 Seven locations however did record a small increase in average speed of approximately 9%, or 1.4mph. They were recorded on

Belmont Park +0.1mph to 18.1mph, Benin Street +2.9mph to 18.2mph, Blessington Road +0.5mph to 16mph, George Lane +0.3 mph to 14mph, Minard Road +2.1mph to 14.8mph, Radford Road +2.4mph to 17mph and Torridon Road +0.9mph to 21mph. Courthill Road and Springbank Road (south of Torridon Road) recorded speeds in excess of 20mph at 21.6mph and 21.5mph respectively, however noted a reduction on the pre-scheme June 2020 surveys. The speeds recorded at these locations are below the design speed of a 20mph limit and at a speed that would not warrant enforcement action by the Police.

<b>Location</b>	<b>Before LTN Jun-20</b>	<b>Original Scheme Oct-20</b>	<b>Revised Scheme Feb-21</b>
Ardgowan road	20.2	17.8	16.7
Belmont Park	18	17.2	18.1
Blessington Road	15.5	18.5	16
Brandram Road	19.6	20	18.1
Manor Lane Terrace, East of Abernethy Road	15.7	14.6	13.4
Manor Lane, South of Dallinger Road	20.2	20	19.5
Old Road	14.5	13.1	10.2
Wellmeadow Road, South of Hither Green Lane	14	13.2	10.7
Wellmeadow Road, South of Torridon Road	15.4	12.9	14.4
Benin Street	15.3	14.8	18.2
Campshill Road	18.6	15.3	14.8
Courthill Road	21.7	19.9	21.6
Dacre Park	18.2	17.4	17
George Lane	13.7	14.2	14
Harvard Road	11.3	12	8.4
Hither Green Lane	20.9	19.5	18.7
Lanier Road	15.4	15.1	14.6
Longbridge Way	14.4	12.8	14.2
Minard Road	12.7	13.7	14.8
Nightingale Grove	17.2	15.6	16.2
Radford Road	14.6	17.6	17
Springbank Road North of Duncrивie Road	18.4	17	17.9
Springbank Road, South of Torridon Road	23	20.5	21.5
Springrice Road	15.8	14.9	14.7
Thornford Road	19.3	19.5	18.6
Torridon Road	20.1	21.1	21

Table 6 – Pre-Scheme data collected in June 2020

- 2.2.6 Table 7 below details the speed data collected from the locations where no comparable pre-scheme data was available. The data details that between the original LTN scheme in October 2020 and the revised scheme in February 2021 there has been a 0.64%, or 0.1mph reduction on the speeds recorded at the below locations.
- 2.2.7 Five of these locations however did note an increase in speed, they were recorded on Beacon Road +0.5 mph to 14.8mph, Hither Green Lane (north of Brightside Road) +2.9mmph to 22mph, Hither Green Lane (north of George Lane) +1.6mph to 20mph, Torridon Road +1.5mph to 18.8mph and Verdant Lane +1.9mph to 21.7mph.
- 2.2.8 Hither Green Lane (north of Brightside Road) and Verdant Lane recorded speeds in excess of 20mph at 22mph and 21.7mph respectively. The speeds recorded on Hither Green Lane (north of Brightside Road) and Verdant Lane are below the design speed of a 20mph limit and at a speed that would not warrant enforcement action by the Police.

<b>Location</b>	<b>Original Scheme Oct 20 (mph)</b>	<b>Revised Scheme Feb 21 (mph)</b>
Ardgowan Road	16.8	16.2
Beacon Road	14.3	14.8
Broadfield Road	18.1	12.3
Hither Green Lane North of Brightside Road	19.1	22.0
Hither Green Lane North of George Lane	18.4	20.0
Laleham Road North of Brownhill Road	18.3	18.1
Laleham Road North of Elmer Road	13.7	13.1
Minard Road	15.7	15.4
Torridon Road	17.3	18.8
Veradant Lane	19.8	21.7
Wellmeadow Road	15.6	13.5
<b>Average</b>	<b>17.0</b>	<b>16.9</b>
Difference		-0.1
% Change from Oct 20		-0.64%

Table 7 – Comparison of original scheme vs revised where no pre scheme data was captured

## 2.3 Bus Journey Times

2.3.1 The Council has worked with Transport for London (TfL) who have been monitoring bus journey times. The monitoring area covers journey times for three key corridors; Brownhill Road, Burnt Ash Hill/ Burnt Ash Road and Lee High Road/ Eltham Road, These routes were selected to provide an insight to the effects on key corridors that are on the boundary of the scheme.

2.3.2 Figure 2 below identifies the key corridors which TfL have provided data.

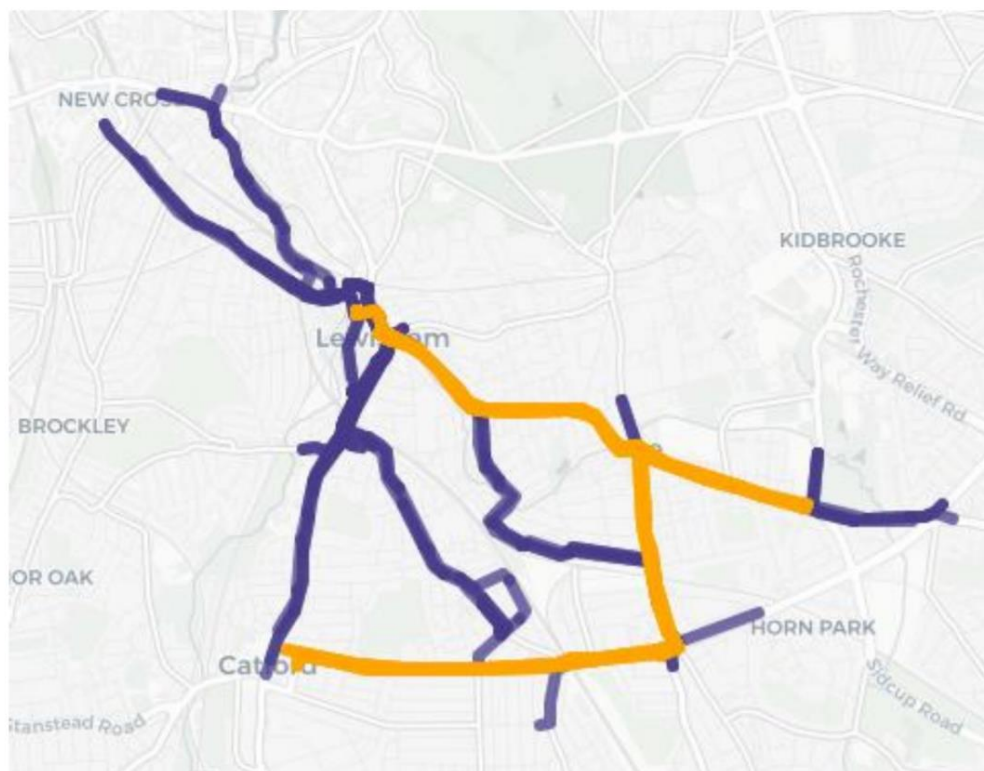


Figure 2 - Key bus corridors within the borough that have been assessed (Orange)

2.3.3 The following data sets show the changes over time for bus journey times and traffic flow. We have selected the most recent data at the time of writing the report which includes up to the end of October 2021.

2.3.4 TfL data shows bus journey times on these corridors fluctuated over the course of 2020, coinciding with the introduction and easing of COVID restrictions. This includes an increase when the original scheme was introduced in July 2020 and when schools returned in

September 2020. The data indicates that the fluctuations have settled since the scheme was revised in November 2020

2.3.5 The below graphic, figure 3, details the changes in bus journey times for the week 20/09/2021 -24/09/2021. It details marginal delays of between 1 minute and 3 minutes per km along the A205 South Circular and 0.5minutes and 1 minute per km on Burnt Ash Hill. The following sections provide greater detail and changes over the last 18 months.

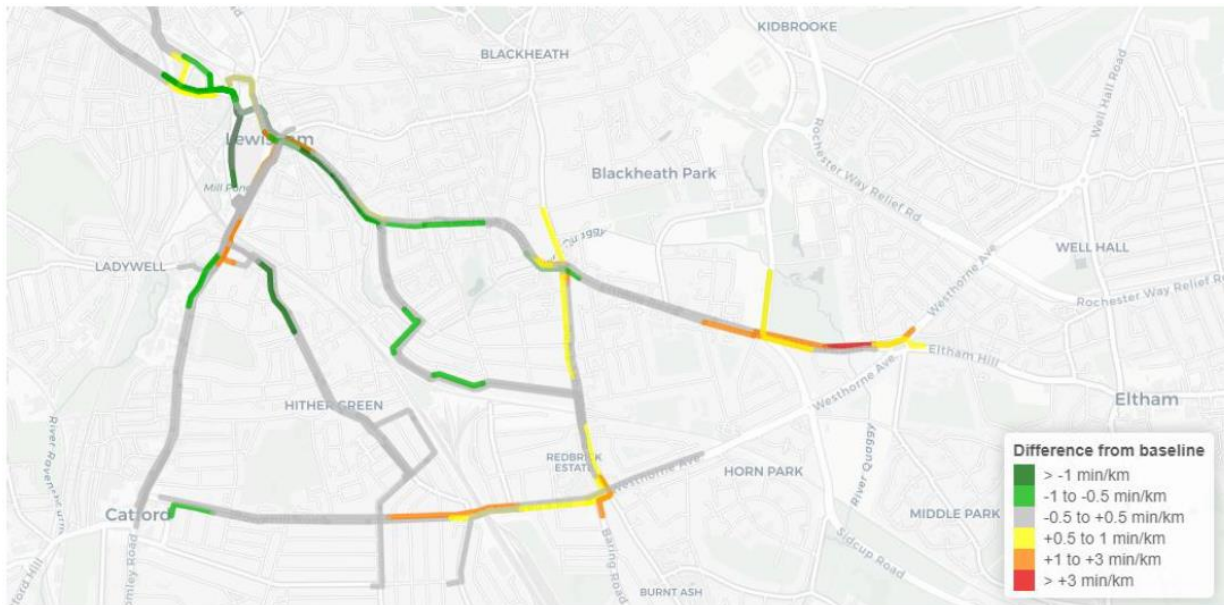


Figure 3 -the changes in bus journey times for the week 20/09/2021 -24/09/2021

## 2.4 Brownhill Road

2.4.1 TfL data for the 12 hour average between 7am and 7pm on Brownhill Road eastbound (Figure 4) details pre-covid bus journey times averaged out at around 4.3 minutes per km for the above indicated route between Lewisham High Street and Burnt Ash Hill. In April 2020 this fell to under 3 minutes per Km as Covid-19 resulted in the first lockdown. As the original LTN launched in July 2020, journey times returned to 4 minutes per Km on average, increasing to around 10 minutes per Km for the next few months, which coincided with the easing of restrictions/ the tier system. A increase in bus journey time was noted in September 2020, which coincided with the reopening of



schools, however from November 2020 journey times settled to roughly 5 minutes per Km coinciding with the revised LTN launch.

- 2.4.2 In 2021 a similar pattern was observed with increases in bus journey times after the relaxation of social distance restrictions. There is also an increase bus journey time around September with the beginning of the school term. Within the latest month (October 2021) the eastbound bus journey times are within the upper baseline figure recorded prior to the start of the Pandemic. Overall there is an average increase of 0.4 minutes per Km in comparison to pre-scheme average.
- 2.4.3 This data would suggest that there hasn't been a large migration of eastbound traffic from the scheme area on the A205.
- 2.4.4 The westbound (Figure 5) average bus journey times however has stayed the same over the same period. Pre-covid bus journey times were around 3.9 minutes per km, in March 2020 this increased to over 9 minutes per km but then fell to under 3 minutes per km until May 2020. June 2020 saw average bus journey times of 7 minutes per km, falling to around 4 minutes per km again in July 2020 when the original LTN scheme was introduced, until an increase of over 1.5 minutes per km in September 2020 when the schools reopened. When the scheme was revised in November 2020, bus times settled to around 4 minutes per km again.
- 2.4.5 In 2021 there has been less fluctuation and a more consistent bus journey time. The majority of 2021 has seen the bus journey time with the upper and lower bus journey times and in several instances over the past few months actually recording a journey time below the baseline value. In the last week bus journey times has match the times of 3.9 minutes per km. This would suggest that the impact on the A205 in both directions from the revised scheme has been minimal.

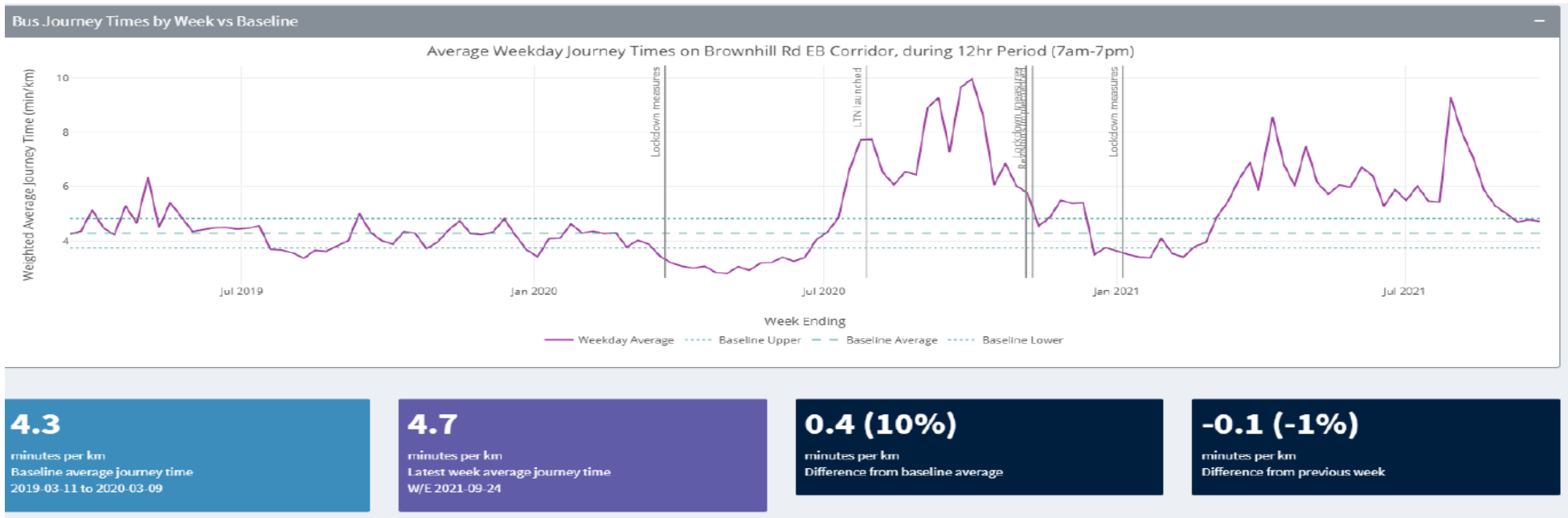


Figure 4 Average Weekday Journey Times Eastbound on Brownhill versus baseline (minutes per km)

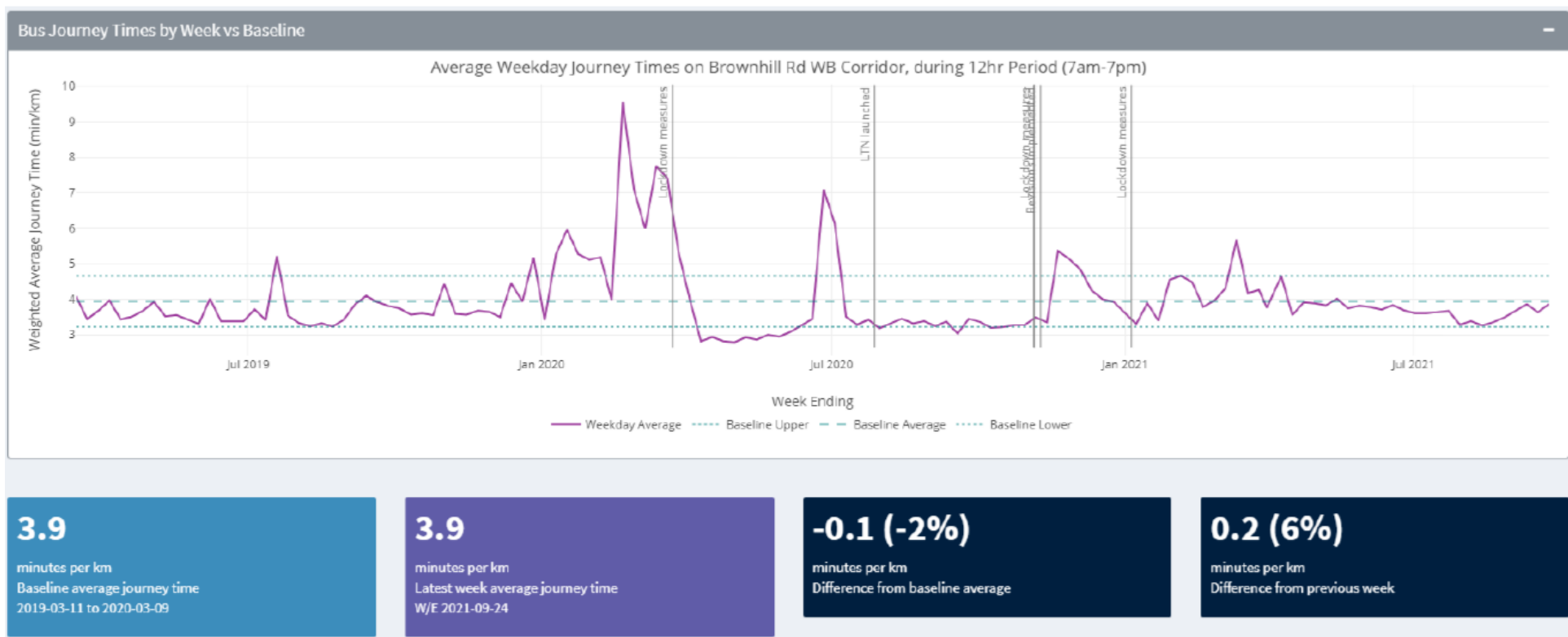


Figure 5 Average Weekday Journey Times on Brownhill Rd WB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

2.4.6 The below graphics provide an update on vehicle traffic flows from TfL for the period to October 2021.

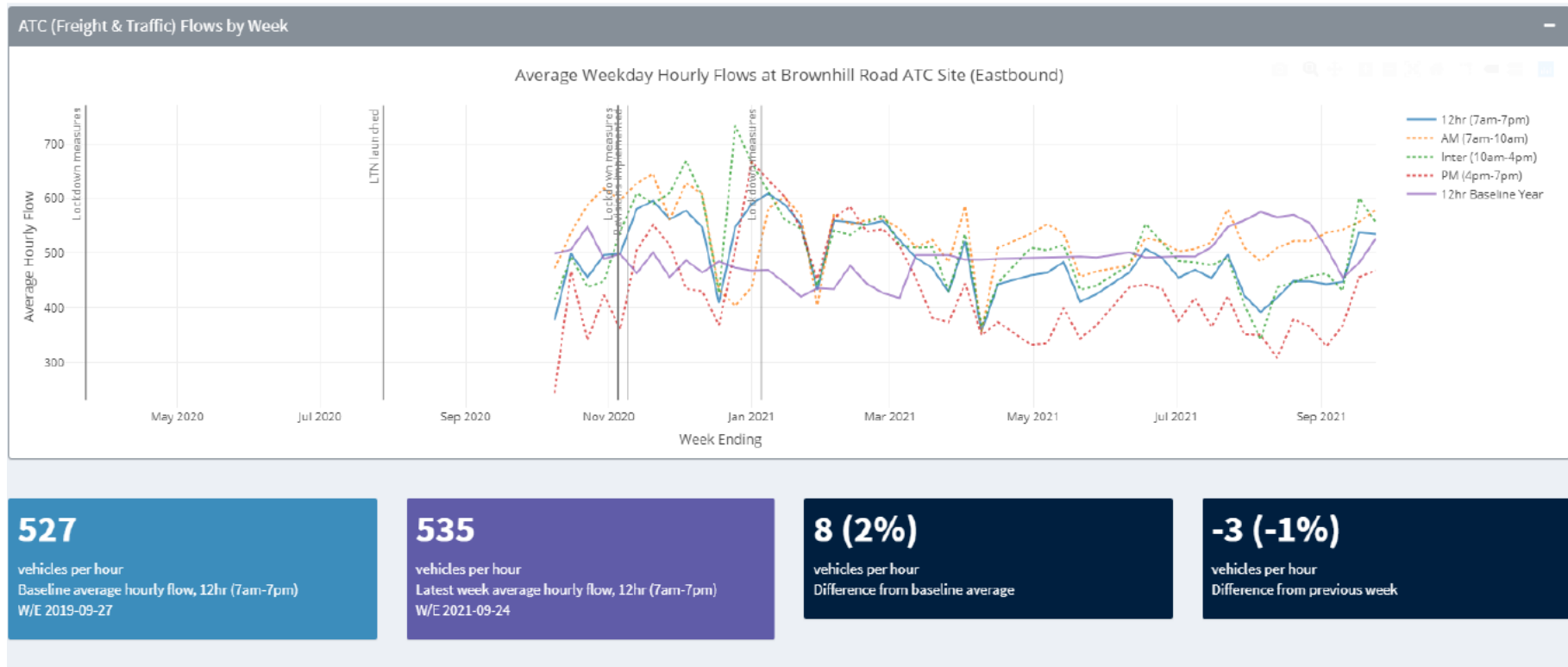


Figure 6 Traffic flow eastbound on A205 Brownhill Road (October 2021 snapshot)

2.4.7 The above graphic (Figure 6) details that under comparison the A205 eastbound is resulting in a small increase of 8 vehicles per hour compared to the baseline data set. Since April 2021 the 12 hour traffic flow eastbound has been operating lower than the 2019 12 hour baseline. Thus it can be concluded that since the easing of restrictions that traffic has not simply migrated on to the A205 and increased it exponentially as many responses to the public consultation have stated.

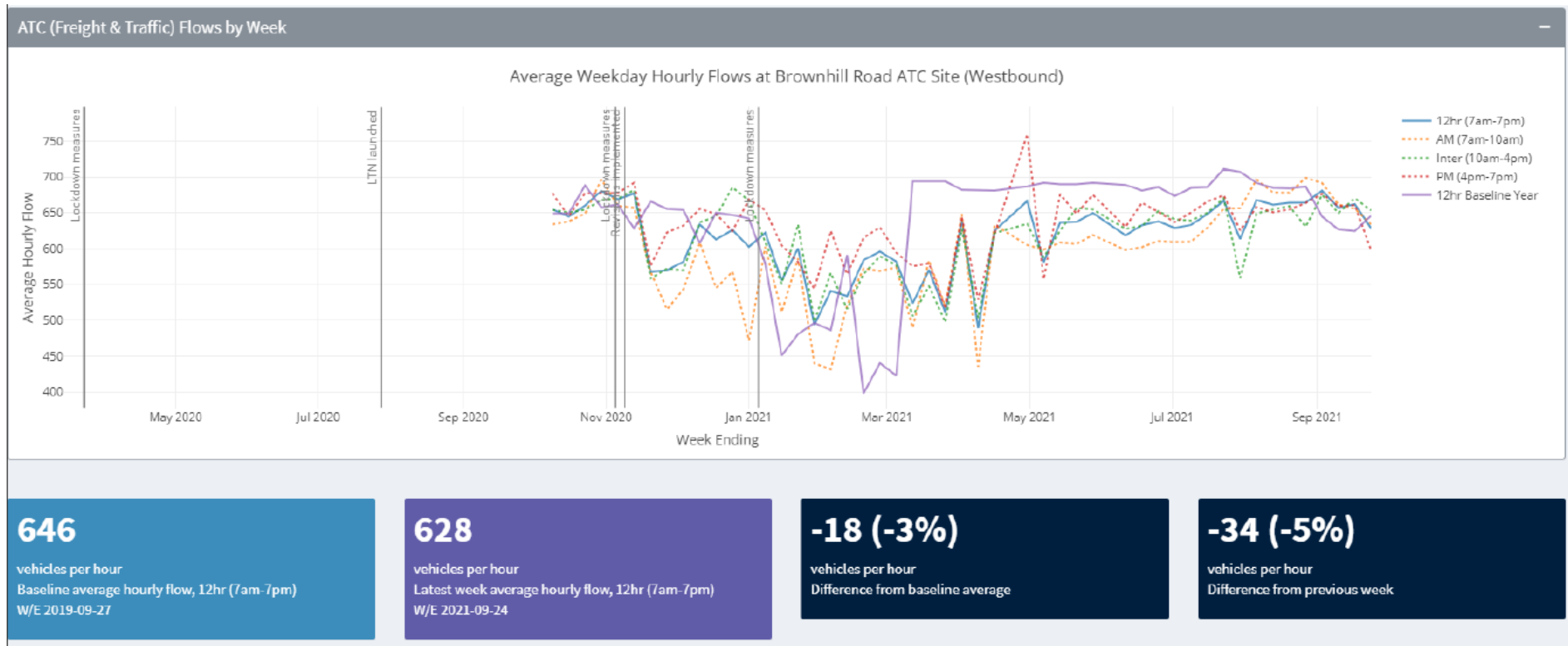


Figure 7 Traffic flow westbound on A205 Brownhill Road (October 2021 snapshot)

The westbound traffic flow details a very similar scenario and as of the October snapshot actually details a reduction of 18 vehicles per hour in vehicle flow when compared to the 2019 base line.

- 2.4.8 It can be seen from the above October snapshot (Figure 7) that the conditions recorded on the A205 for bus journey times and traffic flow do not align with responses to the public consultation that the situation is worse than it was prior to the pandemic.

## **2.5 Burnt Ash Hill/Burnt Ash Road.**

- 2.5.1 For the Burnt Ash Hill / Burnt Ash Road corridor northbound (Figure 8), data indicated an average increase in northbound bus journey times of 0.5 minutes per km. The average journey times were 3.6 minutes per km pre-covid, this fell to around 2.5 minutes per km post covid until September 2020, coinciding with the reopening of schools. Journey times peaked at over 7 minutes per km in October 2020 before falling to around the 3.6 minute per km mark at the end of 2020.
- 2.5.2 In 2021 the bus journey times have been consistent and stayed between 3.2 and 4.5 minutes per km. In comparison to the latest week of data the journey time per km has increased by 0.5 minutes per km in comparison to pre-covid and scheme implementation average.

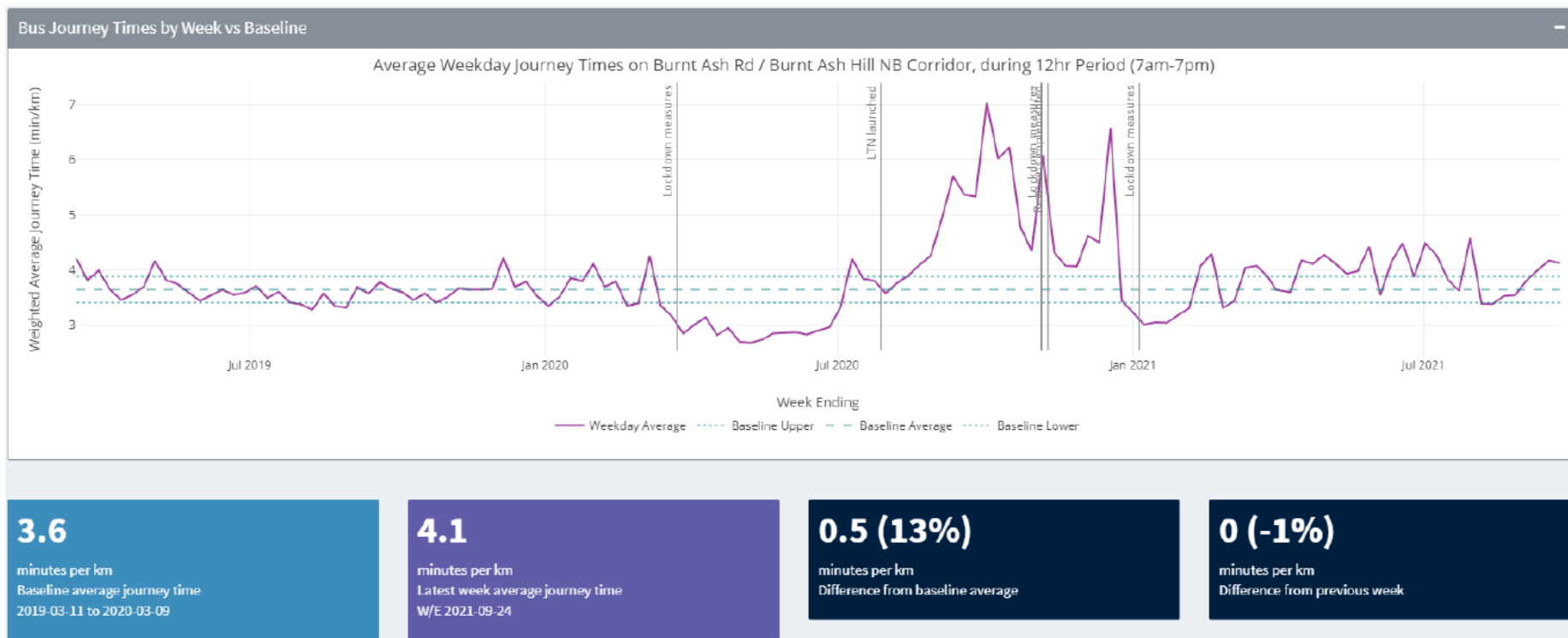


Figure 8 Bus Journey northbound on Burnt Ash Hill (October 2021 snapshot)

2.5.3 Recorded journey times southbound along the Burnt Ash Hill/ Burnt Ash Road corridor showed little no change in journey times when comparing pre-covid/pre-LTN and October 2021 (**Error! Reference source not found.**9) data. In January 2020 average bus journey times were 3 minutes per km, this fell for the next few months before reaching its lowest time of 2.5 minutes in June, the launch of the LTN. Journey times then increased on average each month until peaking in October 2020 at 7 minutes per km. After the LTN was revised in November 2020, journey times stabilised at around 3 minutes per km. This has continued throughout 2021.

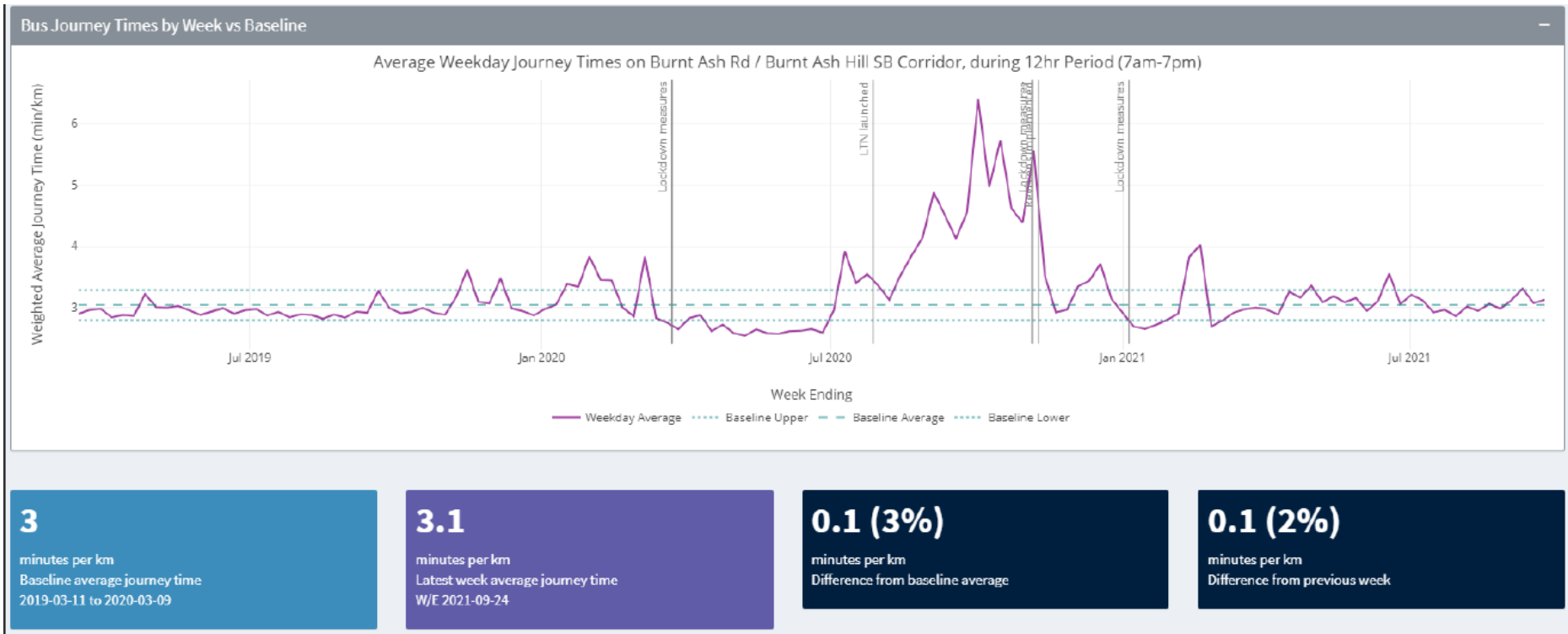


Figure 9 Bus Journey southbound on Burnt Ash Hill (October 2021 snapshot)

## 2.6 Lee High Road/Eltham Road

- 2.6.1 TfL data for the 12-hour average between 7am and 7pm on Lee High Road eastbound details pre-covid bus journey times averaged out at around 3.8 minutes per km. During the first lockdown this time reduce to below 3 minutes per km.
- 2.6.2 Journey times rose and peaked in July 2020, just after the launch of the original LTN reaching 5.2 minutes per km, before stabilising for the rest of the year between 4 and 4.5 minutes per km on average. In late January and



February, the average journey time dropped to under 3.5 minutes per km. Since then, the journey times have been consistently between 4 and 4.5 minutes per km. This is a 0.7 minute per km increase to the base line figure.

2.6.3 The Lee High Road Eastbound movement is only one of the boundary road which has shown a consistent increase in journey times after the inclusion of the LTN.

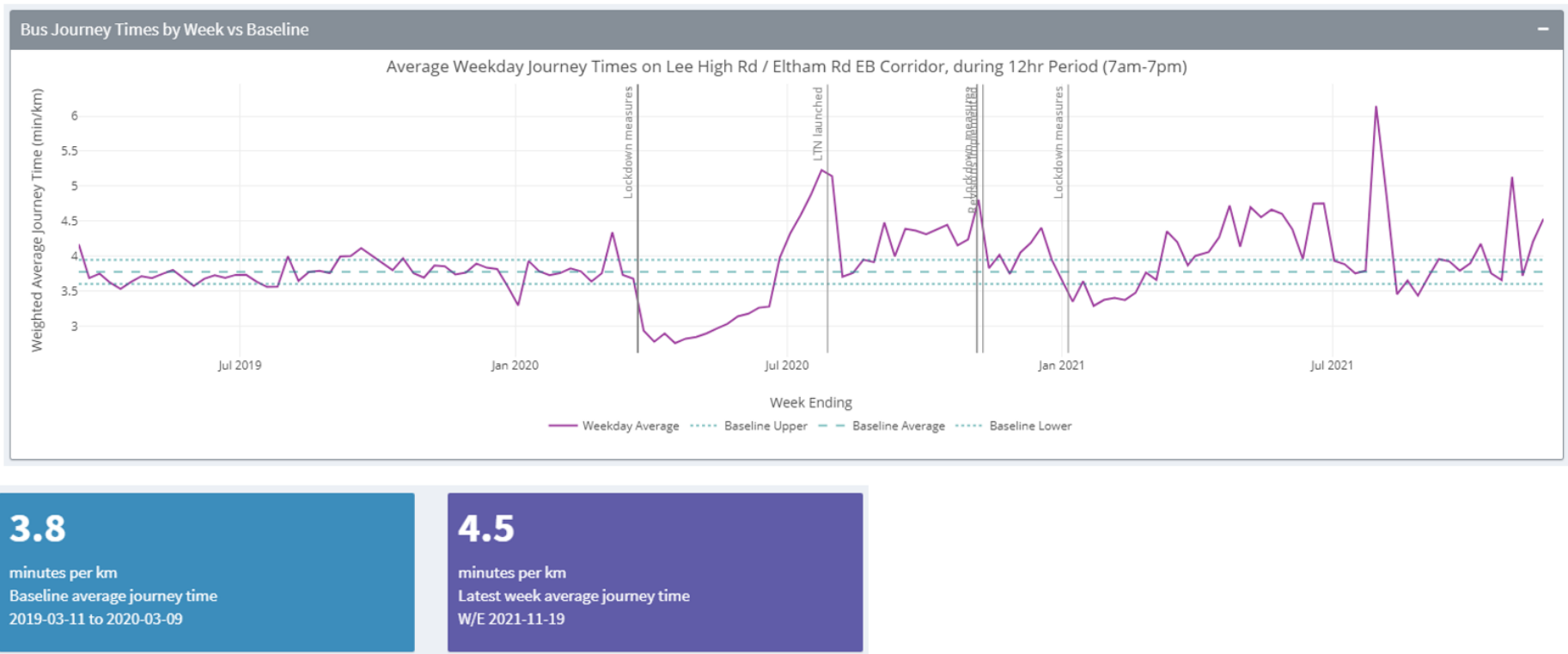
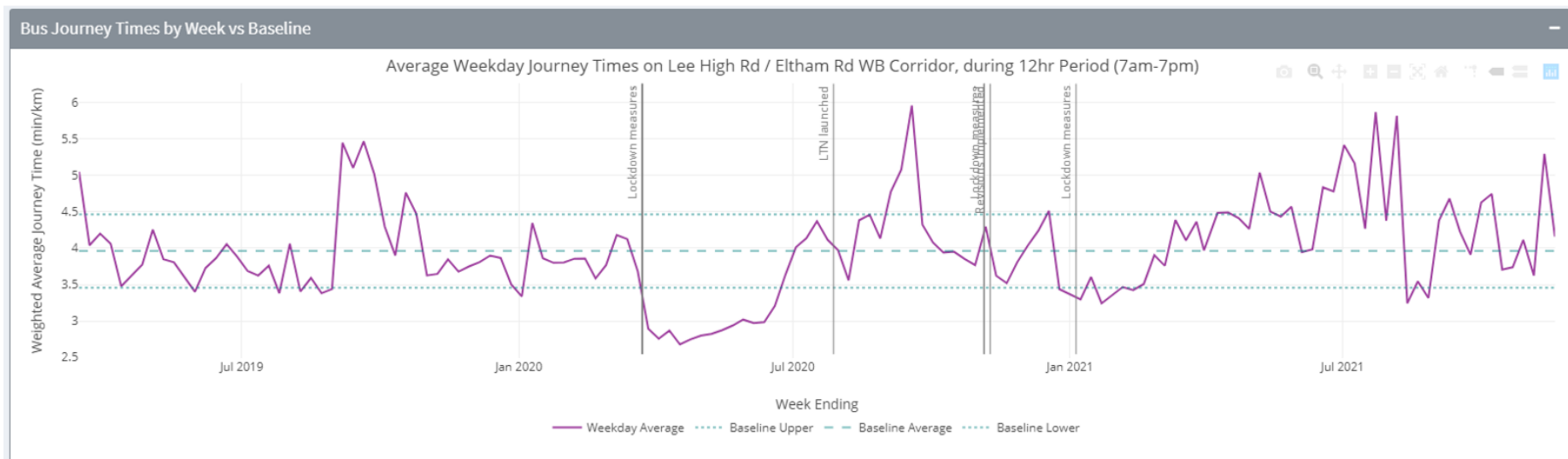


Figure 10 Average Weekday journey times on Lee High Rd Eastbound

2.6.4 TfL data for the 12-hour average between 7am and 7pm on Lee High Road westbound details pre-covid bus journey times averaged out at around 4 minutes per km. During the first lockdown this time reduce to below 2.8 minutes per km.

2.6.5 Journey times start to increase from April 2020, with an increase to the baseline of 4 minutes per km in July 2020 as the original LTN was implemented and peaking in September 2020 just under 6 minutes per km, coinciding with the return of schools.

2.6.6 In 2021 the average journey time per km rose from a low in January to peak at 5.5 minutes per km in July 2021. This drop dramatically in August to under 3.5 minutes per km. Since then it has remained consistently between the upper and lower baseline range of 3.5 and 4.5 minutes per km.



<p><b>4</b> minutes per km Baseline average journey time 2019-03-11 to 2020-03-09</p>	<p><b>4.2</b> minutes per km Latest week average journey time W/E 2021-11-19</p>
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Figure 11 Average Weekday journey times on Lee High Rd Westbound

2.6.7 Bus Journey time data is under constant review with TfL and the data used within the report was the latest at the time of writing. TfL have advised that they are unable to determine the overall effects of the scheme as although

the above analysis investigates delays along the specific sections around the LTN, along the overall corridors the journey times have remained largely the same with little difference to no difference.

- 2.6.8 The data suggests that the vast majority of the metrics are all within baseline values that TfL use to monitor the TLRN.

## 2.7 Air Quality Data

- 2.7.1 The Council maintains a network of Nitrogen Dioxide (NO<sub>2</sub>) diffusion tubes to assess pollution levels. NO<sub>2</sub> is a pollutant that is harmful to health and is related to the use of petrol and diesel engines. Further information on air quality and live readings can be found on the Council's website: [www.lewisham.gov.uk/airquality](http://www.lewisham.gov.uk/airquality)
- 2.7.2 There are variables that will influence overall air quality in an area, such as weather conditions that may disperse air pollution from one area to another, and changes in lockdown restrictions, which will have influenced people's travel patterns. Please note that some of the longer roads were subject to multiple survey locations. The data presented in the below section of this report is provisional data that has been supplied ahead of its intended publication. Due to the timescales involved with the consultation and to ensure that data is presented, it should be noted that this data may be subject to change upon further investigation and validation.
- 2.7.3 The data presented in (Figure 12) below details the average NO<sub>2</sub> recorded within and around the Lewisham and Lee Green Low Traffic Neighbourhood. The data has been split to provide an average over four periods in time (with a minimum period of 3 months):
- **Pre pandemic** - to provide a baseline figure for what is 'normal' conditions;
  - **Pandemic** - to understand what effect the pandemic and lockdown had;
  - **Original scheme** - to understand the effects of the original LTN scheme; and
  - **Revised scheme** – to understand the effects of the revised LTN scheme.
- 2.7.4 The data details that over the original LTN scheme a reduction on pre-pandemic levels across all surveyed locations was noted and that over the course of the two variations of the scheme, the LTN has had little to no impact on air quality in and around it.
- 2.7.5 Looking at the average NO<sub>2</sub> readings in **Error! Reference source not found**.12, there are no locations where NO<sub>2</sub> exceed the United Kingdom annual mean objective of 40 micrograms per cubic metre of air (40 µg/m<sup>3</sup>).

2.7.6 Monitoring found that the overall mean NO<sub>2</sub> concentration for the whole network was 29.0 µg/ m<sup>3</sup> during the 'original LTN' period and 31.4 µg/m<sup>3</sup> during the 'revised LTN' period, this is an increase of 8.3%.

## 2.8 WHO Air Quality

2.8.1 The World Health Organization (WHO) have their own air quality guidelines for air quality levels. The LTN scheme was introduced back in July 2020 when the guidelines advised of a mean objective of 40 micrograms per cubic metre of air (40 µg/m<sup>3</sup>). They have however recently been revised in September 2021 and the new guidelines advise of a mean objective of 25 micrograms per cubic metre of air (25 µg/m<sup>3</sup>) mean over a 24 hour period. This new guideline differs to the EU/ UK legal limit as it is not a target, but guidance on what is acceptable. This adjusted figure however is a very ambitious guidance and would result in many streets in London not complying with.

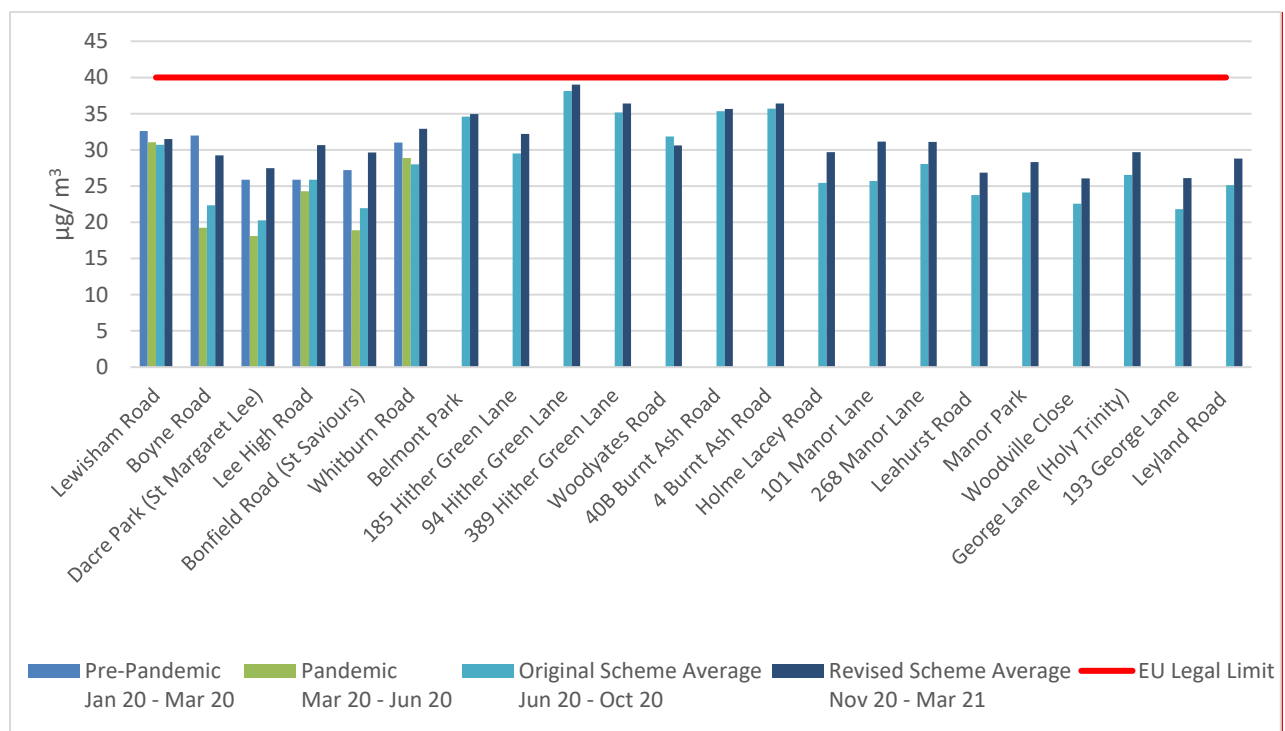


Figure 12 Mean NO<sub>2</sub> concentrations within and on surrounding roads to the LTN

2.8.2 Air Quality monitoring of the A205 South Circular (**Error! Reference source not found.**13) indicates that air quality improved during the first lockdown when people's travel was restricted. The air quality is

now comparable to pre-pandemic levels as restrictions have been eased.

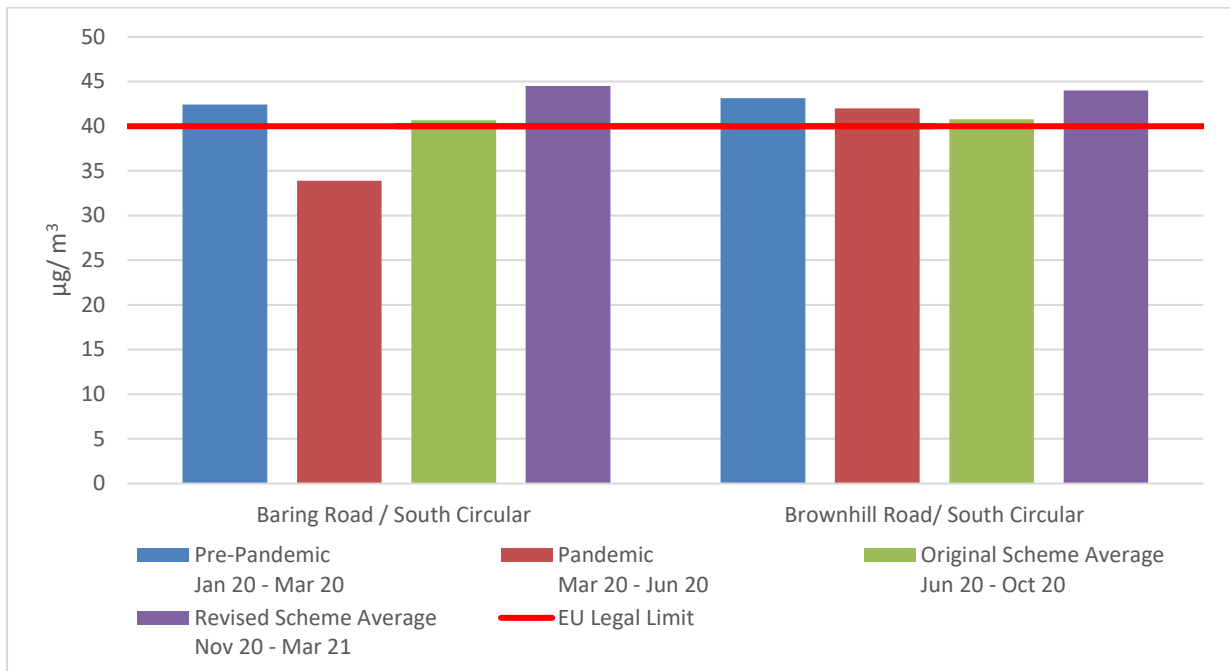


Figure 13 Mean NO2 concentrations on the South Circular

Readings from the live sensors installed within the borough can be found on the following [here](#).

## 2.9 Emergency Services Response Times

- 2.9.1 Prior to the launch and during the Lewisham and Lee Green LTN, Council officers held regular meetings with the emergency services to discuss any emerging operational issues coming from police, fire and ambulance service representatives. Discussions at these meetings also covered impacts on emergency service.
- 2.9.2 At no point have the emergency services highlighted any incidents as significant or requested specific changes be made to the LTN. The London Ambulance Service had reported a small number of incidents that led to delays within the original LTN scheme, but this has since been revised. However, it should be noted that similar to monitoring traffic data within a pandemic, the emergency services have been operating under different circumstances to 'normal'. Officers are therefore continuing to liaise with emergency services.

## Appendix C – Monitoring Report – September 2022

### **Lewisham & Lee Green Low Traffic Neighbourhood**

Date: September 2022

## 1. INTRODUCTION

- 1.1.1 The London Borough of Lewisham introduced the Lewisham and Lee Green Low Traffic Neighbourhood as a response to Government encouragement, following the outbreak of the COVID-19 pandemic.
- 1.1.2 The Lewisham and Lee Green Low Traffic Neighbourhood (LTN) was first introduced in July 2020. At the time, in response to the pandemic, the Government was encouraging councils to make significant changes to their road layouts to give more space to cyclists and pedestrians and urgently put measures like LTNs in place.
- 1.1.3 The primary aim was to encourage people to walk and cycle more, and to do so safely whilst maintaining social distancing, as more of us were working from home and exercising and shopping in our local area.
- 1.1.4 LTNs also aim to improve air quality and public health, reduce air and noise pollution, and make roads safer, which are all in line with the Council's longer term aims for the whole borough LTNs achieve this by restricting motor vehicle through traffic within a residential area while keeping through movement for pedestrians and cyclists.
- 1.1.5 The London Borough of Lewisham published a monitoring strategy in October 2020 for the Lewisham and Lee Green Low Traffic Neighbourhood (LTN), which identified a plan for measuring and trying to understand the impacts of the scheme using a range of metrics. A copy of the strategy can be found [here](#).
- 1.1.6 In January 2022 as part of the report presented to Mayor and Cabinet, an update monitoring report was provided which included latest data collected which was from November 2021. This can be found at [Lewisham Council - Agenda for Mayor and Cabinet on Wednesday, 12th January, 2022, 6.00 pm](#).
- 1.1.7 As part of Mayor and Cabinet approval was given for the publishing of permanent traffic orders retaining the revised Lewisham and Lee Green LTN, it was also agreed that there be continual monitoring of the area using a range of indicators, including, but not limited to, traffic counts, speed surveys, air quality and bus journey times.

### 1.2 Data limitations

- 1.2.1 It is important to note that any transport related data capture has



limitations and does not consider external factors on the network such as road works, collisions, broken down vehicles etc. However data capture during a national pandemic is even more tumultuous, due to the tightening and easing of lockdown measures by Government which have severely influenced travel behaviour; resulting in at times volatile results.

1.2.2 The monitoring data has been undertaken over a period that is not under 'normal' conditions with frequent changes in restrictions on movements and social distancing. Although conditions have now improved, as there are currently no restrictions on movement or social distancing, travel patterns are still likely to be different to pre pandemic levels with many people still working from home and choosing different modes and times to travel.

1.2.3 Therefore the data produced/analysed in this report is to aid in the monitoring and evaluation of the scheme, with the knowledge that its holds some limitations.

1.2.4 The below timeline summarises the measures introduced as well as the COVID-19 restrictions introduced by the UK Government.

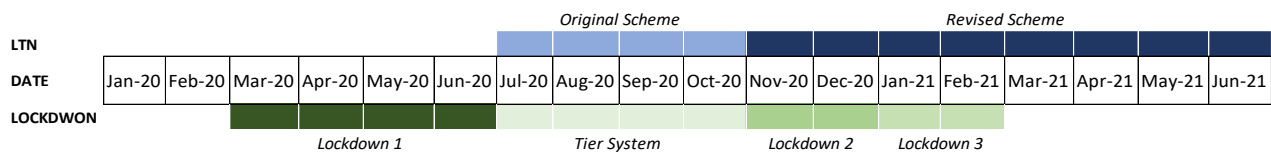


Figure 1 – Timeline of Measures and UK Government restrictions.

1.2.5 During this time there have been several notable changes such as the opening and closing of schools, restrictions on public transport patronage numbers and encouragement where possible to work from home. This has resulted in unpredictable travel patterns, with many people choosing to walk and cycle over public safety concerns when needing to travel. This fear also resulted in people opting to drive as an alternate to the reduced capacity levels on public transport, resulting in an increase in vehicle movements at times.

1.2.6 While collecting traffic counts and vehicle speed data, with the use of automatic traffic counts, a number of sites were subject to vandalism with the cutting of the equipment. Although the equipment was replaced several times this has meant that some data is missing and collected over a different 7 day period.

## 2. **AUTOMATIC TRAFFIC COUNT DATA:**

- 2.1.1 Automatic Traffic Count data was available prior to the introduction of the LTN for some locations as part of a scheme that was being developed by the Council prior to the pandemic called the 'Healthy Neighbourhoods' scheme (further information on this scheme can be found [here](#)). Data for these locations was collected over a consecutive seven day period starting on the 23<sup>rd</sup> March 2019, however when the original scheme was being developed it was understood that this did not cover the entire area and to gain a better understanding in the time frames outlined by Government additional data was collected to provide indicative information based on street similar streets. This data was collected over a consecutive seven day period starting on the 25<sup>th</sup> June 2020. From this point on this data will be referred to as pre-scheme data.
- 2.1.2 As a part of the original monitoring report which can be found [here](#), an additional data capture was undertaken in October 2021 over a consecutive seven day period starting on the 28<sup>th</sup> September 2021. This data forms a datum which covers the 'original LTN scheme' that was introduced in July 2020.
- 2.1.3 The scheme was revised in November 2020 for several reasons, one of the reasons was in response to resident concerns and data that indicated that vehicle flows, journey times and bus journey times could be increasing as a consequence of the scheme. The original scheme was therefore revised with the following changes:
- Manor Lane, the existing camera adjusted to allow vehicles to pass through in both directions, except heavy goods vehicles (HGVs)
  - Manor Park, the existing camera adjusted to allow vehicles to travel northbound (towards Lee High Road). The camera will enforce vehicles who try to travel southbound.
  - Cameras on Ennersdale Road and Dermody Road adjusted to allow vehicles to travel one-way west to east (from Hither Green towards Lee Green). The camera will continue to enforce vehicles who try to travel east to west (from Lee Green towards Hither Green)
  - Leahurst Road, the fire gate was removed to allow vehicles to travel west to east (from Hither Green towards Lee Green). A new camera was installed to enforce this restriction. The width restriction was replaced by a 7.5 tonne weigh restriction which is also enforced by

camera.

- 2.1.4 A survey was undertaken in February 2021, over a consecutive seven day period starting on the 4<sup>th</sup> February 2021. These surveys were outlined in the monitoring report as a datum collection point which would provide an insight into the operation of the 'revised LTN scheme' as introduced in November 2020.
- 2.1.5 The latest survey data has been collected in April 2022, over a consecutive seven-day period. These surveys are located in similar position to previous collections and provide an indication of how the scheme is operating within a post covid normal.
- 2.1.6 Overall Traffic volume has been monitored across 55 locations within and outside of the LTN at different periods of time to understand the effects of the scheme. Comparable data that was available has been presented below (Table 1, Table 2). Additional surveys were undertaken during the course of the scheme, however these are at locations that were identified during the course of the scheme and have no comparable pre-scheme data available (Table 3).
- 2.1.7 Table 1 below details pre-scheme data for locations where pre-scheme data was recorded in March 2019 and that average traffic volumes on the roads surveyed have reduced by approximately 67.7% between March 2019 and February 2021. March 2019 recorded an average of 3,220 vehicles per day per road, before falling to 1,249 in October 2020 during the original LTN scheme and 1040 in February 2021 during the revised LTN scheme. In the latest recorded counts, the average has increased since February 2021 to 1,860 vehicles per day per road however this is still a 42% reduction on the pre-scheme March 2019 figures.
- 2.1.8 All roads, with the exception of Leahurst Road (North of Ennersdale Road), Leyland Road (North of Upwood Road) and Morley Road (South of Lingards Road), have less vehicle traffic now in comparison to pre-scheme in March 2019.

Table 1: Pre-count scheme data 2019 comparison

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22
Dallinger Road	1337	434	236	282
Cambridge Drive	1436	417	233	346
Eastdown Park	8970	4165	3782	6321
Effingham Road	947	619	374	711
Ennersdale Road	8895	1532	1674	3174
Gilmore Road	3153	3235	1671	2964
Handen Road	1797	895	614	1193
Holme Lacey Road	1523	379	161	214
Manor Lane Terrace	1274	903	634	507
Leahurst Road North of Ennersdale Road	2002	1025	1148	2487
Leyland Road North of Osberton Road	813	147	296	286
Leyland Road North of Upwood Road	276	251	133	286
Longhurst Road	3911	607	961	2181
Manor Lane	2642	332	255	343
Manor Park North of Northbrook Road	3839	1429	1653	2521
Manor Park West of Thornwood Road	3923	1611	1181	2564
Micheldever Road	3193	1108	952	1956
Morley Road North of Dermody Road	10672	2337	2318	3980
Morley Road South of Lingards Road	3883	2764	2414	3998
Newstead Road	1673	881	668	1460
Pitfold Road	245	240	181	147
Southbrook Road	4369	2543	1759	3460
Staplehurst Road	4761	1154	1339	2988
Taunton Road	2781	1484	1184	2192
Upwood Road	3403	1255	667	1217
Woodyates Road	1998	734	555	569

<b>Average</b>	<b>3220</b>	<b>1249</b>	<b>1040</b>	<b>1860</b>
Difference to Mar 2019		-1971	-2180	-1360
% Change from Mar 19		-61.20	-67.70	-42.25

2.1.9 Table 2 below details pre-scheme data for locations where pre-scheme data was recorded in June 2020 and highlights that vehicle movements on these roads has increased on average by approximately 2% between June 2020 and April 2022.

2.1.10 In June 2020 daily traffic volume was an average of 1,879 across all roads, rising slightly to 1,941 during the original LTN scheme in October 2020,

falling to 1,507 in the revised LTN scheme in February 2021 and has risen to 1,919 in 2022.

2.1.11 The biggest increase in volumes were George Lane and Manor Lane (south of Dallinger Road) however there was also decreases on adjacent roads which include Springrice Road and Springbank Road. This could suggest the overall level of traffic in these outer road to the LTN has been consistent but different routes are being taken.

Table 2 Pre-Scheme data collected in June 2020

Location	Before LTN Jun 20	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22
Ardgowan Road	291	803	242	302
Belmont Park	2324	1358	1195	1824
Benin Street	364	562	513	152
Blessington Road	933	1140	861	966
Brandram Road	2325	2199	1213	2088
Campshill Road	1509	1427	1289	2086
Courthill Road	7252	9804	8065	7975
Dacre Park	1607	2033	919	1309
George Lane	2347	1793	2049	3589
Harvard Road	589	568	594	553
Hither Green Lane	7275	7690	7373	7973
Lanier Road	1126	550	402	840
Longbridge Way	2157	2483	1203	904
Manor Lane Terrace, East of Abernethy Road	396	512	501	507
Manor Lane, South of Dallinger Road	4621	2389	3667	5955
Minard Road	268	1131	231	375
Nightingale Grove	1524	1501	893	2127
Old Road	667	343	282	384
Radford Road	648	672	540	690
Springbank Road, South of Torridon Road	1055	1559	938	575
Springrice Road	1910	2304	598	617
Thornford Road	2058	1920	1464	2275
Torridon Road	3221	3080	2289	3344
Wellmeadow Road, South of Hither Green Lane	214	262	175	255
Wellmeadow Road, South of Torridon Road	294	443	191	321

<b>Average</b>	<b>1879</b>	<b>1941</b>	<b>1507</b>	<b>1919</b>
Difference	-	62	-372	40
% Change from Jun 20	-	3.30	-19.77	2

2.1.12 Although there is no comparable pre-scheme data, Table 3 Rev 1 presents data for additional locations that were collected during the original LTN

scheme, then repeated during the revised LTN scheme and the recent data collected in April 2022. This data is a comparison between traffic volumes during the time of the pandemic and traffic data gathered without COVID-19 restrictions in April 2022.

2.1.13 The survey results within the table show that overall, there has been an increase in vehicle volumes between February 2021 and April 2022. It is assumed that part of this increase is due to the relaxing of pandemic restrictions, leading to an expected rise in general vehicle journeys. In comparison however with the original scheme surveyed in October 2020 the latest results from April 2022 indicate there is still an overall reduction in vehicle movements.

2.1.14 Hither Green Lane North has shown the most change with an increase from February 21 to April 22 of 1,784 vehicle movements per day, although this represents a reduction of 2,511 vehicle movements per day when considering the survey data gathered during the original LTN scheme in October 2020. In contrast, Verdant Lane has increased by 2,226 vehicle movements per day between the original scheme in October 2020." However overall, the recent surveys taken in April 2022 show a reduction in vehicle movements of 4.8% across the roads surveyed when compared to the original scheme.

Table 3 rev 1 – Comparison of original scheme vs revised where no pre scheme data was captured

Location	Original Scheme Oct 20	Revised scheme Feb 21	Apr-22
Ardgowan Road	477	370	712
Beacon Road West of Ardmere Road	548	283	461
Broadfield Road	257	183	301
Hither Green Lane North of Brightside Road	12431	9947	11142
Hither Green Lane North of George Lane	13226	8931	10715
Laleham Road North of Brownhill Road	2909	3070	2848
Laleham Road North of Elmer Road	2052	1612	1183
Minard Road	472	280	587
Torridon Road	1265	665	1148
Verdant Lane	13326	15034	15552
Wellmeadow Road	288	211	321

<b>Average</b>	<b>4296</b>	<b>3690</b>	<b>4088</b>
Difference	-	-606	-207
% Change from Jun 20	-	-14.11	-4.8

## 2.2 Traffic Speed Monitoring

- 2.2.1 Traffic speed was also monitored at the same 55 locations. Pre-scheme surveys can also be found from March 2019, and June 2020, when COVID-19 restrictions were in place. Comparable data that is available has been presented below (Table 4, Table 5).
- 2.2.2 Table 4 below details vehicle speeds for locations where pre-scheme data was recorded in March 2019 and highlights that on average vehicle speeds on these roads have decrease by approximately 5.4%, or 1mph between March 2019 and April 2022.
- 2.2.3 However, it is to note that speeds have increase from 2021 during the period of covid restrictions but have reduce since the implementation of the LTN.
- 2.2.4 In April 2022 the biggest increase in speed was on Leyland Road (north of upwood Road) where there was a 10 mph increase. As this is a one-way road, this may be the reason of the increase in vehicle speed. The biggest decrease has been on Holme Lacey Road where vehicle speed has reduced to an average of 15 mph from 20mph.

Table 4 – Pre-Scheme data collected in March 2019 vs April 2022

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22
Dallinger Road	21.8	17.5	15.6	17.9
Cambridge Drive	23.4	19.9	15.3	21.2
Eastdown Park	15.5	18.5	18.4	16.3
Effingham Road	18.1	13	17.5	15.3
Ennersdale Road	19.3	17.1	17.2	17.4
Gilmore Road	17.2	16.3	19.1	19.25
Holme Lacey Road	20.1	13.7	13.3	15.75
Manor Lane Terrace	14.3	14.1	13	14.05
Leahurst Road North of Ennersdale Road	13.3	14.6	13.9	14.15
Leyland Road North of Upwood Road	13.6	14.4	13.3	24.55
Longhurst Road	19.2	16	16	17.6
Manor Lane	19.6	16.4	15.5	18.35
Manor Park North of Northbrook Road	20.7	21.5	20.6	20
Manor Park West of Thornwood Road	24	21.4	20.5	20.65

Micheldever Road	24.4	20.6	19.9	20.6
Morley Road North of Dermody Road	18.2	16.1	18.5	16.35
Morley Road South of Lingards Road	17.4	14.9	15.4	17.85
Newstead Road	19.7	18.5	19.1	19.7
Pitfold Road	17.7	13.4	12	16.65
Southbrook Road	24.2	21	22.5	21.05
Taunton Road	19.3	19	18.8	17
Upwood Road	17.5	15.9	16.1	16.7
<b>Average</b>	<b>19.0</b>	<b>16.9</b>	<b>16.8</b>	<b>18.1</b>

2.2.5 Table 5 below details average vehicle speeds for locations where pre-scheme data was recorded in June 2020 and highlights that on average vehicle speeds on these roads have decrease by approximately 0.5 mph between June 2020 and April 2022.

2.2.6 The biggest decrease of vehicle speeds was seen in Campshill Road of more than 3 mph and the largest increase in volume was in Radford Road although it should be noted this still remains below the speed limit of 20 mph.

Table 5 Traffic speeds pre scheme june 2022

Location	Before LTN June 20	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22
Ardgowan Road	20.2	17.8	16.7	12.9
Belmont Park	18	17.2	18.1	24
Benin Street	15.3	14.8	18.2	17.8
Brandram Road	19.6	20	18.1	19.3
Campshill Road	18.6	15.3	14.8	15.25
Courthill Road	21.7	19.9	21.6	16.6
George Lane	13.7	14.2	14	14.15
Harvard Road	11.3	12	8.4	8.5
Hither Green Lane	20.9	19.5	18.7	22.05
Lanier Road	15.4	15.1	14.6	15.8
Longbridge Way	14.4	12.8	14.2	13.75
Manor Lane Terrace, East of Abernethy Road	15.7	14.6	13.4	14.05



Manor Lane, South of Dallinger Road	20.2	20	19.5	18.35
Minard Road	12.7	13.7	14.8	15.3
Nightingale Grove	17.2	15.6	16.2	16.4
Old Road	14.5	13.1	10.2	12.3
Radford Road	14.6	17.6	17	18.5
Springbank Road, South of Torridon Road	23	20.5	21.5	21.45
Springrice Road	15.8	14.9	14.7	15
Thornford Road	19.3	19.5	18.6	19.5
Torridon Road	20.1	21.1	21	21.4
Wellmeadow Road, South of Hither Green Lane	14	13.2	10.7	13.25
Wellmeadow Road, South of Torridon Road	15.4	12.9	14.4	13.5
<b>Average</b>	<b>17.0</b>	<b>16.3</b>	<b>16.1</b>	<b>16.5</b>

## 2.3 Bus Journey Times

2.3.1 The Council has worked with Transport for London (TfL) who have been monitoring bus journey times. The monitoring area covers journey times for three key corridors; Brownhill Road, Burnt Ash Hill/ Burnt Ash Road and Lee High Road/ Eltham Road. These routes were selected to provide an insight to the effects on key corridors that are on the boundary of the scheme.

2.3.2 Figure 2 below identifies the key corridors which TfL have provided data.

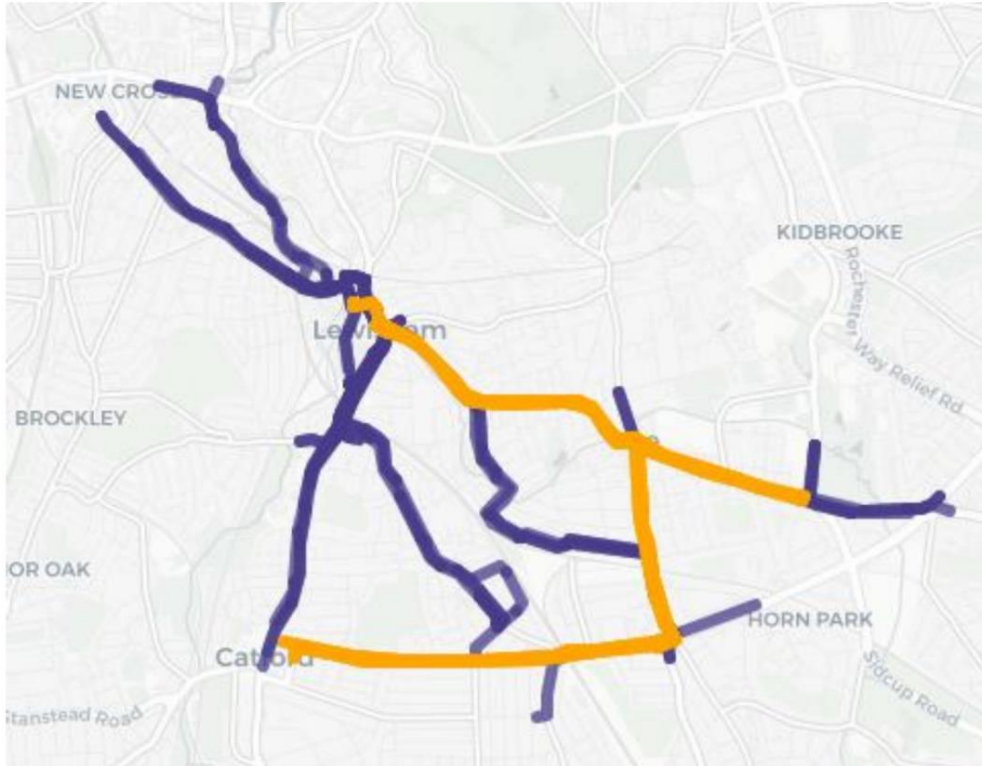


Figure 2 - Key bus corridors within the borough that have been assessed (Orange)

2.3.3 The following data sets show the changes over time for bus journey times and traffic flow. We have selected the most recent data at the time of writing the report which includes up to the end of mid July 2022.

2.3.4 TfL data shows bus journey times on these corridors fluctuated over the course of 2020, coinciding with the introduction and easing of COVID restrictions. This includes an increase when the original scheme was introduced in July 2020 and when schools returned in September 2020. The data indicates that the fluctuations have settled since the scheme was revised in November 2020. This pattern has continued across to the first half of 2022.

## 2.4 **Brownhill Road**

2.4.1 TfL data for the 12 hour average between 7am and 7pm on Brownhill Road eastbound (Figure 3) details pre-covid bus journey times averaged out at around 4.3 minutes per km for the above indicated route between Lewisham High Street and Burnt Ash Hill. In April 2020 this fell to under 3 minutes per Km as Covid-19 resulted in the first lockdown. As the original LTN launched in July 2020, journey times returned to 4 minutes per Km on

average, increasing to around 10 minutes per Km for the next few months, which coincided with the easing of restrictions/ the tier system. An increase in bus journey time was noted in September 2020, which coincided with the reopening of schools, however from November 2020 journey times settled to roughly 5 minutes per Km coinciding with the revised LTN launch.

2.4.2 In 2021 a similar pattern was observed with increases in bus journey times after the relaxation of social distance restrictions. There is also an increase bus journey time around September with the beginning of the school term.

2.4.3 In 2022 the average Eastbound bus journey times have fluctuated within January and for a short period reach a high of 10 minutes, however from February to July average journey times have been below average. In the last week this has again seen a large increase. These rapid changes are likely to be due to incidents on other parts of the network which then have a knock on effect to the eastbound movement on the A205.

2.4.4 This data would suggest that at times the average weekday bus journey time is running slightly higher especially in late 2021 however the average on the last 3 months has been below average.

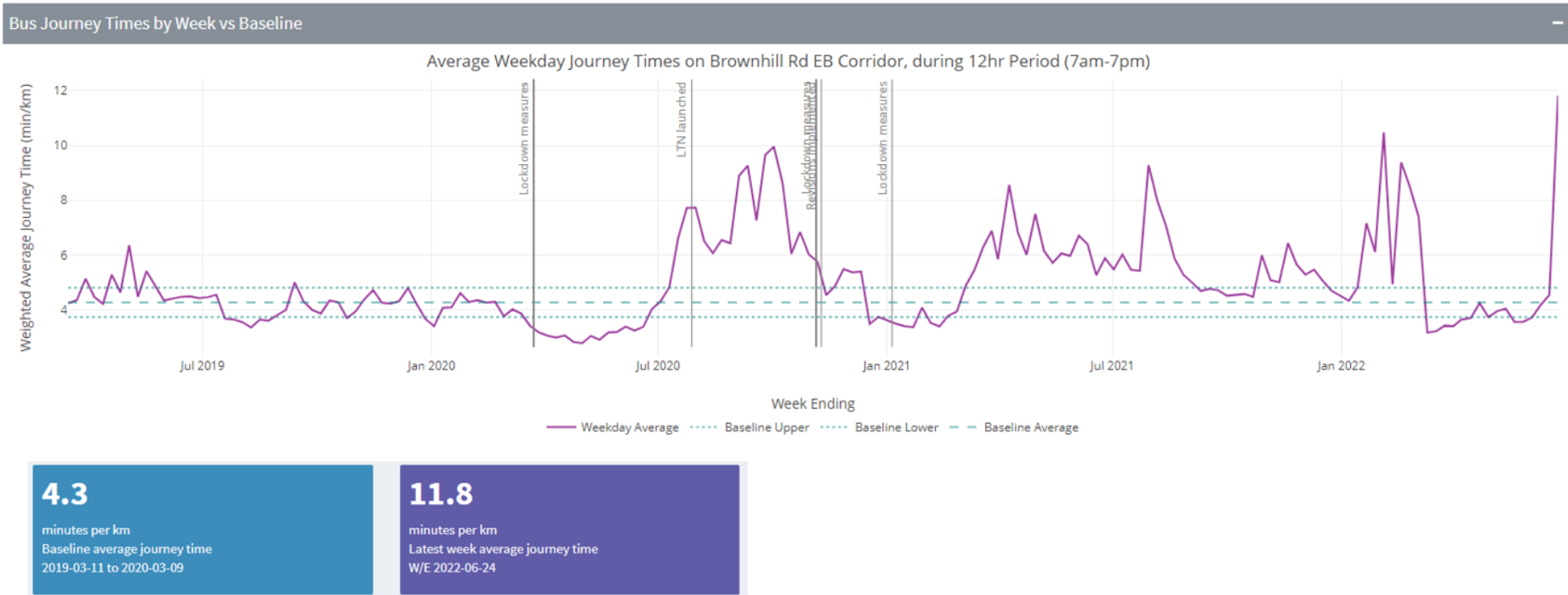
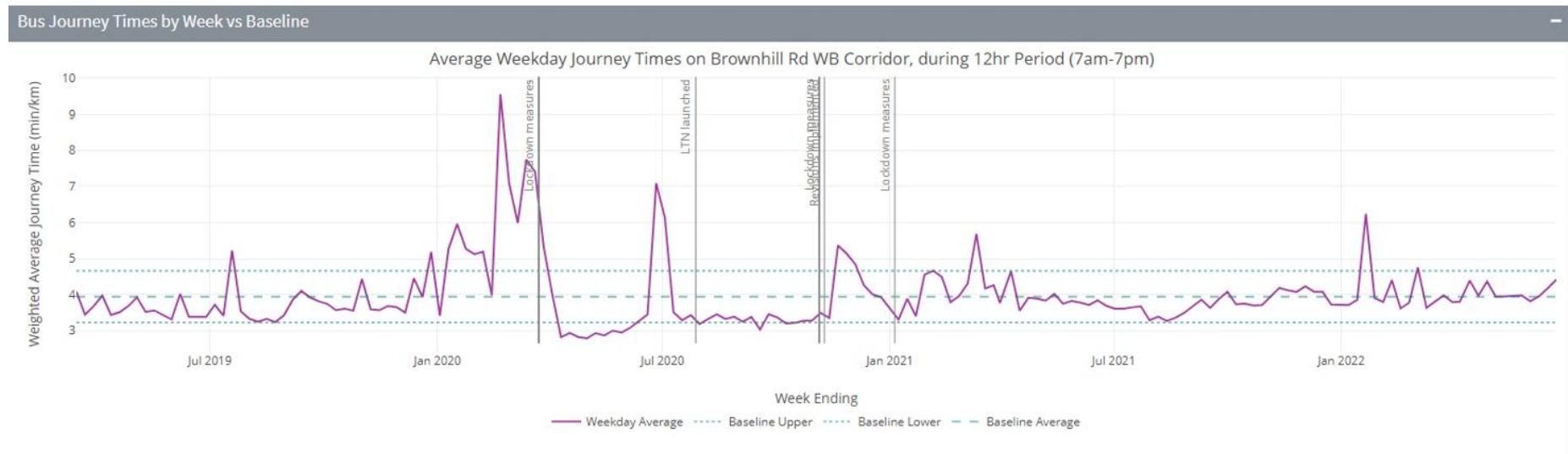


Figure 3 Average Weekday Journey Times Eastbound on Brownhill versus baseline (minutes per km)

2.4.5 The westbound (Figure 4) average bus journey times however has stayed the same over the same period. Pre-covid bus journey times were around 3.9 minutes per km, in March 2020 this increased to over 9 minutes per km but then fell to under 3 minutes per km until May 2020. June 2020 saw average bus journey times of 7 minutes per km, falling to around 4 minutes per km again in July 2020 when the original LTN scheme was introduced, until an increase of over 1.5 minutes per km in September 2020 when the schools reopened. When the scheme was revised in November 2020, bus times settled to around 4 minutes per km again.

- 2.4.6 In 2021 there has been less fluctuation and a more consistent bus journey time. The majority of 2021 has seen the bus journey time within the upper and lower baseline bus journey time average and in several instances actually recording a journey time below the baseline value.
- 2.4.7 In 2022 the Westbound bus journey times have stayed consistently between the upper and lower baseline bus journey time range. In the last week (mid July) this has increased to 4.4 minutes per km but again within the range of expected fluctuations.
- 2.4.8 The results suggest the westbound bus journey times have been unaffected by the introduction of the LTN as little change has occurred.



<b>3.9</b> minutes per km Baseline average journey time 2019-03-11 to 2020-03-09	<b>4.4</b> minutes per km Latest week average journey time W/E 2022-06-24
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Figure 4 Average Weekday Journey Times on Brownhill Rd WB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

2.4.9 The below graphics provide an update on vehicle traffic flows from TfL for the period to October 2021.

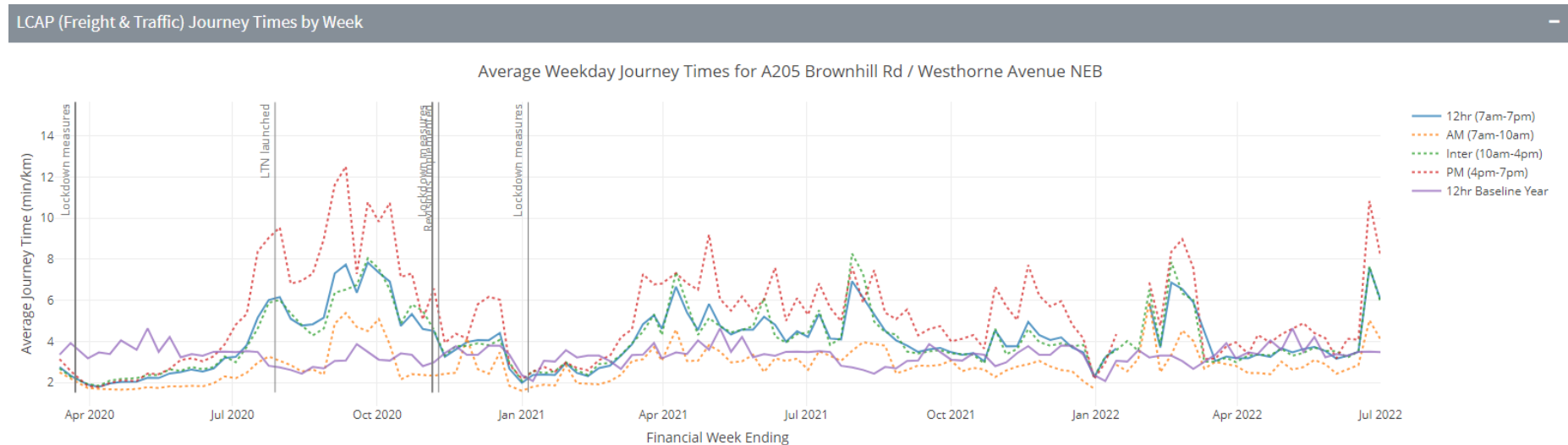


Figure 5 Traffic flow eastbound on A205 Brownhill Road (July 2022 snapshot)

2.4.10 Figure 5 analyses the weekday journey time trend on the A205 Brownhill Road / Westhorne Avenue NEB, separately showing the various data depending on what time of the day the data was obtained. During the various periods of Covid 19 restrictions there was large increases and decreases in journey times. From April 2021 the 12 hour average remained consistent but higher than the pre-covid and LTN implementation. However, since August 2021 the 12-hour average journey time for has fallen to approx. 3 mins per km similar to prior to the LTN implementation. In line with the bus data this has spiked for the recent week which suggest this is from an incident on the network rather than a longer-term project like the LTN.

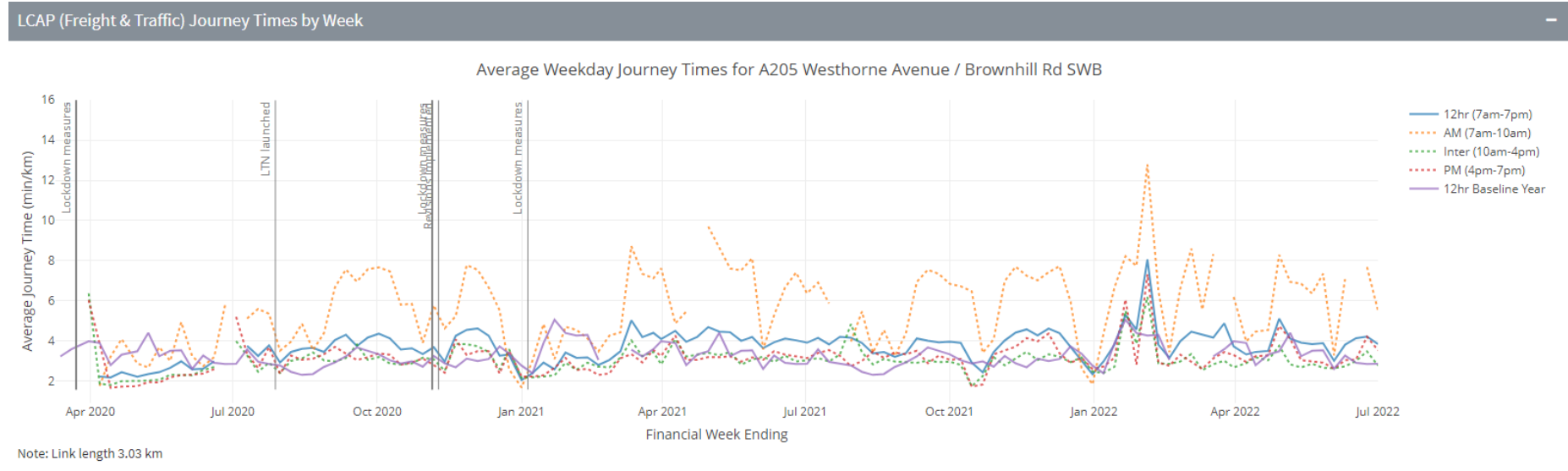


Figure 6 Traffic flow westbound on A205 Brownhill Road (July 2022 snapshot)

2.4.11 Figure 6 shows analyses the weekday journey time trend on the A205 Brownhill Road / Westhorne Avenue SWB, separately showing the various data depending on what time of the day the data was obtained. Similar to the bus journey time data the 12 hour average hasn't changed greatly, however this breakdown shows that there has been large impacts in the morning more than any other time of the day. Overall the trend continues to be a consist journey time from pre-covid and pre TLN to now.

**2.5 Burnt Ash Hill/Burnt Ash Road.**

2.5.1 Figure 7 shows data for average weekday journey times on the Burnt Ash Hill/Burnt Ash Road corridor northbound. The average journey times were 3.6 minutes per km pre-covid, this fell to around 2.5 minutes per km post covid until September 2020, coinciding with the reopening of schools. Journey times peaked at over 7 minutes per km in October 2020 before falling to around the 3.6 minute per km mark at the end of 2020.

2.5.2 In 2021 the bus journey times have consistently been within the upper and lower baseline averages of 3.2 and 4.5 minutes per km with a maximum of 1 min per km above the pre-covid average for short period of time.

2.5.3 In 2022, the trend has been similar with short peaks in journey times. The overall trend is around or slightly above the upper baseline. This suggests in there has been a slight increase in journey time for northbound traffic in comparison to pre-covid and pre-LTN.

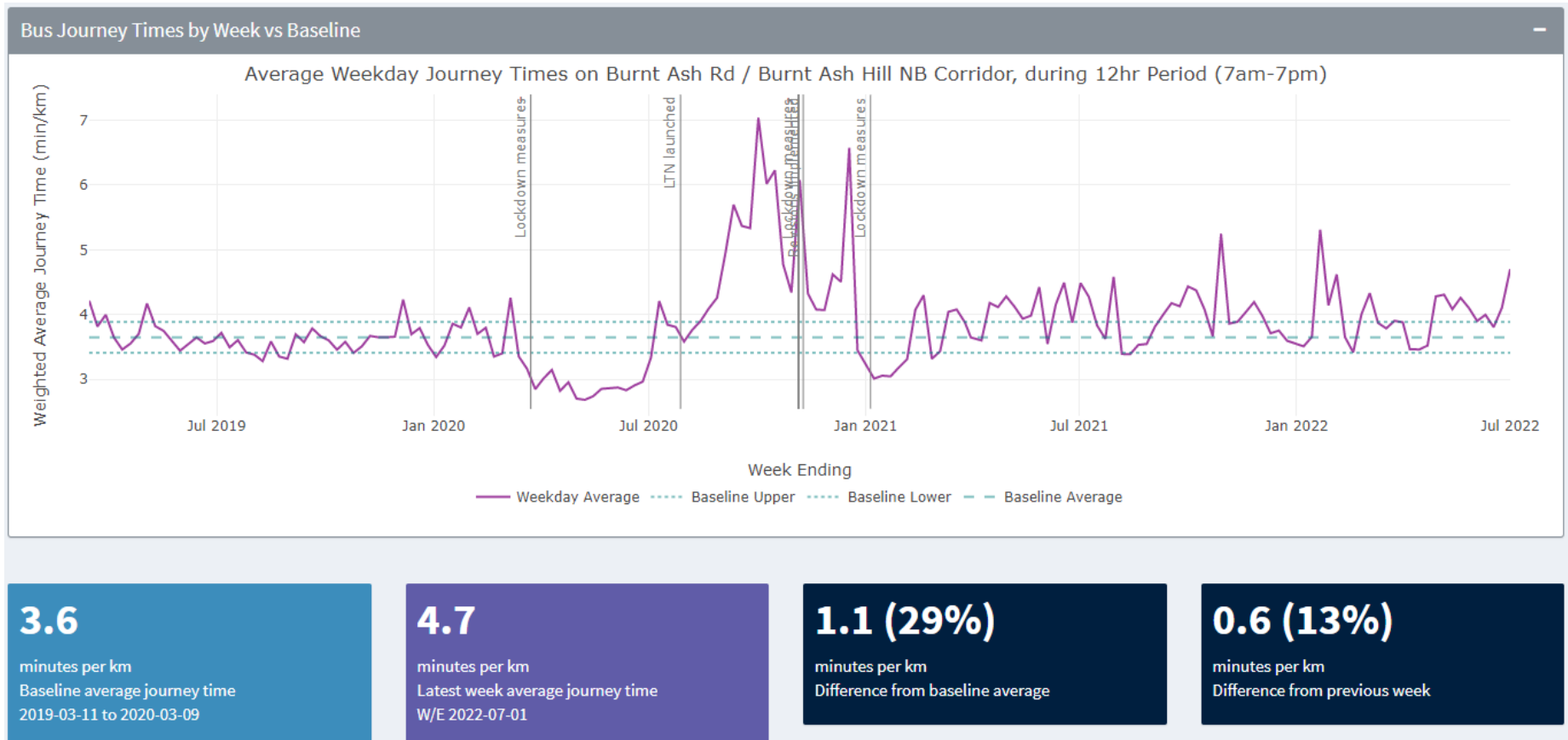


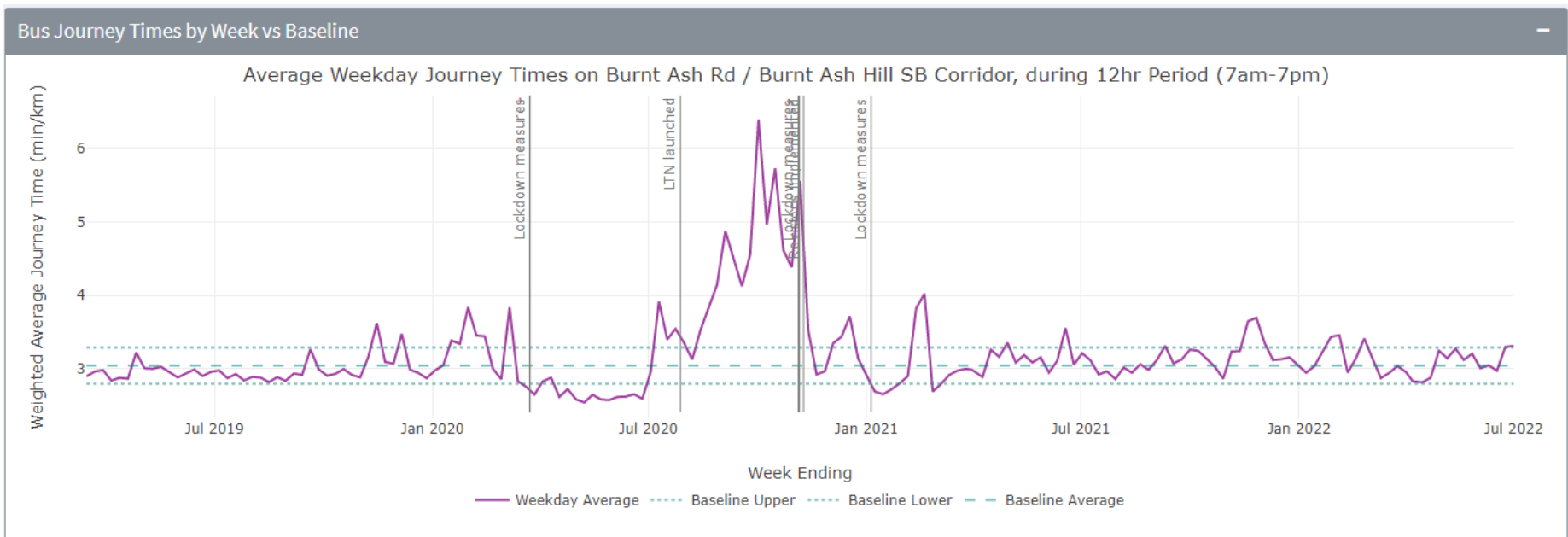
Figure 7 Bus Journey northbound on Burnt Ash Hill (July 2022 snapshot)

2.5.4 Figure 8 shows recorded journey times southbound along the Burnt Ash Hill/ Burnt Ash Road corridor. There has been little or no change in journey times when comparing pre-covid/pre-LTN with 2021 and 2022 data. In January 2020 average bus journey times were 3 minutes per km, this fell for the next few months before reaching its lowest time of



2.5 minutes in June, the launch of the LTN. Journey times then increased on average each month until peaking in October 2020 at 7 minutes per km. After the LTN was revised in November 2020, journey times stabilised at around 3 minutes per km. This has continued throughout 2021 and 2022.

2.5.5 The data suggest there has been no impact on south bound bus journey times along Burnt Ash Road since the implementation of the LTN.



**3**  
minutes per km  
Baseline average journey time  
2019-03-11 to 2020-03-09

**3.3**  
minutes per km  
Latest week average journey time  
W/E 2022-07-01

**0.3 (9%)**  
minutes per km  
Difference from baseline average

**0 (0%)**  
minutes per km  
Difference from previous week

Figure 8 Bus Journey southbound on Burnt Ash Hill (July 2022 snapshot)

## **2.6 Lee High Road/Eltham Road**

- 2.6.1 Figure 9 shows TfL data for the 12-hour average between 7am and 7pm on Lee High Road eastbound details pre-covid bus journey times averaged out at around 3.8 minutes per km. During the first lockdown this time reduce to below 3 minutes per km. Journey times rose and peaked in July 2020, just after the launch of the original LTN reaching 5.2 minutes per km, before stabilising for the rest of the year between 4 and 4.5 minutes per km on average.
- 2.6.2 Across the three-year study period journey times increased up to a peak of just over 6 minutes per km in July 2021, however, journey times have now fallen again to an average of 3.8 minutes per km again in July 2022.

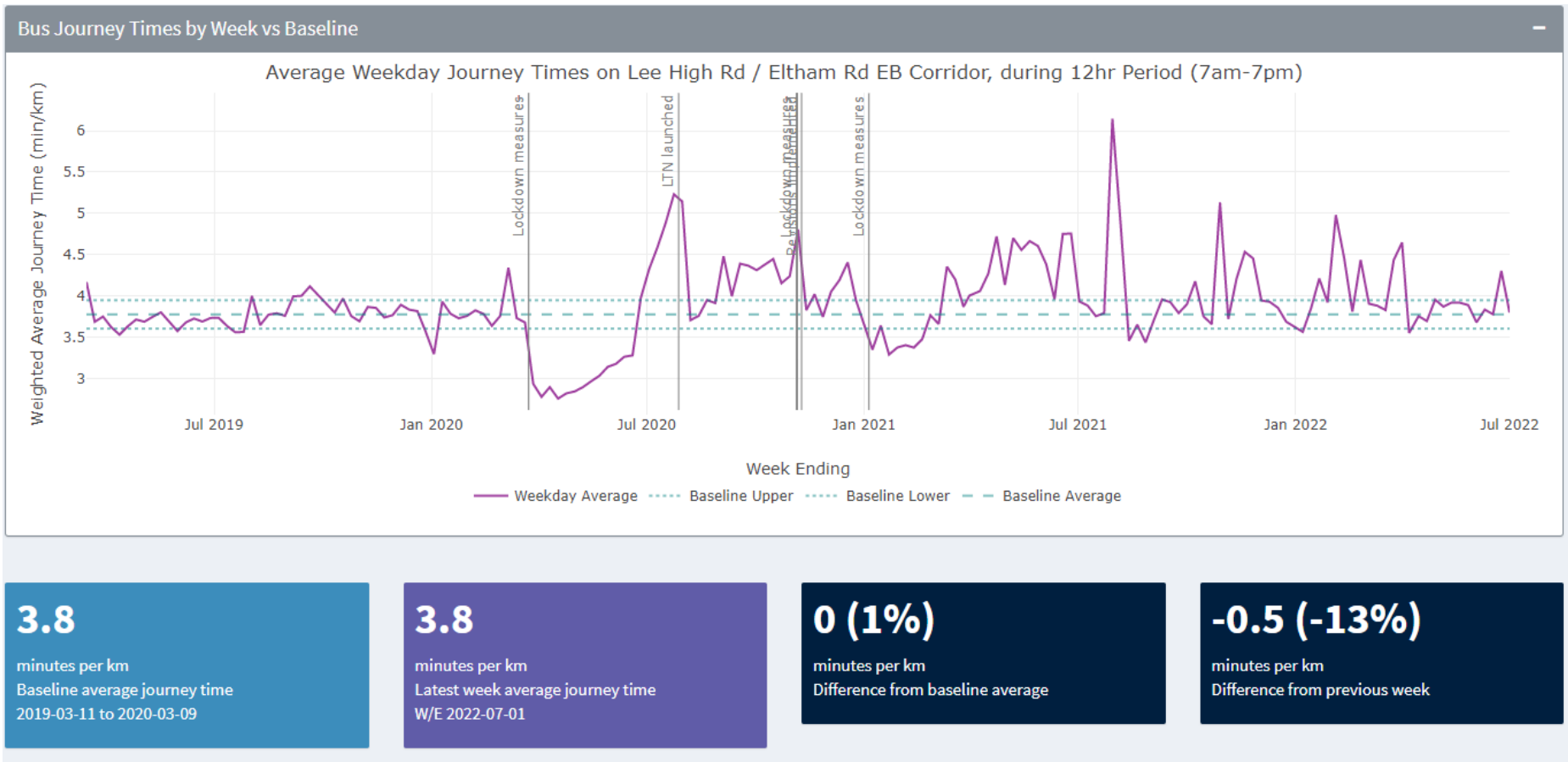


Figure 93 Average Weekday journey times on Lee High Rd Eastbound

- 2.6.3 Figure 10 shows TfL data for the 12-hour average between 7am and 7pm on Lee High Road westbound details pre-covid bus journey times averaged out at around 4 minutes per km. During the first lockdown this time reduce to below 2.8 minutes per km .
- 2.6.4 Journey times start to increase from April 2020, with an increase to the baseline of 4 minutes per km in July 2020 as the original LTN was implemented and peaking in September 2020 just under 6 minutes per km, coinciding with the return of schools.

- 2.6.5 In 2021 the average journey time per km rose from a low in January to peak at 5.5 minutes per km in July 2021. This drop dramatically in August to under 3.5 minutes per km. Since then it has fluctuated between the upper and lower baseline range of 3.5 and 4.5 minutes per km with a low in December 2021 well below the lower baseline.
- 2.6.6 In 2022 the other than a short peak in early February the bus journey time has remain consistent and current matches the baseline figure recorded pre-covid and pre-LTN. This would assume the LTN has not impacted on the bus journey times for the west bound corridor on the Lee High Road.

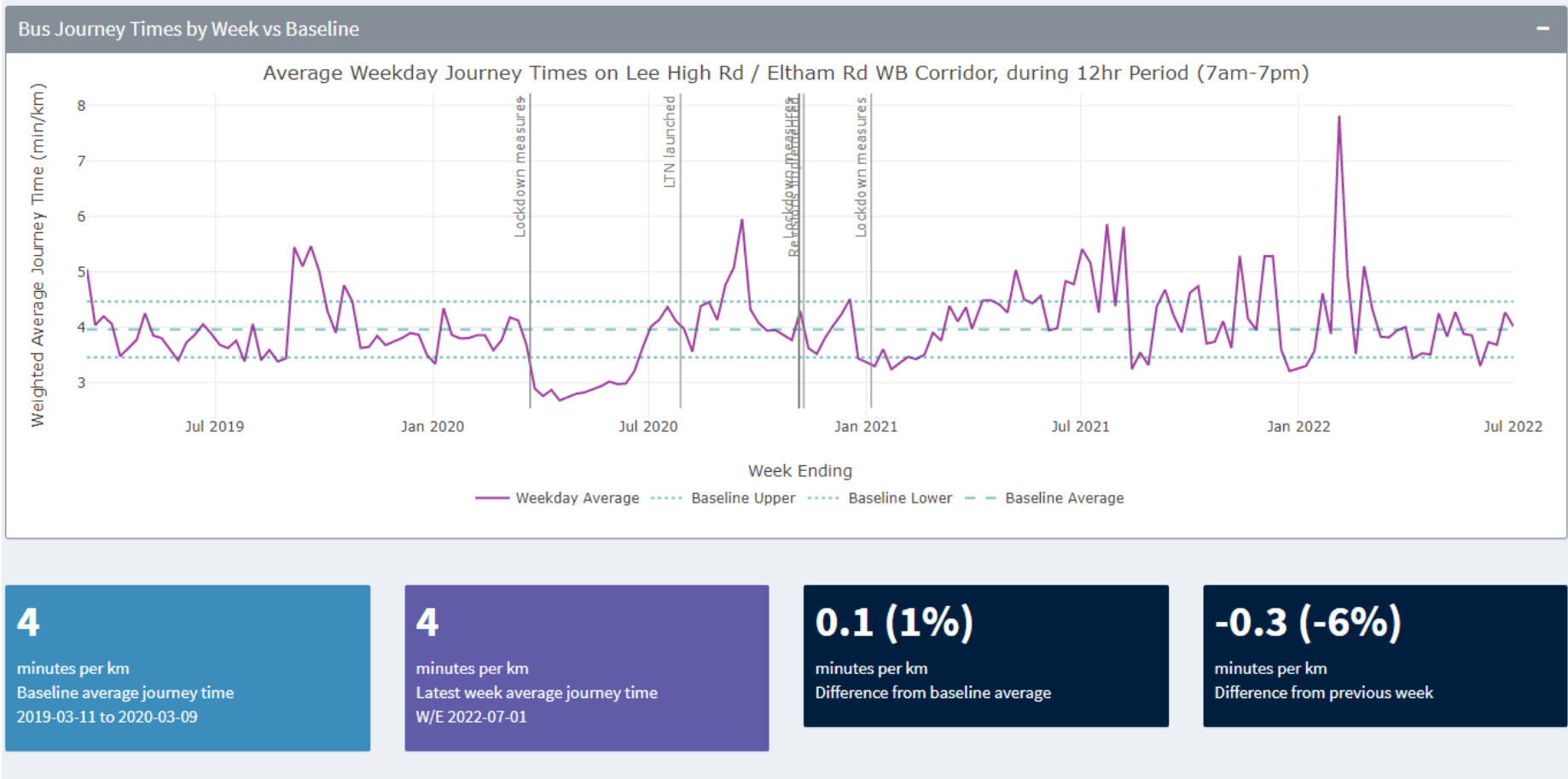


Figure 10 Average Weekday journey times on Lee High Rd Westbound

2.6.7 Bus Journey time data is under constant review with TfL and the data used within the report was the latest at the time of writing (July 2022). TfL have advised that they are unable to determine the overall effects of the scheme as although the above analysis investigates delays along the specific sections around the LTN, along the overall corridors the journey times have remained largely the same with little difference to no difference.

2.6.8 The data suggests that the vast majority of the metrics are all within baseline values that TfL use to monitor the TLRN.

## **2.7 Air Quality Data**

- 2.7.1 The Council maintains a network of Nitrogen Dioxide (NO<sub>2</sub>) diffusion tubes to assess pollution levels. NO<sub>2</sub> is a pollutant that is harmful to health and is related to the use of petrol and diesel engines. Further information on air quality and live readings can be found on the Council's website: [www.lewisham.gov.uk/airquality](http://www.lewisham.gov.uk/airquality)
- 2.7.2 There are variables that will influence overall air quality in an area, such as weather conditions that may disperse air pollution from one area to another, and changes in lockdown restrictions, which will have influenced people's travel patterns. Please note that some of the longer roads were subject to multiple survey locations. The data presented in the below section of this report is provisional data that has been supplied ahead of its intended publication. Due to the timescales involved with the consultation and to ensure that data is presented, it should be noted that this data may be subject to change upon further investigation and validation.
- 2.7.3 The data presented in (Figure 11) below details the average NO<sub>2</sub> recorded within and around the Lewisham and Lee Green Low Traffic Neighbourhood. The data has been split to provide an average over five periods in time (with a minimum period of 3 months):
- **Pre pandemic** - to provide a baseline figure for what is 'normal' conditions;
  - **Pandemic** - to understand what effect the pandemic and lockdown had;
  - **Original scheme** - to understand the effects of the original LTN scheme; and
  - **Revised scheme** – to understand the effects of the revised LTN scheme.
  - **Post Covid "norm"** – to understand the effects without restrictions on movement
- 2.7.4 The data details that over the original LTN scheme a reduction on pre-pandemic levels across all surveyed locations was noted and that over the course of the two variations of the scheme, the LTN has had little to no impact on air quality in and around it. This continues to be the pattern with the latest set of data.
- 2.7.5 Looking at the average NO<sub>2</sub> readings in **Error! Reference source not found**.<sup>11</sup>, there are no locations where NO<sub>2</sub> exceed the United Kingdom annual mean objective of 40 micrograms per cubic metre of air (40 µg/m<sup>3</sup>).

2.7.6 Monitoring found that the overall mean NO<sub>2</sub> concentration for the whole network was 29.0 µg/ m<sup>3</sup> during the 'original LTN' period and 31.4 µg/m<sup>3</sup> during the 'revised LTN' period, this is an increase of 8.3%. During the 'post covid' period this has dropped to 29.6 µg/m<sup>3</sup>

## **2.8 WHO Air Quality**

2.8.1 The World Health Organization (WHO) have their own air quality guidelines for air quality levels. The LTN scheme was introduced back in July 2020 when the guidelines advised of a mean objective of 40 micrograms per cubic metre of air (40 µg/m<sup>3</sup>). The have however recently been revised in September 2021 and the new guidelines advise of a mean objective of 25 micrograms per cubic metre of air (25 µg/m<sup>3</sup>) mean over a 24 hour period. This new guideline differs to the EU/ UK legal limit as it is not a target, but guidance on what is acceptable. This adjusted figure however is a very ambitious guidance and would result in many streets in London not complying with.



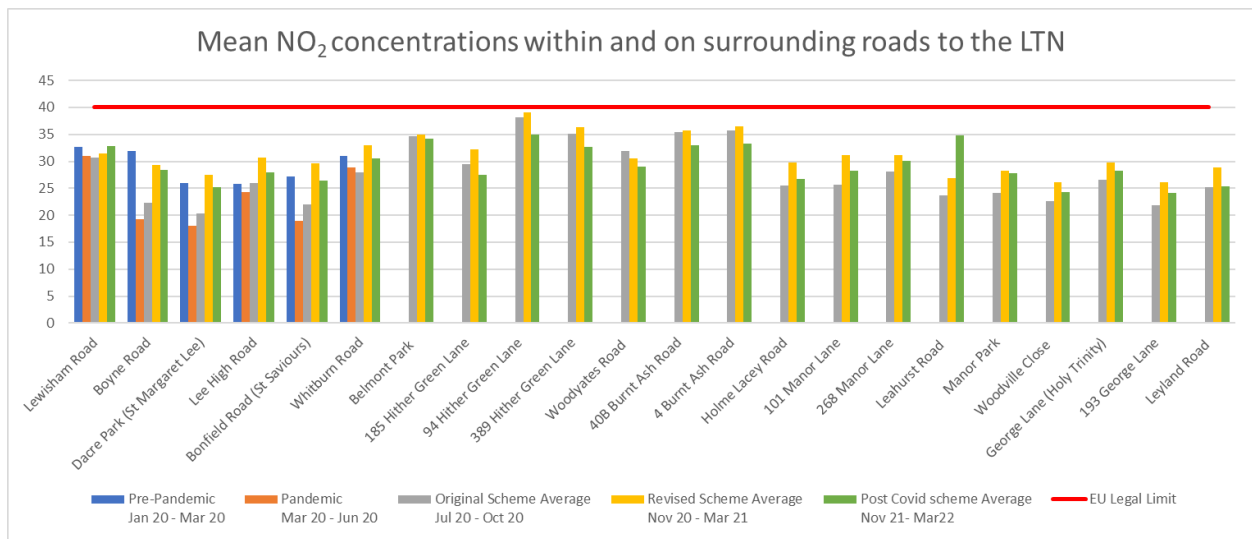


Figure 114 Mean NO<sub>2</sub> concentrations within and on surrounding roads to the LTN

2.8.2 Air Quality monitoring of the A205 South Circular (**Error! Reference source not found.**12) indicates that air quality improved during the first lockdown when people’s travel was restricted. The air quality has now improved and is shown to be on slightly above the levels which were recorded during Covid.

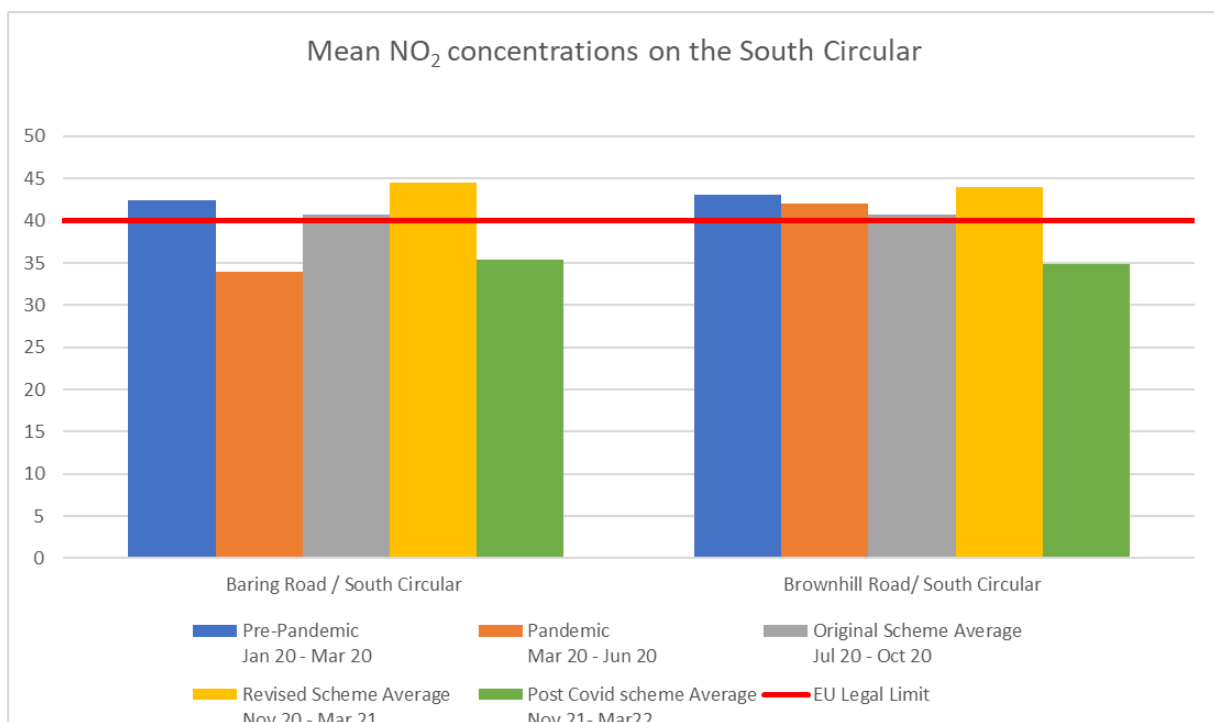


Figure 52 Mean NO<sub>2</sub> concentrations on the South Circular

Readings from the live sensors installed within the borough can be found on the following [here](#).

Monitoring Report – April 2023

**Lewisham & Lee Green Low Traffic Neighbourhood**

Date: September 2023

## 1. INTRODUCTION

- 1.1.1 The London Borough of Lewisham introduced the Lewisham and Lee Green Low Traffic Neighbourhood as a response to Government encouragement, following the outbreak of the COVID-19 pandemic.
- 1.1.2 The Lewisham and Lee Green Low Traffic Neighbourhood (LTN) was first introduced in July 2020. At the time, in response to the pandemic, the Government encouraged councils to make significant changes to their road layouts to provide more space to cyclists and pedestrians and urgently put measures like LTNs in place
- 1.1.3 The primary aim was to encourage people to walk and cycle more, and to do so safely whilst maintaining social distancing, as more of us were working from home and exercising and shopping in our local area.
- 1.1.4 LTNs also aim to improve air quality and public health, reduce air and noise pollution, and make roads safer, which are all in line with the Council's longer term aims for the whole borough LTNs achieve this by restricting motor vehicle through-traffic within a residential area while keeping through movement for pedestrians and cyclists.
- 1.1.5 The London Borough of Lewisham published a monitoring strategy in October 2020 for the Lewisham and Lee Green LTN, which identified a plan for measuring and trying to understand the impacts of the scheme using a range of metrics. A copy of the strategy can be found [here](#).
- 1.1.6 In January 2022, as part of the report presented to Mayor and Cabinet, an update monitoring report was provided which included latest data collected which was from November 2021. This can be found at [Lewisham Council - Agenda for Mayor and Cabinet on Wednesday, 12th January, 2022, 6.00 pm.](#)
- 1.1.7 In September 2022, a second monitoring report was provided to the Mayor and Cabinet, which included the latest data to April 2022 and a comparison to the years pre and post LTN implementation. This can be found at [Lewisham Council - Agenda for Mayor and Cabinet on Wednesday, 21st September, 2022, 6.00 pm.](#)
- 1.1.8 As part of Mayor and Cabinet, approval was given for publishing the permanent traffic orders retaining the revised measures for Lewisham and Lee Green LTN, it was also agreed that there be further monitoring of the

area using a range of indicators, including, but not limited to, traffic counts, speed surveys, air quality, bus journey times and collision data.

1.1.9 This report provides an update on the agreed monitoring and includes data up to April 2023 a year on from the previous collected data.

## 1.2 Data limitations

1.2.1 The data presented in this report includes a comparison to the previous obtained data over 4 years including the period of lockdown measures by Government.

1.2.2 It is important to note that any transport related data capture has limitations and does not consider external factors on the network such as road works, collisions, broken down vehicles etc. However, data capture during a national pandemic is even more tumultuous, due to the tightening and easing of lockdown measures by Government which have severely influenced travel behaviour; resulting in at times volatile results.

1.2.3 Parts of the monitoring data has been undertaken over a period that is not under 'normal' conditions with frequent changes in restrictions on movements and social distancing.

1.2.4 Therefore, the data produced/analysed in this report is to aid in the monitoring and evaluation of the scheme, with the knowledge that it holds some limitations.

1.2.5 Figure 1 below shows summarised the timeline of the measures introduced as well as the COVID-19 restrictions introduced by the UK Government.

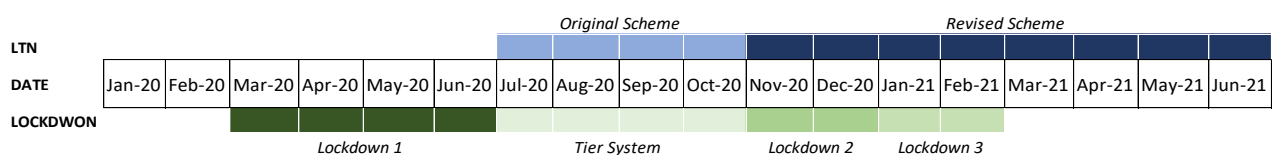


Figure 1 – Timeline of Measures and UK Government restrictions.

1.2.6 During this time, there have been several notable changes such as the opening and closing of schools, restrictions on public transport patronage numbers and encouragement where possible to work from home. This has resulted in unpredictable travel patterns, with many people choosing to walk and cycle over public safety concerns when needing to travel. This fear also resulted in people opting to drive as an alternate to the reduced capacity levels on public transport, resulting in an increase in vehicle movements at times.

- 1.2.7 While collecting traffic counts and vehicle speed data, with the use of automatic traffic counts, a number of sites were subject to vandalism with the cutting of the equipment. This was more widespread during the collection in 2022 although this issue occurred again during the last set of surveys in February 2023. Although the equipment was replaced several times this has meant that some data is missing and collected over a different seven-day period.
- 1.2.8 In order to get the most accurate results from the ATC surveys both the location and recording method have remained consistent. The location of surveys have been located in the same location for both pre and post implementation to provide the best comparison. Where possible the initial location was placed in locations away from junctions, in straight stretches of road and away from bends where the traffic has a strict lane discipline.

## 2. **AUTOMATIC TRAFFIC COUNT DATA:**

- 2.1.1 Automatic Traffic Count (ATC) data was available prior to the introduction of the LTN for some locations as part of a scheme that was being developed by the Council prior to the pandemic called the 'Healthy Neighbourhoods' scheme (further information on this scheme can be found [here](#)). Data for these locations was collected over a consecutive seven-day period starting on the 23<sup>rd</sup> March 2019. However when the original scheme was being developed in 2020 it was understood that this did not cover the entire area, therefore, to gain a better understanding in the time frames outlined by Government, additional data was collected to provide indicative information based on street similar streets. This data was collected over a consecutive seven-day period starting on the 25<sup>th</sup> June 2020. From this point on this data will be referred to as pre-scheme data.
- 2.1.2 As a part of the original monitoring report which can be found [here](#), an additional data capture was undertaken in October 2021 over a consecutive seven-day period starting on the 28<sup>th</sup> September 2021. This data forms a datum which covers the 'original LTN scheme' that was introduced in July 2020.
- 2.1.3 The scheme was revised in November 2020 for several reasons, one of the reasons was in response to resident concerns and data that indicated that

vehicle flows on main roads, journey times and bus journey times could be increasing as a consequence of the scheme. The original scheme was therefore revised with the following changes:

- Manor Lane, the existing camera adjusted to allow vehicles to pass through in both directions, except heavy goods vehicles (HGVs)
- Manor Park, the existing camera adjusted to allow vehicles to travel northbound (towards Lee High Road). The camera will enforce vehicles who try to travel southbound.
- Cameras on Ennersdale Road and Dermody Road adjusted to allow vehicles to travel one-way west to east (from Hither Green towards Lee Green). The camera will continue to enforce vehicles who try to travel east to west (from Lee Green towards Hither Green)
- Leahurst Road, the fire gate was removed to allow vehicles to travel west to east (from Hither Green towards Lee Green). A new camera was installed to enforce this restriction. The width restriction was replaced by a 7.5 tonne weigh restriction which is also enforced by camera.

2.1.4 A survey was undertaken in February 2021, over a consecutive seven-day period starting on the 4<sup>th</sup> February 2021. These surveys were outlined in the monitoring report as a datum collection point which would provide an insight into the operation of the 'revised LTN scheme' as introduced in November 2020.

2.1.5 As part of the monitoring process, a survey was carried out in April 2022 over a consecutive seven-day period starting on the 25<sup>th</sup> April 2022. As mentioned above, there were several vandalism incidents during the time of the surveys, which meant that the equipment had to be replaced several times and survey times extended to be able to capture seven days' worth of data.

2.1.6 The latest survey data has been collected in February 2023, over a consecutive seven-day period. These surveys are located in similar position to previous collections.

2.1.7 Overall traffic volume has been monitored across 55 locations within and outside of the LTN at different periods of time to understand the effects of the scheme. Comparable data that was available has been presented below (Table 1 and Table 2 ). Additional surveys were undertaken during the course of the project, however these are at locations have no comparable pre-

scheme data available (Table 3).

2.1.8 Table 1 below details data for locations where pre-scheme data was recorded in March 2019 and indicates that average traffic volumes on the roads surveyed have reduced by approximately 67.7% between March 2019 and February 2021 (last revision of the scheme). March 2019 recorded an average of 3,220 vehicles per day per road, before falling to 1,249 in October 2020 during the original LTN scheme and 1040 in February 2021 during the revised LTN scheme. In the counts collected in April 2022, the average has increased since February 2021 to 1,860 vehicles per day per road however this is still a 42% reduction on the pre-scheme March 2019 figures. The latest figures for the survey carried out in February 2023 there has been a decrease on last year, with the average daily volume of 1734 indicating a 46.14% decrease from the original counts.

2.1.9 All roads, with the exception of Leahurst Road (North of Ennersdale Road), Leyland Road (North of Upwood Road) and Newstead Road, have less vehicle traffic now in comparison to pre-scheme in March 2019.

Table 1: Pre- scheme 2019 data comparison

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22	Feb-23
Dallinger Road	1337	434	236	282	277
Cambridge Drive	1436	417	233	346	451
Eastdown Park	8970	4165	3782	6321	5799
Effingham Road	947	619	374	711	596
Ennersdale Road	8895	1532	1674	3174	2877
Gilmore Road	3153	3235	1671	2964	2907
Handen Road	1797	895	614	1193	1402
Holme Lacey Road	1523	379	161	214	172
Manor Lane Terrace	1274	903	634	507	826
Leahurst Road North of Ennersdale Road	2002	1025	1148	2487	2238
Leyland Road North of Osberton Road	813	147	296	286	164
Leyland Road North of Upwood Road	276	251	133	286-	350
Longhurst Road	3911	607	961	2181	2110
Manor Lane	2642	332	255	343	327
Manor Park North of Northbrook Road	3839	1429	1653	2521	2247
Manor Park West of Thornwood Road	3923	1611	1181	2564	2407
Micheldever Road	3193	1108	952	1956	2297
Morley Road North of Dermody Road	10672	2337	2318	3980	3405
Morley Road South of Lingards Road	3883	2764	2414	3998	3841

Newstead Road	1673	881	668	1460	1695
Pitfold Road	245	240	181	147	132
Southbrook Road	4369	2543	1759	3460	2588
Staplehurst Road	4761	1154	1339	2988	2688
Taunton Road	2781	1484	1184	2192	1735
Upwood Road	3403	1255	667	1217	949
Woodyates Road	1998	734	555	569	610

<b>Average</b>	<b>3220</b>	<b>1249</b>	<b>1040</b>	<b>1860</b>	<b>1734</b>
Difference to Mar 2019		-1971	-2180	-1360	-1486
% Change from Mar 19		-61.20	-67.70	-42.25	-46.14

2.1.10 Table 2 below details data for locations where pre-scheme data was recorded in June 2020 and highlights that vehicle movements on these roads has increased on average by approximately 5% between June 2020 and February 2023.

2.1.11 In June 2020 daily traffic volume was an average of 1,879 across all roads, rising slightly to 1,941 during the original LTN scheme in October 2020, falling to 1,507 in the revised LTN scheme in February 2021 and has risen to 1,919 in 2022. Since, this figure has increased to 1,987 in the latest data collected in February 2023.

2.1.12 The latest figures continue to show the biggest increase in volumes were Courthill Road and Manor Lane (south of Dallinger Road), however there were continued comparable decreases on adjacent roads which include Springrice Road and Longbridge Way. This could suggest the overall level of traffic in these outer roads to the LTN has been consistent but different routes are being taken.



Table 2 Pre-Scheme data collected in June 2020

Location	Before LTN Jun 20	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22	Feb-23
Ardgowan Road	291	803	242	302	284
Belmont Park	2324	1358	1195	1824	1631
Benin Street	364	562	513	152	347
Blessington Road	933	1140	861	966	-
Brandram Road	2325	2199	1213	2088	2138
Campshill Road	1509	1427	1289	2086	1798
Courthill Road	7252	9804	8065	7975	8646
Dacre Park	1607	2033	919	1309	1712
George Lane	2347	1793	2049	3589	3205
Harvard Road	589	568	594	553	646
Hither Green Lane	7275	7690	7373	7973	7997
Lanier Road	1126	550	402	840	786
Longbridge Way	2157	2483	1203	904	869
Manor Lane Terrace, East of Abernethy Road	396	512	501	507	463
Manor Lane, South of Dallinger Road	4621	2389	3667	5955	6153
Minard Road	268	1131	231	375	363
Nightingale Grove	1524	1501	893	2127	1713
Old Road	667	343	282	384	369
Radford Road	648	672	540	690	638
Springbank Road, South of Torridon Road	1055	1559	938	575	1338
Springrice Road	1910	2304	598	617	557
Thornford Road	2058	1920	1464	2275	2134
Torridon Road	3221	3080	2289	3344	3384
Wellmeadow Road, South of Hither Green Lane	214	262	175	255	252
Wellmeadow Road, South of Torridon Road	294	443	191	321	275

<b>Average</b>	<b>1879</b>	<b>1941</b>	<b>1507</b>	<b>1919</b>	<b>1987</b>
Difference	-	62	-372	40	108
% Change from June 20	-	3.30	-19.77	2.15	5.77

2.1.13 Although there is no comparable pre-scheme data, Table 3 presents data for additional locations that were collected during the original LTN scheme, then repeated during the revised LTN scheme, in April 2022 and the recent data collected in February 2023. This data is a comparison between traffic volumes during the time of the pandemic and traffic data gathered without COVID-19

restrictions in April 2022 and February 2023.

- 2.1.14 The survey results within Table 3 show that overall, there has been an increase in vehicle volumes onwards of February 2021. It is assumed that part of this increase is due to the relaxing of pandemic restrictions, leading to an expected rise in general vehicle journeys. In comparison however with the original scheme surveyed in October 2020 the latest results from February 2023 indicate there is still an overall reduction in vehicle movements.
- 2.1.15 Hither Green Lane North of George Lane has shown the most change with an increase from February 21 to February 23 of 1,666 vehicle movements per day, although this represents a reduction of 2,629 vehicle movements per day when compared to data gathered during the original LTN scheme in October 2020. In contrast, Verdant Lane has increased overall by 1121 vehicle movements per day between the original scheme in October 2020, this however is down by 50% from the previously collected data in April 2022.
- 2.1.16 Overall, the recent surveys taken in February 2023 shows a reduction in vehicle movements of 8% across the roads surveyed when compared to the original scheme.

*Table 3 Comparison of original scheme vs revised where no pre scheme data was captured*

Location	Original Scheme Oct 20	Revised scheme Feb 21	Apr-22	Feb-23
Ardgowan Road	477	370	712	744
Beacon Road West of Ardmere Road	548	283	461	398
Broadfield Road	257	183	301	289
Hither Green Lane North of Brightside Road	12431	9947	11142	10967
Hither Green Lane North of George Lane	13226	8931	10715	10597
Laleham Road North of Brownhill Road	2909	3070	2848	2830
Laleham Road North of Elmer Road	2052	1612	1183	1713
Minard Road	472	280	587	471
Torridon Road	1265	665	1148	1196
Verdant Lane	13326	15034	15552	13913
Wellmeadow Road	288	211	321	325
<b>Average</b>	<b>4296</b>	<b>3690</b>	<b>4088</b>	<b>3949</b>
Difference	-	-606	-207	-346
% Change from Jun 20	-	-14.11	-5	-8

## 2.2 Traffic Speed Monitoring

2.2.1 Traffic speed was also monitored at the same locations. Pre-scheme surveys can also be found from March 2019 and June 2020, when COVID-19 restrictions were in place. Comparable data that is available has been presented below (Table 4, Table 5).

2.2.2 Table 4 below details vehicle speeds for locations where pre-scheme data was recorded in March 2019 and highlights that on average vehicle speeds on these roads have decreased 1.5mph between March 2019 and February 2023.

2.2.3 In February 2023, the largest increase in speed was on Leahurst Road (north of Ennersdale Road) with a 2.15mph increase. On the other hand, the largest decrease has been on Southbrook Road where vehicle speed had reduced from 24.2 mph to 19.55mph indicating an approximate 20% decrease in average speed.

Table 4 Pre-Scheme data collected in March 2019 vs February 2023

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22	Feb-23
Dallinger Road	21.8	17.5	15.6	17.9	17.7
Cambridge Drive	23.4	19.9	15.3	21.2	20
Eastdown Park	15.5	18.5	18.4	16.3	17.15
Effingham Road	18.1	13	17.5	15.3	15.3
Ennersdale Road	19.3	17.1	17.2	17.4	16.6
Gilmore Road	17.2	16.3	19.1	19.25	18.8
Holme Lacey Road	20.1	13.7	13.3	15.75	15.6
Manor Lane Terrace	14.3	14.1	13	14.05	15.85
Leahurst Road North of Ennersdale Road	13.3	14.6	13.9	14.15	15.45
Leyland Road North of Upwood Road	13.6	14.4	13.3	24.55	13.9
Longhurst Road	19.2	16	16	17.6	18.25
Manor Lane	19.6	16.4	15.5	18.35	16.95
Manor Park North of Northbrook Road	20.7	21.5	20.6	20	20.1
Manor Park West of Thornwood Road	24	21.4	20.5	20.65	20.45
Micheldever Road	24.4	20.6	19.9	20.6	20.7

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22	Feb-23
Morley Road North of Dermody Road	18.2	16.1	18.5	16.35	17.6
Morley Road South of Lingards Road	17.4	14.9	15.4	17.85	16.5
Newstead Road	19.7	18.5	19.1	19.7	19.05
Pitfold Road	17.7	13.4	12	16.65	16.8
Southbrook Road	24.2	21	22.5	21.05	19.55
Taunton Road	19.3	19	18.8	17	16.95
Upwood Road	17.5	15.9	16.1	16.7	15.65
<b>Average</b>	<b>19.0</b>	<b>16.9</b>	<b>16.8</b>	<b>18.1</b>	<b>17.5</b>

2.2.4 Table 5 below details average vehicle speeds for locations where pre-scheme data was recorded in June 2020 and highlights that on average vehicle speeds on these roads have increased by 0.2 mph between June 2020 and February 2023.

2.2.5 The biggest decrease of vehicle speeds was seen in Campshill Road of just below 4 mph whereas the largest increase was in Belmont Park of 5.3mph

Table 5 Traffic speeds pre scheme 2020 vs 2023

Location	Before LTN June 20	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22	Feb-23
Ardgowan Road	20.2	17.8	16.7	12.9	17.55
Belmont Park	18	17.2	18.1	24	23.3
Benin Street	15.3	14.8	18.2	17.8	16.35
Brandram Road	19.6	20	18.1	19.3	18.95
Campshill Road	18.6	15.3	14.8	15.25	14.7
Courthill Road	21.7	19.9	21.6	16.6	20.45
George Lane	13.7	14.2	14	14.15	16.1
Harvard Road	11.3	12	8.4	8.5	11.75
Hither Green Lane	20.9	19.5	18.7	22.05	20.95
Lanier Road	15.4	15.1	14.6	15.8	14.95
Longbridge Way	14.4	12.8	14.2	13.75	13.4
Manor Lane Terrace, East of Abernethy Road	15.7	14.6	13.4	14.05	15.05
Manor Lane, South of Dallinger Road	20.2	20	19.5	18.35	16.95
Minard Road	12.7	13.7	14.8	15.3	16.25
Nightingale Grove	17.2	15.6	16.2	16.4	17.3
Old Road	14.5	13.1	10.2	12.3	-
Radford Road	14.6	17.6	17	18.5	17.35

Location	Before LTN June 20	Original Scheme Oct 20	Revised Scheme Feb 21	Apr-22	Feb-23
Springbank Road, South of Torridon Road	23	20.5	21.5	21.45	21.95
Springrice Road	15.8	14.9	14.7	15	17.6
Thornford Road	19.3	19.5	18.6	19.5	19.75
Torridon Road	20.1	21.1	21	21.4	21
Wellmeadow Road, South of Hither Green Lane	14	13.2	10.7	13.25	13.4
Wellmeadow Road, South of Torridon Road	15.4	12.9	14.4	13.5	13.5
<b>Average</b>	<b>17.0</b>	<b>16.3</b>	<b>16.1</b>	<b>16.5</b>	<b>17.2</b>

## 2.3 Bus Journey Times

2.3.1 London Borough of Lewisham has worked with Transport for London (TfL) who have been monitoring bus journey times. The monitoring area covers journey times for three key corridors; Brownhill Road, Burnt Ash Hill/ Burnt Ash Road and Lee High Road/ Eltham Road. These routes were selected to provide an insight to the effects on key corridors that are on the boundary of the scheme.

2.3.2 Figure 2 below identifies the key corridors which TfL have provided data.

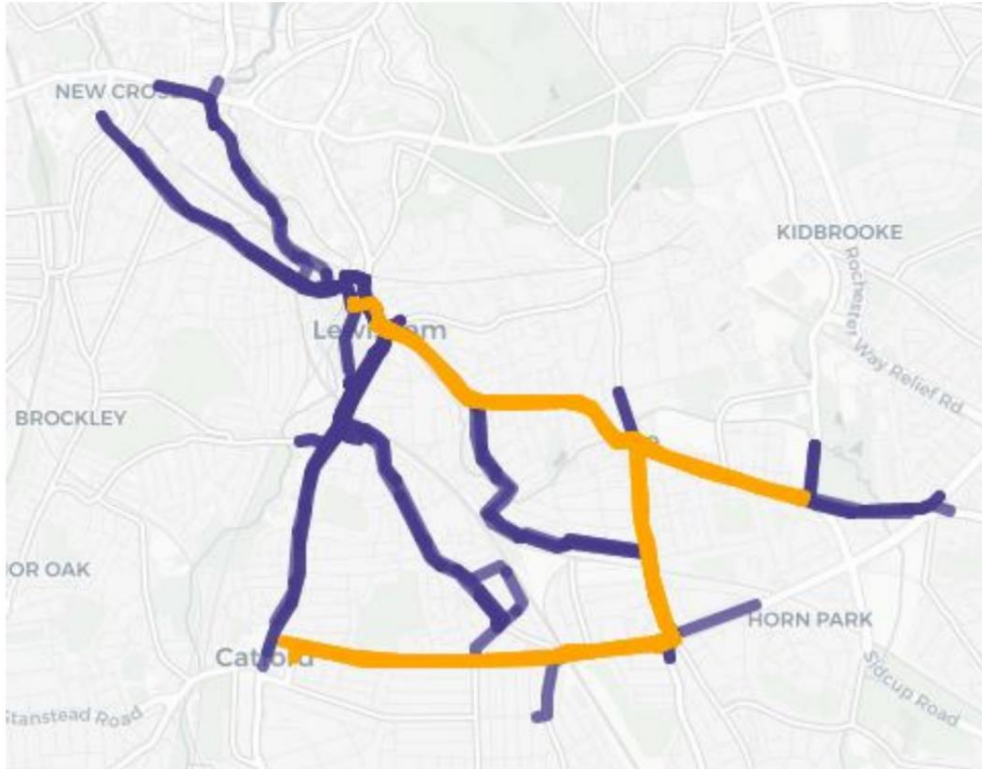


Figure 2 - Key bus corridors within the borough that have been assessed (Orange)

2.3.3 The following data sets show the changes over time for bus and traffic flow journey times. We have selected the most recent data at the time of writing the report which includes up to the end of mid-April 2023.

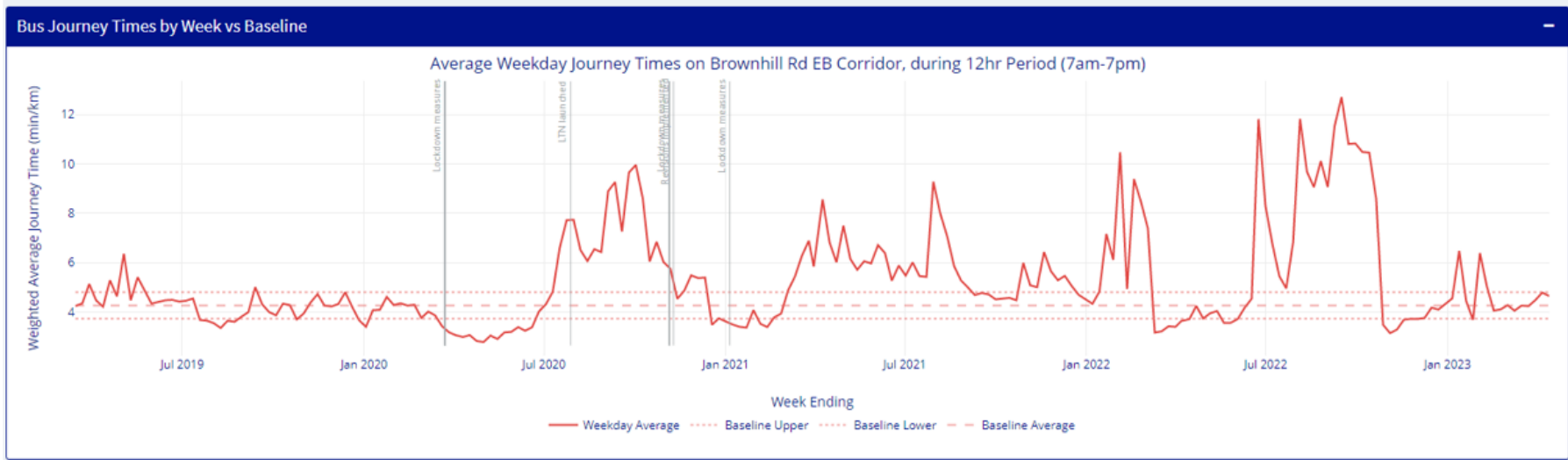
2.3.4 TfL data shows bus journey times on these corridors fluctuated over the course of 2020, coinciding with the introduction and easing of COVID-19 restrictions. This includes an increase when the original scheme was introduced in July 2020 and when schools returned in September 2020. The data indicates that the fluctuations have settled since the scheme was revised in November 2020. This pattern has continued across to the first months of 2023.

## 2.4 Brownhill Road

2.4.1 TfL data for the 12-hour average between 7am and 7pm on Brownhill Road eastbound (Figure 3) details pre-covid bus journey times averaged out at around 4.3 minutes per km on the Brownhill Road route between A21 Lewisham High Street and A2212 Burnt Ash Hill. In April 2020 this fell to under 3 minutes per km as the first lockdown was introduced as a result of COVID-19 restrictions. As the original LTN launched in July 2020, journey times

returned to 4 minutes per km on average, increasing to around 10 minutes per km for the next few months, which coincided with the easing of restrictions/the tier system (Figure 1).

- 2.4.2 The average Eastbound bus travel times in 2022 have varied within January and briefly reached a travel time high of 10 minutes per km in early February, but from mid-February to July, the average travel times have been lower than the average set in 2019 before the implementation of COVID-19 and the LTN. These sharp short-term increases in average travel times are likely the result of accidents on other network segments that then have an impact on eastbound traffic on the A205 rather than the LTN. For instance, during the first week of February, temporary signals for multiple lanes were in place as Thames Water completed work on the A205 highway. Similarly, in mid-June Transport for London undertook carriageway repairs and again required multi-way temporary signals. Both of which match the large spike in average bus journey multi-way temporary signals.
- 2.4.3 In late July, the journey time dropped below the baseline average of 4 minutes per km, however data from late July to October fluctuated up to reaching a journey time of more than 12 minutes per km. Sharp peaks of this nature are usually associated within a direct impact on the route, however there is no evidence of any works directly in this section of road. It maybe have been related to works occurring on other section of the network outside of Brownhill Road.
- 2.4.4 In October 2022, bus journey levels fell below the baseline average in 2019 prior to COVID-19 and had oscillated throughout the latter part of 2022 to the latest week average of 4.66 minutes per km, which is below the expected upper baseline range for this route.



<p><b>4.28</b> minutes per km Baseline average journey time 2019-03-11 to 2020-03-09</p>	<p><b>4.66</b> minutes per km Latest week average journey time W/E 2023-04-14</p>
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Figure 3 Average Weekday Journey Times Eastbound on Brownhill versus baseline (minutes per km)

2.4.1 The Westbound Pre-covid average bus journey times (Figure 4) were around 3.9 minutes per km, in March 2020 this increased to over 9 minutes per km but then fell to under 3 minutes per km until May 2020. Late June 2020 saw average bus journey times of 7 minutes per km, falling to around 4 minutes per km again in July 2020 when the original LTN scheme was introduced, until an increase of over 1.5 minutes per km in September 2020 when the schools reopened. When the scheme was revised in November 2020, bus times settled to around 4 minutes per km again.



- 2.4.2 In 2021 there has been less fluctuation and a more consistent bus journey time. The majority of 2021 has seen the bus journey time within the upper and lower baseline bus journey time average and in several instances recording a journey time below the baseline value.
- 2.4.3 Throughout 2022 the bus journey times have been consistent with the trend during 2021, however data indicates a spike of up to 6 minutes per km in January and July 2022, which are still lower than the times recorded in the same months in 2020 before the LTN was implemented. Overall the westbound route continues to be consistently within the lower and upper baseline bus journey time average indicating that the westbound journey times have been unaffected by the introduction of the LTN.

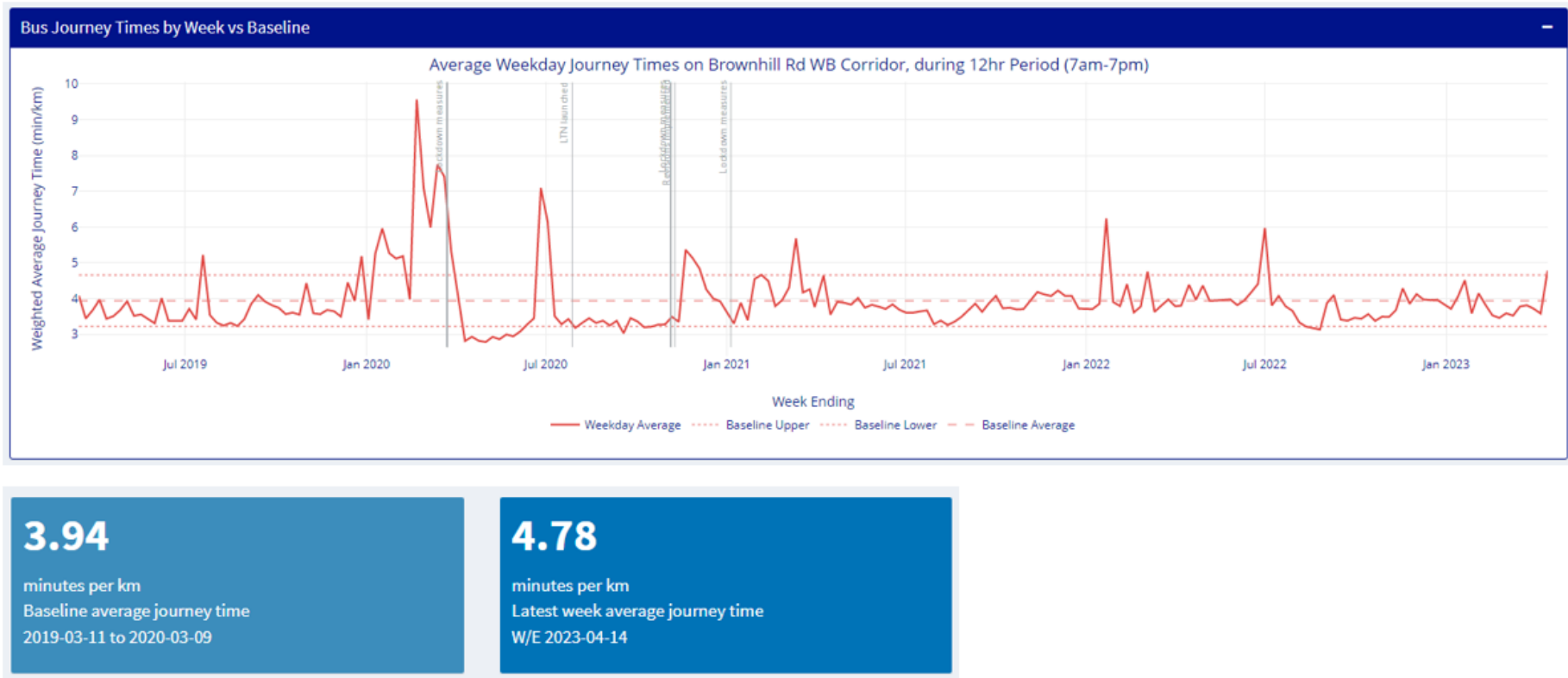
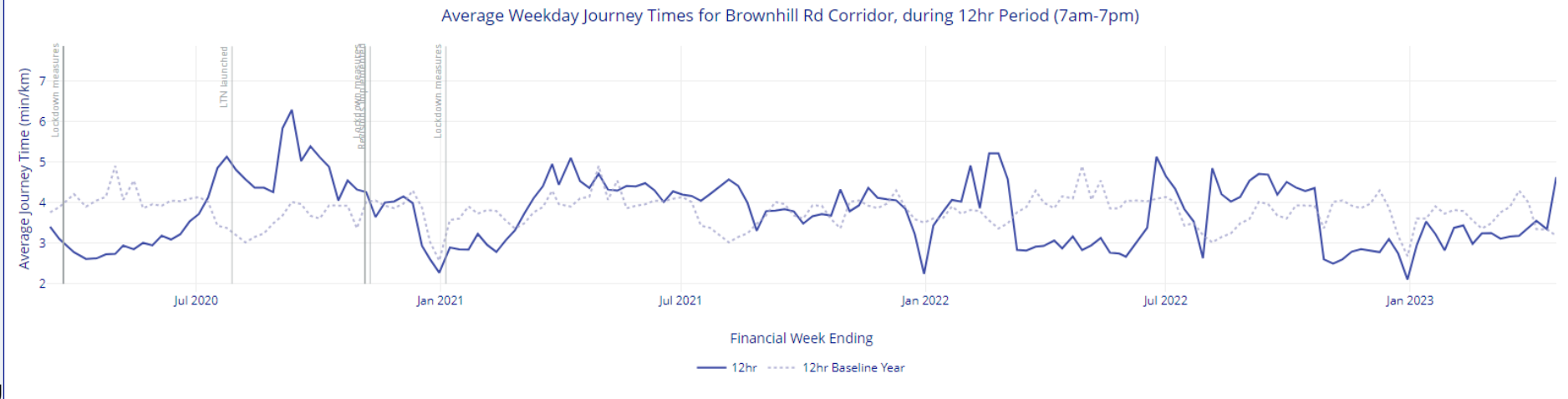


Figure 4 Average Weekday Journey Times on Brownhill Rd WB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

2.4.4 The below graphics provide an update on the vehicle traffic flows from TfL for the period to April 2023

INRIX (Freight & Traffic) Journey Times by Week



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Figure 5 Average Weekday Journey Times of General Traffic on Brownhill Rd EB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

2.4.5 Figure 5 above shows the general journey time along Brownhill Rd corridor in the Eastbound direction for a 12 hour period of 7am to 7pm. Data indicates that the average journey time was approximate 5 minutes per km when the LTN was first implemented in early 2020 and shows a spike in time to above 6 minutes per km in September, which is in line to the Covid restrictions being lifted and the return to schools. However, when the LTN was revised, journey times dropped to under 4 minutes per km and to less than 2 minutes during January 2021 lockdown.

2.4.6 During 2021 the traffic journey time fluctuated throughout the year between 3 to 5 minutes per km. At the beginning of January 2022 there was a drop in time to less than 2 minutes per km to then rise to over 5 mins in March 2022. March to June showed an average of 3 minutes per km which is below the 12hr baseline average and from July to September it indicates an average of around 4 minutes per km. By October the journey time dropped to under 3 minutes and up to March 2023 has consistently been operating lower than the average 12 hr baseline.

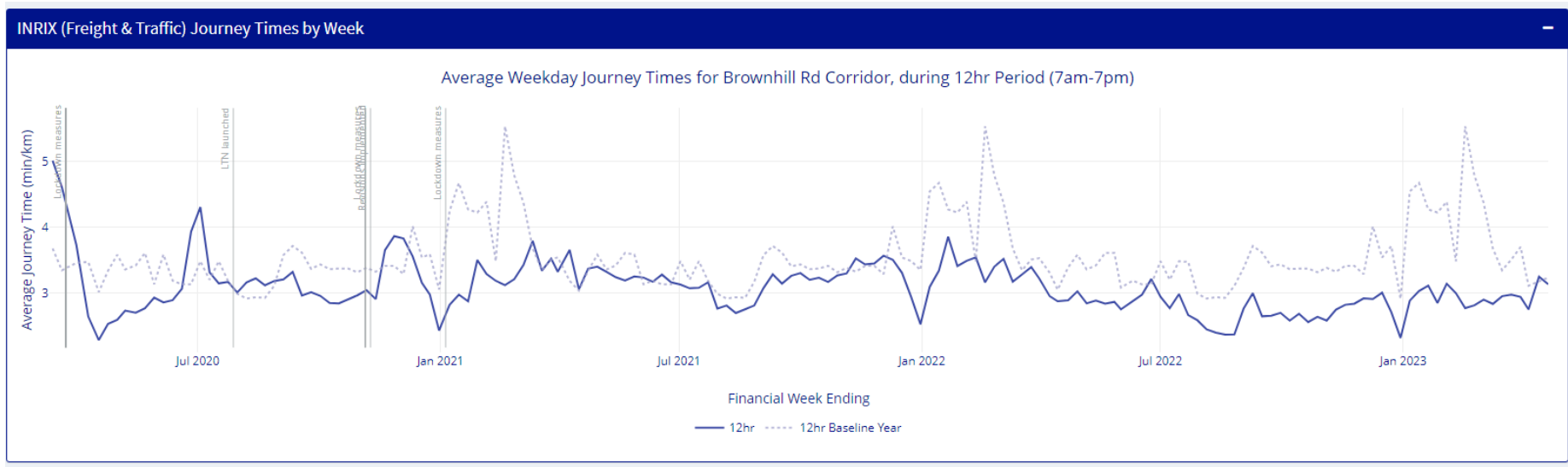


Figure 6 Average Weekday Journey Times of General Traffic on Brownhill Rd WB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

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2.4.7 Figure 6 above shows the general journey time along Brownhill Rd Corridor in the Westbound direction for the same 12-hour period. Similar to the bus journey time data for the westbound journey time the 12-hour average hasn't changed greatly. It is also running below the expected 12 hr baseline.

2.4.8 The vehicle traffic flow for the section of the A205 Brownhill Road / Westthorne Avenue NEB from 2020 to July 2022 indicated that journey times had fallen by approx. 3 minutes per km similar to prior the LTN implementation. We were unable to obtain the most recent data for this section as TfL has changed their data system to INRIX and this area is no longer covered by their monitoring system.

**2.5 Burnt Ash Hill/Burnt Ash Road.**

2.5.1 Figure 7 below shows data for average weekday journey times on the Burnt Ash Hill/Burnt Ash Road corridor northbound. The average journey times were 3.6 minutes per km pre-covid, this fell to around 2.5 minutes per km post covid until

September 2020, coinciding with the reopening of schools. Journey times peaked at over 7 minutes per km in October 2020 before falling to around the 3.6 minute per km mark at the end of 2020.

2.5.2 In 2021 the bus journey times have consistently been within the upper and lower baseline averages of 3.2 and 4.5 minutes per km with a maximum of 1 min per km above the pre-covid average for short period of time.

2.5.3 In 2022, the trend has been similar with short peaks in journey times. The overall trend is around or slightly above the upper baseline. This suggests in there has been a slight increase in journey time for northbound traffic in comparison to pre-covid and pre-LTN.

2.5.4 In 2023, there has been a sharp peak to above 10 minutes per km in bus journey time in February to then dropping back to 4 minutes per km as per the last data available in April 2023. This short sharp increase would suggest that there is a change in situation on site suggest as temporary light or road works. However, the average bus journey times are returning to pre-covid levels of around 3.6 minutes per km.

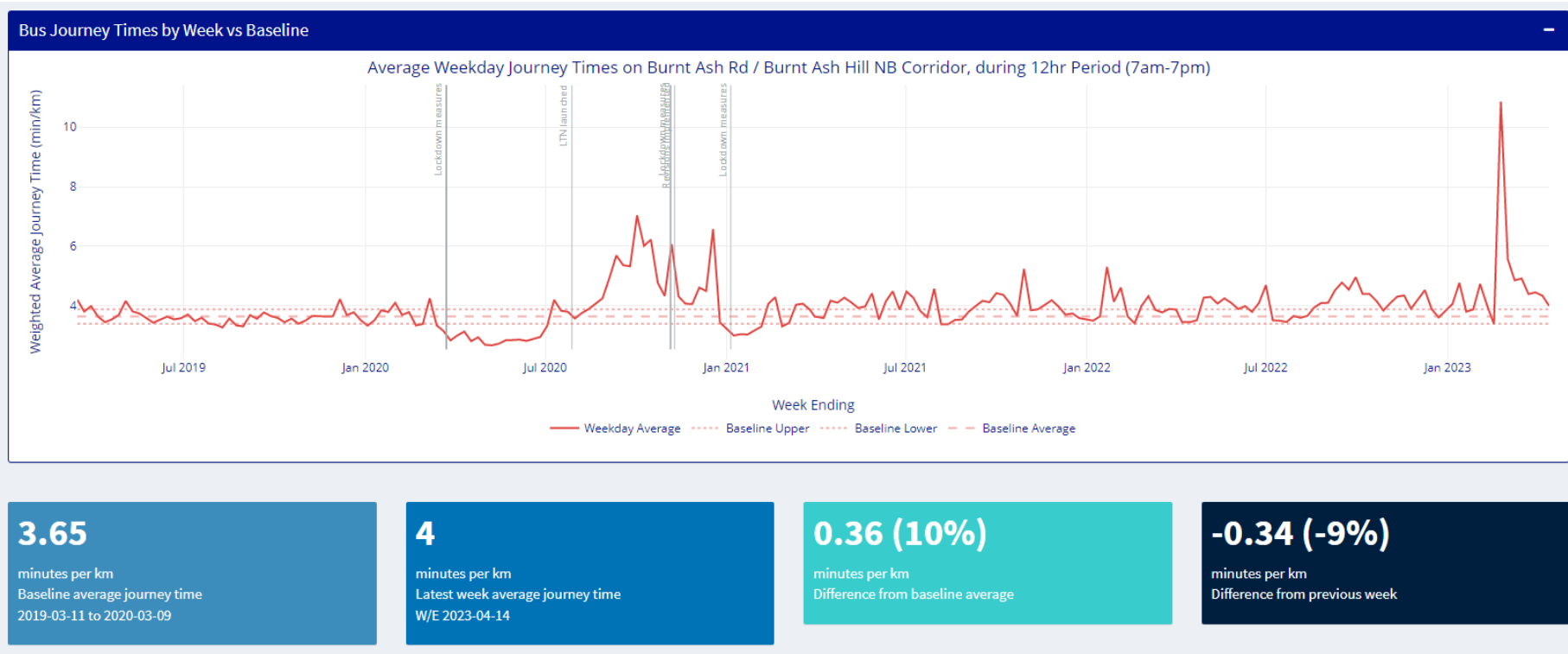


Figure 7 Average Weekly Journey Times on Burnt Ash Hill/Burnt Ash Rd NB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

2.5.5 Figure 8 below shows recorded journey times southbound along the Burnt Ash Hill/ Burnt Ash Road corridor. There has been little or no change in journey times when comparing pre-covid/pre-LTN with 2021 and 2022 data until July. In January 2020 average bus journey times were 3 minutes per km, this fell for the next few months before reaching its lowest time of around 2.5 minutes in June, when the LTN was implemented. Journey times then increased on average each month until peaking in October 2020 at 7 minutes per km. After the LTN was revised in November 2020, journey times stabilised at around 3 minutes per km. This has continued throughout 2021 and until September 2022 where there was an increase in journey time to above 4 minutes per km, in line with the start of the school calendar, to then decrease to an average of 3 minutes per km until the end of 2022.

2.5.6 In 2023, similar to the northbound data, there was a spike in journey times in early 2023 which continues to provide evidence that there was an additional factor on the network causing a delay such as road works or temporary traffic lights.

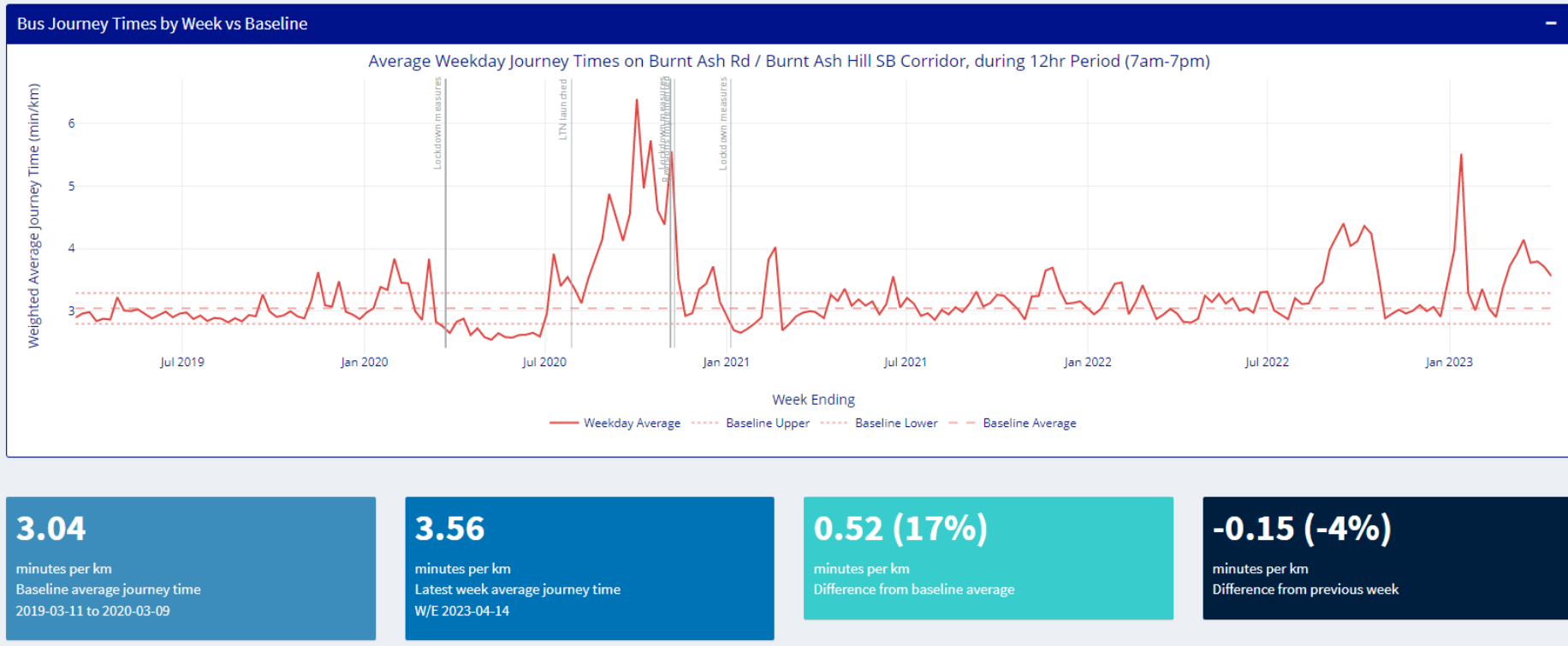


Figure 8 Average Weekly Journey Times on Burnt Ash Hill/Burnt Ash Rd SB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

## 2.6 Lee High Road/Eltham Road

2.6.1 Figure 9 below shows TfL data for the 12-hour average between 7am and 7pm on Lee High Road eastbound details pre-covid bus journey times averaged out at around 3.8 minutes per km. During the first lockdown this time reduced to below 3 minutes per km. Journey times then peaked in July 2020, just after the launch of the original LTN reaching 5.2 minutes per km, before stabilising for the rest of the year between 4 and 4.5 minutes per km on average.

2.6.2 Across the four-year study period journey times increased up to a peak of just over 6 minutes per km in July 2021, however, journey times have now fallen again to an average of 3.8 minutes per km again in July 2022 and have then fluctuated throughout the second half of 2022 and the start of 2023, reaching an average journey time of round 4 minutes per km.

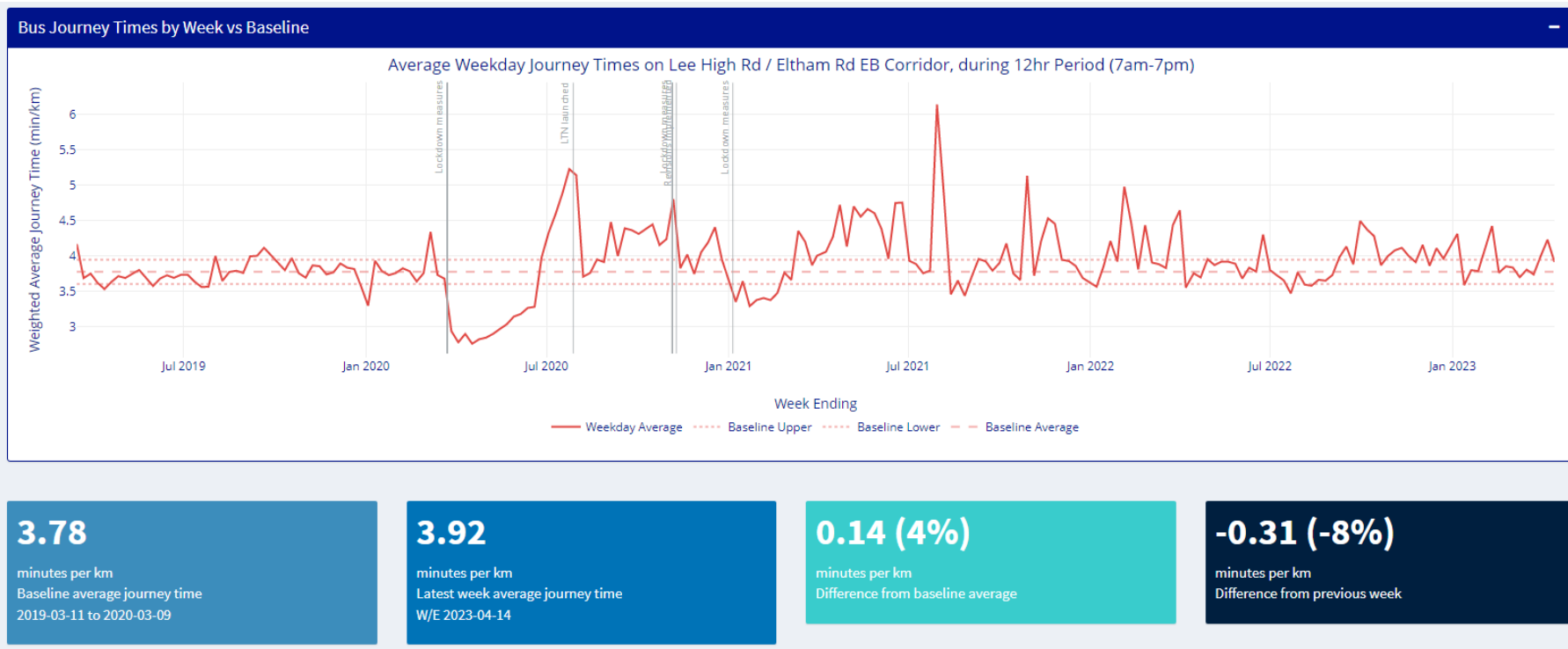


Figure 9 Average Weekly Journey Times on Lee High Rd/Eltham Rd EB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

2.6.3 Figure 10 below shows TfL data for the 12-hour average between 7am and 7pm on Lee High Road Westbound details pre-covid bus journey times averaged out at around 4 minutes per km. During the first lockdown this time reduce to below 3 minutes per km.



- 2.6.4 Journey times start to increase from April 2020, with a rise in line to the average baseline of 4 minutes per km in July 2020 as the original LTN was implemented and peaking in September 2020 just under 6 minutes per km, coinciding with the return of schools.
- 2.6.5 In 2021 the average journey time per km rose from a low in January of around 3.5 minutes per km to peak at just below 6 minutes per km in July 2021. This dropped dramatically in August to under 3.5 minutes per km. Since then, it has fluctuated between the upper and lower baseline range of 3.5 and 4.5 minutes per km with a low in December 2021 well below the lower baseline.
- 2.6.6 In 2022, other than a short peak in early February to just below 8 minutes per km, the bus journey times fluctuated throughout the year for an average between the upper and lower baselines of 3.5 and 5.5 minutes per km.
- 2.6.7 In 2023 has been consistent to between the lower and upper average baselines, other than an increase in February of approximate 5.5 minutes per km, reaching a lowest time average of 3.3 minutes per km in the last recorded week in April 2023.
- 2.6.8 The bus journey time has remained consistent and current matches the baseline figure recorded pre-covid and pre-LTN. This would assume the LTN has not impacted on the bus journey times for the west bound corridor on the Lee High Road.

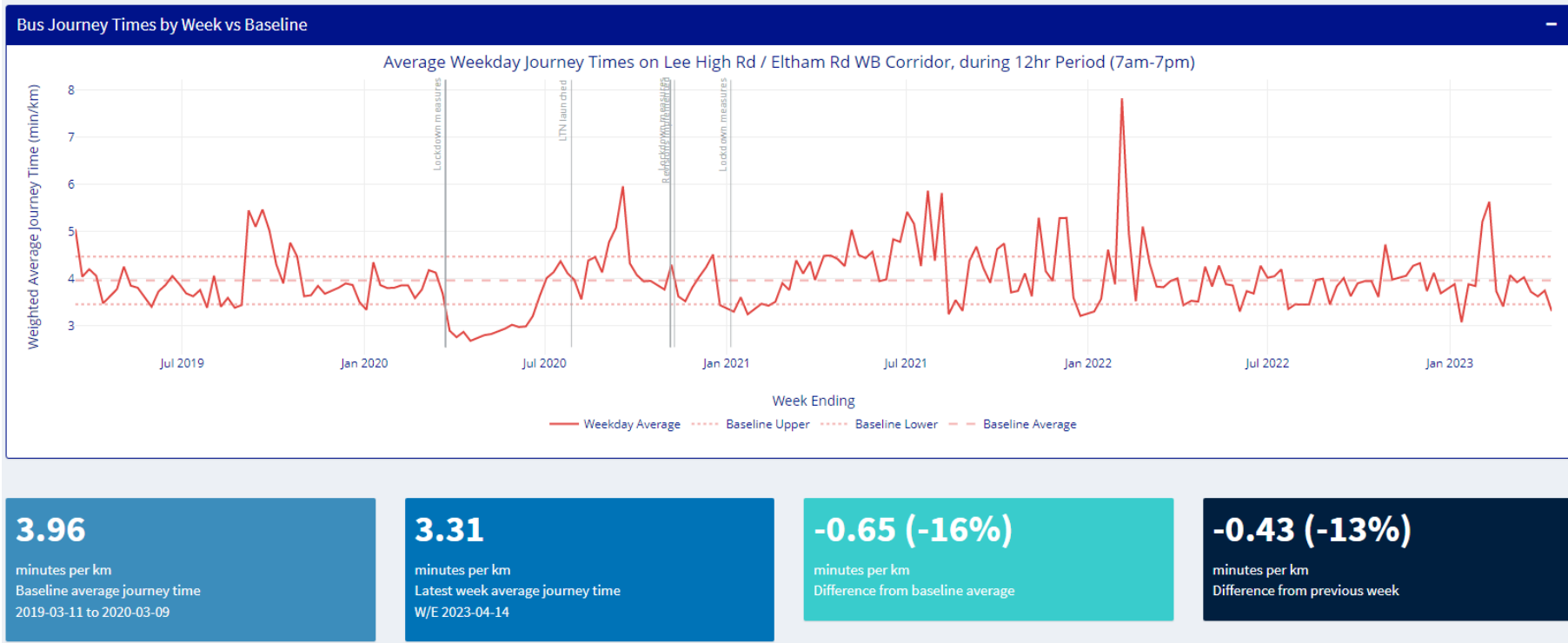


Figure 10 Average Weekly Journey Times on Lee High Rd/Eltham Rd WB Corridor, during 12hr Period (7am-7pm) - Weekly Basis

- 2.6.9 Bus Journey time data is under constant review with TfL and the data used within the report was the latest at the time of writing (April 2023). TfL have advised that they are unable to determine the overall effects of the scheme as although the above analysis investigates delays along the specific sections around the LTN, along the overall corridors the journey times have remained largely the same with little difference to no difference.
- 2.6.10 The data continue to suggest that the vast majority of the metrics are all within baseline values that TfL use to monitor the TLRN.

## 2.7 Air Quality Data

2.7.1 The Council maintains a network of Nitrogen Dioxide (NO<sub>2</sub>) diffusion tubes to assess pollution levels. NO<sub>2</sub> is a pollutant that is harmful to health and is related to the use of petrol and diesel engines. Further information on air quality and live readings can be found on the Council's website: [www.lewisham.gov.uk/airquality](http://www.lewisham.gov.uk/airquality)

2.7.2 There are variables that will influence overall air quality in an area, such as weather conditions that may disperse air pollution from one area to another, and changes in lockdown restrictions, which will have influenced people's travel patterns. Please note that some of the longer roads were subject to multiple survey locations. The data presented in the below section of this report is provisional data that has been supplied ahead of its intended publication. Due to the timescales involved with the consultation and to ensure that data is presented, it should be noted that this data may be subject to change upon further investigation and validation.

2.7.3 The data presented in Figure 11 below details the average NO<sub>2</sub> recorded within and around the Lewisham and Lee Green Low Traffic Neighbourhood. The data has been split to provide an average over six periods in time (with a minimum period of 3 months):

- **Pre pandemic** - to provide a baseline figure for what is 'normal' conditions;
- **Pandemic** - to understand what effect the pandemic and lockdown had;
- **Original scheme** - to understand the effects of the original LTN scheme;
- **Revised scheme** – to understand the effects of the revised LTN scheme. ;
- **Limited Covid restrictions** – to understand the effects with limited restrictions on movement;
- **Monitoring scheme** – to understand the effects of the LTN scheme after it was made permanent.

2.7.4 The data details that over the original LTN scheme a reduction on pre-pandemic levels across all surveyed locations was noted and that over the course of the two variations of the scheme, the LTN has had little to no impact on air quality in and around it. This continues to be the pattern with the latest set of data received in May 2023.

2.7.5 Looking at the average NO<sub>2</sub> readings in Figure 11, there are no locations where NO<sub>2</sub> exceed the United Kingdom annual mean objective of 40

micrograms per cubic metre of air (40 µg/m<sup>3</sup>).

2.7.6 Monitoring found that the overall mean NO<sub>2</sub> concentration for the whole network was 29 µg/ m<sup>3</sup> during the 'original LTN' period and 31.4 µg/m<sup>3</sup> during the 'revised LTN' period, this is an increase of 8.3%. During the 'post covid' period this has dropped to 29.6 µg/m<sup>3</sup>, and the latest data until March 2023 indicates a further drop to 28.5 µg/m<sup>3</sup>. This shows a small decrease in comparison to the original scheme average.

## 2.8 WHO Air Quality

2.8.1 The World Health Organization (WHO) have their own air quality guidelines for air quality levels. The LTN scheme was introduced back in July 2020 when the guidelines advised of a mean objective of 40 micrograms per cubic metre of air (40 µg/m<sup>3</sup>). The most recent guidelines advise of a mean objective of 25 micrograms per cubic metre of air (25 µg/m<sup>3</sup>) mean over a 24 hour period. This new guideline differs to the EU/ UK legal limit as it is not a target, but guidance on what is acceptable. This adjusted figure however is a very ambitious guidance and would result in many streets in London not complying with.

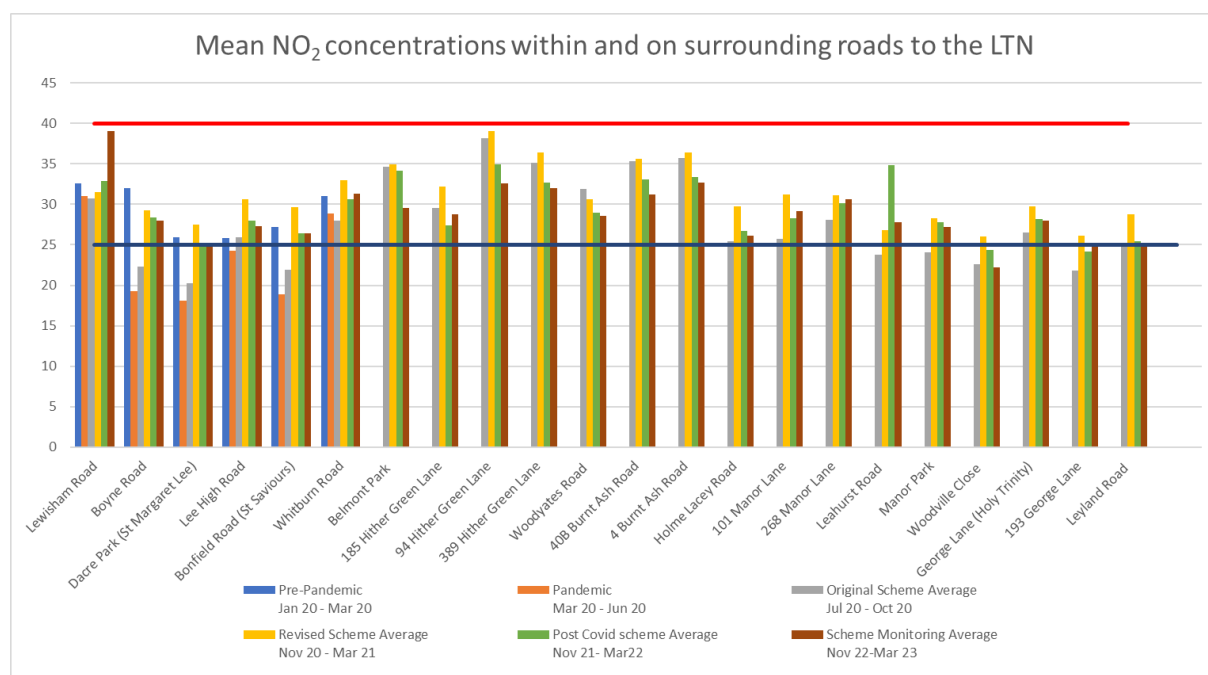


Figure 11 Mean NO<sub>2</sub> concentrations within and on surrounding roads to the LTN

2.8.2 Air Quality monitoring of the A205 South Circular (Figure 12) indicates that air quality improved during the first lockdown when people’s travel was restricted. The air quality improved during the Post-Covid period where data shows mean NO<sub>2</sub> concentrations of approx. 35 µg/m<sup>3</sup> at both sites. During the period November 2022 to March 2023 the air quality levels have risen to an average of 39.8 µg/m<sup>3</sup> at the Brownhill Road site but has remain consistent at 35 µg/m<sup>3</sup> at the Baring Road site. The overall air quality levels have improved since pre-pandemic and shown to be slightly above the levels recorded during Covid.

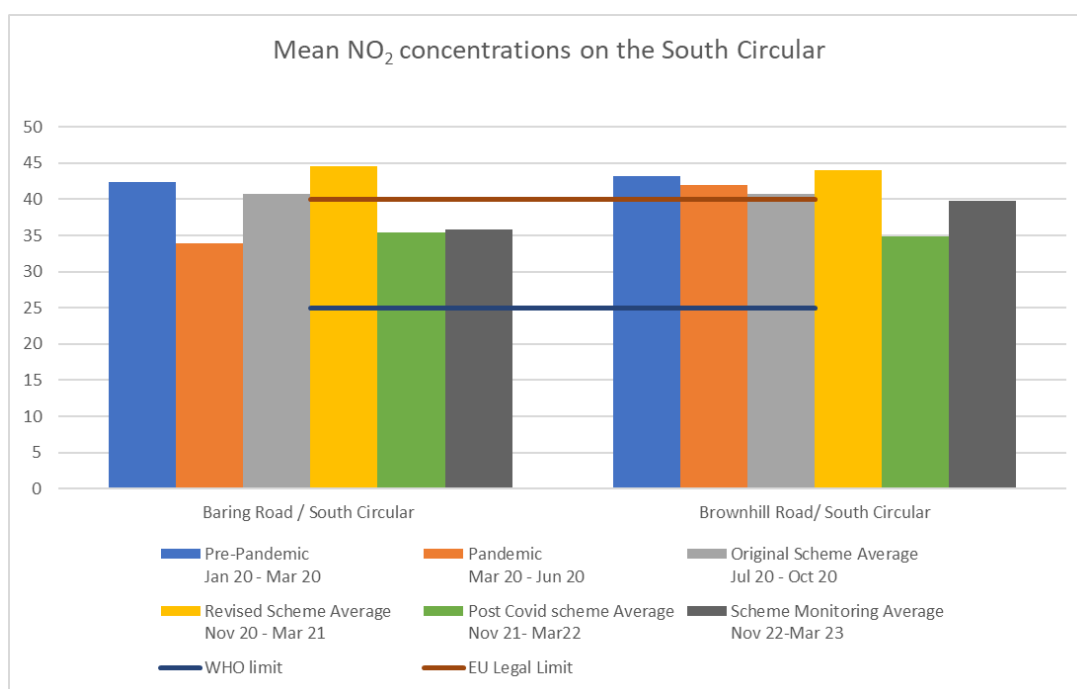


Figure 12 Mean NO<sub>2</sub> concentrations on the South Circular

2.8.3 Readings from the live sensors installed within the borough can be found on the following [here](#).

## 2.9 Collision data

2.9.1 Using collision data provided by TfL, we have reviewed collisions within the consultation area. To note this data provides information for road traffic collisions that involve personal injury occurring on the public highway reported to the police. Damage only collisions are not included. Data is as reported to the Metropolitan police services in accordance with the STATS19 national reporting system. Data is collected by police at the scene of an accident or in some cases reported by a member of the public at a police

**Confidential and legally privileged**

station, then processed and passed by the police to Transport for London for checking and analysis.

2.9.2 When reviewing collision statistic, it is normal practice to look at three to five years trends. This is therefore an initial review to understand any emerging patterns. The latest collision data available at the time of the report is up to 30th September 2022. The data has been analysed in 12 months intervals over a 4 year period as shown in table below, comparing two years of data before the LTN implementation and two years post LTN.

PRE LTN	POST LTN
YEAR 1: JULY 2018 TO JUNE 2019	Year 3: July 2020 to June 2021
YEAR 2: JULY 2019 TO JUNE 2020	Year 4: July 2021 to June 2022

2.9.3 Table 6 and Table 7 below show the level of collisions by road type and collision severity for the two years pre and two years post for both the LTN and the consultation area.

Table 6 Collision Data Pre-LTN

PRE-LTN							
ROAD TYPE	Year 1: July 2018-June 2019			Year 2: July 2019 - June 2020			24 Month pre scheme Total
	Slight	KSI	Total	Slight	KSI	Total	
<b>ALL ROADS</b>	190	30	220	158	21	179	<b>399</b>
<b>BOROUGH ROAD</b>	69	11	80	51	7	58	<b>138</b>
<b>TLRN</b>	121	19	140	107	14	121	<b>261</b>

Table 7 Collision Data Post-LTN

**POST-LTN**

ROAD TYPE	Year 3: July 2020-June 2021			Year 4: July 2021 - June 2022			24 Month post scheme Total
	Slight	KSI	Total	Slight	KSI	Total	
<b>ALL ROADS</b>	168	20	188	116	27	143	<b>331</b>
<b>BOROUGH ROAD</b>	56	10	66	33	4	37	<b>103</b>
<b>TLRN</b>	112	10	122	83	23	106	<b>228</b>

2.9.4 Table 8 below shows a comparison between the totals in the 24 months pre-LTN and 24 months Post LTN.

**Comparison between pre and post LTN (24 months)**

ROAD TYPE	Pre LTN			Post LTN			Total Difference
	Slight	KSI	Total	Slight	KSI	Total	
<b>ALL ROADS</b>	348	51	399	284	47	331	<b>-68</b>
<b>BOROUGH ROAD</b>	120	18	138	89	14	103	<b>-17</b>
<b>TLRN</b>	228	33	261	195	33	228	<b>-33</b>

2.9.5 The above data indicates that there has been a reduction in collisions in both the borough roads and the TLRN roads (roads managed by TfL). Overall within the consultation study area there has been a reduction in both KSI and slight injury collision since the introduction of the LTN.

2.9.6 The maps below show the general locations of the collisions for the years pre and post LTN, but it should be noted that these locations are based on descriptions of the collisions in the reports provided to the police and therefore might not be fully accurate.

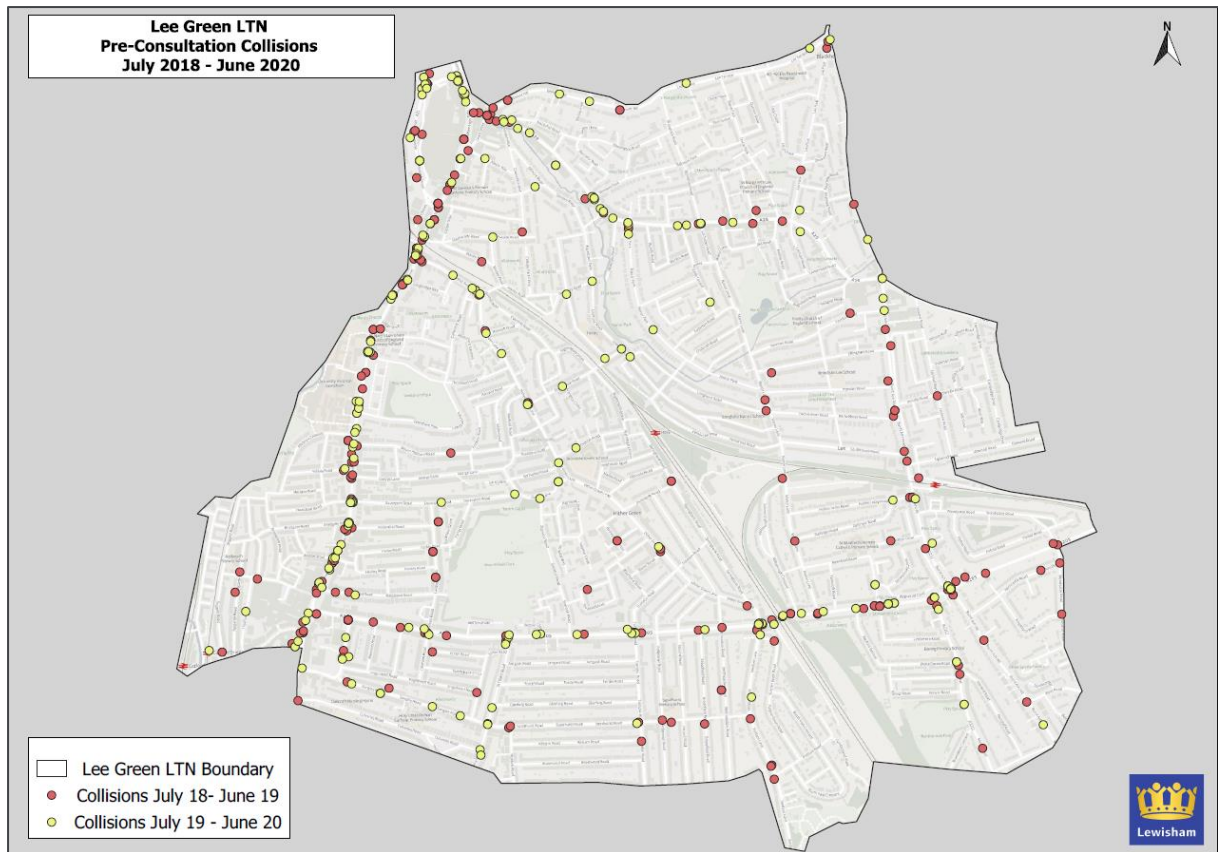


Figure 13 Pre-LTN Collisions June 2018-June 2020



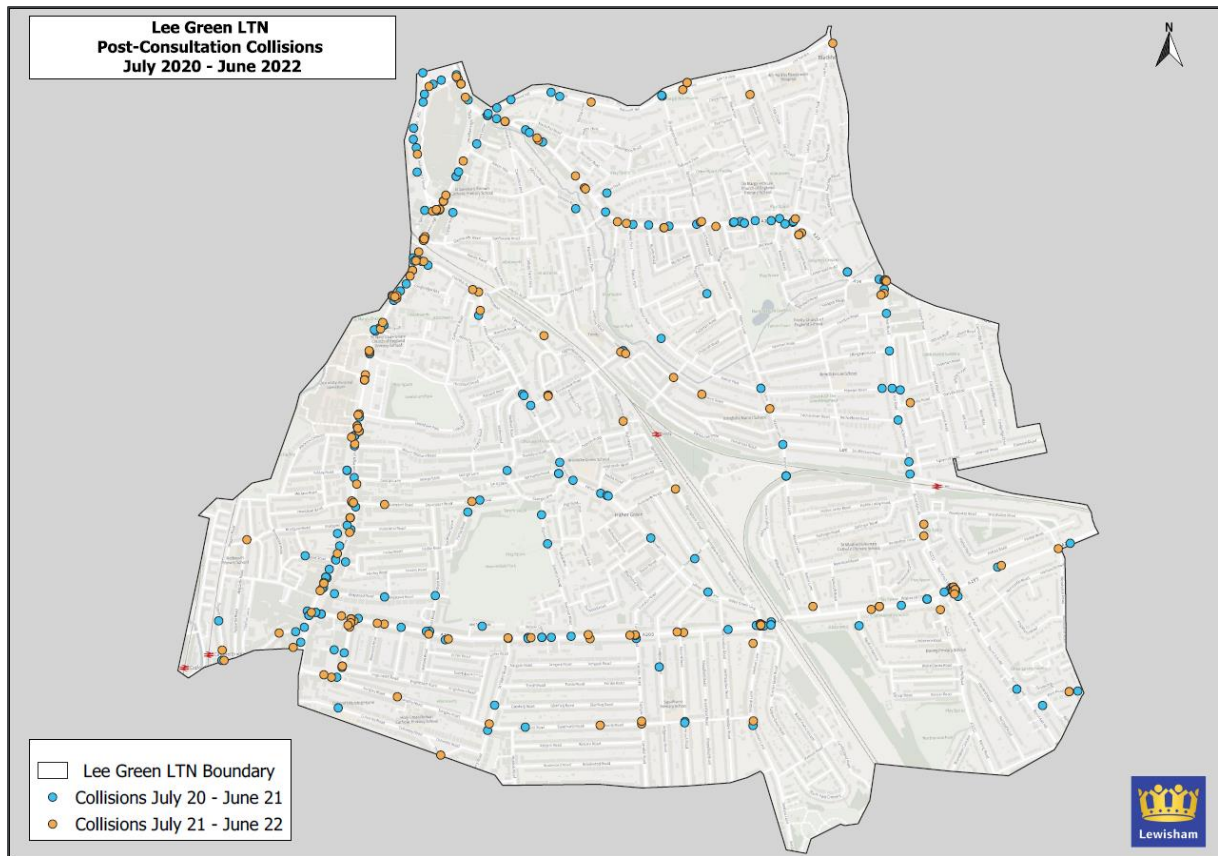


Figure 14 Post-LTN Collisions July 2020-July 2022


# Agenda Item 7

<b>Report for: Mayor and Cabinet</b>	
<b>Part 1</b>	<input checked="" type="checkbox"/>
<b>Part 2</b>	<input type="checkbox"/>
<b>Key Decision</b>	<input checked="" type="checkbox"/>
<b>Non-Key Decision</b>	<input type="checkbox"/>

<b>Date of Meeting</b>	01 November 2023	
<b>Title of Report</b>	Lewisham Dementia Strategy (2023 – 2026)	
<b>Author</b>	Tristan Brice, Associate Director Community Support and Care, Lewisham Integrated Commissioning Team	<b>Ext. 3342</b>

At the time of submission for the Agenda, I confirm that the report has:

Category	Yes	No
<b>Financial Comments</b>	x	
<b>Legal Comments</b>	x	
<b>Cabinet Briefing consideration</b>		
<b>EMT consideration</b>	x	

  
 Signed:  
 Councillor Paul Bell, Cabinet Member for Health and Adult Social Care  
 Date: 24/10/2023

  
 Signed:  
 Tom Brown, Executive Director for Community Services  
 Date: 24/10/2023



## Mayor and Cabinet

### Lewisham Dementia Strategy (2023 – 2026)

**Date** 01 November 2023

**Key decision:** Yes

**Class:** Part 1

**Ward(s) affected:** All

**Contributors:** Associate Director, Community Support and Care, Lewisham Integrated Commissioning Team, Senior Lawyer and Finance Business Partner

### Outline and recommendations

Mayor and Cabinet are recommended to approve the three-year Lewisham Dementia Strategy (2023 – 2026). The strategy has been developed with partners over the last and focuses on delivering eight key outcomes which include:

- Increased public awareness of the link between dementia and lifestyle.
- Increased uptake of healthy lifestyle choices.
- Increased diagnosis rates
- Reduced antipsychotic prescribing rates for people with dementia
- Improved quality of life of people with dementia.
- Increased proportion of people with dementia who feel encouraged to make decisions about their future care.
- Increased proportion of people with dementia who are aware they can update their advance care plan at each care review.
- Increased proportion of people with dementia who participate in activities to promote their wellbeing.

Implementation of the Dementia Strategy will be overseen by the Mental Health of Older Adults & Dementia Operational Delivery Group

### Timeline of engagement and decision-making

June 2022 – November 2022: Development of the draft Dementia Strategy

March – April 2023: Consultation

June 2023: Presentation to the Healthier Communities Select Committee

## Summary

- 1.1 This report sets out the final draft of the Dementia Strategy (2023-2026) for Lewisham, which was endorsed by the Healthier Communities Select Committee on 20 June 2023. The strategy sets out an ambitious and practical plan to create a Dementia inclusive Lewisham. The plan is also intended to be a practical guide for all those who have the condition, and for their families, loved ones and carers.
- 1.2 The strategy is truly a whole-community and sector-wide one, developed in partnership with key stakeholders and received over 900 responses during the consultation. During the development of the strategy, drafts were shared on an ongoing basis with governance bodies across the local health and social care partnerships for input. The plan was presented at the Healthier Communities Select Committee in June 2023, where it was well received, and only minor changes requested, with subsequent additions made in relation to risk factors.
- 1.3 The strategy focuses on delivering eight key outcomes which include:
  - Increased public awareness of the link between dementia and lifestyle.
  - Increased uptake of healthy lifestyle choices.
  - Increased diagnosis rates
  - Reduced antipsychotic prescribing rates for people with dementia
  - Improved quality of life of people with dementia.
  - Increased proportion of people with dementia who feel encouraged to make decisions about their future care.
  - Increased proportion of people with dementia who are aware they can update their advance care plan at each care review.
  - Increased proportion of people with dementia who participate in activities to promote their wellbeing.

## 2. Recommendations

- 2.1 Mayor and Cabinet are recommended to approve the three-year Lewisham Dementia Strategy (2023 – 2026).

## 3. Policy Context

- 3.1 The last Labour Government published the first national dementia strategy for England, entitled Living Well with Dementia, in 2009. The document was structured around three themes: raising awareness and understanding of dementia; early diagnosis and support; and living well with the condition.
- 3.2 In 2012, the Coalition Government followed up with the Prime Minister's Challenge on Dementia, which sought to deliver major improvements in dementia care and research by 2015. This focused on three key areas:
  - Driving improvements in health and care.
  - Creating dementia friendly communities that understand how to help.
  - Better research.
- 3.3 Three 'champion groups' were charged with bringing together organisations and groups with an interest in these areas, to "support the delivery of the commitments and to mobilise wider engagement".
- 3.4 In 2015, the Coalition Government published a successor challenge entitled the Prime Minister's Challenge on Dementia 2020. At the time, the Government said that "significant progress has been made in improving health and care for people with dementia and carers, creating dementia-friendly communities, and boosting dementia research". Then Prime Minister David Cameron added that he wanted the new challenge to build on this progress and by 2020 for England to be:

- The best country in the world for dementia care and support and for people with dementia, their carers and families to live; and
  - The best place in the world to undertake research into dementia and other neurodegenerative diseases.
- 3.5 To fund these ambitions, the Government committed to investing over £300 million into UK dementia research and medical innovation by March 2020. It subsequently reported this commitment had been met a year early, with £344 million having been spent on dementia research by March 2019.
- 3.6 The challenge 2020 document committed the Government to establishing an international dementia institute in England within five years. The UK Dementia Research Institute (UKDRI) was launched in 2017 to lead the UK's dementia research efforts.
- 3.7 In 2016, the Conservative Government published an implementation plan for the 2020 challenge. This detailed how the 50 commitments contained in the earlier plans would be met. It set out priority actions across four themes: risk reduction; health and care; awareness and social action; and research.
- 3.8 In February 2019 the Government published a progress review. This summarised the views of stakeholders on the progress of the challenge so far and what was envisaged for the remainder of the challenge period. The Government noted that, "overall, respondents felt that we are on track" to meet the commitments set out in the 2020 challenge.

#### **4. Background**

- 4.1 Dementia is one of the greatest challenges facing our population and communities. In the UK someone develops dementia every three minutes, 225,000 people will develop dementia this year and 885,000 people are currently living with dementia. This figure is set to rise to 1,045,000 by 2030, and to 2 million by 2050.
- 4.2 Dementia is often associated with older people, but dementia affects adults of all ages. When talking about dementia, the term 'younger' usually covers people below 65 years of age. It is estimated that around 153 Lewisham residents below 65 are diagnosed with dementia.
- 4.3 Dementia is currently the seventh leading cause of death and one of the major causes of disability and dependency among older people globally. Dementia has physical, psychological, social and economic impacts, not only for people living with dementia, but also for their carers, families and society at large.
- 4.4 The risk of developing dementia increases exponentially with age. As population ageing continues to accelerate in the UK and worldwide, the number of people living with dementia is set to rise sharply in the decades to come.

#### **5. Lewisham Dementia Strategy overview**

- 5.1 The voice of those with dementia and their unpaid carers is threaded through the strategy which is designed and structured around the journey that each of our residents, their families and carers, will experience on facing life with dementia. The strategy is structured around five key areas:
- Preventing Well
  - Diagnosing Well
  - Supporting Well
  - Living Well
  - Dying Well
- 5.2 Each area is intended to be a statement of intent about our vision for the future, but also a practical guide for the here and now for anyone who might benefit from the advice and

information contained within the plan.

- 5.3 The strategy has been developed with partners over the last and focuses on delivering eight key outcomes which include:
- Increased public awareness of the link between dementia and lifestyle.
  - Increased uptake of healthy lifestyle choices.
  - Increased diagnosis rates
  - Reduced antipsychotic prescribing rates for people with dementia
  - Improved quality of life of people with dementia.
  - Increased proportion of people with dementia who feel encouraged to make decisions about their future care.
  - Increased proportion of people with dementia who are aware they can update their advance care plan at each care review.
  - Increased proportion of people with dementia who participate in activities to promote their wellbeing.
- 5.4 Implementation of the Dementia Strategy will be overseen by the Mental Health of Older Adults & Dementia Operational Delivery Group
- 5.5 The report supports the following corporate priorities:
- Cleaner and greener
  - A strong local economy
  - Open Lewisham
  - Health and wellbeing

## 6. Strategy development

- 6.1 Development of the strategy was overseen by the dementia strategy steering group that brought together key stakeholders who met on a weekly basis from June – November 2022.
- 6.2 Consultation was undertaken between 01 March 2023 – 26 April 2026. Respondents were asked how strongly they agree with the 8 proposed outcomes of the Lewisham Dementia strategy and could respond in one of five ways:
- Agree strongly
  - Agree, but would like the outcome to go further
  - Neutral
  - Disagree because the outcome is going in the wrong direction
  - Strongly disagree because the strategy should not focus on that outcome
- 6.3 908 responses were received and the findings were as follows:

Key outcomes:	How strongly do you agree with this outcome of the Lewisham Dementia strategy:
1. Increased public awareness of the link between dementia and lifestyle.	202 (25.63%)-Agree strongly
	334 (42.39%)-Agree, but would like the outcome to go further
	235 (29.82%)-Neutral
	10 (1.27%)-Disagree because the outcome is going in the wrong direction
	7 (0.89%)-Strongly disagree because the strategy should not focus on that outcome
2. Increased uptake of healthy lifestyle choices	204 (25.79%)-Agree strongly
	328 (41.47%)-Agree, but would like the outcome to go further
	244 (30.85%)-Neutral
	11 (1.39%)-Disagree because the outcome is going in the wrong direction

Key outcomes:	How strongly do you agree with this outcome of the Lewisham Dementia strategy:
	4 (0.51%)-Strongly disagree because the strategy should not focus on that outcome
3. Increased diagnosis rates	223 (28.02%)-Agree strongly
	332 (41.71%)-Agree, but would like the outcome to go further
	230 (28.89%)-Neutral
	7 (0.88%)-Disagree because the outcome is going in the wrong direction
	4 (0.5%)-Strongly disagree because the strategy should not focus on that outcome
4. Reduced antipsychotic prescribing rates for people with dementia	159 (20.92%)-Agree strongly
	322 (42.09%)-Agree, but would like the outcome to go further
	268 (35.03%)-Neutral
	12 (1.57%)-Disagree because the outcome is going in the wrong direction
	4 (0.52%)-Strongly disagree because the strategy should not focus on that outcome
5. Improved quality of life of people with dementia.	249 (31.28%)-Agree strongly
	316 (39.7%)-Agree, but would like the outcome to go further
	220 (27.64%)-Neutral
	7 (0.88%)-Disagree because the outcome is going in the wrong direction
	4 (0.5%)-Strongly disagree because the strategy should not focus on that outcome
6. Increased proportion of people with dementia who feel encouraged to make decisions about their future care.	226 (28.11%)-Agree strongly
	323 (40.17%)-Agree, but would like the outcome to go further
	240 (29.85%)-Neutral
	10 (1.24%)-Disagree because the outcome is going in the wrong direction
	5 (0.62%)-Strongly disagree because the strategy should not focus on that outcome
7. Increased proportion of people with dementia who are aware they can update their advance care plan at each care review.	241 (29.53%)-Agree strongly
	312 (38.24%)-Agree, but would like the outcome to go further
	243 (29.78%)-Neutral
	13 (1.59%)-Disagree because the outcome is going in the wrong direction
	7 (0.86%)-Strongly disagree because the strategy should not focus on that outcome
8. Increased proportion of people with dementia who participate in activities to promote their wellbeing.	246 (30.07%)-Agree strongly
	322 (39.36%)-Agree, but would like the outcome to go further
	233 (28.48%)-Neutral
	9 (1.10%)-Disagree because the outcome is going in the wrong direction
	8 (0.98%)-Strongly disagree because the strategy should not focus on that outcome

## 7. Strategy implementation

- 7.1 Implementation of the Dementia Strategy will be overseen by the Mental Health of Older Adults & Dementia Operational Delivery Group. The Delivery Group will be responsible for coproducing the implementation plan that will sit underneath the Strategy, ensuring that all actions are implemented within agreed timescales and that the eight outcomes are achieved.
- 7.2 The implementation plan will ensure that there is a framework in place to monitor the impact the actions are having. The first draft of the implementation plan will be available in December 2023. This framework will include coproduced stretch targets building on the feedback from the consultation.

## **8. Financial implications**

8.1 There are no direct financial implications arising for the council at this stage from the implementation of the recommendations in this report.

## **9. Legal implications**

9.1 There are no direct legal implications arising for the Council

## **10. Equalities implications**

10.1 An Equalities Analysis Assessment was drafted in October 2023

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

11.1 All elements of the delivery of the strategy will be expected to comply with the Council's Environmental and Climate Change requirements, so as to minimise the environmental impact of the service.

11.2 Implementation of the strategy will also be expected to support the Council's commitment to making the borough carbon neutral by 2030

## **12. Crime and disorder implications**

12.1 There are no crime or disorder implications.

## **13 Health and wellbeing implications**

13.1 The health and wellbeing implications are outlined throughout the strategy.

13.2 Delivery of the eight key outcomes will have a significant impact on the wellbeing of our residents with dementia, both directly and indirectly.

13.3 With a focus on practical support, the delivery of our strategic objectives should have a direct impact on the of health and support residents can access in order to thrive.

## **14. Social value implications**

14.1 The importance of social value is embedded throughout the strategy and proposed delivery plans.

## **15. Background paper**

15.1 None

## **16. Report author(s) and contact**

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16.3 Comments for and on behalf of the Director of Law and Corporate Governance. Mia Agnew (Senior Lawyer) [mia.agnew@lewisham.gov.uk](mailto:mia.agnew@lewisham.gov.uk)



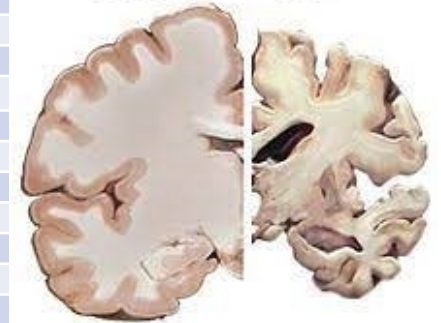
# Lewisham Dementia Strategy –

*‘reducing the risk of dementia (or delaying its onset) and enabling people living with dementia and their carers to live well’*

**2023 – 2026**

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# What is Dementia?

***'My brain is just... well it's just leaving me and I don't think you can do anything about that'***

***'Life's completely changed. I'm not very independent. I have to rely on others. Life's going very slowly. Time goes very slowly'***

Dementia is not a disease in itself. Dementia is a word used to describe a group of symptoms that occur when brain cells stop working properly.

Dementia affects memory, thinking, behaviour and emotion.

Early symptoms of dementia can include memory loss, difficulty performing familiar tasks, problems with language and changes in personality

There is currently no cure for dementia, but a range of support is available for people with dementia and their carers.

Dementia knows no social, economic, or ethnic boundaries.

Alzheimer's disease is the most common cause of dementia. Other causes include vascular disease, dementia with Lewy bodies and fronto-temporal dementia

'In the UK, Black African and Caribbean people develop dementia more often and at younger ages than their White counterparts. Despite this, Black African and Caribbean people tend to use dementia services much later, often when they are in a crisis or no longer able to cope alone. They are also less likely to receive drug treatments, take part in dementia research and move into a care home.'

# Stages of Dementia

**Early stage: the early stage of dementia is often overlooked because the onset is gradual**

**Common symptoms may include:**

- **Forgetfulness**
- **Losing track of the time**
- **Becoming lost in familiar places.**

**Middle stage**

**The signs and symptoms become clearer and may include:**

- **Becoming forgetful of recent events and people's names**
- **Becoming confused while at home**
- **Having increasing difficulty with communication**
- **Needing help with personal care**
- **Experiencing behaviour changes, including wandering and repeated questioning**

**Late stage: the late stage of dementia is one of near total dependence and inactivity**

**Physical signs and symptoms become more obvious and may include:**

- **Becoming unaware of the time and place**
- **Having difficulty recognising relatives and friends**
- **Having an increasing need for assisted self-care**
- **Experiencing behaviour changes that may escalate and include aggression.**

# Dementia statements

***'We have the right to be recognised as who we are, to make choices about our lives including taking risks, and to contribute to society. Our diagnosis should not define us, nor should we be ashamed of it'.***

***'We have the right to continue with day to day and family life, without discrimination or unfair cost, to be accepted and included in our communities and not live in isolation or loneliness'.***

***'We have the right to an early and accurate diagnosis, and to receive evidence-based, appropriate, compassionate and properly funded care and treatment, from trained people who understand us and how dementia affects us. This must meet our needs, wherever we live'.***

***'We have the right to be respected, and recognised as partners in care, provided with education, support, services, and training which enables us to plan and make decisions about the future'.***

***'We have the right to know about and decide if we want to be involved in research that looks at cause, cure and care for dementia and be supported to take part'.***

Grounded in human rights law, the Dementia Statements are a rallying call to improve the lives of people with dementia and to recognise that they shouldn't be treated differently because of their diagnosis.

The person with dementia is at the centre of these refreshed Statements. They represent everyone living with any type of dementia regardless of age, stage or severity. The 'we' used in these statements encompasses people with dementia, their carers, their families, and everyone else affected by dementia.

These rights are enshrined in the Equality Act, Mental Capacity legislation, Health and care legislation and International Human Rights Law.

# Approach

*'In developing and implementing our Dementia strategy for Lewisham, we must constantly focus on these three questions:*

- Do lifestyle factors reduce your risk of Dementia?*
- If a relative or friend develops Dementia, how would you like them to be treated?*
- If you develop Dementia, how would you like to be treated?'*

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# Continuous and meaningful involvement of people with Dementia and their Unpaid Carers

## *Coproduction*

***‘With a little bit of support, stimulation and encouragement most people with dementia can do it’***

Over 90 people with dementia and Unpaid Carers contributed to the development of the Strategy, through online and face to face meetings. As well as these meetings, the Dementia Strategy steering group met on a weekly basis over 8 consecutive months to oversee the development of the strategy. The steering group membership comprised health, social care and voluntary sector partners.

The draft strategy was presented to the Senior Management Team at Lewisham Council, Lewisham Integrated Care Board and the Healthier Communities Select Committee and signed off by Mayor and Cabinet on .....

We will continue our coproduction approach during implementation and monitoring of the Strategy through ongoing meaningful engagement with people with dementia and their Unpaid Carers through:

- Quarterly updates on impact of the strategy
- Ongoing community consultations and workshops
- An annual survey to seek feedback on the experiences of people living with dementia in their community and changes they would like to see put in place
- Resources (for example, how to communicate with people with dementia and information on dementia) to support the inclusion of the views and voices of people living with dementia in their community

Feedback from the annual survey will be used in a meaningful way to inform the strategy's implementation through the Mental Health of Older Adults & Dementia Operational Delivery Group

# Governance

*‘My brain is just... well it’s just leaving me and I don’t think you can do anything about that’*

*‘Life’s completely changed. I’m not very independent. I have to rely on others. Life’s going very slowly. Time goes very slowly’*

Dementia is not a disease in itself. Dementia is a word used to describe a group of symptoms that occur when brain cells stop working properly.

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‘In the UK, Black African and Caribbean people develop dementia more often and at younger ages than their White counterparts. Despite this, Black African and Caribbean people tend to use dementia services much later, often when they are in a crisis or no longer able to cope alone. They are also less likely to receive drug treatments, take part in dementia research and move into a care home.’



# Foreword

In common with the national picture, we're expecting to see a rise in the number of people with dementia in our borough over the years and decades ahead as the size of our older population increases. That's why Lewisham Council has worked with local healthcare and social care providers on a new strategy to support people with dementia, and their family and carers.

We are excited to launch this strategy which sets out our shared ambitions to improve the diagnosis, care and support provided to people with dementia

Our aim is that all people living with dementia and their carers are empowered and know the risk factors for dementia, and where to seek information, advice and help.

It is also our aim that people should have access to the care and support that enables them to live well for as long as possible.

To help us achieve these overall aims, our dementia strategy has identified 8 key outcomes that we will track to ensure that we are making progress towards our goals and update you quarterly regarding progress achieved.

# Executive Summary

## Preventing Well

There's no certain way to prevent all types of dementia, however, there is good evidence that a healthy lifestyle can help reduce your risk of developing dementia as you get older.

## Diagnosing Well

Getting a diagnosis of dementia can give you a better understanding of the condition and what to expect. Timely diagnosis can help you make important decisions about treatment, support and care.

## Supporting Well

Recent research has demonstrated that people can live well with dementia if provided with the right support when needed. We will also continue to improve the quality of health and social care with the expectation that improving care and treatment will reduce consumption of antipsychotic medicines amongst people with dementia.

## Living Well

People living with dementia also need support from our communities in order to enjoy the best quality of life possible, ensuring that Lewisham is a great place to live for residents with dementia and their relatives.

## Dying Well

Enabling person to die in the way that they would have wanted, giving priority to the things that matter most to them. It also supports family and carers during the final stages, as well as after the person has died.

# Ageing Population

## *Local context*

- There were 59,597,300 people living in England and Wales on 21 March 2021, the day of the latest census. This is over 3.5 million more (6.3%) than in 2011 and is the largest census population ever recorded. In Lewisham, the population size has increased by 9.0%, from around 275,900 in 2011 to 300,600 in 2021. At 9.0%, Lewisham's population increase is higher than the increase for London (7.7%). Lewisham is now ranked 44th for total population out of 309 local authority areas in England, moving up one place in a decade. As of 2021, Lewisham is the 13th most densely populated of London's 33 local authority areas, with around 61 people living on each football pitch-sized area of land.
- The population has continued to age. Across England, more than one in six people (18.4%) were aged 65 years and over on Census Day in 2021. This is a higher percentage than ever before. Within Lewisham there has been an increase of 9.8% in people aged 65 years and over, an increase of 10.8% in people aged 15 to 64 years, and an increase of 1.8% in children aged under 15 years.



# Overview

Dementia is often associated with older people, but dementia affects adults of all ages. When talking about dementia, the term 'younger' usually covers people below 65 years of age. It is estimated that around xxx Lewisham residents below 65 are diagnosed with dementia.

Dementia is currently the seventh leading cause of death and one of the major causes of disability and dependency among older people globally. Dementia has physical, psychological, social and economic impacts, not only for people living with dementia, but also for their carers, families and society at large.

The risk of developing dementia increases exponentially with age. As population ageing continues to accelerate in the UK and worldwide, the number of people living with dementia is set to rise sharply in the decades to come.

Since 2011, successive UK Governments have identified dementia as a national policy and focused on:

- Driving improvements in health and care
- Creating dementia inclusive communities
- Promoting better research

Our Lewisham Strategy provides us with an opportunity to:

- Review local progress on implementing the national recommendations
- Collectively agree and monitor the most effective way of reducing the risk of dementia (or delaying its onset) and enabling people living with dementia and their carers to live well'

Through implementing the Strategy, we will improve on the following baseline measures:

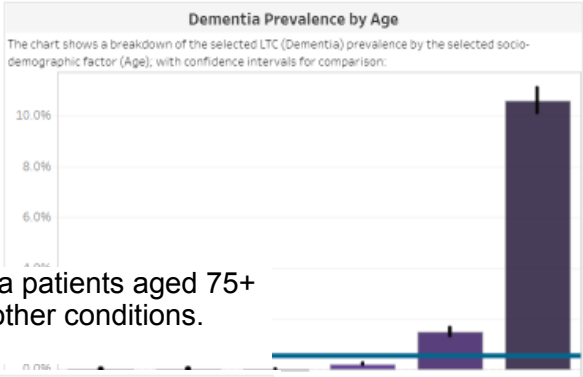
1. Current diagnosis rate of:
2. Current antipsychotic prescribing rate of:
3. Current proportion of people with dementia who feel encouraged to make decisions about their future care:
4. Current proportion of people with dementia who are aware they can update their advanced care plan at each review:

***'I'm a different person to the one my wife married...I can't get through to the part of my brain that wants to ask her how she is, give her a kiss and a cuddle'***

# Dementia in Lewisham

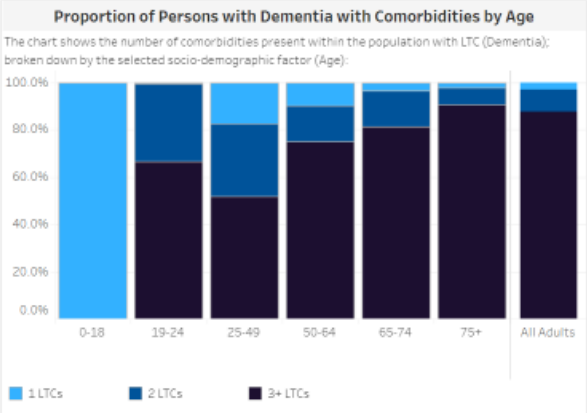
## Local prevalence

- Just over 2,000 of our population have Dementia, including 10.6% of our residents aged 75+.

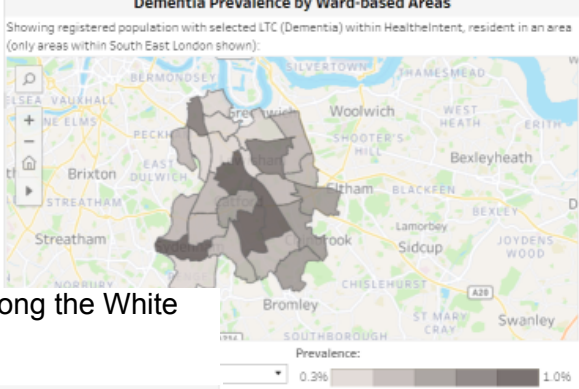


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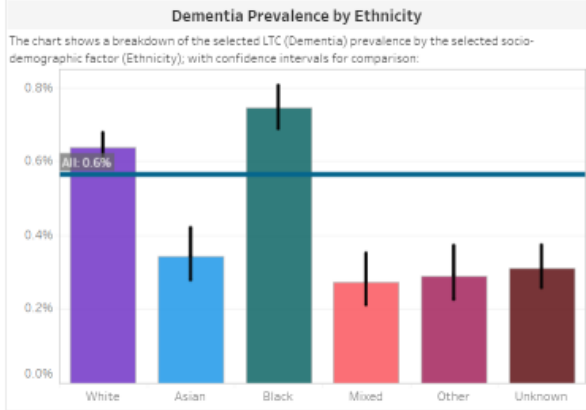
- Over 90% of dementia patients aged 75+ also have 2 or more other conditions.



- Prevalence is highest in Ladywell, Sydenham, Catford South, and Hither Green

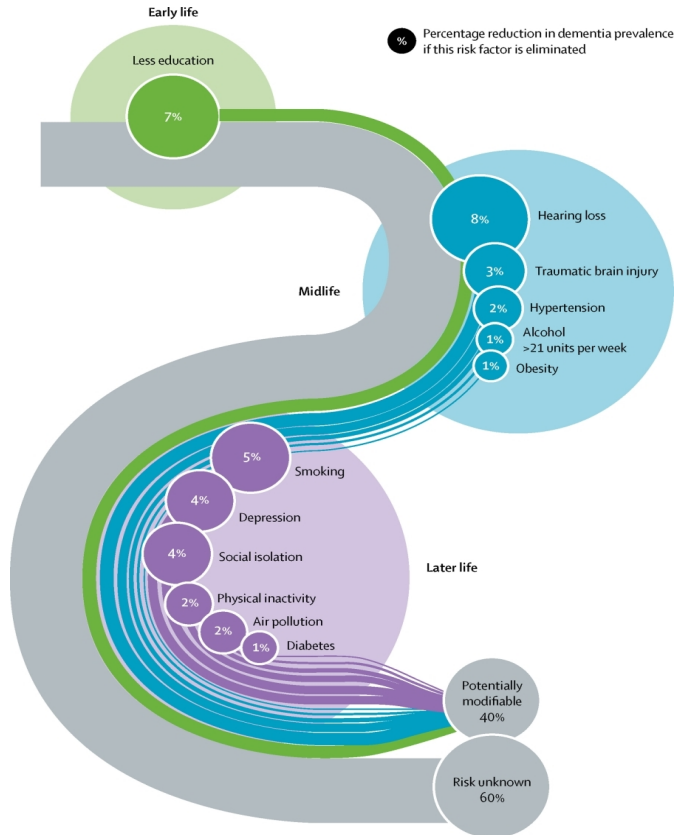


- Prevalence is highest among the White and Black ethnic groups



# Reducing the risk of Dementia

## Preventing Well



### Risk factors

Risk factors in early life (education), midlife (hypertension, obesity, hearing loss, Traumatic Brain Injury, and alcohol misuse) and later life (smoking, depression, physical inactivity, social isolation, diabetes, and air pollution) can contribute to an increased risk of dementia.

By modifying these risk factors through adopting a healthy lifestyle, risk of dementia could be reduced by around a third.

However, just a third (33%) of UK adults think it's possible for people to reduce their risk of dementia. Women are less likely to think it's possible to influence their dementia risk than men (30% compared to 37%). Despite limited understanding of the ability to reduce dementia risk, three quarters (75%) of people believe it's possible for a person to influence their brain health, suggesting that positively reframing dementia risk reduction as 'protecting brain health' represents a major opportunity to increase public engagement.

# Dementia diagnosis

## Diagnosing Well

**You can help reduce stigma**

**You are in a better position to speak out**

**You can make empowering choices**

**Your family will be better able to support you**

**You can focus on what's important**

**You get an accurate diagnosis so you will know what to expect**

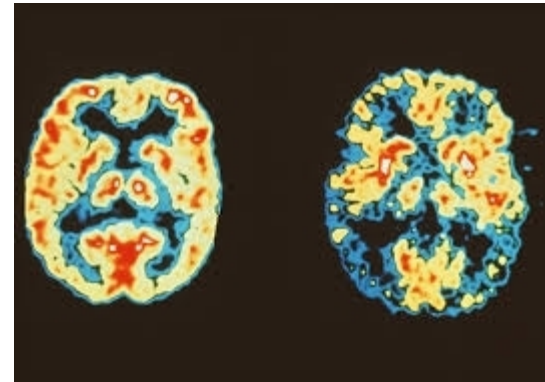
**You can make empowering choices**

**You can become more actively involved in your personal decisions, including health and social care**

**You can lift heavy cloud from your face**

Dementia affects each person in a different way, depending upon the underlying causes, other health conditions and the person's cognitive functioning before becoming ill.

Although there is no cure for dementia at the moment, an early diagnosis means its progress can be slowed down in some cases, so the person may be able to maintain their mental function for longer. A diagnosis helps people with dementia get the right treatment and support. It can also help them, and the people close to them, to prepare for the future. With treatment and support, many people are able to lead active, fulfilled lives with dementia.



# Lewisham Memory Service

## *Comprehensive assessment, treatment and support options*

The Lewisham Memory Service offers comprehensive assessment, treatment and support options to anyone over the age of 18 with memory problems likely to indicate dementia. The aim of the service is to assess dementia early and provide a timely diagnosis, so people with dementia and their carers can understand the condition, learn of treatment options and opportunities to participate in research, and connect with appropriate support resources to facilitate living well.

Our multidisciplinary team works in collaboration with the memory clinics at University Hospital Lewisham to provide high quality specialist care. The service is unable to directly support those with serious behavioural and psychological symptoms of dementia but can refer on to other community mental health teams for such support.

Following assessment, staff will coordinate individualised care planning. This may include prescribing medication if appropriate, post diagnostic support and sign-posting, problem solving strategies and referrals to relevant support services such as the Lewisham Dementia Support Hub.

Phone: 0203 228 0939

Email: [memoryservicelewisham@slam.nhs.uk](mailto:memoryservicelewisham@slam.nhs.uk)

Website: <https://slam.nhs.uk/service-detail/service/memory-service-lewisham-148/>



# Person Centred Care

## *Supporting Well*

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***It has made me feel isolated in a way, because I haven't got anything to talk about. And the other thing is, because I do try and act normal, but I don't feel that I am.***

***In the beginning – maybe I shouldn't have, but: 'Well, I'm sorry, I can't do that because I've got dementia'. And they're like: 'Uh, uh...' So I panicked. I thought people would understand in this day and age.***

***We went into the consultation husband and wife and came out person suffering from dementia and carer***

Support should be sensitive to the person as an individual. This is called person-centred care.

One of the foundations of the Strategy is the expectation that all services and businesses will embed the principles of person-centred care into all aspects of service delivery. The principles promote:

- The human value of people living with dementia (regardless of age or cognitive impairment) and their families and carers
- The individuality of people living with dementia, and how their personality and life experiences influence their response to dementia
- The importance of the person's perspective
- The importance of relationships and interactions with others to the person living with dementia, and their potential for promoting wellbeing.

The principles also emphasise the importance of taking account of the needs of carers and supporting and enhancing their input.

# Lewisham Dementia Support Hub

*Single point of access*

The new Dementia Hub contract is now with the Alzheimer's Society.

**Provider:** Alzheimer's Society, with sub-contract with Age UK

**What they will provide:** The Alzheimer's Society Dementia hub will provide dementia support workers offering information and practical guidance to help service users understand dementia, cope with day-to-day challenges and prepare for the future.

The new service will support people who have recently been diagnosed with dementia in managing their wellbeing, achieving their personal goals and connecting with their local community. This will include; Information and advice, Workshops, courses and groups, Peer support groups and activities.

# Lewisham Dementia Support Hub

*Single point of access*

**Accessing support:** They offer information to people who are worried about their memory and ongoing support to people affected by dementia face to face or over the phone.

**Dementia Support Line:** 0333 150 3456

**Website:** [www.alzheimers.org.uk](http://www.alzheimers.org.uk)

**Email:** [lewisham@alzheimers.org.uk](mailto:lewisham@alzheimers.org.uk)

**Phone:** 0207 423 7373

**Links:** Through the neighbourhood alliance work, we will make sure, where appropriate, that this service is connected. It is unlikely that this service will have direct links with Urgent and Emergency Services as it is an early intervention/prevention service.

# Caring (Unpaid) for someone with Dementia

*Caring Well - the capacity to care is the thing which gives life its deepest significance*

***'The care of dementia is actually the care of two people: the person with the illness and the person taking care of them'***

***'Although your loved one may not remember you or might do things that frustrate you, this is the time when he or she needs you the most'***

***'No matter who you are, what you've accomplished, what your financial situation is – when you're dealing with a parent with dementia, you yourself feel helpless. The parent can't work, can't live alone, and is totally dependent, like a toddler. As the disease unfolds, you don't know what to expect'***

It is estimated that one in three people will care for a person with dementia in their lifetime. Half of them are employed and it's thought that some 66,000 people have already cut their working hours to care for a family member, whilst 50,000 people have left work altogether.

We know from carers locally that peer to peer support is vital and often the information they gain from other carers is more valuable and relevant than information provided by health and social care professionals.

People respond well to the opportunity to share positive and negative experiences with those who understand. The Dementia Support Service within Lewisham provide a platform where peer support group can be themselves and share openly their personal experiences.

Experiences may differ, as some people use their lived experience to help family and friends, while some to explore various options available through networking of peer support group to gain skills that will empower their life experience.

Most profound element is the sharing, staying connected as well as making sure people feel safe, respected and supported.

# Maximising Wellbeing of Unpaid Carers

*Helping Unpaid Carers access the support they need*

When caring for someone, it can feel like there's no time for yourself. However, it's crucial to prioritise your own health and wellbeing. Support is available, and you can contact us online or by phone 0300 373 5769 to learn more about it. Phone lines are open Monday to Friday, from 8:30 am to 5:00 pm. You can also email us at [ucwellbeing@imago.community](mailto:ucwellbeing@imago.community) or complete the self-referral form below.

Our staff possesses the necessary training and expertise to assess the needs of unpaid carers, irrespective of their age. We use a diverse range of assessment forms tailored to various age groups. Our assessments factor in numerous elements that may impact the wellbeing of older or vulnerable individuals, including those who are young carers as well as those who are transitioning into young adult carers.

We support the following age ranges:

- Unpaid Young Carers aged 4-18
- Unpaid Adult Carers aged 18+
- Targeted support for Unpaid Young Adult Carers aged 18-25
- Targeted support for Unpaid Carers aged 65+

# Hospital care

## *Supporting Well*

Ensuring all people with dementia admitted to hospital have a comprehensive assessment of cognition, delirium, pain, continence and nutritional needs

Ensuring all people with dementia with social care needs who are in hospital have a named discharge coordinator to ensure a safe and planned discharge from hospital

Ensuring all health and social care hospital staff encourage and enable people (living with dementia) to give their own views and opinions about their care

Ensuring all people with severe dementia have an assessment prior to admission that balances the person's current medical needs with the additional harms they may face in hospital, such as a longer length of stay and increased mortality.

- At any one time 1 in 4 hospital beds are occupied by people living with dementia.
- Hospital admission can trigger distress, confusion and delirium for someone with dementia. This can contribute to a decline in functioning and a reduced ability to return home to independent living.
- Before admitting a person living with dementia to hospital, the value of keeping them in a familiar environment as well as any advance care and support plans should be taken into account.



# Effective management of behavioural and psychological symptoms of Dementia

## *Supporting Well*

Antipsychotic drugs are a group of medications that are usually used to treat people with Severe Mental Illness (SMI) such as schizophrenia. In some people antipsychotics can eliminate or reduce the intensity of certain symptoms. However, they also have serious side effects for people living with dementia.

An independent review of the use of antipsychotic medication for people with dementia (The Banerjee Report, Time for Action, 2008) concluded that:

- Antipsychotic use was too high in patients with dementia, and that the associated risks outweighed the benefits in most of these patients because these drugs seemed to have only a limited positive effect in managing dementia symptoms.
- Antipsychotics seemed to be used too often as a first-line response to difficult behaviour in dementia (most often agitation), rather than as a considered second-line treatment when other non-pharmacological

NICE advice states that a person living with dementia should only try an antipsychotic if they are at risk of harming themselves or others, or if they are severely distressed. The antipsychotic should be tried alongside other activities to try to help their distress. Risperidone is the only licensed anti-psychotic of choice for short-term use which is licensed for 6 weeks use, after which a review should follow.

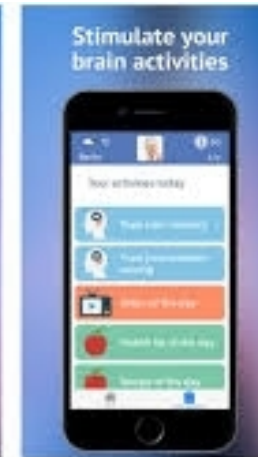


# Remaining at home for as long as is possible

## *Living Well*

Most people with dementia live at home (Alzheimer's Disease International, 2018) and want to remain at home for as long as possible as the home environment provides a sense of familiarity and safety. Remaining at home also enables people with dementia to engage in typical everyday activities e.g. shopping, talking with neighbours etc.

However, findings from an Alzheimer's Society survey of over 350 people living in the community with dementia reported that over half experience loneliness (58%) and isolation (56%) and are losing touch with people since being diagnosed (56%). Around a third said they felt unable to spend time with friends now they have dementia (29%) and around a quarter (27%) feel they are not part of their community and have disclosed that they feel people avoid them (23%).





# Feeling part of the community

## *Living Well*

People with dementia face challenges with memory, thinking, concentration and language. This can make it difficult for them to do everyday tasks we might take for granted, such as taking the bus.

Less than half (47%) of people with dementia say they feel part of their community.

There is a need to tackle the stigma and social isolation associated with dementia through strategies to engage and include people with dementia in community activities. The availability of accessible community activities that are appropriate to the needs of people living with dementia, along with suitable transport options, are important for a community to become dementia inclusive. The engagement of people living with dementia in existing community activities rather than only specialised activities is also important. Providing people with dementia the opportunity to remain in their homes and within their communities should be a guiding principle.

Key actions:

- Working with schools to raise awareness in younger people about dementia
- Showcasing the stories of people with dementia volunteering within the community
- Programmes to support people with dementia to remain in employment
- Collaborations with local community organisations to provide education on dementia in order to support continued involvement of people with dementia in community activities



# Travelling by public transport

## *Living Well*

Being able to travel by public transport can be a key factor in helping people with dementia retain their independence and live well.

What public transport operators can do:

- Become Dementia Friends
- Make spaces dementia inclusive - Be aware of how the physical environment in travel hubs can affect people living with dementia. making it easier for someone to board the bus
- Be patient while they find their travel pass
- Waiting for them to sit down before moving
- Improve accessibility when creating new stock



***The day I got my diagnosis, I was told what it was, I had to leave the room so they could talk to my family. I have never felt so vulnerable in my life***

***I don't like to be a burden on my family, when things do advance***

***I do not pay any attention to my dementia diagnosis and able to carry on a normal with minimal support. (May 2023)***



# Physical environment

## *Living Well*

The physical environment, from streetscape to individual shops, plays a key role in determining the extent to which people with dementia find their community dementia inclusive. People with dementia have said that a physical environment in which they can find their way around, know where they are, and that makes them feel safe, is a huge advantage and an ideal gateway to their communities.

Key actions:

- An assessment of the local environment to identify key spaces and ways to improve them for people with dementia
- Identification of opportunities for collaboration with other initiatives

***I may not remember most things, but I'm still same person I was many years ago, I can find my way round independently, so I will find my way to the music and movement group today (June 2023)***

Quote from an attendee in the music and movement group at the Alzheimer's Society discussing their lived experience with dementia

# Dementia inclusive Lewisham

## *Living Well*

A dementia inclusive Lewisham is defined as a place or culture in which our residents with dementia and their carers are empowered, supported and included in society, understand their rights and recognise their full potential.

Key outcomes include:

1. Increased awareness and understanding of dementia
2. Increased social and cultural engagement for the person with dementia
3. Legal and other measures in place to empower people with dementia to protect their rights
4. Increased capability of health and care services to develop services that respond to the needs of people with dementia
5. Actions to improve the physical environment whether in the home, residential care, hospitals or public places

- Ensuring that people living with a diagnosis of dementia and carers can share their lived experience, knowledge and skills to help plan, shape and influence the work of their community and Alzheimer's Society. We can all involve people living with a diagnosis of dementia and their carers in some ways in our work.

***Most of my friends have died and being alone scares me more than my dementia  
(June 2023)***

Quote from a service user discussing their lived experience with a Dementia Adviser at the Alzheimer's Society.

# Last year of life

## *Dying Well*

***‘Our worst fear isn’t the end of life but the end of memories’***

***‘End of life decisions should not be made at the end of life ’***

***‘The end of life deserves as much beauty, care and respect as the beginning’***

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It can be difficult to recognise when someone with dementia is nearing the end of their life, in part because the disease progression is so unpredictable. You can support the person by communicating with them and helping them with any symptoms they have.

While it may be upsetting to think about, having important conversations with the person with dementia, and planning ahead, can mean they have a better experience at the end of their life. This includes whether they should be resuscitated if they have a heart attack, and any religious practices they want observed.

As dementia progresses, carers may find it difficult to provide emotional or spiritual comfort to a person who has severe memory loss. However, even in advanced stages of dementia, a person may benefit from such connections.

Palliative or hospice care teams may be helpful in suggesting ways for people with dementia and their families to connect at the end of life. They also may be able to help identify when someone with dementia is in the last days or weeks of life.

# Alzheimer's Journey

*By Ruth Murphy*

There are no more happy birthdays or happy anniversaries  
They are in the past now, just fading memories.

This journey changes everything, nothing is the same

The person you shared your life with no longer knows your  
name.

Some friends who have known you no longer do you see

What is the point, they say, he doesn't remember me.

Don't ask him to remember, just reminisce stories of the past

He will enjoy your company while that moment lasts.

He sits alone in his room with no one else around

I wonder what is on his mind, what memory has he found?

He stands at the mirror conversing with a friend.

He doesn't know the reflection speaking back is him.

He whiles away the hours standing or sitting there

Does he ever wonder why he is left alone right here?

There are strangers who approach him wanting him to go

He is reluctant, they're people he doesn't know.

They want him to shave & shower. He doesn't understand.

Give him patience & comfort, try to hold his hand.

Speak slowly & speak clearly, do not try to hurry

Rushing this process will only cause him worry.

Assure him he can do it himself, if he needs your help  
you're here.

Let him have his dignity. It will alleviate his fear.

Warm the water, close the curtain. Give him privacy

Pass him soap & shampoo. He'll do a good job, you'll see.

He spent his life with people, likes to interact pleasantly.

When he's left alone in his room, there's no one there to  
see.

His eyes light up with joy when little children come around

He doesn't have to know them. It's happiness he's found.

Come out to visit him, while away an hour.

To provide company & happiness: it is your power.

He is robbed of the future, can't remember the past

Give him pleasure in the moment, is that too much to ask?

Don't stay away & avoid this person you once knew.

Reach out, still be a friend, you know, this could be you.

# Palliative care support in Lewisham

## *Dying Well*

Palliative care services aim to improve the quality of life of patients with potentially life-limiting illnesses. This includes support with managing pain and other symptoms, offering advice on practical issues, providing emotional support to patients, their families and carers and supporting end of life care.

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Community Specialist Palliative Care in Lewisham is provided by St Christopher's Hospice and palliative care in University Hospital Lewisham is provided by the Macmillan Palliative Care team.

The Palliative Care teams work closely with other health and social care providers including GPs, District Nurses, Macmillan and Marie Curie to provide round the clock care and support to people throughout their illness.

St Christopher's, Lawrie Park Road Sydenham SE26 6DZ

**Tel:** 020 8768 4500

**Email:** [info@stchristophers.org.uk](mailto:info@stchristophers.org.uk).

**Website:** [www.stchristophers.org.uk](http://www.stchristophers.org.uk)

# Measures of success

## *Preventing Well*

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Structure	Process	Outcome
<ul style="list-style-type: none"><li>• Evidence that service specifications for behaviour change interventions and programmes include actions to raise awareness of lifestyle changes that could reduce the risk of developing dementia.</li><li>• Evidence that training for practitioners delivering behaviour change interventions and programmes includes how to advise and support people to reduce the risk of developing dementia.</li><li>• Evidence that information about the link between unhealthy behaviours and the risk of developing dementia is included in local health promotion materials</li></ul>	<ul style="list-style-type: none"><li>• Proportion of people attending behaviour change interventions and programmes in mid-life who are advised that the risk of developing dementia can be reduced by making lifestyle changes.</li></ul>	<ul style="list-style-type: none"><li>• Increased public awareness of the link between dementia and lifestyle.</li><li>• Increased uptake of healthy lifestyle choices.</li></ul>



# Measures of success

## *Diagnosing Well*

Structure	Process	Outcome
<ul style="list-style-type: none"><li>Evidence of local referral criteria and pathways to ensure that people with suspected dementia are referred to a specialist dementia diagnostic service.</li></ul>	<ul style="list-style-type: none"><li>Proportion of people with dementia who have a record of attending a specialist dementia diagnostic service up to 12 months before entering on to the GP practice register.</li></ul>	<ul style="list-style-type: none"><li>Self-reported or carer-reported quality of life of people with dementia.</li></ul>

# Measures of success

## *Supporting Well*

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Structure	Process	Outcome
<ul style="list-style-type: none"><li>Evidence of local arrangements to ensure that people with dementia and people involved in their care have early and ongoing opportunities to discuss advance care planning.</li></ul>	<ul style="list-style-type: none"><li>Proportion of people with dementia who are given information about advance care planning at diagnosis.</li><li>Proportion of people with dementia having a health or social care review who have a documented discussion about advance care planning.</li></ul>	<ul style="list-style-type: none"><li>Proportion of people with dementia who feel encouraged to make decisions about their future care.</li><li>Proportion of people with dementia who are aware they can update their advance care plan at each care review.</li></ul>
<ul style="list-style-type: none"><li>Evidence of local arrangements to ensure that people with dementia have a single named health or social care practitioner to coordinate their care.</li><li>Evidence of local agreement of the role and functions of the named practitioner.</li></ul>	<ul style="list-style-type: none"><li>Proportion of people with dementia who have a named practitioner responsible for coordinating their care.</li><li>Proportion of people with dementia who have a care and support plan.</li></ul>	<ul style="list-style-type: none"><li>Self-reported or carer-reported quality of life of people with dementia.</li><li>Carer-reported quality of life of carers of people with dementia.</li></ul>

# Measures of success

## *Living Well – promoting wellbeing*

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Structure	Process	Outcome
<ul style="list-style-type: none"><li>• Evidence of local arrangements to ensure that a range of activities are available that promote wellbeing for people with dementia.</li><li>• Evidence of local arrangements to ensure that people offering activities to promote wellbeing to people with dementia discuss the person's preferences with them and tailor the activities to these.</li><li>• Evidence of local arrangements to support access to a range of activities that promote wellbeing for people with dementia, such as transport options.</li></ul>	<ul style="list-style-type: none"><li>• Proportion of people with dementia who discuss activities to promote wellbeing at a review of their care plan.</li><li>• Proportion of people with dementia who take part in activities to promote wellbeing that are tailored to their preferences.</li></ul>	<ul style="list-style-type: none"><li>• Self-reported or carer-reported level of satisfaction with activities to promote wellbeing.</li><li>• Self-reported or carer-reported quality of life of people with dementia</li><li>• Level of independence of people with dementia.</li></ul>

# Measures of success

## *Living Well – managing distress*

Structure	Process	Outcome
<ul style="list-style-type: none"><li>Evidence of local arrangements to ensure that people with dementia have a structured assessment before starting non-pharmacological or pharmacological treatment for distress.</li></ul>	<ul style="list-style-type: none"><li>Proportion of people with dementia who have started non-pharmacological or pharmacological treatment for distress who had a structured assessment before starting treatment.</li></ul>	<ul style="list-style-type: none"><li>Antipsychotic prescribing rates for people with dementia.</li><li>Self-reported or carer-reported quality of life of people with dementia.</li></ul>

# Measures of success

## *Living Well – supporting carers*

Page 283

Structure	Process	Outcome
<ul style="list-style-type: none"><li>• Evidence that education and skills training are available for carers of people with dementia.</li><li>• Evidence that education and skills training are tailored to the needs and preferences of carers of people with dementia.</li><li>• Evidence that support is available for carers to be able to attend training knowing that the person they care for will be safe and cared for.</li></ul>	<ul style="list-style-type: none"><li>• Proportion of carers of people with dementia who have a discussion about education and skills training.</li><li>• Proportion of carers of people with dementia who take part in education and skills training.</li></ul>	<ul style="list-style-type: none"><li>• Carer-reported quality of life of carers of people with dementia.</li><li>• Carer-reported level of satisfaction with the tailoring of the support to their needs and preferences.</li><li>• Self-reported or carer-reported quality of life of people with dementia.</li></ul>

# Measures of success

## *Dying Well*

Page 284

Structure	Process	Outcome
<ul style="list-style-type: none"><li>• Evidence that education and skills training are available for carers of people with dementia.</li><li>• Evidence that education and skills training are tailored to the needs and preferences of carers of people with dementia.</li><li>• Evidence that support is available for carers to be able to attend training knowing that the person they care for will be safe and cared for.</li></ul>	<ul style="list-style-type: none"><li>• Proportion of carers of people with dementia who have a discussion about education and skills training.</li><li>• Proportion of carers of people with dementia who take part in education and skills training.</li></ul>	<ul style="list-style-type: none"><li>• Carer-reported quality of life of carers of people with dementia.</li><li>• Carer-reported level of satisfaction with the tailoring of the support to their needs and preferences.</li><li>• Self-reported or carer-reported quality of life of people with dementia.</li></ul>

# Measures of success

## *Annual survey*

We will undertake an annual survey of people with dementia asking them to rate on a scale of 1 - 5 whether they agree or disagree with the following statements

1. I have personal choice and control or influence over decisions about me
2. I know that services are designed around me and my needs
3. I have support that helps me live my life
4. I have the knowledge and know-how to get what I need
5. I live in an enabling and supportive environment where I feel valued and understood
6. I have a sense of belonging and of being a valued part of family, community and civic life
7. I know there is research going on which delivers a better life for me now and hope for the future.

In relation to Unpaid Carers – an annual survey will be undertaken within the Maximising Wellbeing of Unpaid Carers service

# NHS ENGLAND TRANSFORMATION FRAMEWORK – THE WELL PATHWAY FOR DEMENTIA

PREVENTING WELL	DIAGNOSING WELL	SUPPORTING WELL	LIVING WELL	DYING WELL
 <p>Risk of people developing dementia is minimised</p>	 <p>Timely accurate diagnosis, care plan, and review within first year</p>	 <p>Access to safe high quality health &amp; social care for people with dementia and carers</p>	 <p>People with dementia can live normally in safe and accepting communities</p>	 <p>People living with dementia die with dignity in the place of their choosing</p>
<p>"I was given information about reducing my personal risk of getting dementia"</p>	<p>"I was diagnosed in a timely way"</p> <p>"I am able to make decisions and know what to do to help myself and who else can help"</p>	<p>"I am treated with dignity &amp; respect"</p> <p>"I get treatment and support, which are best for my dementia and my life"</p>	<p>"I know that those around me and looking after me are supported"</p> <p>"I feel included as part of society"</p>	<p>"I am confident my end of life wishes will be respected"</p> <p>"I can expect a good death"</p>
<p><b>STANDARDS:</b></p> <p>Prevention<sup>(1)</sup>                      Risk Reduction<sup>(5)</sup>                      Health Information<sup>(4)</sup>                      Supporting research<sup>(5)</sup></p>	<p><b>STANDARDS:</b></p> <p>Diagnosis<sup>(1)(5)</sup>                      Memory Assessment<sup>(1)(2)</sup>                      Concerns Discussed<sup>(3)</sup>                      Investigation<sup>(4)</sup>                      Provide Information<sup>(4)</sup>                      Integrated &amp; Advanced Care Planning<sup>(1)(2)(3)(5)</sup></p>	<p><b>STANDARDS:</b></p> <p>Choice<sup>(2)(3)(4)</sup>, BPSD<sup>(6)(2)</sup>                      Liaison<sup>(2)</sup>, Advocates<sup>(3)</sup>                      Housing<sup>(3)</sup>                      Hospital Treatments<sup>(4)</sup>                      Technology<sup>(5)</sup>                      Health &amp; Social Services<sup>(5)</sup>                      Hard to Reach Groups<sup>(3)(5)</sup></p>	<p><b>STANDARDS:</b></p> <p>Integrated Services<sup>(1)(3)(5)</sup>                      Supporting Carers<sup>(2)(4)(5)</sup>                      Carers Respite<sup>(2)</sup>                      Co-ordinated Care<sup>(1)(5)</sup>                      Promote independence<sup>(1)(4)</sup>                      Relationships<sup>(3)</sup>, Leisure<sup>(3)</sup>                      Safe Communities<sup>(3)(5)</sup></p>	<p><b>STANDARDS:</b></p> <p>Palliative care and pain<sup>(1)(2)</sup>                      End of Life<sup>(4)</sup>                      Preferred Place of Death<sup>(5)</sup></p>

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References: (1) NICE Guideline. (2) NICE Quality Standard 2010. (3) NICE Quality Standard 2013. (4) NICE Pathway. (5) Organisation for Economic Co-operation and Development (OECD) Dementia Pathway. (6) BPSD – Behavioural and Psychological Symptoms of dementia.

## RESEARCHING WELL

- Research and innovation through patient and carer involvement, monitoring best-practice and using new technologies to influence change.
- Building a co-ordinated research strategy, utilising Academic & Health Science Networks, the research and pharmaceutical industries.

## INTEGRATING WELL

- Work with Association of Directors of Adult Social Services, Local Government Association, Alzheimer's Society, Department of Health and Public Health England on co-commissioning strategies to provide an integrated service ensuring a seamless and integrated approach to the provision of care.

## COMMISSIONING WELL

- Develop person-centred commissioning guidance based on NICE guidelines, standards, and outcomes based evidence and best-practice.
- Agree minimum standard service specifications for agreed interventions, set business plans, mandate and map and allocate resources.

## TRAINING WELL

- Develop a training programme for all staff that work with people with dementia, whether in hospital, General Practice, care home or in the community.
- Develop training and awareness across communities and the wider public using Dementia Friends, Dementia Friendly Hospitals/Communities/Homes.

## MONITORING WELL

- Develop metrics to set & achieve a national standard for Dementia services, identifying data sources and set 'profiled' ambitions for each.
- Use the Intensive Support Team to provide 'deep-dive' support and assistance for Commissioners to reduce variance and improve transformation.



# Dementia diagnosis

## Referral route

Lewisham Memory Service is a memory assessment and diagnosis service. Many other agencies in Lewisham also provide services for people with dementia, depending on the presenting difficulties. This guide aims to help you identify the most appropriate service. To discuss any aspect of a potential referral, please phone our Duty Clinician on **020 3228 0939**. Referrals should be emailed to [memoryservicelewisham@slam.nhs.uk](mailto:memoryservicelewisham@slam.nhs.uk)

**Has the memory problem been present for at least 6 months?** If onset is acute, please rule out delirium, vascular events or head injury

YES

**Have you ruled out reversible physical causes for memory difficulties?** E.g. hypothyroidism, anemia, poor diabetes or blood pressure control, sleep apnoea

YES

**Are there co-morbid mental health problems?** Please screen for depression and optimise mood. Consider referral to IAPT (0203 049 2000) or Mind CSS (020 3228 0760). There is little value in memory assessment until mood has been stabilised. If the patient is currently under another SLAM team, please make them aware of the memory problem.

NO

**Is the patient drinking alcohol to excess?** Consider referral to alcohol cessation services (New Direction Lewisham - 020 8314 5566). Memory difficulties are common in intoxication and alcohol withdrawal. There is little value in memory assessment until the person abstains from alcohol or reduces their intake to recommended limits.

NO

**If you have ruled out the above, refer to the Memory Service for assessment.** Please include a history of the memory difficulties, medical history, medication, screening blood tests, details of anyone who will need to support the patient to attend an appointment and whether an interpreter is required.

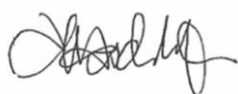
# Agenda Item 8

<b>Report for: Mayor and Cabinet</b>	
<b>Part 1</b>	<input checked="" type="checkbox"/>
<b>Part 2</b>	<input type="checkbox"/>
<b>Key Decision</b>	<input type="checkbox"/>

<b>Date of Meeting</b>	20 September 2023	
<b>Title of Report</b>	Social Value Impact Report 2022/23	
<b>Author</b>	Jordan Knights, Social Value Officer; John Bennett, Head of Economy, Jobs and Skills; Katharine Nidd, Interim Director of Finance	<b>Ext.</b> 46651

At the time of submission for the Agenda, I confirm that the report has:

Category	Yes	No
<b>Financial Comments</b>	x	
<b>Legal Comments</b>	x	
<b>Cabinet Briefing consideration</b>	x	
<b>EMT consideration</b>	x	



Signed:  
Councillor Amanda De Ryk, Cabinet Member for Finance and Strategy  
Date: 07/09/23



Signed:  
David Austin, Interim Executive Director of Corporate Resources  
Date:

### Control Record by Committee Services

Action	Date
Listed on Key Decision Plan	
Date submitted to Legal & Finance	
Date submitted to Cabinet Members for sign off	
Date submitted to Executive Director for sign off	



## Mayor and Cabinet

### Social Value Impact Report 2022-2023

**Date:** 20<sup>th</sup> September 2023

**Key decision:** No

**Class:** Part 1

**Ward(s) affected:** All

**Contributors:** Jordan Knights, Social Value Officer; John Bennett, Head of Economy, Jobs and Skills; Katharine Nidd, Interim Director of Finance

### Outline and recommendations

This is the first edition of the council's annual Social Value Impact Report, documenting both an overview of the social value activities undertaken by the council's contractors and developers in Lewisham in the financial year April 2022-March 2023, as well as some of the wider social value achieved from engagement with Lewisham businesses and partnerships.

### Timeline of engagement and decision-making

The London Borough of Lewisham's latest Social Value Policy was approved by Mayor and Cabinet on 4<sup>th</sup> October 2022. The first edition of this report begins to document some of the impact of the policy, as well as the legacy of the previous policy, providing a baseline to capture future impact and progress.

## 1. Summary

- 1.1. This is the first edition of the council's annual Social Value Impact Report, documenting an overview of the social value activities undertaken by the council's contractors and developers working in the borough in the financial year April 2022-March 2023.
- 1.2. The report enables us to showcase the benefits that have been delivered to the

borough and our residents, demonstrating value for money in how we procure goods, works and services as well as some of the wider social value achieved from engagement with Lewisham businesses and partnerships. As the first iteration, the annual report provides us with a baseline to understand the impact of our Social Value Policy 2022, the legacy of our previous Social Value Policy, as well as where we are doing well in terms of enabling social value and where there is room for improvement.

## 2. Recommendations

- 2.1. Mayor and Cabinet are recommended to note the contents of the report and the Social Value Impact Report appended, including how the latest social value policy is having an impact, as well as the future ambitions for social value reporting and practice.

## 3. Policy Context

- 3.1. This report aligns with Lewisham's Corporate Priorities, as set out in the Council's [Corporate Strategy \(2022-2026\)](#):

- Cleaner and Greener
- A Strong Local Economy
- Quality Housing
- Children and Young People
- Safer Communities
- Open Lewisham
- Health and Wellbeing

- 3.2. In particular, this report is closely aligned to the priority of a Strong Local Economy, because it details the outcome of our mechanisms for securing benefits for Lewisham residents and the local economy, such as jobs and skills and business opportunities. It is also closely aligned to the Cleaner and Greener priority as it details benefits secured that improve the environment in Lewisham. It also closely aligns with the priorities of Safer Communities, and Open Lewisham, as it details benefits secured to make Lewisham more inclusive through activities like volunteering, support for the VCSE sector, and opportunities for refugees and disadvantaged residents. It also closely aligns with Children and Young people, as social value is also securing benefits directly for children and young people, in schools and in routes to the labour market respectively. Lastly, it also closely aligns with the Health and Wellbeing Priority, as a number of the social value themes contribute to better health and wellbeing for Lewisham residents.

## 4. Background

- 4.1. The Public Services (Social Value) Act 2012 came into force on 1st January 2013. It

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- requires those who commission public services to think about how they can also secure wider social, economic and environmental benefits.
- 4.2. The Act is a tool to help commissioners get wider value for money from procurement. It also encourages commissioners to talk to their local provider market or community to design better services, often finding new and innovative solutions to difficult problems. In February 2019, Mayor and Cabinet approved the London Borough of Lewisham's first Social Value Policy.
  - 4.3. In partnership with the Lewisham Deal members, an annual Social Value Report was produced which documented the activities undertaken through the partnership's working groups. There was partial focus within the report on the procurement activities of the partnership, but not an explicit focus on social value delivered through procurement, as defined in the Public Services (Social Value) Act 2012.
  - 4.4. In October 2022, Mayor and Cabinet approved the London Borough of Lewisham's second Social Value Policy. The refreshed policy was written to support the Council's Sustainable Procurement Strategy 2021-2025 and to align the key performance indicators with the Corporate Strategy 2022-2026.
  - 4.5. In July 2022, the Mayor of Lewisham convened the Lewisham Strategic Partnership, bringing organisations together to build on closer partnership working developed through the Lewisham Deal, Goldsmiths Civic University Agreement, and the pandemic response. In October 2022, partners agreed on set of shared interim priorities and a new governance arrangement, which brought the previous Lewisham Deal arrangement under the LSP structure.
  - 4.6. Due to the new arrangements, it was decided to pause the continuation of the Lewisham Deal Social Value Report while new reporting mechanisms for the partnership are developed, as well as awaiting the new priorities laid out in the upcoming partnership strategies: Lewisham 2030 Community Action Plan and the Economic Development Strategy.
  - 4.7. The new annual Social Value Impact Report will allow us to focus explicitly on reporting our own performance in regard to social value activities that the council has enabled through its procurement processes and subsequent contracts with suppliers, as well as through Section 106 agreements with developers through the Local Labour and Business Scheme.

## 5. Summary of the Report

- 5.1. Social Value refers to the return on investment in our communities, our places, our economy, and our environment that creates wellbeing on a wider scale. This investment can be time, money, materials, or ways of doing things. It is calibrating the wider social impact and economic feasibility to create the most impact in how we do

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- things. The end goal is to create long term positive changes from investment.
- 5.2. Whilst social value is part of the fabric of the Council's interaction with its residents and businesses, one of the most tangible tools for delivering social value is through the benefits achieved via our procurement of goods, works and services. This is enshrined in the Public Services (Social Value) Act (2012). For public sector authorities, social value is the additional economic, social and environmental benefits that can be created when the organisation purchases goods, works or services from outside the organisation. Social value can also be created through developers' contributions in Section 106 agreements and our Local Labour and Business Scheme (LLBS). Social value should have wider community or public benefit that increases the wellbeing of residents.
  - 5.3. The data for this report was collected from contract managers, suppliers and developers. We received information from 81 of the council's contracts and from 5 developers. It is focused on social value and developers contributions delivered in the financial year April 2022 to April 2023.
  - 5.4. The data collected is based upon required reporting information and information voluntarily returned and is a broad overview of social value activities that happened within the year. The data begins to document the impact of the council's Social Value Policy 2022-2026, the previous Social Value Policy, and social value activities in legacy contracts from before the council's first policy. The data collection therefore reflects the different social value practices and attempts to bring these together in a uniform way of measurement. Whilst it is a strong picture of social value delivered, the report does not claim to comprehensively cover all contracts and activities. Thus, the impact will be even greater than what has been recorded.
  - 5.5. The key takeaways are: Social value is being directed to the causes most in need; Social value creates investment and opportunities in Lewisham; Social value helps us to tackle inequalities in Lewisham; The total impact will be greater than reported; Impact reporting provides us with a baseline to grow and improve.
  - 5.6. The data recorded has been themed under our social value KPI headings: Core Commitments; Employment and Skills; Economy and Growth; and Environment, Community and Place.
  - 5.7. Core Commitments:
  - 5.8. 99% of contractors pay the London Living Wage. 71% of contractors had a modern slavery statement in place (not all contractors are required by legislation to have one). 97% reported on equalities data. 188 Core Commitments were recorded from our contractors, which included carbon emergency actions, good working and business practices, and public health activities.

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- 5.9. Employment and Skills:
- 5.10. A total of 824 Lewisham residents were recorded as being employed through our contracts, including 38 apprenticeships. This equates to £18 million in wages to Lewisham residents. A range of job fair activities, specialist employment support for targeted groups, and sector specific career events were also recorded. The LLBS secured 15 new apprenticeships, 28 work experience or trainee opportunities, and 31 job starts.
- 5.11. Economy and Growth:
- 5.12. Tussell and LocalGov recently placed us top in the country in the Local Government Procurement index for our local (London region) spend, at 82% of our total spend (including Lewisham Homes). We spent around £74 million pounds in the borough through our contracts. 25% of our total live contract value within the year was with local suppliers. A range of other activities were also recorded including ad-hoc spending in the local economy, such as in local café's and use of local taxi's; subcontracting by developers; donations of materials to VCSE organisations, such as wood chips and plants and hi-viz jackets; workspace for local startups at Downham Leisure Centre; and donations of devices and digital inclusion activities for employment.
- 5.13. Environment Community and Place
- 5.14. 160 Community benefit activities were recorded, including:
- 5.15. Greening activities such as the installation of cycle racks and the creation of community gardens in our Supported Living Contracts, the installation of Smart Meter's and heat saving systems in our Schools Contracts, the decommissioning of petrol equipment and switch to electrical equipment in our Parks and Green Spaces Contract.
- 5.16. Volunteering and social inclusion activities such as voluntary health support advocacy, and volunteering from developers, as well volunteering in our Supported Living Services, and specialist social inclusion activities.
- 5.17. Donations of goods and materials such as sports equipment an interactive whiteboard and laptops to schools, timber and a shed to an allotment, a hand football table to a youth clubs and the donations of laptops to community groups.
- 5.18. A total of £80,000 of community donations were recorded. This went to schools, support for the cost-of-living crises, Lewisham People's Day and community grants.

## 6. Financial implications

- 6.1. There are no specific financial implications arising as a direct result of this report. The cost of delivering both the Council's procurement activity and social value monitoring are contained within existing revenue budgets.
- 6.2. The content of the report is a demonstration of how our procurement processes and our Social Value Policy are designed to ensure that the Most Economically

Advantageous Tender (MEAT) is successful through an effective and transparent evaluation of cost and quality of delivery. The report shows the impact, both qualitative and quantitative, these decisions are having and their resultant positive impacts for Lewisham residents. These will help to inform future evidence based decision making in the allocation of resources by the council.

## 7. Legal implications

- 7.1. Under the Public Services (Social Value) Act 2012, the Council as a commissioner of public services must consider in any pre-procurement process how it can secure wider social value, economic and environmental benefits in its area.
- 7.2. The Council must carry out its procurement function in accordance with both current procurement legislation, the Council's Contract Procedure Rules as set out in the Constitution (7.1) and the Council's policies. The Council must base the award of contracts on the most economically advantageous tender. Regulation 67(3) of the Public Contracts Regulations 2015 permits the Council to consider relevant and proportionate social and environmental criteria as part of its assessment of the most economically advantageous tender.
- 7.3. The Council must also comply with Procurement Policy Note 05/21 which requires all contracting authorities to familiarise themselves with the contents of the National Procurement Policy Statement and to consider the following national priority outcomes alongside any local priorities: creating new businesses, jobs and skills; tackling climate change and reducing waste; and improving supplier diversity, innovation and resilience. This obligation is only necessary where the national priorities are relevant to the subject matter of the contract and proportionate.
- 7.4. The Council has a duty to obtain best value in the procurement of works, services and supplies and to secure continuous improvement in the way functions are carried out, having regard to a combination of economy, efficiency and effectiveness (Local Government Act 1999). This means that when procuring contracts the Council must, on a case by case basis, weigh up the costs of the contract against the benefits of the particular relevant issue including social value issues.
- 7.5. The Council is bound by the Modern Slavery Act 2015. Section 54 states that a commercial organisation must prepare a slavery and human trafficking statement for each financial year.
- 7.6. Social Value is integrated into the planning system. Any social value to be delivered through section 106 obligations must be necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind (Regulation 122, Community Infrastructure Levy Regulations 2010).

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## **8. Equalities implications**

- 8.1. There are no direct equalities implications arising as a result of this report. However, the activities detailed within this report are designed to benefit those with the most need in order to address inequalities in Lewisham. In the process of commissioning services, the council carries out Equalities Analysis Assessments to understand how changes to service design and delivery, including providers, may have an effect on service users and the wider Lewisham population. The social value activities delivered by contractors should be designed with the appropriate equalities evidence in order to create the greatest impact and deliver the best value for money through their contracts. Contract managers within the council guide contractors in this regard and our social value KPIs are designed with an integrated equalities lens. Developers who provide social value activities should do so through an equalities impact lens in order to offset any disturbance to communities affected by regeneration and development work, and this should be particularly designed in a way to limit impacts to those most likely to be negatively affected.

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

- 9.1. There are no direct climate or environmental implications arising specifically as a consequence of this report. However, the social value requirements, as well as the broader procurement mechanisms that the council employs are designed to encourage and/or enforce reflection and action on the operational effects of contractors business practices in the delivery of good, works and services to the council. Some tender invitations will have specific requirements within their procurement process that detail the necessity of reducing emissions and waste in order to successfully win contract awards. Other tender invitations may invite the supplier to voluntarily commit to other emissions and waste reducing practices, which will increase their likelihood of winning the contract award. These processes are designed to help us achieve our carbon neutral commitments.

## **10. Crime and disorder implications**

- 10.1. There are no direct crime and disorder implications arising directly from this report. However, a number of the priorities embedded within the social value key performance indicators are factors that contribute towards a likely reduction in crime and disorderly behavior. This includes jobs and skills support, volunteering and community support activities, as well as bespoke targeted schemes, which are appropriate to specific contractor activities, geographical output areas or communities with specific needs.

## **11. Health and wellbeing implications**

- 11.1. There are no direct health and wellbeing implications arising from this report. However,

the details of the social value activities described in this report demonstrate that their impacts are contributing towards improving the wider determinants of health for Lewisham residents. These include activities such as improving the environment, creating employment pathways, improving community integration and the social economy and targeting inequalities, which often have a health dimension.

## 12. Background papers

12.1. [Social Value Policy for Procurement 2022-2026.](#)

## 13. Glossary

Term	Definition
LLBS	Local Labour and Business Scheme.
Most Economically Advantageous Tender (MEAT)	The tender that will bring the greatest benefit to the council. Most economically advantageous award criteria may embrace aspects of the tender submission other than just price.
Procurement	The buying, leasing, renting of goods, services and works required by an organisation.
Social Value	Social value is formally defined through the Public Services (Social Value) Act (2012), which required public authorities to have regard to economic, social and environmental well-being in connection with public services contracts. The act came into force in 2013.
Tender Process	The official process of advertising a contract, inviting organisations to tender, evaluation of tender submissions and subsequent award of a contract.
VCSE	Voluntary, Community and Social Enterprise sector.

## 14. Report author(s) and contact

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- 14.2. Comments for and on behalf of the Executive Director for Corporate Resources
- 14.3. Katharine Nidd, Interim Director of Finance
- 14.4. Provide the name of the author of the financial implications.
- 14.5. Comments for and on behalf of the Director of Law and Corporate Governance
- 14.6. Melanie Dawson, Principal Lawyer – Place, [melanie.dawson@lewisham.gov.uk](mailto:melanie.dawson@lewisham.gov.uk)

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## 15. Appendices

- *Appendix A – Lewisham Council Social Value Impact Report 2022-2023*

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# Social Value Impact Report 2022–2023 Lewisham Council



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Recipient of Deptford  
Community Fund



## Foreword from Cllr Amanda de Ryk

Cabinet Member for Finance and Strategy

I am very proud to introduce Lewisham Council's Social Value Impact Report for 2022-23. The report shows how we, as a Council, strive to ensure deeper, longer lasting benefits for our local community from every Lewisham pound we spend. It is a Council-wide effort, across every service – either through procuring goods, works and services or engaging with businesses and providers inside and outside the borough. We also recognise the contribution our Local Strategic Partners and our Voluntary, Community, Faith and Social Enterprise sector make to this valuable work. Thirteen years of austerity funding has seen the Council's capacity severely cut back, so it is right that we work in partnership across every sector to secure the support our residents need.

In the wake of the pandemic and amid a cost-of-living crisis, the need to build wealth in the community and target support to our most vulnerable households has never been more critical. Twenty-five per cent of Lewisham households are estimated to be vulnerable to rising living costs and the number of households living with enduring negative budgets has doubled between 2022 and 2023. This report shows that our determination to underpin economic resilience through sustainable procurement and focus on local suppliers is paying off, and we can help support our vulnerable residents. We've spent £74m on local contracts, creating 824 jobs for local residents, which means £18m in wages for local people.

We recognise there is still more to do to capture the breadth and depth of the social value we create. Going forward, our goal is an annual report with cumulative totals of value over time. We are also paying particular attention to the way we work – ensuring that we understand current best practice in the public and private sectors and use accurate data to target help to those most in need. The Lewisham Community Exchange is a new initiative, hosted by Lewisham Local, that will ensure businesses are signposted to the places and projects that need support.

We are proud of our local businesses and suppliers that we have worked with, who have demonstrated their commitment to ethical practices to support the community. We have seen significant workplace obligations such as providing mental health support in the workplace, subsidised gym and leisure memberships; public health initiatives such as healthy cafes, the water refill campaign, and community toilet access; and climate emergency commitments such as the reduction of CO2 and vehicle emissions and waste.

Crucially, our work is helping to bring down the barriers into employment specifically felt by the disadvantaged and disabled. We are promoting the upskilling of employees and forging a pathway towards progression into sustainable and fairly paid jobs for every Lewisham resident. We are also working with our local businesses to ensure that apprenticeships and work experience opportunities are as widely available as possible.

I want to thank all the teams across the Council who have contributed to this significant work. Our determination to secure the benefits of social value for Lewisham is a call to arms for existing and potential suppliers. It is the cornerstone of how we will work together to underpin Lewisham Council's work to ensure equality of opportunity and outcome, and to maximise prosperity and wellbeing for everyone across the borough.

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## Our approach to Social Value

Social Value refers to the return on investment in our communities, our places, our economy, and our environment that creates wellbeing on a wider scale. This investment can be time, money, materials, or ways of doing things. It is calibrating the wider social impact and economic feasibility to create the most impact in how we do things. The end goal is to create long term positive changes from investment.

Social Value is what we do every day in Lewisham as a borough. Our services and operations, both statutory and non-statutory, seek to drive social value for the borough and beyond. We create social value through our placemaking activity in making Lewisham a welcoming, healthy and equitable place to live. We consider social value as a key pillar of investing in Lewisham to build community wealth. We understand that social value is the active practice of economic placemaking in Lewisham. It is how we support our businesses, work to provide opportunities for residents, improve our environment, and shape a future that enables all residents to maximise their wellbeing. Our approach to social value is therefore shaped by the priorities of our Corporate Strategy and our communities.

While social value is part of the fabric of the Council's interaction with its residents and businesses, one of the most tangible tools for delivering social value is through the benefits achieved via our procurement of goods, works and services. This is enshrined in the Public Services (Social Value) Act (2012). For public sector authorities, social value is the additional economic, social, and environmental benefits that can be created when the organisation purchases goods, works or services from outside the organisation. Social value should have wider community or public benefit that increases the wellbeing of residents.

Through our procurement, we work with our partner businesses to build sustainable, diverse, and ethical supply chains. This is led by our sustainable procurement approach of good work practices, addressing the climate emergency, and championing our local economy. Through our social value programme in Lewisham, we promote a dynamic culture of social value across the organisation and in commercial activities. We work with suppliers who share these values as part of their business to become partners in our community.

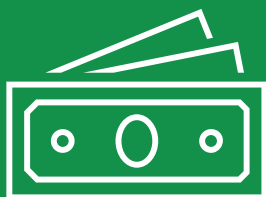
Social value can also be created through developers' contributions in Section 106 agreements, which are a mechanism for mitigating against the impact of development. We seek to use the social value generated via procurement and in developers' agreements to influence the local economies, places, and markets in which we operate. We want to strengthen and develop assets already held in our communities, empower the social economy, and keep wealth local, circular, and inclusive. We intend to build an inclusive local economy that addresses inequalities and inequities within the community. We see our small and medium enterprises (SME) as the lifeblood and vital to our ambition to build a strong local economy. Social value is a key tool in achieving this.

In our [Sustainable Procurement Strategy](#), we made a commitment to grow the Lewisham Pound. We are using social value to create impactful social returns on investment through facilitating new opportunities and collaborations for Lewisham's businesses and communities with our suppliers. We are partnering with our local businesses and the Voluntary, Community, Faith and Social Enterprise (VCFSE) sector as vital assets in our local economy to generate social value in our communities.

Social value is about impact. We achieve this both through the investment we bring into Lewisham from our partner businesses in the wider economy as well as the assets within Lewisham itself.



## Impact Summary



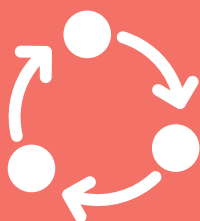
£18 million in wages to  
Lewisham residents



824 residents employed  
through our contracts



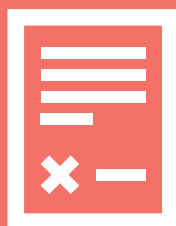
82% of in-year spend within  
the London region



£74 million spent in  
Lewisham supply chains

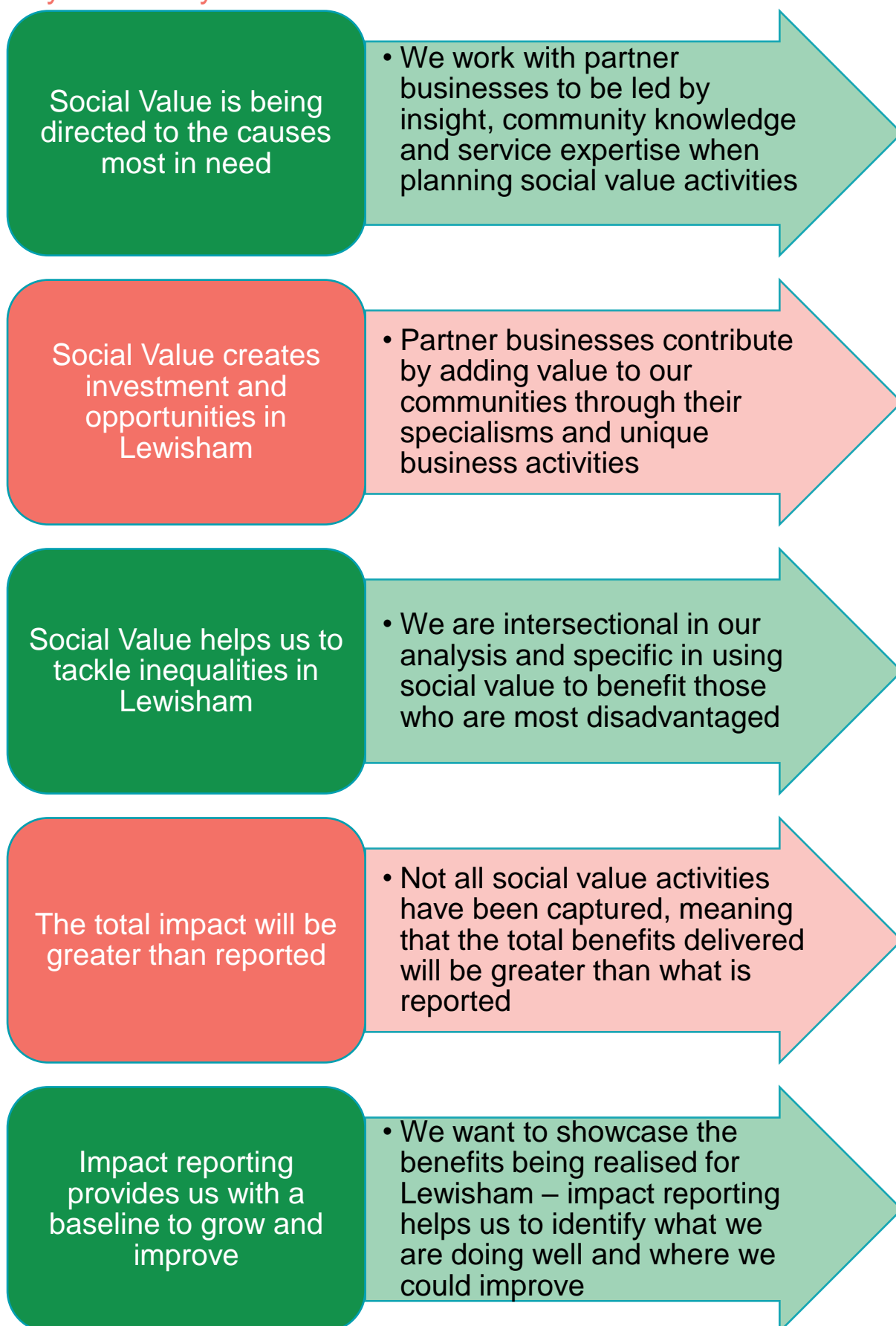


23 contracts for local VCSE  
organisations

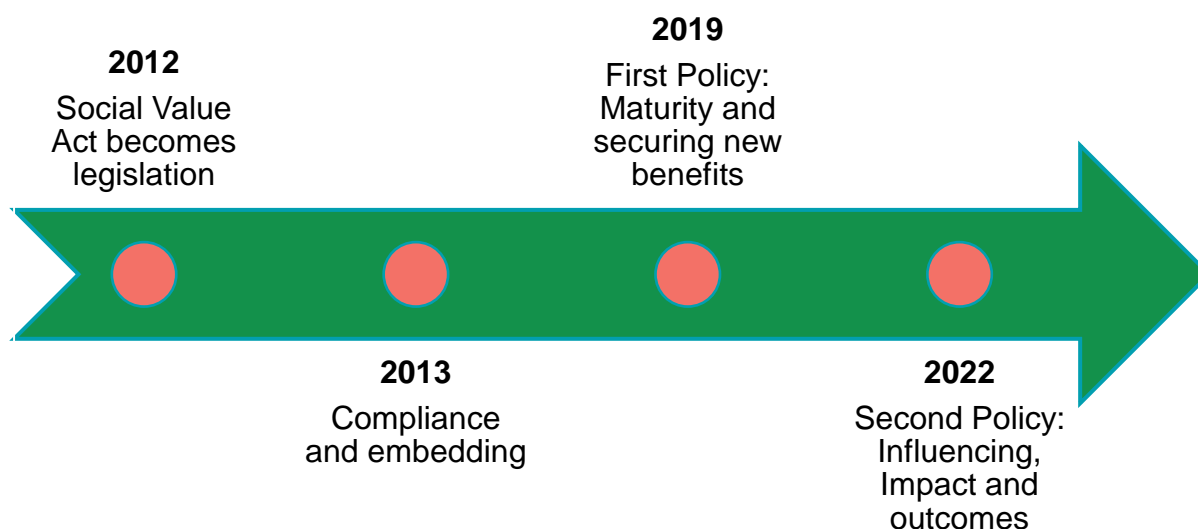


50 contracts held by local  
businesses

## Key Takeaways



## Our Social Value Policy development



Social value is formally defined through the Public Services (Social Value) Act (2012), which required public authorities to have regard to economic, social and environmental well-being in connection with public services contracts. The act came into force in 2013.

From 2013 to 2019, the Council was compliant with the Social Value Act, encouraging suppliers and our procurement practices to have due regard to the wider implications of our commercial activity. During these years, social value practice was developing across the public and private sector. Lewisham's practices were beginning to influence our supply chains and gaining some additional benefits for Lewisham residents.

Lewisham's first social value policy was published in early 2019. The new policy introduced significant improvements to the Council's work in this area by emphasising that the Council placed significant weight on social value both at the point of procurement but also throughout the life of each contract. The policy was built on best practice from other areas and established Key Performance Indicators (KPIs) that represented outcomes the Council wanted to achieve through social value. Additionally, this policy also mandated that all procurement evaluations should allocate at least five per cent weighting to social value, where relevant.

### Social Value Policy 2022

In October 2022, an updated version of the Social Value Policy was published, reflecting the priorities of the latest Corporate Strategy. This increased the minimum evaluation weighting for social value to up to 10% across all relevant council contracts, which intended to secure more benefits for the borough and is targeted particularly at those most disadvantaged. The policy also set out a refreshed set of four key themes and KPIs that the Council would be seeking through its contracts to support our strategic aims to deliver for the needs of the borough.

Theme 1 is our Core Commitments, which is focused on using our leverage to drive improvements and resilience in our supply chains through influencing good business practices. Theme 2 is Employment and Skills, which is aimed at reducing inequalities in the local labour market and increasing opportunities. Theme 3 is Economy and Growth, which

seeks to improve and diversify our local economy through promoting innovation and entrepreneurialism and thus build more local wealth. Theme 4 is Environment, Community, and Place, which aims to protect, strengthen, and empower Lewisham as a place and the resilience of its communities.

The Council procures over £300m of goods, works and services annually, with an average duration of contracts being circa two to four years. This means that there are still live contracts in place in the Council which commenced before the introduction of the initial Social Value policy in 2019. Therefore, while the annual reporting of social value provides a strong evidence base of the levels of additionality achieved via procurement, the full benefits of the 2022 Social Value policy are yet to be captured. Through our annual Social Value Impact Report, the Council will be able to demonstrate the cumulative value added back to its residents, businesses, and communities.

### Sustainable Procurement Strategy

Our Social Value Policy works in tandem with our Sustainable Procurement Strategy 2021-2025, which outlines our ambitions to grow the Lewisham Pound, confront Modern Day Slavery, and tackle the Climate Emergency. Within this strategy, we are committed to using procurement to retain wealth in the borough, for example through the inclusion of at least one local supplier for all tenders below threshold of £50,000 and as a first point of market engagement, where possible.

## Modern Slavery

In 2022, Lewisham Council published its third Modern Slavery and Human Trafficking Statement, continuing to demonstrate our opposition to these exploitative practices. The Council has demonstrated its duty towards this commitment by, in previous years, writing and publishing a Modern Slavery and Human Trafficking Protocol and signing up to the Co-operative Party Charter Against Modern Slavery. The charter makes necessary a number of actions from the council, which were first considered and addressed within our 2018-2019 statement.

### The Co-operative Party Charter Against Modern Slavery

1. Train its corporate procurement team to understand modern slavery through the Chartered Institute of Procurement and Supply's (CIPS) online course on Ethical Procurement and Supply.
2. Require its contractors to comply fully with the Modern Slavery Act 2015, wherever it applies, with contract termination as a potential sanction for non-compliance.
3. Challenge any abnormally low-cost tenders to ensure they do not rely upon the potential contractor practising modern slavery.
4. Highlight to its suppliers that contracted workers are free to join a trade union and are not to be treated unfairly for belonging to one.
5. Publicise its whistle-blowing system for staff to blow the whistle on any suspected examples of modern slavery.
6. Require its tendered contractors to adopt a whistle-blowing policy which enables their staff to blow the whistle on any suspected examples of modern slavery.
7. Review its contractual spending regularly to identify any potential issues with modern slavery.
8. Highlight for its suppliers any risks identified concerning modern slavery and refer them to the relevant agencies to be addressed.
9. Refer for investigation via the National Crime Agency's national referral mechanism any of its contractors identified as a cause for concern regarding modern slavery.
10. Report publicly on the implementation of this policy annually.

## Electronics Watch

In 2019, Lewisham Council became the second local authority in the UK to become affiliated with Electronics Watch to protect the rights of workers in our electronics supply chains.

We work with Electronics Watch to verify that all IT and digital equipment we purchase is modern slavery free. We conduct financial due diligence checks and run CreditSafe reports on bidders and successful suppliers, which allows us to identify any potential risks and implement mitigation strategies if necessary. This provides assurance that we work with legally formed entities.

### Local Labour and Business Scheme

In tandem with securing social value through procurement, the Council also secures benefits for Lewisham residents and businesses through Section 106 planning agreements. These requirements are outlined in the Planning Obligations Supplementary Planning Document (SPD) and managed through the Local Labour and Business Scheme (LLBS).

The aims of the LLBS are to:

- Increase the number of Lewisham residents securing apprenticeships.
- Increase the number of Lewisham residents securing full and part time jobs.
- Provide the opportunity for Lewisham residents to access work experience placements (age 14-16 and 16 and over) / mentoring.
- Upskill Lewisham residents by providing access to accredited and non-accredited training.
- Encourage referrals to community involvement activities, for example, work with schools, youth and adult groups involving them in industry processes and raising awareness of opportunities available within the construction and other industries.
- Delivering Lewisham's annual Job Fair. The job fair provides opportunities for internal and external partners to deliver on their agreement to engage with local residents. These events also serve to ensure that our residents are given the opportunity to meet employers of local people, from a variety of sectors, face to face.
- Work in partnership with Lewisham's business support service provider to ensure that local businesses are able to access procurement processes and contract opportunities. Partnership working will include being involved in supply chain workshops, contractors' workshops and other business events.

### Federation of Small Businesses (FSB) Local Leadership Partner

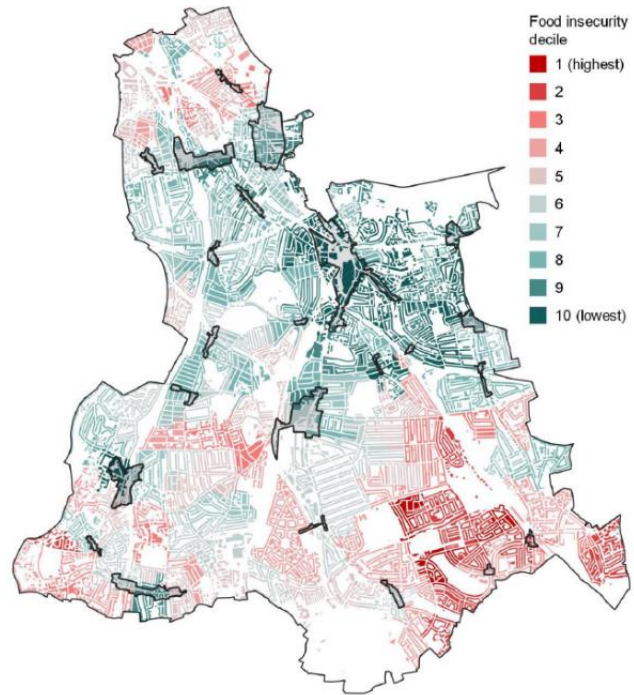
In May 2023, Lewisham Council officially became an FSB Local Leadership Partner. Becoming a partner demonstrates that the council is committed to empowering small businesses and the self-employed to continue to deliver growth, prosperity, and jobs within the borough. Lewisham is the second London Borough to sign up to deliver on the FBS's '5 Asks' of London Boroughs:

1. Give parity of esteem between residents and business.
2. Ensure consultations with businesses are clear, simple and well communicated in good time.
3. Visit businesses – face to face contact is important for building a trusting relationship with small businesses.
4. Talk to and share information with neighbouring London Boroughs.
5. Have a dedicated Councillor and Single Point of Contact acting as a small business champion.

## Responding to Local Needs in Social Value

Recent years have been particularly turbulent across the world and the effects on Lewisham have been in common with elsewhere whilst also reflecting our own unique circumstances. The Covid-19 pandemic has had lasting effects, while also exacerbating and exposing already existing inequalities. The continuing cost-of-living crisis is aggravating these inequalities and pushing those that were just about managing into new forms of hardship.

Around a quarter (31,000) of Lewisham households are estimated to be vulnerable to rising living costs through being low-income. Borough-level estimates by Experian that have been shared with the GLA estimate that 640 Lewisham Households were in a negative budget in 2022 and 1200 are likely to be in 2023. Financially distressed households continue to rise.



Food insecurity decile, where red is more food insecure, and green is less food insecure (Source: Consumer data research Centre)

Our social value requirements when working with partner businesses are therefore tailored to the specific needs of the borough. This includes income maximisation through employment support, and a minimum expectation of paying the London Living Wage when providing good and services to the council through our contracts. We also target support for the VCSE sector and our small businesses who are pivotal in keeping the local economy resilient and supporting our communities.

### Top five cost of living issues

Time series for Lewisham

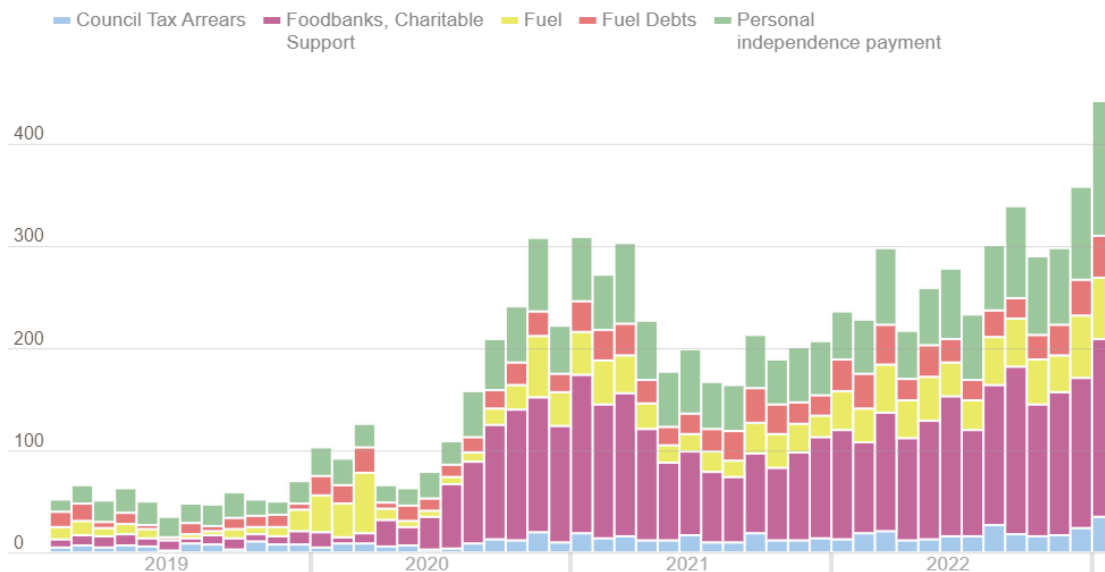
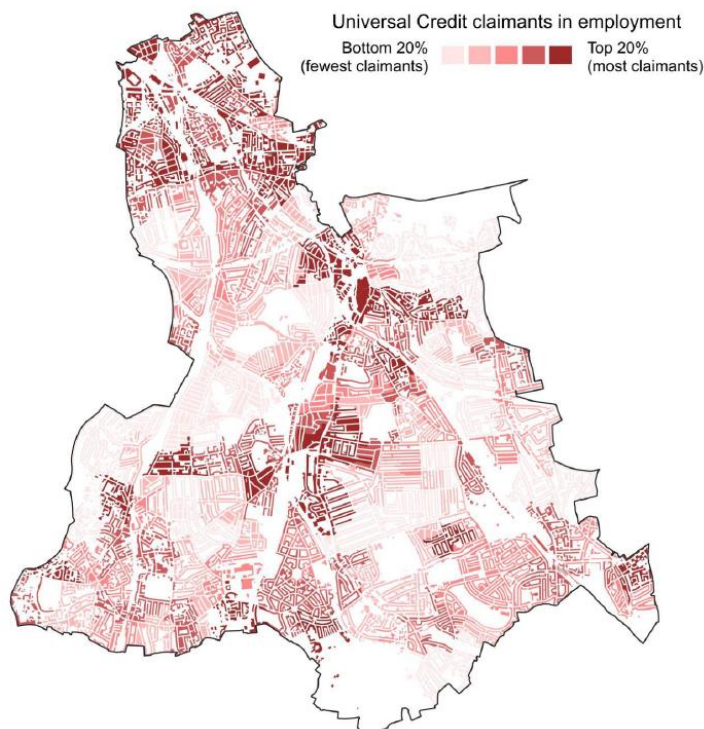


Image: Citizens Advice

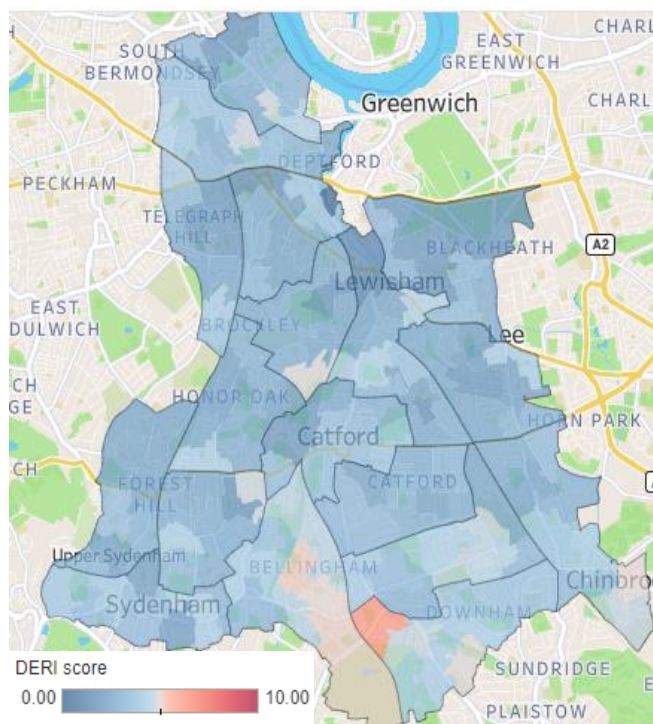
While economic hardship is a particularly difficult challenge for many, it is not the only way that residents experience inequality. In fact, these experiences often intersect with other issues to create multiple disadvantages, which compound and create new and further challenges for people. For example, someone that does not have access to the internet, or does not know how to use a digital device may experience increased challenges with accessing job sites, or booking a GP appointment, due to these services being online. This can therefore result in multiple forms of disadvantage causing a bigger issue for the person.

In our last residents survey, which was held in 2021, it was found that while internet usage is prevalent among residents, a quarter (26%) indicated that their lack of skills with the internet or technology made it difficult for them to access services or support during the pandemic. This proportion increases further amongst the Financially Stretched and those over 75 years of age.<sup>1</sup>

Analysing how multiple social characteristics and experiences intersect to create systems of discrimination or disadvantage is a key method in how we carry out equalities impact and needs assessments. This is known as intersectionality and combines with our use of evidence to ensure we procure goods and services in a way which maximises social value.



Source: DWP Stat-Xplore



Digital Exclusion Risk Index in Lewisham (Source: Greater Manchester Combined Authority)

<sup>1</sup> Financially stretched is a definition used by ACORN data to segment the UK population, which was used in the analysis for our Resident Survey by MEL Research.



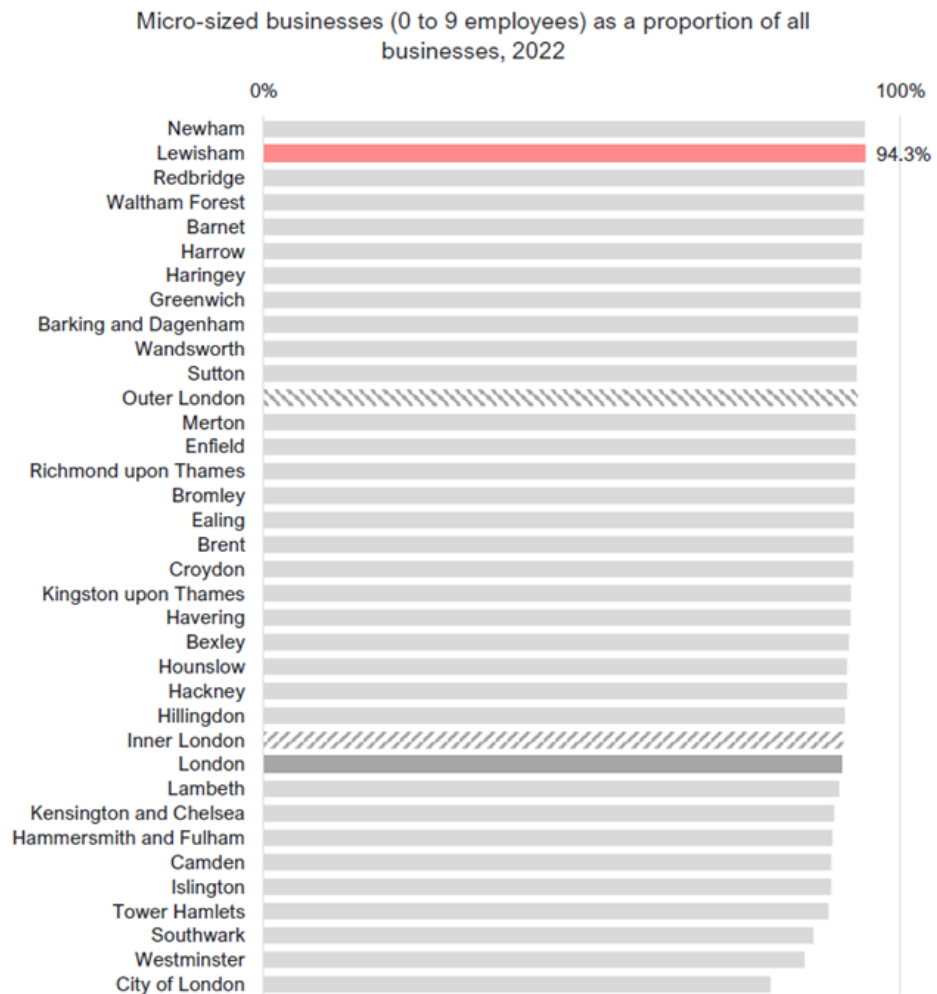
## The Lewisham Business Base and Economy

Lewisham has a relatively unique position as an inner London borough, being highly residential with a small proportion of large businesses. Lewisham is also the London borough with the second highest proportion of micro businesses (zero to nine employees) of its total business base - at 94.3%. The total number of businesses in Lewisham is around 9,950.

Lewisham Council’s annual headcount and survey of independent high street businesses found that between 2021 and 2023 the number of independent businesses on Lewisham’s high streets increased from 62% to 65% and the number of high street businesses that were black, Asian or minority ethnic (BAME) owned remained constant at around 65%.

However, Lewisham also has one of the lowest job densities in the country – there are around three people for every one job. The claimant count in Lewisham, which is the amount of people claiming benefits principally for the reason of being unemployed, is around 5.8% of the population, which is higher than both the London and England average.<sup>2</sup>

14.6% of Lewisham residents in the 2021 Census reported having no qualifications.<sup>3</sup> This is less than the England and Wales average and London average but varies significantly by ward. Over 20% of residents in Downham reported having no qualifications, while only around 10% did in Lewisham Central.



Source: UK business: activity, size and location, ONS

<sup>2</sup> Claimant Count, Office for National Statistics, May 2023.

<sup>3</sup> Census 2021, Office for National Statistics, 2022.

## 2022-23 Social Value Impact

We are pleased to publish and report the outcomes in Lewisham Council's first Social Value Impact Report, which shows that our business partnerships are delivering benefits directly to Lewisham residents and the borough. Our partnerships, both local and far, show that these relationships create new opportunities in Lewisham that are responding directly to the needs of the borough and the current economic climate. Through our partnerships, we have generated social value that draws upon embedded community knowledge, while also leveraging skills and expertise into the borough. These collaborations have created mutually beneficial outcomes that unlock social value for suppliers and for Lewisham.

The information in this report is based upon data collected from 81 of the council's contracts that were live during the financial year April 2022 to March 2023. We also received information from five developers in the borough. The Council is ambitious to achieve full reporting that captures all social value achievements and the new Social Value Policy, KPIs and approach are already demonstrating this impact. Some legacy contracts' social value is more bespoke and harder to measure when not necessarily aligning with present KPIs. Therefore, the data within this report does not represent the full impact of all the social value that has been delivered through contracts but is a snapshot of the benefits we are securing for Lewisham, which will be greater than what is reported. We are committed to providing cumulative reporting that builds on the excellent work reported in 2022-23 and to improve our expertise in measuring social value.

Social value has typically been about identifying, unlocking and measuring 'hidden benefits'. While we do not believe we have measured all the social value unlocked for Lewisham, we are pleased with our improved ability to identify the forms of value which are more easily felt than measured. This is exciting because we know that there are still more benefits to celebrate. The insight we have found on impact shows that we are working with responsible business partners who are making a difference to the lives of our residents with the most timely and urgent needs and crises, including:

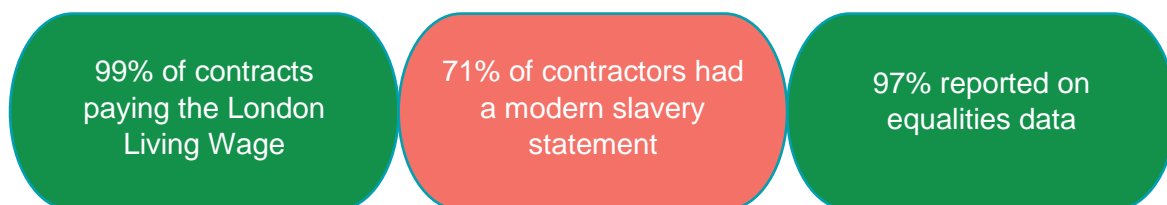
- The cost-of-living crisis
- Sustaining local businesses and the community sector in times of economic uncertainty
- Overcoming barriers to work, good employment and access to developing industries
- Food justice
- Social isolation
- Digital exclusion
- The climate emergency

## Core Commitments

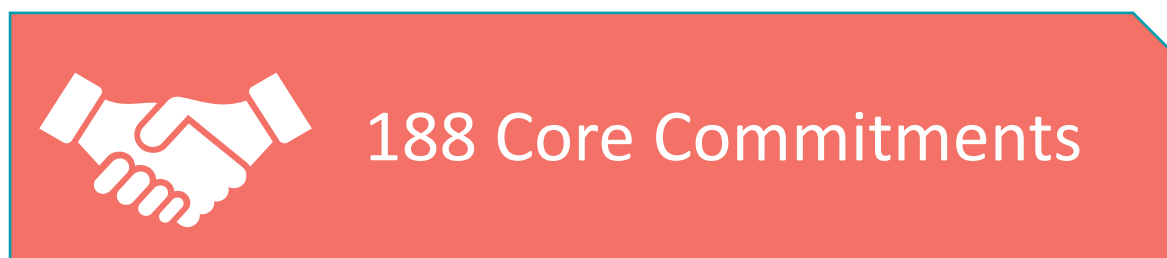
Our core commitments focus on influencing our supply chains to encourage better work practices in the market. When we updated our Social Value Policy in December 2022, we also included a number of new KPI's that suppliers could commit to as part of their social value offer. These include commitments to Carbon Net-Zero, publishing a Modern Day Slavery Statement, Mental Health Tick Accreditation, Fair Tax Mark Accreditation and Living Wage Accreditation. All our contractors are expected to pay the London Living Wage to their directly employed staff and their contractors. These commitments are working to assert the minimum standards we expect from businesses who seek to win contract awards with us.

Our core commitments are helping us to work with sustainable businesses who maintain ethical business practices. This means working with businesses and organisations who see the opportunity to provide goods and services to Lewisham as a partnership in maximising value delivered to Lewisham, rather than as an opportunity to extract wealth from the borough and wider society.

In our annual compliance questionnaire of our suppliers:



As the new social value KPIs would not have affected the majority of contracts, the impact of the core commitments will not have been fully realised yet. The contracts which monitored these new commitments include the following figures:



- 27 had a carbon net-zero commitment
- 22 had commitments to measurable CO2 reductions
- 14 committed to using local and sustainable resources
- 12 committed to a measurable reduction in waste sent to landfill
- 6 were Mental Health Tick accredited
- 14 were accredited with the Living Wage Foundation
- 12 committed to supporting good working practices by challenging low pay and insecure working conditions in their supply chains
- 39 committed to wellbeing practices for employees
- 16 were promoting health initiatives, such as SugarSmart
- 14 had commitments to change champion initiatives
- 12 committed to consolidating deliveries

## Core Commitments – Notable activities

To demonstrate their commitment to good working and ethical business practices our suppliers did the following:

### Working Practices and staff wellbeing:

- **Glendale** demonstrated their commitment to supporting mental health conditions in the workplace by holding Able Futures consultations and providing mental health first aiders.
- **BNP Paribas** promoted employee wellbeing by providing workspace meditation sessions, as well as subsidised gym and leisure memberships.
- **One Health Lewisham** maintain ethical working practices by paying the London Living Wage, providing NHS pensions and generous sick leave provisions to ensure their staff achieve an appropriate work-life balance with a focus on their mental and physical wellbeing.

### Public Health Initiatives:

- **Greenwich Leisure Limited** supported healthy communities by providing sugar match signage, enabling healthy living referrals and support, and providing healthy options in their cafés.
- **Lewisham Local** support the Sugar Smart campaign, run the Water Refill Campaign, promote community toilet access and are a breastfeeding hub.
- **JC Decaux** supported the Childhood Obesity Trailblazer initiative through Lewisham's on-street advertising screens, promoting co-produced health focused advertisements.
- **St Mungo's** have trained staff to deliver stop smoking services, sexual health advice in our supported living service.

### Climate Emergency actions:

- **1Life** committed to a five per cent measurable reduction of CO2 annually as well as a 10% annual reduction in vehicle journeys.
- **PAM** have had a 73% reduction in total CO2 emissions since 2019.
- **Eleanor Care** clusters their wellbeing workers into zones within walking distance of service user's locations. This helps to reduce emissions that would otherwise be emitted if they were having to travel by vehicles.

### Case Study: Reducing carbon emissions through commissioning: Textile Collection Bring Bank Service – LMB

Our Textile collection service saves 6117.62kg of CO2e from being produced per tonne of clothing collected. The average emissions from the production of new clothing is estimated to be 22,310kg CO2e per tonne, while the cost of this going to landfill is 552kg CO2e. By diverting clothes to a second use, reprocessing into cloth as a substitute to single use paper wipes, and diverting from landfill, LMB prevents these emissions from going into our atmosphere. LMB's waste is collected and handled by their partners First Mile who have a Zero to Landfill promise and operates an electric fleet in the UK. Collections are coincided with deliveries ensuring no empty vehicle mileage. LMB offer all staff a bike2work scheme and have secure parking facilities for bikes. Their site is located close to public transport links and our staff are encouraged to use this as opposed to driving.

## Core Commitments: Outcome Based Commissioning - Maximising Wellbeing at Home and Proud to Care



Procurement is one tool of the local authority to drive innovation and social value in service delivery to contribute to our strategic aims. As a major commissioner of social care services, we have taken an approach to drive up standards and combat challenges in the sector. This is with the intention to create a more sustainable social care workforce, increase improved outcomes for clients and change perceptions of the sector, as well as enable us to secure better employment for local people, reduce car use and CO2 emissions in service delivery, and drive sustainable wealth in our communities.

Maximising wellbeing is the key outcome of the service, which has therefore been commissioned to shape the market in this direction. Rather than referring to the service as domiciliary care, this approach demonstrates what the council seek to achieve through the service and how wellbeing workers contribute to this greater purpose. Lewisham's championing of the Proud to Care campaign and our commitment to UNISON's Ethical Care Charter within the recruitment of wellbeing workers asks our partner businesses to share our public value priorities. As such, we ask them to share a three-step approach to the recruitment of Wellbeing Workers:

**Step 1** – Recruitment into our Proud to Care Lewisham Family pool of wellbeing workers through a values-based approach. This step is coordinated by our Proud to Care Lewisham apprentices in collaboration with Lewisham Works and includes a pool of interviewers drawn from registered managers based locally, unpaid carers and people with lived experience, putting service users and practitioners at the heart of service delivery. Values based recruitment is an approach which attracts and recruits Wellbeing Workers on the basis that their individual values and behaviours align with the values of Lewisham Council and the NHS Constitution.

**Step 2** – Each Maximising Wellbeing at Home organisation based in Lewisham can advertise vacancies to all candidates in the Proud to Care Lewisham Family. Each organisation must ensure their recruitment approach is fully compliant with CQC regulations and the UNISON Ethical Care Charter. Compliance with the Charter ensures all Wellbeing Workers are enabled to:

- Maximise wellbeing of clients, provide appropriate support and time to talk.
- Ensure they are not forced to rush their time with clients or leave early to get to the next client on time through ownership of their rotas.

- Work in Wellbeing Teams enabling clients to be allocated the same Wellbeing Workers.
- Have confidence in raising concerns about their clients' wellbeing through robust local provider procedures.
- Develop professionally and provide high quality care through access to the Proud to Care Lewisham training programme.
- Develop individually and within their wellbeing team through regular meetings with team and co-workers to share best practice and limit their isolation. Each Wellbeing Team will be allocated an internal coach by their employer to support ongoing development of the team.
- Receive sustainable pay at the Living Wage Foundation's Living Wage, terms and conditions and access to training.
- Be covered by an occupational sick pay scheme to ensure they do not feel pressured to work when they are ill in order to protect their welfare and that of their vulnerable clients.
- Be paid for their travel time and costs, and other necessary expenses such as mobile phones.

**Step 3** – Supporting the Maximising Wellbeing at Home pool of Wellbeing Workers. If Wellbeing Workers do not feel that the role they are currently employed in is meeting their needs, they can resign from that organisation and re-enter the Proud to Care Lewisham pool where they will be matched to another Maximising Wellbeing at Home provider.

[Watch our video about our celebrating wellbeing workers event.](#)

## Employment and Skills

Lewisham has one of the lowest job densities in the country – three people for every one job. We use our procurement contracts and construction schemes in Lewisham to require partner businesses to recruit residents from Lewisham as part of their workforce as much as possible. This helps us to provide jobs and avoid unemployment, provide skills and training for our residents to help keep them competitive in the workforce, and keeps wealth generated in the borough circular, through wages staying local and being spent in the local economy.

### Local challenges we are addressing through Social Value

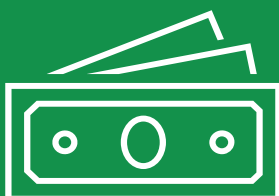
- Addressing barriers into employment and progression into sustainable and fairly paid jobs for communities who face disadvantage in the labour market, such as young people not in education, employment, or training; young offenders; disabled residents; carers and those requiring specialist supervision.
- Inequalities in the labour market that affect our diverse communities, our younger (18 - 24) and older (50+) working age residents, as well as geographical inequalities in the borough.
- Skills and qualifications for those without appropriate education, contemporary skills for emerging sectors and skills to enhance diversity in traditional sectors.



824

residents employed through our  
contracts

(Including apprenticeships)



£18 million in wages to  
Lewisham residents

## Employment and Skills – Notable Activities

EMPLOYMENT AND SKILL SUPPORT	NUMBER OF PEOPLE
Local Employment	786
New Apprenticeships	38
Work Experience	61

Across the 81 contracts from which we received information, there were 786 Lewisham residents who were directly employed within the 2022-23 financial year. This includes both part time and full-time roles, of which we expect to be for a minimum of 26 weeks, or for the duration of the contract if shorter and to pay at least the London Living Wage. A ‘full time equivalent’ (FTYE) estimate would equate to 425 full time jobs.<sup>4</sup> Using a Lewisham median salary of £33,000 per annum (2021) this equates to c.£18 million in total gross annual wages.<sup>5 6</sup>

There will be more residents employed through contracts we have not captured, as well as it being likely that there will be more employed through the sub-contracting opportunities and in the supply chains of our contractors.

### Case Study: Green Spaces Management and Maintenance Contract

Our employment and skills KPIs are targeted especially at disadvantaged Lewisham residents. **Glendale**, who manage our Parks and Green Spaces contract have provided employment opportunities for two rehabilitated young offenders, 12 refugees and disabled residents and seven NEETs (16 – 24 year olds not in education, employment or training). They have also employed an apprentice, provided work experience to four refugees / 14–16 year old students and three others requiring specialist supervision. They have also provided job support to 22 individuals.

### Work Experience Case study: Lewisham Film Office

Management of filming and photographic permissions in the borough by **The Film Office** has secured creative access opportunities for Lewisham residents. This includes paid dailies as marshals on the production of ‘You and Me’, ‘Dreamland’ and ‘Slow Horses’.

### Job Fairs: Greenwich Leisure Limited

Our Leisure contractor, **Greenwich Leisure Limited** is a social enterprise which is committed to reinvesting back into the services within Lewisham and to benefit the whole population of the borough. They have attended multiple job fairs in Lewisham to talk about careers in the leisure industry, including Goldsmiths Career Fair; Lewisham College Jobs, Apprenticeships and Training Fair; as well as events at Job Centres.

<sup>4</sup> HCA guidelines (on job densities, 2014) suggests that there are roughly two part time workers per one full time worker once a commercial scheme or business is operational. This is reflected in Labour Market statistics which reported 24.59M people working full-time and 8.46M working part time as of May 2023; EMP01 SA: Full-time, part-time and temporary workers, ONS, 11 July 2023.

<sup>5</sup> Lewisham Median Income, Annual Survey of Hours and Earnings, ONS, 26 October 2022.

<sup>6</sup> HCA, Employment Densities guide, 3<sup>rd</sup> ed, 2015. [SOCIAL VALUE IMPACT REPORT 2022-2023](#) | [Lewisham Council](#)



## Employment and Skills – LLBS

Our Local Labour and Business Scheme means we are working in partnership with developers to ensure that developments in the borough are inclusively designed and maximise opportunities for Lewisham residents.

LOCAL EMPLOYMENT	NUMBER OF PEOPLE
New Apprenticeships	15
Continued Apprenticeships	2
Work Experience or Traineeship	28
Jobs Advertised through LLBS	76
Job Starts - Lewisham residents securing work through project	31
UPSKILLING THE LOCAL WORKFORCE	
Accredited Training for Lewisham Residents (incl. standards/frameworks)	34
Training Other (Project or sector-specific training)	145
Community Involvement Activities	54

### Notable Activities:

- Two volunteers from **Mulalley** attended Pinsent Mason Offices in London to present to a group of students from Lewisham schools about careers in construction. This was arranged by the **Construction Youth Trust**.
- Developer **Lendlease** attended 30 school events to highlight future careers in construction.
- **Mulalley's** Site Manager of the Frankham Street development attending event at Lewisham College to speak to students about his role, experience in the industry and to talk about work experience and apprenticeship opportunities on site.
- Four members of the **Balfour Beatty's** Lewisham Gateway team hosted a careers talk for Barnardo's at a local Academy for 20 (16 -18 year old) students.
- A Quantity Surveyor and Senior Quantity Surveyor from **Balfour Beatty** attended two sessions with St Matthew Academy on 'Math Quantity Surveyor' and 'Math Measuring in 3D'.

## Employment and Skills – Developer contributions

### Job Support: Lendlease



Image: Lendlease

As part of their developer contributions, in October 2022, Lendlease donated £10,000 to Construction Youth Trust to deliver a Building Future Skills programme in Lewisham. The programme was designed to give local young people opportunities to meet professionals working in STEM, immerse themselves in the world-of-work through fun activities such as site visits and team challenges, and develop the skills being sought by modern employers.

The programme engaged 14 young people recruited from two Lewisham schools, Sedgehill Academy and Sydenham & Forest Hill Sixth Form. The programme was hosted by Lendlease at their local Lewisham site, Deptford Landings. It was supported by 17 industry volunteers from six different companies, who gave over 30 hours of time. The programme drew a diverse group of participants, helping to support future diversity in STEM careers:

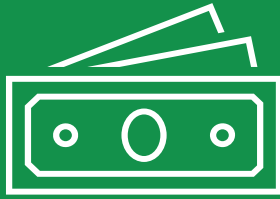
- 50% of programme participants identified as BAME.
- 57% of programme participants identified as female.
- 43% of programme participants identified as male.

*“I really enjoyed going around the construction site and seeing all the people working together, as it’s not something that I and many others have had the opportunity of doing” –*  
Building Future Skills Participant

Feedback from the programme reported the following:

- 92% of young people reported improvements in indicators related to their professional skills (for example, CV writing and teamwork).
- 83% reported that they understand what skills employers are looking for, with 67% reporting improvements.
- 75% reported feeling positive about their future after the programme.
- 92% of young people reported improvements in indicators related to their knowledge and interest in Construction & Built Environment sector.
- 95% of volunteers reported that the programme made them feel more confident encouraging a young person to pursue a career in STEM.

## Employment and Skills - Lewisham Works



£400,000 developers'  
contributions towards the  
service through S106

Lewisham Works, our in-house, employment support service is a free service for unemployed Lewisham residents seeking support to gain new skills and get a job. Support includes careers advice, CV development, application and interview skills support, access to training and funds to support with the transition in to work. The service provides pathways into a range of jobs in various sectors. Residents can benefit from local employer relationships and opportunities, including those gained through our social value and S106 schemes. The team continue to support residents after they have started work, helping to overcome any challenges and ensure long term success. The following results are a snapshot of what the team have achieved:

- 190 residents securing 'good' work
- 27 Apprenticeships within the Council
- 23 external Apprenticeship opportunities
- 31 Construction Jobs for residents
- 207 job outcomes through core partners and commissioned programmes
- 375 residents supported with soft skills training
- 153 residents accessing vocational training
- 37 residents achieving a 'basic' skills outcome

### Employment and skills - Kay's Story:

*"I'm a single mum and have been struggling to find work that fits around childcare for over a year".*

Kay initially met a Connecting Communities Advisor from City of London in April 2022. Upon a recommendation from the Lewisham Council Benefit Cap team, Kay requested to transfer to the local team, where she met her advisor Sian. Kay had been with other employment support programmes before but felt a difference with the Lewisham Works team: *"I have been with a few programmes and never got anywhere. This is the only programme I have been with actually helping you look for work. Others feel like they ring you cos it's something they have to do, rather than helping you look for work. With Sian I felt like I was getting somewhere."*

Sian could see how motivated Kay was, but she was lacking in confidence and needed some support on how to find suitable roles. Kay disclosed to Sian that she felt like she didn't look smart in work clothes as she didn't have suitable clothing that fit. Sian knew a local specialist fitting service and the Lewisham Works team got her the items she needed to feel confident.

Next, they looked at suitable roles in the local area: *"Sian's been supporting me through looking for jobs that suit my time and the person I am. We have been working around my daughter's time and nursery. Sian gave me training on what to say in interviews. She gave me the extra confidence I needed. She made me believe in myself."*

Sian engaged with a local employer in Catford and discussed vacancies they may have. She told him about Kay's skills, experience and current circumstances. He trusted her recommendation and booked in an interview with Kay.

Kay had no childcare to attend the interview, so Sian attended the interview and kept entertained Kay's daughter so Kay could speak to the employer: *"This is the first job I have found that fits round my childcare hours. Even at the interview, the employer was happy for me to come with my daughter."*

A job offer soon followed. Sian and the team coordinated and paid for Kay to complete the Food Hygiene Training prior to her starting work.

Childcare and nursery was the next challenge. Sian looped Kay in with the local children's centre who provided some information about her entitlement for free childcare hours. Kay chose a nursery close to home who had the hours to take her daughter, and Lewisham Works was able to support Kay's daughter's nursery bill to enable her to start work.

Kay is feeling the benefit of being back in work in her life: *"Working makes a difference to me - to my mental health. Being at home as a single mum all day is not nice. You have nothing to do. Working has helped me with my mental health, and the people I work with are really friendly, which is a bonus."*

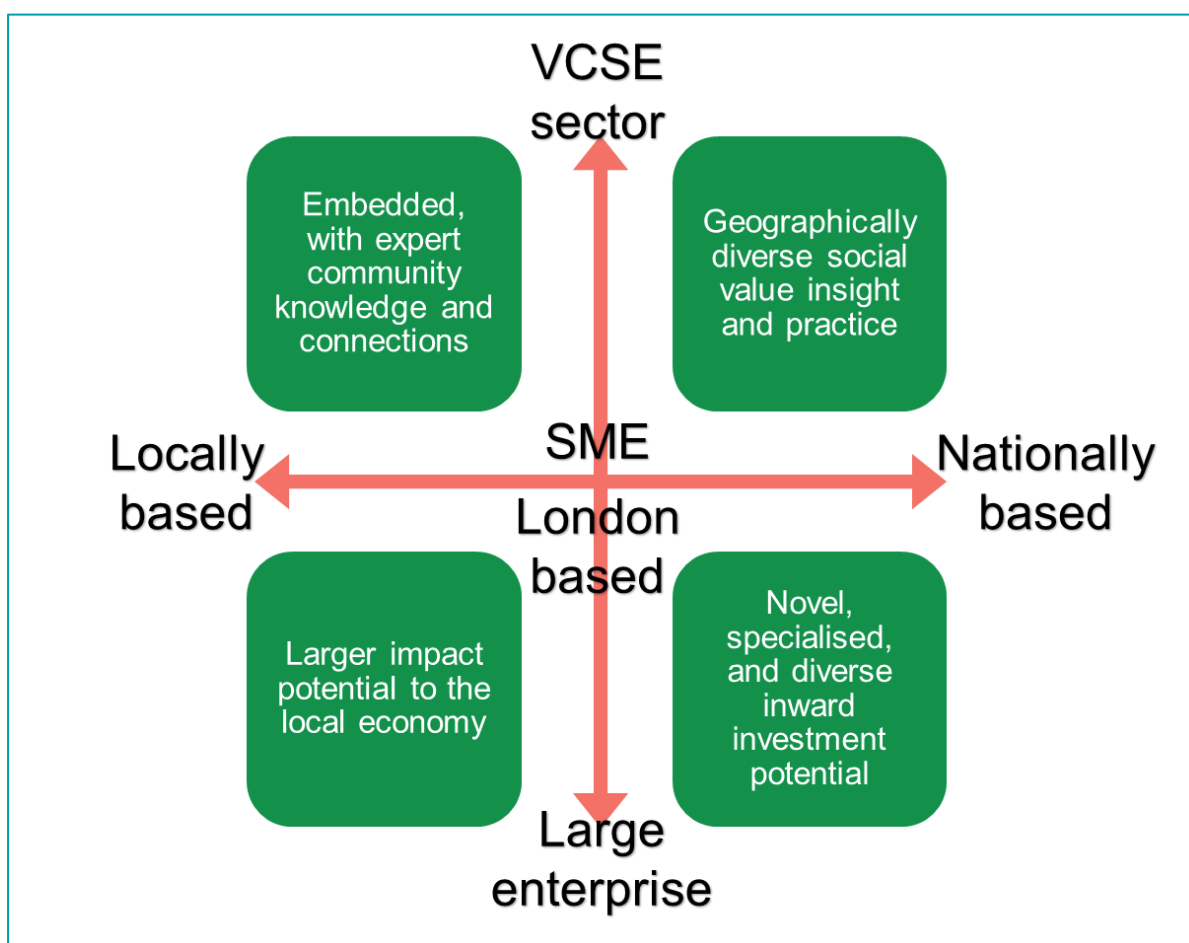
Sian says *"Supporting Kay on this journey has been challenging and rewarding. I have really enjoyed getting to know her and giving her bespoke support. When I checked in on Kay at work, her employer was really happy with the placement. I wish Kay every success in the future."*

## Economy and Growth

Lewisham has a relatively unique position as an inner London borough, being highly residential with a small proportion of large businesses. With a high density of micro businesses, it is important that we facilitate opportunities within our supply chains to attract investment into our communities and keep the Lewisham economy resilient. Our suppliers and developers contribute towards our economy through sub-contracting opportunities, redirecting their spending and resources into Lewisham and encouraging employees to spend locally. However, as much as we value attracting external investment into our communities, we also see procuring with local organisations as having high social value. Particularly where spend is with locally owned businesses and VCSE sector organisations who are embedded in our communities, this spend is likely to go further in our local communities - the multiplier effect, which is a key pillar of community wealth building. Particularly where an organisation has a triple bottom line, we know that the organisation's activity is accountable to social, environmental and economics aims, which are concurrent with our own objectives and therefore have a high social return on investment.

## Local Challenges we are addressing through Social Value

- The cost-of-living crisis
- The strain on our local businesses and voluntary and community sector as operational costs have increased and the economy has experienced turbulence
- Increased need on our voluntary and community sector organisations in supporting the local economy, particularly in relation to food security

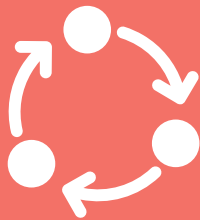


## Economy and Growth - Spend Analysis

We have analysed our procurement spend to understand how we interact with the local assets in our community and the markets in which we engage. Our spend with local businesses and organisations means that we are a key partner within the ecosystem of the local economy. Our long-term engagement as a buyer of goods and services can have an impact in the sustainability and resilience of the local economy, especially during times of economic hardship. This also means that we can create new opportunities for businesses in the borough to scale and grow as well as providing lead markets for services.

In terms of our wider spend within the London economy, we recently came top in the Local Government Procurement Index for regional spend, a collaborative piece of analysis between Tussell and LocalGov. They reported our spend within the London economy as being 82% of our total spend. This included Lewisham Homes, our Arm's Length Management Organisation (ALMO), showing that our combined spend has a key impact on the region.<sup>7</sup> This underscores the importance of how we both contribute to and benefit from the London economy. Tussell further claimed that of the total spend, 22% went to SMEs or VCSEs.

The Council seeks to further understand the more local impact of spend within the borough rather than simply at a London level, and so has determined that in the financial year, 2022-23, we spent around £74m in the borough through our contracts. One quarter of our total live contract value within the year was with local suppliers. Of these contracts around 60% were with SME's and around 30% were with the VCSE sector or other public sector and anchor organisations. Eighty-four contracts were held by businesses with a local postcode.



£74 million spent in  
Lewisham supply chains



82% of in-year spend within  
the London region



84 contracts held by local  
businesses

<sup>7</sup> The housing management and landlord services provided through Lewisham Homes as an Arm's Length Management Organisation will be returning to Lewisham Council on 2<sup>nd</sup> October 2023. From then on, Lewisham Homes will cease to exist as a legal entity.

## Economy and Growth – Notable Activities

### Ad-hoc spending in the local economy

- Through our Healthy Walks programme, run by **Enable**, walk participants spend money at local community venues after walks have finished, such as at St Christophers Hospice in Crystal Palace, where walkers use the local café for refreshments, Chinbrook Meadows who use the WG Grace Community Centre for refreshments, and Lewisham Park walkers who use the pensioners forum group at St Mauritius House for teas and coffees.
- Many of our Supported Living contracts use local taxi companies for appointments and transportation for when their service users move on.

### Sub-contracting for local businesses

- Through their Lewisham Gateway development, **Balfour Beatty** has ensured that £1,436,000 worth of contracting opportunities have gone to Lewisham based businesses.
- **St Mungo's** contracts The Felix Project within their service delivery. They also contract a local business for massage therapy sessions.

### Donations of materials to local VCSEs

- **Glendale** have donated plants and mulch to local voluntary groups as part of our Parks and Green Spaces contract. Glendale have given away approximately 10 van loads of wood chip. This has gone to places such as Rushey Green School, Chinbrook Orchard and the Community Garden at Forster Park. Glendale have also taken away wood chip from the British Legion to help them with costs. They have also given plants to the two local bowls clubs and have also donated bulbs to Brookmill Park and Friendly Gardens.
- **MCL** donated 250 hi-vis vests to Lewisham Local.
- **Cfield** provided Lewisham homes with 500 hi-vis vests for their volunteers for the London Borough of Culture 2022 events.

### Workspace for local start-ups and the VCSE sector

- Hire spaces have been provided to local businesses and business support as part of our Downham Health and Leisure Centre Contract with **1Life**.

### Digital Inclusion activities to support employment and skills

- Our supported living contractor **Marsha Phoenix**, **One Housing**, and **Equinox** have ensured Wi-Fi is available in all their premises and have provided computers for service users to access job sites, Jobcentre support and apply for jobs.
- **One Housing** received mobile phones and tablets from Hubbub, which were issued to service users to enhance their opportunities to engage with remote learning.
- **St Mungo's** have a digital recovery college where residents can do various ETE courses remotely. The college loans residents laptops and gives basic training on IT. They had a 'move on volunteer' who ran workshops with residents focussed on a range of life skills. This included digital skills and using software to write CV's. An employment specialist also provided one to one support once a week for residents, which included using IT for job applications or finding vacancies.

## Environment, Community and Place

We want to make Lewisham a place for everyone. Our partners businesses can contribute to this by making Lewisham a more sustainable, and inclusive place with a strong social economy. Our suppliers create social value in this regard when they contribute their skills, expertise, resources or equipment to local community groups, or infrastructure improvements. This can also include activities such as finding more innovative and sustainable models of service delivery through workshops and co-production with service users and the local community. They also add capacity to local agencies, community groups, schools and the VCSE sector by providing specialist support.

### Local challenges we are addressing through Social Value:

- Enhancing the social economy to maximise social investment.
- Addressing the climate emergency.
- Developing our communities and creating an inclusive Lewisham.
- Protecting and enhancing our natural assets and urban infrastructure.



Community Donations



163 Community benefit activities



## Environment, Community and Place – Notable Activities

### Environment

- **Equinox** installed a cycle rack in their garden to encourage staff to cycle to work.
- **One Housing** improved the front garden of the service premises with support from the community (neighbours and the local gym). Plants were donated by B&Q. Services users also created vegetable garden at back of building as a social inclusion project. They have also allowed section of green space to grow longer to promote a healthier environment for local bees and other insect life.
- **ByEd** Lewisham installed an electric vehicle charging point at Greenvale school. They also install Smart Meter's across the schools within their contract, amounting to £9,400. A Nano Tech System was also installed at the pool at Greenvale, which will capture 20 - 23% of lost heat in the swimming pool to save energy.
- **Glendale** reviewed the equipment used in the maintenance of Lewisham's parks and open spaces. Several petrol machines have been swapped out for newer, cleaner electrical equipment. They have also introduced electric vehicles as part of the contract. One way in which this is beneficial is that the reduction in noise pollution will decrease the disturbance caused to wildlife that reside in the parks.

### Volunteering

- **Your Voice in Health and Social Care** donated 810 hours volunteering time to support health complaints advocacy for Lewisham residents.
- **Enable**, who run our healthy walks programme upskilled and supported 46 volunteers to lead programmes in Lewisham.
- **St Mungo's** have four volunteers working at LARC providing additional support for their residents. They run a walking group, gardening sessions, arts and crafts sessions and cooking sessions. They also have 10 service users volunteering at the service and two volunteering in the local community.
- **Thames Reach's** Intensive Housing and Support Service (IHASS) provided floating support service in Lewisham. They recruit local digital skills volunteer who provide support and assistance to individuals who wish to improve their skills using new technology to bid on properties on council websites, pay bills online and be more confident on a computer. Thames Reach are also part of the North Lewisham Forum, which is a space for the PCN to collaborate with the community and focus on 'doing with, not to' when looking at addressing Health Inequalities.
- Volunteers from **Mulalley** litter pick at the pocket park by Frankham Street for five hours per week.
- Eight volunteers from **Balfour Beatty** spent the day at the Felix Project in Deptford helping to sort, organise and package food that has been donated from hundreds of suppliers.

### Social Inclusion

- **One Housing** regularly receive donations of phones and tablets which they offer customers to enable them to access appointments, educational classes, financial education, and pharmacy information. They also have social inclusion clubs on cooking fresh healthier meals alongside peer discussions and posters on the benefits of healthier nutritional meals in relation to lifestyle.

- **Community Fibre** have provided open access to their [Affordable Tariff Scheme \(Essential\)](#) for any Lewisham residents who applies through their website. Their social broadband tariff, Essential, is unlike other social tariffs because it's made available to anyone who financially needs it. That means, there is no eligibility checks or requirements.
- **Community Fibre** have also offered to provision **40** free connection installation and a free ongoing 1Gbps broadband service to an agreed list of community spaces. This is to be allocated, with the further 39 to be claimed and agreed.
- **Hyperoptic** provided a code for their Affordable Tariff Scheme, which offers social housing residents a discounted broadband package using their services.

#### Donations of Goods, Materials and Services

- **Mulalley** donated wood and a shed from a welfare site to Pepys Estate Allotments, as well as timber, crates and cable drums to Tidemill School.
- **Balfour Beatty** donated a hand football table to Grove Park Youth Club.
- **Microsoft** have provided a range of additional digital activities as part of their contract with the council. They are helping to improve our Starter, Mover and Leavers process to make it more efficient when employees join and leave the council. They have also provided free digital skills and certification for Council employees via Microsoft Enterprise Skills Initiative, as well as tailored Government learning courses for initiatives such as digital transformation. These benefits will help to make the Council more efficient and effective for residents.

#### Devices Donated

- Lewisham Council worked collaboratively with **Catbytes** to clean and refurbish old laptops and donate them to community groups. Beneficiaries included Rastafari Movement UK, Kinarra, 360 Lifestyle Support Network CIC, Lewisham COMMUNITY, Lewisham Local, Torrindon Primary School, Rushey Green Primary School, Stansted Lodge Senior Club, Sydenham Arts and even to a primary school in Sierra Leone via The Heavenly Cake Company! 40 Laptops were donated in total.
- Developer **Lendlease** donated £2,000 in laptop donations to Catbytes and 2000 Community Action Centre.
- **ByEd** Lewisham donated an interactive whiteboard for Prendergast Ladywell Fields College. They also facilitated a donation of Laptops to Forest Hill School from Infra-Red.

#### Monetary

- Developer **Lendlease** donated £3,600 towards Lewisham People's Day. They have also donated £5,000 to 2000 Community Action Centre Food Bank.
- **ByEd** Lewisham donated £500 to Forest Hill School's Community Fund for a charity of the school's choice.
- **Balfour Beatty** donated £10,000 for the sponsorship of JR Sports Stars, run by England Rugby legend Jason Robinson OBE, to work with Downderry Primary School, located in the one of the most deprived area in Lewisham, to provide a programme of coaching for pupils to support mental health, active minds and confidence to 'be the best they can be'.

## Community Arts Projects

**Mulalley** facilitated a community arts project by facilitating an innovative women's art project display on the hoardings at Frankham Street, led by group Procreate. Procreate is supported by the Mayor of Lewisham and is a pioneering grassroots arts organisation supporting the professional development of women and non-binary artists who are mothers/parents. Procreate Project creates radical models and platforms that suit women's experience, referencing and facilitating systemic change in the arts. In response to the ongoing crisis, isolation and invisibility of unpaid care work, the space is thought for mothers and primary caregivers to re-occupy public spaces.



*Image credits: Mulalley*

## Balfour Beatty – JR Sports Stars Programme at Downderry Primary School



Image: Balfour Beatty

As part of their developers' contributions, **Balfour Beatty** provided the JR Sports Stars 12-week sports training programme at Downderry Primary School for all classes years one to six. The programme was funded by Balfour Beatty in partnership with MUSE, who are responsible for the Lewisham Gateway development.

JR Sports Stars is a charity with a purpose to get children moving, to help them grow in confidence and to teach them the importance of teamwork, co-operation, and leadership to develop character, resilience, spiritual, moral and social skills. The programme provides motivational and sports engagement support through experience with new sports and physical activity. In total, 360 children benefited from the sports coaching sessions.

The programme donated sports equipment to the children at Downderry Primary School for playing rugby, cricket, netball and hockey.

To conclude the programme, Former England World Cup rugby winner, Jason Robinson headed an assembly with Lewisham's Young Mayor, to tell his inspiration story of sporting success. Jason showed his World Cup, MBE and OBE medals and took part in the PE lesson with the children, challenging the pupils to a race off. The children had a great day, with one child saying that the day had been "the best day of my life".

[Watch the video about the day here.](#)

## Our Partnership with the VCFSE Sector

The role of the VCFSE sector during the Covid pandemic was fundamental in protecting the local community and continues to play a leadership role in supporting people through the cost-of-living crises. The sector's embedded nature in our communities and their social relationships means they have on the ground experience of community needs. The sector is a key partner in how we work with and create impact for diverse communities in Lewisham and our partnership with the sector is something we continue to value and strengthen.

The sector provides a number of our frontline services, including:

- Supported Living for Adults with Learning Disabilities
- Lewisham Dementia Hub
- Supported Housing
- Increasing awareness and uptake of PrEP in underrepresented communities
- Mental Health Support
- Autism Support
- Addictions Service
- Adventure Playgrounds
- Food Justice
- Cost-of-Living Support
- Care Leavers Support
- Leisure Centres
- Youth Services
- Homecare



23 contracts for local VCSE organisations

## Case Study: Adventure Playgrounds – London Play



Image: London Play

**London Play**, a London based charity, was awarded the contract for the management and maintenance of our Adventure Playgrounds in the borough. They run a scheme where probationers and corporate volunteers provide one day a week's work for the maintenance of the five adventure playgrounds across the borough. They help to repair old wooden frames, maintain mature tree, carry out weeding, mowing, and painting. This has resulted in thousands of hours maintenance work, saving between £150,000 - £200,000 of the lifetime of the contract, as well as facilitating opportunity to give back to the community.

## Case Study: Youth First – Riverside Youth Club



Riverside Youth Club is an iconic and much-loved centre in one of Lewisham's most disadvantaged areas. The club was opened in May 1969 by the legendary boxer Henry Cooper. Generations of young people have grown up playing sport, taking part in activities, and learning life skills at what has for many been like a second home. In recent years the building has become extremely dilapidated and was at risk of closing within five years.

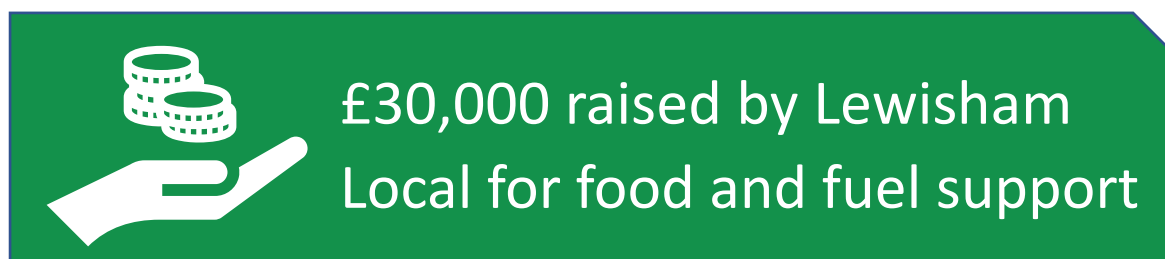
The club welcomes some of Lewisham's most disadvantaged young people on the Evelyn Estate, which is in the 10% most deprived wards in the UK. Obesity levels in the area are high and physical activity is low. Last year, the Club provided youth work sessions, including sports, to 321 local young people. 78% of attendees were BAME, compared to 48.9% of the Lewisham population.

Through our partnership with **Youth First**, a London based charity who provide our Youth Services contract, we partnered with Millwall Community Trust to secure a £745,000 grant from the Premier League, the FA and the Government's Football Foundation to revitalise and expand Riverside Youth Club in Deptford. Youth First led the public campaign which resulted in substantial donations from private donors and local trusts and foundations to secure the award.

Youth First estimate that with the revitalised centre they will be able to work with up to 1,000 young people a year, making a significant impact to the area and its residents.

[Read about the campaign here.](#)

### Case Study: Food Justice and cost-of-living support:



**Lewisham Local** (LL) have been commissioned by The Council to distribute community food justice grants across local organisations who can deliver hyper-local initiatives to improve and increase sustainable food aid across the borough. They are also commissioned to deliver our Food Network Coordination and Support Service, Good Food Lewisham. Lewisham Local have directed offers and donations to projects in the food network through Lewisham Community Exchange, including:

- 400 catering plates from the Cloth Workers Foundation to two local food projects
- 50 sheets, 30 duvets, 20 towels, 10 pillows, seven beds and 30 tea towels.
- Handknitted items: 16 hats, seven scarves, one blanket, 10 hot water bottle covers and gloves.
- Directed CIS Security to at least two local food projects.

They have also secured social value from community minded businesses through the Lewisham Local Card scheme, Local Giving work and Good Food Lewisham:

- **Regular Cleaning** have provided cleaning equipment and donations of food for LL's weekly community meal. They have supported various events and are trialling Lewisham Exchange platform.
- **Nonki Café** and shop in Hither Green recently signed up to LL's Good Food Business Charter as they offer fairtrade products and are breastfeeding friendly.
- **Elsewhere**, in Crofton Park agreed to offer 20% off for LL Card holders.
- **Ignition Brewery** offer a discount for LL Card holders, have provided LL with a space free of charge for our Good Food Lewisham network meetings, are a community toilet and refill station, and employ people with learning disabilities at London Living Wage. They were one of the first places to become a Warm Welcome to support people over the winter.
- **Ed the Baker** provided bread for the quarterly Good Food Lewisham meeting and is a campaigner for good food: [Sourdough September: Meet Ed the Baker](#). He offers a discount to LL Card holders and signed up to LL's Good Food Business Charter.
- **Homestead Café** offered 20% off for LL Card, is signed up to Refill, and has Joined the Good Food Lewisham Business network.
- **Mont 58 Coffee** is a LL Card Member Business, is signed the Good Food Business charter and pays London Living Wage.
- **Found Hope Café** donates surplus veg to LL's community meal and cooks a weekly meal for the Irish Centre's food delivery service.
- **The Fellowship Inn**, having come under new management, was looking for ways to connect with the community. LL connected them at a local Interagency meeting and secured the following outcomes: became a Lewisham Refill site, joined The Lewisham Community Toilet scheme, signed up as a LL Card business, joined the Warm Welcomes scheme and linked up to Street Trees for Living to plant trees around the pub.



The VCSE sector working with businesses to secure benefits for the areas that benefit most



**Lendlease** worked in partnership with **Lewisham Local** to provide funding to deliver a small grants programme to support community regeneration in Deptford. These were additional funds to their Social Value legal commitments. They agreed to provide a package which enabled Lewisham Local to pay residents to be part of the process to decide which projects are funded as part of a participatory grant making process. Funded projects included:

- Establishing a sustainable food-growing initiative in the local area, through edible windowsills, local foraging, creating a designated space for food growing and skills development.
- Funding for a new and inclusive women and non-binary football team.
- A digital access scheme to help residents to develop digital and professional skills, provide cost of living advice and wellbeing support.
- Football coaching for young people between the ages of 11 and 25.
- A healthy weekly luncheon club for members of the Vietnamese community.
- An art exhibition by a group providing a safe and creative space for the LGBTQ+ community.

[Sustainable food growing and inclusive football team among projects to receive share of new £20,000 Deptford community fund - Lewisham Local](#)



Image: Lewisham Local

## Case Study: Warm Welcomes – Lewisham Local



## 11,355 hours over 3 months offered as warm spaces

In the context of the extraordinary rise of energy costs, **Lewisham Local** were commissioned to co-ordinate commercial and VCFSE organisations to offer their spaces as 'warm welcomes' over the winter. These were welcoming warm shelters the community could access for free, with many organisations offering complementary support, activities, and hospitality. Twenty-five spaces were able to access small grants to extend their offer, but over 50 stepped up voluntarily with no additional funding, including pubs, cafés and gyms. This amounted to 11,355 hours of time donated over the three months as warm spaces, or the equivalent of £31,000 worth of heating!

Some of the businesses and organisations that supported the cost-of-living response and offered their spaces as Warm Welcomes included:

- 2000 Community Action Centre
- Age Exchange
- Better
- Brockley Community Church
- Corbett Community Library
- Crofton Park Baptist Church
- Crofton Park Community Library
- Ewart Community Hall
- Fellowship Inn
- Forest Hill Community Church
- Glass Mill Leisure Centre
- Goldsmiths Community Centre
- Goldsmiths UoL
- Grove Centre Church
- Honor Oak Community Centre
- Horniman Museum and Gardens
- Ignition Brewery
- King's Church Downham
- LandSec
- Lee Green Lives
- Lewisham Irish Centre
- Manor House Library
- Millwall Football Club
- New Cross Learning
- Pepys Community Hub
- Phoenix Community Housing
- Rastafari Movement UK
- St George's Church
- St Luke's Church
- St Mark's Church
- St Mildred's Church
- St Peter's Church
- Sydenham Arts
- Telegraph Hill Centre
- Telegraph Hill Playclub
- ThamesReach
- The Field
- The House of Bread
- The Salvation Army Catford
- WG Grace Centre



## Lewisham Community Exchange

In partnership with Lewisham Council, Lewisham Local have developed a new platform to host volunteering opportunities, a community organisation directory, and a community marketplace for the exchange of good and services between businesses and community group requests. The Platform will enable asset sharing within the Lewisham community to better facilitate the fulfilment of community groups' needs.

This will be a benefit to both Lewisham Council and the local community as it enhances our ability to connect our suppliers with opportunities in the local community, to fulfil their social value obligations. Our suppliers and contractors consistently inform us that a key challenge they face is being able to reach those most in need directly, particularly when businesses may not have a deep knowledge of the social economy in Lewisham and of community needs. This will also help contract managers to support their suppliers in the ease of delivery of their commitments, rather than having to source the opportunity for them, particularly when their core focus is on the direct delivery of services to our residents. When we are working with smaller organisations and businesses with a strain on resources, there has been a challenge in terms of finding the capacity to fulfil these obligations. The introduction of the platform will be instrumental in removing the need for the council to broker opportunities, increase the speed and efficiency of the process and will deliver tangible benefits where the needs is greatest and most clearly articulated.

[You can access Lewisham Community Exchange here.](#)

## Business Support

Lewisham Council is committed to supporting local businesses to grow and thrive. The Council has a range of initiatives underway to support this.

Lewisham Council is a signatory to the Small Business Friendly Concordat. This is a voluntary and non-statutory concordat, which confirms our commitment to small and medium-sized enterprises (SMEs). The concordat requires local authorities to encourage a mixed range of suppliers in order to help develop and stimulate a varied and competitive marketplace. It sets out the actions local authorities should take to make their contracts more accessible to SMEs and is in line with the Council's strategy of engaging with SMEs and local suppliers.

In 2022, Lewisham Council won the Covid-19 Support and Recovery category at the Federation of Small Businesses (FSB) Local Government Awards. Judges said they were very impressed by the Council's work to help the local small business community by the establishment of 'Lewisham Backs Business', a partnership of key stakeholders which helped shape and deliver support to over 21,000 businesses visited by Council teams to promote grants available, plus the introduction of a fortnightly business e-newsletter which now has over 4,000 subscribers. A huge 14,000 grants were administered totalling £76m to borough businesses. A discretionary grants scheme was adapted to support home-based and freelance businesses, and a further grants scheme helped to establish a network of 60 local businesses deemed integral to Lewisham borough's future growth.

More recently, the Council became the first local authority in South London to become a Local Leadership Partner with the FSB. Becoming a partner demonstrates that the Council is recognised as committing to empowering small businesses and the self-employed to continue to deliver growth, prosperity and jobs within the borough.

To better understand the needs and diversity of businesses in the borough, the Council has also conducted an annual headcount and survey of businesses in our 10 biggest town centres and high streets. This showed that 70% of businesses on our high streets are independently owned, and that two-thirds are led by a Black, Asian or Minority Ethnic business owner. As a result of the findings of the survey the Council commissioned targeted business support for Black-led businesses and has established a new business network for Black and female business owners.

This is all alongside other business support programmes including the annual Mayor's Business Awards, one to one business advice support and a new Business Centre in Catford Library.

### Ready to Supply

Ready to Supply was a pilot programme commissioned by Lewisham Council to understand what assistance is needed for SMEs in Lewisham to build their capacity to bid on contracts and works order for the Public, Private, Construction and Healthcare sectors. This yielded a total number of 44 Lewisham-based businesses registered, with 18 of these receiving full business support and a total of £100,000 of contract wins being achieved. Eight capacity-building workshops were undertaken, together with a combination of five Meet-the-Buyer, Networking and Ready to Supply events. Sixty-nine SMEs attended the Meet the Buyer related events. This has informed our understanding of the needs of businesses in the borough and will inform the future commissioning of support services.

## The Wider Partnerships of Lewisham based businesses and organisations

### The Lewisham Strategic Partnership

The Lewisham Strategic Partnership was launched in 2022 and superseded what was previously the Lewisham Deal. Our previous Social Value Reports were a commitment of the Lewisham Deal and reported on a range of activities that the local anchor institutions were doing in Lewisham to respond to economic challenges in the borough. The Lewisham Deal started in 2018 in response to [Lewisham Poverty Commission's](#) recommendations which highlighted the crucial role that major anchor institutions can play in tackling modern poverty.

The Deal began with four key pillars of co-ordination between the partners:

- Apprenticeships – as employers, providing high quality apprenticeship opportunities.
- Procurement – ensuring that local businesses have the opportunity to secure contracts with Lewisham Deal partners.
- Living Wage – Ensuring employees and contractors receive a fair wage.
- Information, Advice and Guidance – to support residents to progress.

Two additional pillars were then added:

- Progression for Black, Asian and Minority Ethnic Staff, and
- Responding to the climate emergency.

These pillars were reported on through our previous social value report. These pillars have now become integrated with the working groups under the Lewisham deal, including:

- Cost-of-living
- Opportunity and investment
- Climate emergency
- Race and equality

Going forward, the Lewisham Strategic Partnership will establish its own mechanisms for reporting on its objectives. This has therefore given Lewisham council scope to explicitly report on its own social value activities.

## Learning and our Future Ambitions for Social Value

### Future Impact Reports

We are ambitious in our commitment to tell the stories of our businesses and communities and how they are realising social value. We will continue to publish an annual social value report and endeavour to learn and improve our understanding and practices around capturing, quantifying, and documenting social value. We will continue to track year-on-year progress to demonstrate the incremental and cumulative benefit across the years and understanding the impact of our updated social value policy.

For our next report we aim to:

- Increase the value we achieve from our relationships with partner businesses – our increased tender weighting makes social value an even more significant element of our procurement process, and ultimately the resultant contracts. We will seek meaningful social value benefits from our partners and in turn we will tell the community about their impact and achievements. We will also look at other ways the council facilitates social value through our upcoming economic strategy.
- Better capture the impact of social value through enhanced data capture – better understand the amount of volunteering activities and support for the VCSE sector, the amount of money reinvested in the local economy through sub-contracting and donations, and to capture who the recipients of social value activities are, and wherever possible, at ward level information.
- Learn to improve – track progress and demonstrate incremental and cumulative impact. We will analyse our own practices to see where we are securing significant return on investment and where we are not. Understand which strengths particular sectors have and work constructively with partners. Knowledge share and benchmark with other public sector organisations and the private sector to stay attuned to best practice.

## Learning and our Future Ambitions for Social Value

### Supporting local, diverse suppliers and small businesses

We will continue to support our small businesses, VCSE sector and ensure our supply chains are diverse and resilient. We will create opportunities for these businesses through ready to supply programmes, meet the buyer events and networking opportunities, and through procuring locally, where possible.

### Influencing standards and practices in our markets and supply chains

We will continue to champion good practices and improved standards in the markets in which we operate and in our supply chains. The publication of our Modern Slavery Statement 2022-23 underscores the importance of our commitments to ethical trade, whilst our Sustainable Procurement Strategy outlines our vision for achieving this. We will continue to build upon this work and ensure that our partner businesses are champions for the same good practice.

### Improved guidance on social value

We will produce a Social Value toolkit for suppliers and contract managers in the council to assist in delivering social value. We will support this with better internal networking, communication of community needs and create more uniformity across our reporting mechanisms to ensure all opportunities are exploited fully.

### Championing community needs and connection through Lewisham Exchange

Community need is understood best by grassroots organisations who are embedded in complex community networks. We will continue to work closely with Lewisham Local to better understand the needs of voluntary, charity, faith and community sector organisations. We will unlock the value of community connections using Lewisham Exchange to broker supply and demand within the community economy.

## Appendix

### Data quality, methodology and analysis

To collect the data for this survey we conducted mixed method research across our contracts by surveying and requesting information from contract managers in the council to submit themselves or with their suppliers. The data requested was both qualitative and quantitative information on social value activities undertaken in the period April 2022 to March 2023. This returned data on 81 contracts. To verify and explicate the data, cross referencing against ITT method statements and social value monitoring documents was undertaken alongside exchanges with contract managers. To enrich the data and develop case studies, interviews and digital exchanges were undertaken with select contract managers and contractors.

Data from developers was collected from monitoring reports and through discussions and interviews.

Our quantitative data on financial spend is based upon the council's payments data and was verified as contracted spend through data matching against our contract register, which is hosted on Proactis. This was conducted by matching against company names and registered addresses.

Data on suppliers paying the living wage and having modern slavery statements was collected through our annual supplier compliance survey which was conducted in the summer of 2022.

### Limitations of the data collection and analysis

The data doesn't capture the full extent and impact of social value delivered in 2022-23, and the Council has prioritised improved data collection for 2023-24. Our data does not cover all contracts and not all contracts would have captured the full extent of their social value activity. This is because not all contracts contain social value and because we are working with some suppliers to help them understand and develop their social value programmes. The actual extent of social value delivered by all suppliers and developers will therefore be greater than outlined in the report.

This data reported from our contractors and developers allows us to report on headline figures but not a detailed analysis of wider impact, such as assessing those indirectly impacted from social value initiatives, savings made to governmental, health and social systems and longer-term impacts on individuals and communities.

Data verification – The data captured covers commitments which have been made through legal obligations and contracts and all parties are aware of their obligations to submit accurate records of their activities. Outcomes are validated through documentation and discussions with S106 monitoring officers and contract managers.



## Glossary

**ALMO** – Arm's Length Management Organisation is a not-for-profit organisation that provides housing services on behalf of a local authority.

**Anchor Institution** – An organisation which has an important presence in a place, usually through a combination of being large scale employers, the largest purchaser of goods and services in the locality, controlling large areas of lands and/or having relatively fixed assets; and are tied to a particular place by their mission, histories, physical assets and local relationships.

**BAME** – Black, Asian and Minority Ethnic is used as a collective acronym to contrast against the white population in the UK. This is not to suggest the groups within the acronym are homogenous, but rather is a common way of gathering and collating statistics. However, the term has come under criticism in recent years for disguising differences between groups, prioritising specific groups and being divisive for people.

**Commissioning** – The strategic activity of identifying need, allocating resources and procuring a provider to best meet that need, within available means.

**Community Wealth Building** – A people centred approach to local economic development, which redirects wealth back into the local economy, and places control and benefits into the hands of local people.

**Developer** – Property and land developers who have been granted planning permission, which is conditional upon commitments made to the community through Section 106 agreements.

**ESG** – Environmental, Social and Governance refers to corporate performance evaluation criteria that assess the robustness of a company's governance mechanisms and its ability to effectively manage its environmental and social impact.

**Inclusive Economy** – Economic placemaking which seeks to distribute benefits as broadly as possible and create more opportunities for those that are disproportionately disadvantaged in the current economy.

**ITT** – Invitation to Tender is a standardised documents when procuring a provider for a contract. The document outlines the requirements of the contract and what evidence the supplier will need to outline to successfully bid for the contract.

**Lewisham Works** – Lewisham Council's in-house employment support service.

**Multiple Disadvantages** – A term that refers to people who face multiple and intersecting barriers or inequalities that negatively affect their wellbeing and quality of life.

**NEET** – 16 to 24 year olds Not in Education, Employment or Training.

**Procurement** – Obtaining or purchasing goods or services for business purposes, usually in a manner where the terms are agreed through tendering and a competitive bidding process.

**Social Economy** – The part of the economy whose activity is focused on social missions, rather than purely by financial returns. This often includes charities and organisations typically referred to as social enterprises but is also inclusive of business activities which seek to balance social mission with economic viability.

SROI – Social Return on Investment is a method for measuring value generated that are not traditionally reflected in financial statements, including social, economic and environmental factors.

S106 Agreements - Section 106 Agreements are legal agreements between Local Authorities and developers, also known as planning obligations. They are drafted when it is deemed that a new development will have significant impact on a local area. They are used to ensure that pressures created by new developments will be moderated through improvements to the surrounding area and ensure the development will make positive contributions to the local area and community.

Social Value – The value generated in business activity which has benefits for people, place and community. This is defined through the Public Service (Social Value) Act (2012). The Act requires all public sector organisations and their suppliers to look beyond the financial costs of a contract to consider how the services they commission and procure can improve the economic social and environmental wellbeing of an area.

SME – Small and Medium Enterprises are organisations which have fewer than 250 employees and a turnover of less than €50 million or a balance sheet total less than €43 million.

Strategic Procurement – Procuring good and services in a way which creates additional benefits for organisations or places.

Triple bottom line – Organisations which have commitments to evaluate their performance according to the social, environmental and economic benefits they generate to create greater business value.

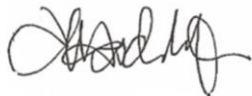
VCFSE – Voluntary, Community, Faith and Social Enterprise are organisations grouped together as a sector which often have different models of ownership, or ways of organising themselves, or alternative objectives than purely profit based activities, which often makes them unique in the way they are able to deliver services and activities.

<b>Report for: Mayor and Cabinet</b>	
<b>Part 1</b>	<input checked="" type="checkbox"/>
<b>Part 2</b>	<input type="checkbox"/>
<b>Key Decision</b>	<input type="checkbox"/>

<b>Date of Meeting</b>	1 November 2023	
<b>Title of Report</b>	Financial Monitoring 2023/24	
<b>Author</b>	Acting Executive Director for Corporate Resources	<b>Ext.</b> 46651

At the time of submission for the Agenda, I confirm that the report has:

Category	Yes	No
<b>Financial Comments</b>	x	
<b>Legal Comments</b>	x	
<b>Cabinet Briefing consideration</b>	x	
<b>EMT consideration</b>	x	



Signed: \_\_\_\_\_  
 Councillor Amanda De Ryk, Cabinet Member for Finance and Strategy  
 Date: 23/10/2023



Signed: \_\_\_\_\_  
 David Austin, Acting Executive Director of Corporate Resources  
 Date: 23/10/2023

**Control Record by Committee Services**

Action	Date
Listed on Key Decision Plan	
Date submitted to Legal & Finance	
Date submitted to Cabinet Members for sign off	
Date submitted to Executive Director for sign off	



## Mayor and Cabinet

### Financial Monitoring 2023/24

**Date:** Wednesday 1<sup>st</sup> November 2023

**Key decision:** No

**Class:** Part 1

**Ward(s) affected:** None Specific

**Contributors:** Executive Director for Corporate Resources

## Outline and recommendations

This report presents the financial monitoring position for the 2023/24 financial year, setting out the position as at 31 July 2023.

The report covers the latest position on the Council's General Fund, Dedicated Schools Grant, Housing Revenue Account, Collection Fund and Capital Programme. It also provides an update on the progress against savings delivery.

The Council-wide financial forecast for General Fund activities is showing a £13.5m overspend after the commitment of £10m from corporate provisions and reserves, consistent with the change in MTFS approach approved in July. On a like for like basis this is an adverse movement of £11.1m since Period 2, primarily in the areas of temporary accommodation, children's social care and legal services. The position assumes delivery of £16m of the £20.2m savings programme for 2023/24.

This position has worsened to £17.2m in Period 5, an adverse movement of £3.7m since Period 4. This is due to an increase in the number of and unit cost of Children with a high level of need, increased demand in Adult Social Care, and continuing pressures on the cost of securing Temporary Accommodation. The extended leadership team are working on savings and cost avoidance measures to manage down the forecast overspend for remainder of 2023/24 with ongoing cost avoidance measures being worked on for implementation in 2024/25. This to ensure the 2024/25 Medium Term Financial Strategy (MTFS) position holds. An updated MTFS, to include more recent inflation numbers will be presented to Public Accounts Select Committee at its November meeting .

The Dedicated Schools Grant is expected to overspend by £5m on the High Needs block due to the level of demand exceeding the funding available.

The Housing Revenue Account is projecting an overspend of £6.4m due to the volume and value of repairs and maintenance works exceeding the budgeted level, and the new Housing Directorate are leading on reprioritising work and seeking efficiencies in the HRA to reduce these cost pressures. This involves also looking to the medium term and impact on the HRA business plan.

Capital expenditure profiles of £72.7m for the general fund and £121.4m for the Housing revenue account have been set following a reprofiling exercise undertaken in July 2023. To date £2.5m or 3% of the general fund expenditure and £12.9m or 11% of the HRA expenditure has been incurred, as at the 31 July.

At the 31 July, 34.3% of council tax due had been collected which is (1.3% or £2.3m) below the targeted level, at the same date, 44.4% of business rates due had been collected which remains (0.6% or £0.3m) below the targeted level.

Financial monitoring will continue throughout the year and Executive Directors will work to manage down the reported budget pressure within their directorates in a drive to bring spend back into line with cash-limited budgets.

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## Timeline of engagement and decision-making

13<sup>th</sup> September – Period 4 (July) Financial Monitoring 2023/24 to Executive Management Team

21<sup>st</sup> September – Period 4 (July) Financial Monitoring 2023/24 to Public Accounts Select Committee

1<sup>st</sup> November - Period 4 (July) Financial Monitoring 2023/24 to Mayor and Cabinet

### 1.0 EXECUTIVE SUMMARY

- 1.1 This report sets out the financial forecasts for 2023/24 as at 31 July. The key areas to note are as follows:
- 1.2 The General Fund (GF) has a forecast overspend of £13.5m against the directorates' net general fund revenue budget, after utilising £2m of corporate funding set aside to fund costs arising from the Fair Cost of Care reform and £10m from corporate provisions and reserves, consistent with the change in MTFs approach approved in July. On a like for like basis this is an adverse movement of £11.1m since Period 2, primarily in the areas of temporary accommodation, children social care and legal services. In Period 5, the outturn position has worsened to £17.2m, an adverse movement of £3.7m since Period 4. This is due to an increase in the number of and unit cost of Children with a high level of need, increased demand in Adult Social Care, and continuing pressures on the cost of securing Temporary Accommodation.
- 1.3 The GF reported position assumes delivery of £5.1m of the £7.6m legacy savings from 2023/23 or earlier. The position also assumes £10.9m of the £12.6m new savings for 2023/24 are delivered, if these savings cannot be delivered, this will worsen the reported position.
- 1.4 A risk section has been prepared highlighting areas of concern that may become a financial pressures as the year continues, work is ongoing to monitor these risks for future iterations of the report. This is set out in more detail in section 11 of the report.
- 1.5 The dedicated schools grant (DSG) is projected to overspend by £5m on the high needs block, this is set out in more detail in section 13 of the report.
- 1.6 The Housing Revenue Account (HRA) is projected to overspend by £6.4m due to the volume and value of repairs and maintenance works exceeding the budgeted level, this is set out in more detail in section 14 of the report.
- 1.7 The capital budgets have been reprofiled in July 2023. The profiled capital expenditure for the general fund capital programme is £72.7m and £121.4m for the HRA capital programme. This is set out in more detail in section 15 of the report.
- 1.8 As at 31<sup>st</sup> July, 34.3% of council tax due had been collected which remains (1.3% or £2.3m) adrift of the targeted level. At the same date, 44.4% of business rates due had been collected which remains (0.6% or £0.3m) adrift of the targeted level. This is set out in more detail in section 16 of the report.

### 2.0 PURPOSE AND RECOMMENDATIONS

- 2.1 The purpose of this report is to set out the financial forecasts for 2023/24 as at the end of July 2023, projected to the year-end, 31 March 2023.
- 2.2 Mayor and Cabinet are asked to: Note the current financial forecasts for the year ending 31 March 2024 and that Executive Directors will continue to work in bringing forward

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action plans to manage down budget pressures within their directorates.

### 3.0 POLICY CONTEXT

- 3.1 The Council's strategy and priorities drive the budget with changes in resource allocation determined in accordance with policies and strategy. This report aligns with Lewisham's Corporate Priorities, as set out in the Council's Corporate Strategy (2022-2026):
- Cleaner and Greener
  - A Strong Local Economy
  - Quality Housing
  - Children and Young People
  - Safer Communities
  - Open Lewisham
  - Health and Wellbeing
- 3.2 This financial position demonstrates the impact of the very severe financial constraints which have been imposed on Council services with the cuts made year on year, despite the increasing demand to deliver services to the growing number of borough residents. The Council's strategy and priorities drive the Budget with changes in resource allocation determined in accordance with policies and strategy.
- 3.3 The Council's strong and resilient framework for prioritising action has served the organisation well in the face of austerity and on-going cuts to local government spending. This continues to mean, that even in the face of the most daunting financial challenges facing the Council and its partners, we continue to work alongside our communities to achieve more than we could by simply working alone.
- 3.4 This joint endeavour helps work through complex challenges, such as the pressures faced by health and social care services, and to secure investment in the borough for new homes, school improvements, regenerating town centres, renewed leisure opportunities and improvement in the wider environment. This work has and continues to contribute much to improve life chances and life opportunities across the borough through improved education opportunities, skills development and employment. There is still much more that can be done to realise our ambitions for the future of the borough; ranging from our work to increase housing supply and business growth, through to our programmes of care and support to some of our most vulnerable and troubled families.
- 3.5 The pace, scope and scale of change has been immense: the current cost of living crisis is demanding agility, creativity, pace, leadership, organisational and personal resilience, strong communications and an unerring focus on the right priorities. The service and finance challenges following Covid are now blending with the wider economic implications of a decade of austerity and erosion of public services, the trading changes arising from Brexit, and the impacts from other global events (e.g. war in Ukraine and extreme climate events, etc..) on supply chains and inflation levels.
- 3.6 While we do not yet fully understand what all of the long-term implications of the above will mean for the borough, there have been many clear and visible impacts on our residents, Lewisham the place and also the Council. We know that coronavirus disproportionately affected certain population groups in Lewisham, matching patterns that have been identified nationally and internationally: older residents, residents born in the Americas & the Caribbean, Africa or the Middle East & Asia, and residents in the most deprived areas of the borough have considerably higher death rates. We know that more Lewisham residents are claiming unemployment benefits compared to the beginning of this year and that food insecurity has increased in the borough.

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## 4.0 GENERAL FUND POSITION

4.1 The Council is reporting an overspend on general fund activities of £13.5m as shown in the table below:

**Table 1 – General Fund Outturn Position for 2023/24**

Directorate	Net Budget	Net Forecast	Period 4 Variance	Period 2 Variance	Movement Period 2 v Period 4
	£m	£m	£m	£m	£m
Children and Young People	75.2	86.6	11.4	7.8	3.6
Communities	85.4	86.4	1.0	1.0	0.0
Place and Housing	27.7	37.7	10.0	3.0	7.0
Corporate Resources	37.8	37.0	(0.8)	0.0	(0.8)
Chief Executive	11.2	13.1	1.9	0.6	1.3
<b>Directorate Total</b>	<b>237.4</b>	<b>260.9</b>	<b>23.5</b>	<b>12.4</b>	<b>11.1</b>
Corporate Items	26.3	26.3	0.0	0.0	0.0
Corporate Reserves	0.0	(10.0)	(10.0)	0.0	(10.0)
<b>General Fund Total</b>	<b>263.7</b>	<b>277.2</b>	<b>13.5</b>	<b>12.4</b>	<b>1.1</b>

4.2 The above positions assumes energy costs and the impact of the staff pay award can be managed within the funding set aside for these corporately, if this is not the case this will worsen the position reported above. £2m of Corporate funding held within corporate items is being utilised to bring down the Adult Social Care pressure as the funding has been held to meet the 2023/24 financial impact of the fair cost of care reform. A further £10m has been committed from corporate provisions and reserves, consistent with the change in MTFs approach approved in July. The reported position does not include the financial impact of any of the risks set out in Section 11 of this report.

4.3 There is a £11.1m adverse movement on the Directorate's monitoring position since Period 2, as detailed below:

**Children and Young People:** £3.6m adverse movement on Children's Social Care, including costs arising from the development of new social workers as part of the services long term sufficiency and service improvement strategy. There is also additional placement costs due to the level of high needs placements in comparison to 2022/23.

- **Place and Housing:** £7m increase in the projected cost of nightly paid services as there continues to be an increase in the number of people requiring the service, people are remaining in the accommodation longer due to challenges moving them into suitable permanent accommodation and the cost of securing and maintaining arrangements also continues to increase as find new housing and retaining supply continues to be a challenge.
- **Corporate Resources:** £0.8m favourable movement since Period 2, a £0.5m projected underspend on concessionary fares, £0.2m as a result of a reduction in supported accommodation costs in Residents and Business Services and £0.1m staffing underspend within Assurance.
- **Chief Executive:** £1.3m adverse movement since Period 2 due to the projected expenditure on Legal Services for general fund work undertaken across the council.

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- 4.4 The £11.1m adverse movement on Directorate net expenditure is largely negated by £10m of provisions and reserves funding, which has been set aside to provide in year pressures funding and which will be added to the base budget in 2024/25 as per the MTFS.
- 4.5 London Council's recently undertook a survey across the 33 London Boroughs, of the 24 boroughs that responded (including Lewisham), 22 are reporting an overspend on general fund services. The average Quarter 1 (June) overspend for the boroughs who responded was 3.4% of the total budget, the Lewisham overspend at Period 4 is 5% after the application of corporate funding.

## 5.0 SAVINGS DELIVERY

- 5.1 At the start of 2023 there were £7.6m of savings from 2022/23 (and older) which remain undelivered. These are shown in Appendix A of this report, an assessment of the expected delivery of these savings has been made and is reflected in the above monitoring position. The Children's Social Care savings are being reviewed on a line by line basis to assess if these savings have been delivered, but that demand and the cost of current placements has negated the financial impact of the delivery. If any of the £2.5m savings have not yet been and can be delivered in 2023/24, this will improve the reported position above. Where the activity required to deliver the saving has been undertaken, but the financial net benefit not achieved due to this being subsumed within wider market forces and pressures, then this will be reported as achieved (although the financial position will not change).
- 5.2 In addition to these legacy savings, £12.6m of savings were agreed as part of the budget setting process. At this stage it is assumed that £10.9m of these will be achieved as part of the above budget monitoring position, should this not be the case then the reported pressure will worsen. Again, the Children's Social Care savings are being reviewed, as detailed above, these are shown in appendix B of this report.
- 5.3 The tables below show the savings per Directorate and the current projected saving delivery for 2023/24, which is part of the monitoring position detailed in Section 4.

**Table 2 – Savings to be delivered in 2023/24**

Savings to be delivered by Directorate	2022/23 (and Older)	2023/24	Totals
	£m	£m	£m
Children & Young People	2.5	2.3	4.8
Community Services	4.2	3.2	7.4
Place and Housing	0.1	3.3	3.4
Corporate Resources	0.8	0.3	1.1
Chief Executives	0.0	0.8	0.8
Corporate Items/All	0.0	2.8	2.8
<b>Totals</b>	<b>7.6</b>	<b>12.6</b>	<b>20.2</b>

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**Table 3 – Savings Programme delivery status**

Savings Programme by Directorate	Savings to be delivered	Expected Delivery	Shortfall
	£m	£m	£m
Children & Young People	4.8	1.0	3.8
Community Services	7.4	7.2	0.2
Place and Housing	3.4	3.4	0.0
Corporate Resources	1.1	1.1	0.0
Chief Executives	0.8	0.6	0.2
Corporate Items/All	2.8	2.8	0.0
<b>Totals</b>	<b>20.2</b>	<b>16.0</b>	<b>4.2</b>

## 6.0 CHILDREN AND YOUNG PEOPLE DIRECTORATE

- 6.1 **Children’s Social Care:** The Projected outturn for 2023/24 is £9.1m, an adverse movement of £3.6m since Period 2, which was based on the draft outturn for 2022/23.
- Workforce £0.5m overspend: There is a pressure of £0.5m on staff related costs due to costs arising from the development of new social workers as part of the services long term sufficiency strategy and implementing OFSTED recommendations in the Emergency Duty team from November 2022.
  - Placements £6.8m overspend: The placements pressure in 2022/23 was £4.4m, the increase since then (despite the number of children supported being relatively stable) is due to the cost per child. Through the increased preventative work the service has led, the net reduction in residential placements achieved the previous year has been maintained, but the level of need for those requiring such placements has increased and there has been difficulty in finding appropriate placements due to challenges in the national residential market as identified in last year’s national review of Children’s Social Care. As such more bespoke placements have had to be created which can be very expensive. One of the key drivers for cost is staff ratios, negotiations with providers often lead to the provider mandating much higher staffing levels than we would recommend in order for them to accept the placement. If we do not agree to the ratios, we risk the placement being lost and alternatives are challenging to find and more costly.
  - Remainder of the Service £1.8m overspend: This relates to other expenditure supporting Section 17, Non Recourse to Public Funds and Other expenditure and expenditure is in line with the level incurred during 2022/23.
- 6.2 The directorate have been working towards more intervention and support strategies, this involves improved commissioning work with the PAN London Commissioning Alliance to secure more favourable rates and work undertaken to create alternative capacity such as the Amersham and Northover in house provision as well as further support offered to parents and young people. Further opportunities similar to this are being sought, however these are medium to long term solutions.
- 6.3 As these actions embed, the expectation is for a stabilisation in placement numbers and costs with a focus in the longer term of working towards a reduction in the cost base. However, there is a risk this reduction will be offset by increased costs associated with early intervention and support work including staffing and section 17 intervention such as mental health, legal etc.
- 6.4 The service as part of the high cost panel review process, considers all young people with

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an endeavour to limit their stay in high cost provision and also where appropriate secure funding from partner organisations. The aim is to find alternative placements within a 3 to 4 month timeframe, however this is not always possible. Following amendments to the care planning placement and case review regulations, it has been illegal to place children under 16 years of age in unregulated placement. This ban came into force from the 9th September 2021, after a government consultation on the reform for unregulated provision. This is a significant driver behind the increased cost per child that the market are demanding.

- 6.5 This work is aimed at further reducing the number of Children Looked After (CLA's), in July 2022 there were 463 CLA's compared to 432 CLA's in July 2023. This reduction is positive and reflects the work being undertaken by the service, however children entering the social care system have a high level of need meaning a higher cost, reflecting the change of focus. For context, a pupil costing £0.010m a week, will cost £0.5m per annum. Whilst the focus moves towards early intervention and support, this service remains high risk statutory and regulated.
- 6.6 The average Quarter 1 (June) overspend for the boroughs who responded was 5% for Children's Social Care.
- 6.5 **Education Services:** £2.8m pressure assumed at this stage of the year, this is the residual pressure on home to school transport of £1.2m (after £1.5m of corporate pressures funding, added to the budget in 2023/24), £1m pressure on Children with complex needs which has emerged as a pressure since the budget setting process for 2023/24 and £0.6m pressure on Education Psychologists due to the continued increasing numbers of Education, health and care plans (EHCP's). The new academic year will bring further demand for EHCP's, an estimate of this demand has been built into the forecasts but will be revised in October/November once the impact of the new academic year is realised. The average Quarter 1 (June) overspend for the boroughs who responded was 4.7% for Education Services.
- 6.6 **Family, Quality and Commissioning:** £0.5m underspend due to service redesign in relation to Children and Adolescent Mental Health Service (CAMHS) and additional grant funding in the Youth Offending Service. The service is currently undergoing a period of transition and transformation as it works towards the intervention and support model. The service has benefited from new government initiatives including the Family support grant.
- 6.4 The table below shows the reported position at Period 4 compared to Period 2:

**Table 4 – Children and Young People's Forecast Position**

Directorate	Net Budget	Net Forecast	Period 4 Variance	Period 2 Variance	Movement Period 2 v Period 4
	£m	£m	£m	£m	£m
Children's Social Care Services	53.6	62.7	9.1	5.5	3.6
Education Services	15.5	18.3	2.8	2.8	0.0
Schools	(2.5)	(2.5)	0.0	0.0	0.0
Families, Quality and Commissioning	8.1	7.6	(0.5)	(0.5)	0.0
Executive Director, Provisions & Reserves	0.5	0.5	0.0	0.0	0.0
<b>Directorate Total</b>	<b>75.2</b>	<b>86.6</b>	<b>11.4</b>	<b>7.8</b>	<b>3.6</b>

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## 7.0 COMMUNITY SERVICES DIRECTORATE

- 7.1 **Adult Social Care and Commissioning:** £1m forecast overspend at Period 4, unchanged from Period 2. This position assumes the achievement of £7.2m of the £7.4m savings programme for 2023/24, including those carried forward from previous years. The underlying reason for the overspend remains hospital discharges, which continue to show a post pandemic surge, with discharged clients being moved onto longer term packages and some requiring more complex support. The council is receiving funding from our Health partners to help mitigate this pressure and known funding has been assumed within the current projection.
- 7.2 The projected level of pressure on Adult Social Care is £3m, this takes into account anticipated health funding in 2023/24, as well as assumed delivery of the savings detailed in appendix A & B, as well as assumptions around inflation. There is £2m of corporate funding held to manage the financial impact of the Fair Cost of Care reform which brings the reported pressure down to £1m.
- 7.3 There is a risk that the cost of children transitioning to adulthood exceeds the additional funding provided to cover these costs. The service are working with colleagues in Children's Social care to plan for children who are likely to require an adult care package in the future. The average Quarter 1 (June) overspend for the boroughs who responded was 5.2% for Adult Social Care.
- 7.4 The table below shows the reported position at Period 4 compared to Period 2:

**Table 5 – Communities Forecast Position**

Directorate	Net Budget	Net Forecast	Period 4 Variance	Period 2 Variance	Movement Period 2 v Period 4
	£m	£m	£m	£m	£m
Adult Social Care & Commissioning	71.4	72.4	1.0	1.0	0.0
Public Health	0.0	0.0	0.0	0.0	0.0
Communities, Partnerships & Leisure	14.0	14.0	0.0	0.0	0.0
Culture, Learning & Libraries	0.0	0.0	0.0	0.0	0.0
<b>Directorate Total</b>	<b>85.4</b>	<b>86.4</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>

## 8.0 PLACE AND HOUSING

- 8.1 **Strategic Housing:** £9m pressure reported at Period 4, compared to £2m at Period 2, the adverse movement of £7m is on Temporary Accommodation costs (TA), specifically nightly paid accommodation. At July 2023 there are 1,144 people in nightly paid services compared to 764 in April 2021 and 985 in April 2022, there is an increase of 64 since April 2023 alone. In addition, people are staying longer in TA as the service is unable to move them on due to the lack of suitable alternative accommodation. The reported pressure is after £3.5m additional budget allocated as part of the budget setting process for 2023/24 and reflects the continuing pressures in rental values as noted in paragraph 8.6 below.
- 8.2 The main pressure on the service relates to the Housing Benefit (HB) limitation recharge forecast (where rents are in excess of HB caps & limits and are therefore not covered by the department of works and pensions benefit subsidy), which is based on the numbers of

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clients accommodated in TA and more specifically in nightly paid accommodation. The forecast Limitation Recharge for the year is a total of £17.2m which is £6.2m more than the total for 2022/23 and £7.4m more than the budgeted level. This is a key contributor to the reported £9m pressure.

- 8.3 Arrears on Nightly Paid rental income have increased by £0.5m since the start of the financial year, projecting using a straight-line method would show an increase in arrears of £2m for the year, and an impairment charge of £1.8m which is £1.5m above the budgeted level. This is based on current collection rates which are currently below 90%, but are expected to improve as the year progresses, similar to the 2022/23 pattern of performance which recovered to a 95% collection rate. The current forecast includes an assumption that nightly paid bad debt impairment charged is based on a similar figure as 2022/23 and is set at £0.9m, some £0.6m more than the £0.3m budgeted level. This will be closely monitored and updated as the year progresses.
- 8.4 The remaining £1.0m pressure is due to £0.4m additional incentive payments over and above the budget level, these payments are made to landlords with the aim of diverting clients away from the more expensive nightly paid accommodation. The remaining £0.6m is due to repairs on the Private Sector Landlord stock exceeding the budgeted level.
- 8.5 It should be noted that there continues to be pressure from nightly paid landlords with requests to increase or notifications to increase the current rental charge to off-set the increase in utilities and other costs. The IBAA rates which is a pan-London benchmark for target rents for nightly paid accommodation has increased by 10% and is putting pressure on the service via the HB limitation recharge as outlined above and has impacted the current forecast overspend.
- 8.6 The service is actively seeking to reduce numbers accommodated and is set to embark on the purchase of up to 300 new units for TA following the award of Greater London Authority (RTB) grant and Mayor and Cabinet approval. This will potentially reduce the numbers accommodated in expensive nightly paid (B&B) accommodation which receive the highest HB limitation recharge at 70% of the total. The service are seeking to minimise the use of the most expensive nightly paid provider as far as possible and when there is no alternative to using these properties, move people out as quickly as possible. Work is ongoing to maximise rent income collected and reduce arrears as well as working to place clients in accommodation that is more affordable and where the HB limitation recharge is either zero or lower than where we are currently placing clients. A reduction in numbers in nightly paid accommodation would see a reduction in the HB limitation recharge.
- 8.7 Moving tenants into long term accommodation has become more and more challenging over recent years, the average length of TA tenancies ending in the last year was 1.5 years however when we factor in TA tenants changing address, the average length of stay goes up to 2 years and when we factor in tenants who have been in TA for many years and not left, we estimate that the true average length of stay is closer to 3 years. It should be noted that the number of new tenancies has reduced significantly over recent years, from a high of c1100 in 2019, to 800 in 2021 and 600 in 2022, this suggests that the cost increase is driven by the length of stay and cost of housing as oppose to new entrants to the system.
- 8.8 The average Quarter 1 (June) overspend for the boroughs who responded was 17%.
- 8.9 There is a significant risk this will increase further as the year progresses, using the same percentage increase that was seen in the recharge for 2022/23 (which was a movement of 20% between the start and the end of the year), the current forecast would worsen by a further £0.6m. The potential transfer of Milford Towers from the Housing Revenue Account (HRA) to the General Fund would worsen the reported position by a further £1m, meaning there is the potential for the position to worsen by £1.6m, as shown in section 11.

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8.10 **Public Ream:** £1m pressure on Street Environmental Services, due to operational costs in refuse collection and street management. The service are working to manage these costs down in this and the next financial year, an example of which is making changes to mobile crews which will reduce costs but will take time to fully implement.

8.11 The table below shows the reported position at Period 4 compared to Period 2:

**Table 6 – Place and Housing Forecast Position**

Directorate	Net Budget	Net Forecast	Period 4 Variance	Period 2 Variance	Movement Period 2 v Period 4
	£m	£m	£m	£m	£m
Public Realm	18.5	19.5	1.0	1.0	0.0
Planning	1.1	1.1	0.0	0.0	0.0
Strategic Housing	8.4	17.4	9.0	2.0	7.0
Inclusive Regeneration	(0.5)	(0.5)	0.0	0.0	0.0
Housing, Regeneration & Public Realm Reserves & Provisions	0.2	0.2	0.0	0.0	0.0
<b>Directorate Total</b>	<b>27.7</b>	<b>37.7</b>	<b>10.0</b>	<b>3.0</b>	<b>7.0</b>

## 9.0 CORPORATE RESOURCES DIRECTORATE

9.1 A £0.8m underspend is reported on the Corporate Resources directorate at Period 4, an improvement of £0.8m since Period 2. The £0.3m of service underspend is due to £0.1m of staffing vacancies in the Assurance service and £0.2m of underspend on supported accommodation within Residents and Business services.

9.2 The concessionary fares budget is held within Corporate Resources but is shown on a separate line reflecting that this is not expenditure that the service can influence. The expenditure is based on the number of people travelling on public transport who are eligible for free or discounted travel. It is expected that the expenditure in 2023/24 will be £0.5m less than the budgeted level.

9.3 The table below shows the reported position at Period 4 compared to Period 2:

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**Table 7 – Corporate Resources Forecast Position**

Directorate	Net Budget	Net Forecast	Period 4 Variance	Period 2 Variance	Movement Period 2 v Period 4
	£m	£m	£m	£m	£m
Resident & Business Services	10.1	9.9	(0.2)	0.0	(0.2)
IT & Digital Services	11.1	11.1	0.0	0.0	0.0
Assurance	2.8	2.7	(0.1)	0.0	(0.1)
Finance	6.1	6.1	0.0	0.0	0.0
Concessionary Fares	8.4	7.9	(0.5)	0.0	(0.5)
Resources Reserve	(0.7)	(0.7)	0.0	0.0	0.0
<b>Directorate Total</b>	<b>37.8</b>	<b>37.0</b>	<b>(0.8)</b>	<b>0.0</b>	<b>(0.8)</b>

## 10. CHIEF EXECUTIVES DIRECTORATE

10.1 **Legal Services:** At Period 4, Legal Services are projecting expenditure of £1.9m over and above the budget. The pressure is due to agency expenditure to deliver Social Care legal work (there are challenges recruiting in this area) and the level of workload, there are also cost pressures on property legal as well the more complex Capital development schemes, this includes disputes, contract drafting, advice on grants/structuring/tax VAT/grant regimes.

10.2 The table below shows the reported position at Period 4 compared to Period 2:

**Table 8 – Chief Executive Forecast Position**

Directorate	Net Budget	Net Forecast	Period 4 Variance	Period 2 Variance	Movement Period 2 v Period 4
	£m	£m	£m	£m	£m
Communications & Engagement	2.7	2.7	0.0	0.0	0.0
Law & Corporate Governance	5.8	7.7	1.9	0.6	1.3
People & Organisational Development	2.7	2.7	0.0	0.0	0.0
<b>Directorate Total</b>	<b>11.2</b>	<b>13.1</b>	<b>1.9</b>	<b>0.6</b>	<b>1.3</b>

## 11. GENERAL FUND RISKS

11.1 Below is a list of potential risks, some of which are being worked through and quantified for 2023/24.

11.2 **Council Tax (Council Wide):** Collection rates for Council Tax may be impacted due to the challenging economic times, especially if unemployment rises significantly. This would put income budgets under pressure, a 1% reduction in collection rates compared to the budgeted level of income is £1.5m.

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- 11.3 **Temporary Accommodation:** The reported pressure is based on the current level of service users continuing for the remainder of 2023/24. A key contributor to the pressure is the increase in the limitation recharge due to the increase in nightly paid service users (64 between April and July 2023), using the same percentage increase that was seen for the final 8 months of 2022/23 (which was a movement of 20% between the start and the end of the year), there is a risk of a further £0.6m adverse movement.
- 11.4 **Energy Care Homes:** There is a risk of an increased ask from Care Homes for inflation in both Adults and Children's Social Care due to the energy tariff price increases and wage increases across the sector, inflation requests for 2023/24 are still being worked through by the services.
- 11.5 **Planning:** The land charges function will be moving to the land registry this year, this migration is likely to affect the level of income received by the Council with the potential risk estimated at £0.1m.
- 11.6 **Collection Fund:** Collection rates for Business rates may be impacted due to the challenging economic times, which will put income budgets under pressure, especially if unemployment rises significantly.
- 11.7 **Market failings for Children Social Care placements:** The impact of reduced availability of adequate provision and a cost increase for the provision that is available.
- 11.8 **General inflationary costs:** The impact of general inflation (CPI currently 7.9% in June 2023) on the £200m of goods and services procured each year by the Council (revenue) and £200m planned capital programme spend. The known impact of this is reflected in the reported position above, however as costs continue to increase further pressures may emerge.
- 11.9 **Cost of capital programme slippage and inflation:** Costs which are then borne in full in year on revenue budgets rather than being capitalised over the life of the asset or which are changing as schemes are brought forward that exceed the original budget assumptions, potentially requiring revenue funds to be diverted away from service budgets.
- 11.10 **Pension Fund:** The annual monitoring between valuations may poses a financial risk to the council.

## 12. CORPORATE PROVISIONS and RESERVES

- 12.1 The tables below provide more detail on the Council's corporate provisions revenue budgets and earmarked reserves positions.
- 12.2 Collectively these are held for either specific service purposes, centrally held corporate expenditure or for corporate risks and pressures mitigation.

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**Table 9 – Corporate Provisions 2023/24**

Corporate Items	£m
Working balances	3.9
Service pressures (Allocated)	6.4
Capital financing (Committed)	14.8
Pension strain (Cost of Restructures)	5.4
Levies (statutory)	2.8
Salary and energy inflation	10.6
Grant risk held centrally	(20.5)
Other risk & pressures	2.9
<b>TOTAL</b>	<b>26.3</b>

12.3 The majority of the budgets held are to either meet the Council's revenue cost of financing its capital programme and borrowing, or held for inflationary pressures. The service pressure budgets held centrally have been considered and included within the directorate reporting.

12.4 The 2023/24 opening balances for the Council's corporate earmarked reserves are in table 10 below:

**Table 10 – Earmarked Reserves Balances 2023/24**

Name of Reserve	Opening Balance
	01/04/23 £m
Specific Revenue Earmarked – Corporate	38.1
Specific Revenue Earmarked - Collection Funds	15.0
Specific Revenue Earmarked - Corporate Resources	10.7
Specific Revenue Earmarked – Place	4.4
Specific Revenue Earmarked – Housing	1.7
Specific Revenue Earmarked – Communities	4.5
Specific Revenue Earmarked – CYP	3.0
Specific Revenue Earmarked - Chief Executive	1.1
S31 Covid Business Rates Grant	0.0
Covid Grants	0.5
Sinking Funds (incl PFI)	33.8
Insurance	14.4
Capital Reserves (incl S106)	59.5
Ringfenced Reserves	18.7
<b>General Fund Reserves</b>	<b>205.4</b>
Schools Reserves and External Funds	20.1
<b>Total</b>	<b>225.5</b>

12.5 The reserves balances are built up via contributions from revenue budgets, either planned or at year end via the carry forward process, or from specific grants or monies received. Unlike provisions these budgets do not recur each year and are therefore once off funding sources.

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### 13. DEDICATED SCHOOLS GRANT

- 13.1 The 2023/24 Dedicated Schools Grant (DSG) grant allocation was advised by the Department for Education (DfE) in December 2022 and reported to Schools Forum at the January 2023 meeting. The information provided at that time was the Gross figure before academy recoupement and high needs adjustment, the table below shows the projected outturn position for the DSG for 2023/24 against the funding available.

**Table 11 – DSG projected outturn 2023/24**

DSG Projected Outturn	Schools Block	Central School Services Block	High Needs Block	Early Years Block	Total DSG Allocation
	£m	£m	£m	£m	£m
Gross Budget	231.0	3.3	76.9	26.3	337.5
In Year Virement	(0.7)	0.0	0.7	0.0	0.0
ESFA Holdback	(47.5)	0.0	(0.4)	0.0	(47.9)
<b>DSG Budget</b>	182.8	3.3	77.2	26.3	289.6
Expenditure	182.8	3.3	82.2	26.3	294.6
<b>Total Spend</b>	182.8	3.3	82.2	26.3	294.6
<b>Variance</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>5.0</b>

- 13.2 **Schools Block:** £0.7m has been agreed with schools forum to be transferred to support the high needs block and is shown as an in year virement.
- 13.3 **Central School Services Block:** A balanced position is shown however there has been a reduction in funding nationally over the past 3 years, the figure has been abated by 20% year on year.
- 13.4 **High Needs Block:** High Needs continues to show a pressure against the available funding. Lewisham has been progressing a mitigation plan and is now working with the DfE as part of the Delivering Better Value initiative. Schools forum has agreed a transfer of £0.7m to support the pressure, however the increase both in demand and inflationary pressures continue to prove challenging. Increased places in many schools including Drumbeat, Watergate and Greenvale have been completed or are near completion, and will provide some welcomed capacity. The service will continue working to bring down the projected pressure of £5m.
- 13.5 **Early Years Block:** The Early Years block has confirmed the final numbers for 2022/23, there is a clawback of £0.8m leaving an unused balance of £0.8m. The application of this (subject to Schools forum agreement, and not reflected in the numbers above) is proposed to be used to support the high number of early year EHCP pressure on the high needs block, with some funding to support the implementation of the extension of the Early Years Scheme as announced in the spring budget statement.
- 13.6 Overall the validation of the 2022/23 has noted a significant reduction in pupil numbers taking up the entitlement for the Early Years offer, circa 3% for 3 and 4 year olds and 10% for 2 year olds. This has been reflected in the funding for 2023/24, which has seen an overall reduction in funding of £1.4m, again this remains provisional until the Jan 2024 count. Assuming the position is as forecast, most of the reduction would be mitigated by lower allocations to providers, this will however have implications for budgets centrally managed by the LA, budgets for which are derived as a agreed percentages from actual take up. The financial impact of which is £0.1m.
- 13.7 The table below shows what the DSG deficit would be at the end of 2023/24, based on the projected outturn position at Period 4.

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**Table 12 – DSG Overall Position**

DSG Overall	Schools Block	Central School Services Block	High Needs Block	Early Years Block	Total DSG Allocation
	£m	£m	£m	£m	£m
DSG Projected Outturn 2023/24	0.0	0.0	5.0	0.0	5.0
DSG Variance 2022/23	(0.1)	0.0	2.6	0.0	2.5
DSG Variance 2021/22	0.0	0.0	5.4	(1.3)	4.1
DSG Variance Prior Years	(0.3)	0.0	5.0	(0.2)	4.5
<b>Deficit/(Surplus) at end of 2022/23</b>	<b>(0.4)</b>	<b>0.0</b>	<b>18.0</b>	<b>(1.5)</b>	<b>16.1</b>

## 14.0 HOUSING REVENUE ACCOUNT

14.1 The table below sets out the current budget for the Housing Revenue Account (HRA) in 2023/24. The reported overspend of £6.4m is due to the forecast level of repairs and maintenance for 2023/24 compared to the budget.

**Table 13 – Housing Revenue Account**

Housing Revenue Account	Net Budget	Net Forecast	Period 4 Variance	Period 2 Variance	Movement Period 2 v Period 4
	£m	£m	£m	£m	£m
Housing	13.0	12.7	(0.3)	0.0	(0.3)
Lewisham Homes & Repairs & Maintenance	45.6	53.1	7.5	0.0	7.5
Resources	2.1	2.1	0.0	0.0	0.0
Centrally Managed Budgets	(60.7)	(61.5)	(0.8)	0.0	(0.8)
<b>Total</b>	<b>0.0</b>	<b>6.4</b>	<b>6.4</b>	<b>0.0</b>	<b>6.4</b>

14.2 There is a significant income target from the charging of major works at leaseholder properties of £12.0m, which is based on the General Capital programme allocation of £81.0m, as well as work undertaken in previous financial years. Work undertaken on a leaseholder property will move to billing in advance based on estimates later in the financial year once works are ready to start on site. As at the end of July 2023, a total of £1.2m of charges have been raised to leaseholders, there are ongoing discussions with Lewisham Homes to provide data relating to bills to be raised for prior year's works and ensure that they are raised in financial year 2023/24. Lewisham Homes have advised that there is currently an estimated total of £3.9m of charges to be raised for prior years' work, with additional charges for the current years' programme being worked on. There is a risk that the income raised in 2023/24 may be less than the budget level, currently no income shortfall is included within the above forecast.

14.3 Repairs & Maintenance (R&M) is currently forecast to exceed the budget level by £7.5m. Lewisham Homes are currently undertaking an analysis of the expenditure incurred so far this year to assess whether any of this is capital. Lewisham Homes continue to advise of significant pressures on the R&M budget and Direct Labour Organisation (DLO) account and are in discussions with the authority to assess if any additional resources are available.

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- 14.4 Whilst income from tenant's rents and service charges, garage rents and leaseholder service charges are being projected to budget, it would be expected that additional income may arise due in part to void levels being lower than the budgeted level and the completion of the leaseholder service charge audit in September 2023. This will continue to be monitored and reported later in the financial year once there is more certainty over the position. In addition, bad debt impairments charge to the HRA are forecast to be £1.0m lower than budgeted, based on the current levels of debt projected forward for the remainder of the financial year and is included in the forecast.
- 14.5 The current 30-year HRA financial model has been refreshed, with the final outturn for 2022/23 as well as the latest updates for the general capital programme, revised stock numbers and reserves allocations incorporated into the plans. Budgets will be updated shortly to reflect starting stock numbers from 1 April 2023, as well as incorporating the latest consolidation update for the new supply programme to reflect the latest position. The revisions to the budgets will be agreed and processed and may push some of the planned capital and new supply expenditure into 2024/25 due to a re-programming of works and programme delays.
- 14.6 Lewisham Homes have produced a forecast of £70.0m for the capital programme costs against the general capital allocations budget of £81.0m, this will be continually updated. Any underspends or slippage in the capital programme will be re-profiled to 2024/25. Lewisham Homes have also produced a forecast of £28.7m for the HRA element of the BfL programme against a budget allocation of £31.1m. This will be continually updated with any underspends or slippage in the HRA BfL programme re-profiled to 2024/25.
- 14.7 Following the December 2022 Mayor and Cabinet decision to bring Lewisham Homes (LH) housing services into the Council, a phased approach to the re-integration has allowed the council to learn and be business ready for the final transition of services and 500+ staff in October 2023. This approach (as detailed in the Housing Futures Progress report to Mayor and Cabinet in June 2023) has also given a better understanding of costs that are incurred relating to the transition of services from Lewisham Homes to Lewisham Council, with existing revenue budgets utilised where available and reasonable to do so for non-transition / business as usual work.
- 14.8 It is proposed that up to £1.9m of the costs are met from existing reserves, with further transfer costs to be funded from HRA reserves if available or the use of General Fund reserves if not. The level of reserves should be restored through the delivery of a planned HRA savings programme so that the necessary prudent position to meet future unforeseen costs is restored at the earliest opportunity.

## **15.0 CAPITAL EXPENDITURE**

- 15.1 The table below sets out the Capital Programme that was reported in the Period 3 Monitoring report.

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**Table 14 – Capital Programme from Period 3 Monitoring Report**

<b>Capital Programme from P3 Monitoring Report</b>						
	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>Future Years</b>	<b>Total</b>
<b>GF</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
Resources	0.6	0.0	0.0	0.0	0.0	0.6
Community	1.0	0.0	0.0	0.0	0.0	1.0
CYP	10.1	8.5	1.7	0.0	0.0	20.3
Place	26.6	18.5	39.8	6.4	2.0	93.3
GF Housing	32.5	47.9	38.8	7.6	7.3	134.1
<b>Total GF</b>	<b>70.8</b>	<b>74.9</b>	<b>80.3</b>	<b>14.0</b>	<b>9.3</b>	<b>249.3</b>
<b>HRA</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
BfL – HRA	31.1	53.6	49.7	6.0	0.0	140.4
HRA Capital Programme	81.1	67.0	66.8	51.3	51.2	317.4
Other HRA	1.4	0.9	0.0	0.0	0.0	2.3
LBL Managed HRA Programme	6.3	2.2	3.1	3.2	0.0	14.8
Housing Management System	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total HRA</b>	<b>119.9</b>	<b>123.7</b>	<b>119.6</b>	<b>60.5</b>	<b>51.2</b>	<b>474.9</b>

15.2 Since Period 3, there has been several projects added to the programme after being reviewed and signed off at the Regen & Capital Programme Delivery Board (RCPDB).

15.3 The below table details the projects that have been added to the programme:

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**Table 15 – New Capital Projects Added**

New Capital Projects Added						
	2023/24	2024/25	2025/26	2026/27	Future Years	Total
	£m	£m	£m	£m	£m	£m
Willow Way	0.5	7.1	14.2	7.1	0.0	<b>28.8</b>
Parker House	0.5	5.5	11.0	5.5	0.0	<b>22.4</b>
Lewisham Library - Culture and Business Hub	0.3	2.7	4.8	0.2	0.0	<b>8.0</b>
Wearside Depot Refurbishment Works	0.6	0.3	0.0	0.0	0.0	<b>0.9</b>
Honor Oak Youth Club & Community Centre	0.7	0.0	0.0	0.0	0.0	<b>0.7</b>
Small and Complex Sites	0.1	0.1	0.1	0.0	0.0	<b>0.3</b>
Edmund Waller Resource Base	0.2	0.0	0.0	0.0	0.0	<b>0.2</b>
Dalmain Primary School Climate Adaptation Works	0.1	0.0	0.0	0.0	0.0	<b>0.1</b>
Repair of Listed Tombs - St Margaret's Old Churchyard	0.0	0.1	0.0	0.0	0.0	<b>0.1</b>
Launcelot Resource Base	0.1	0.0	0.0	0.0	0.0	<b>0.1</b>
<b>Total</b>	<b>2.9</b>	<b>15.8</b>	<b>30.0</b>	<b>12.7</b>	<b>0.0</b>	<b>61.5</b>

15.4 The paragraphs below summarise the scope of each of the new schemes above £0.5m:

15.5 **Willow Way:** The Strategic Development team have been in discussion with an adjacent landowner who wishes to purchase the Council's land to add to their existing holdings at Willow Way. There have been advanced discussions with Kitewood Plc. to develop joint proposals that deliver the planning required mini-Masterplan for the area. Kitewood Plc are the joint landowner. The aim of this proposal is to use the Council's existing land value and GLA grant and DLUHC RTB receipts to create an outcome that delivers affordable units whilst maximising positive NPV. The Strategic Development team have developed a proposal for a Development Agreement with Kitewood, on a scheme which the partner would finance and where the Council would inject GLA grant, land value and DLUHC RTB receipts, to deliver positive financial and affordable housing outcomes. This scheme would/could deliver circa 220 residential units starting in September 2024, subject to Masterplan proposals being in conformity with the Local Plan, at that time. The Council will aim to buy 50% of the scheme, 110 residential units, 74 Target Rent and 34 Shared Ownership units.

15.6 **Parker House:** The Strategic Development team have been in discussion with an adjacent landowner who wishes to purchase the Council's land to add to their existing holdings at Parker House/Evelyn Court. There have been advanced discussions with Landgate Plc. to develop joint proposals that deliver the planning required mini-Masterplan for the area. Landgate Plc are the joint landowner. The aim of this proposal is to use the Council's existing land value and GLA grant and DLUHC RTB receipts to create an outcome that delivers affordable units whilst maximising positive NPV. The Strategic Development team have developed a proposal for a Development Agreement with Landgate, on a scheme which the partner would finance and where the Council would inject GLA grant, land value and DLUHC RTB receipts, to deliver positive financial and affordable housing outcomes. This scheme would/could deliver circa 150 residential units starting in September 2024,

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subject to Masterplan proposals being in conformity with the Local Plan, at that time. The scheme has been delayed by 6 months due to redesign issues related to fire safety. The Council will aim to buy c50%, by habitable rooms, of the scheme, 69 residential units, 31 Target Rent and 38 Shared Ownership units. The social rented component will tenure mix is reflective of the fact that the “social rent” core is a c31 units low rise block whilst the private sale component is a tower block, that lends itself to a mixture of private sale and shared ownership units.

15.7 **Lewisham Library – Culture & Business Hub:** The Lewisham Library refurbishment project is project two of three within the Levelling Up Programme. The library works project will provide a flagship cultural and civic space to attract visitors and address the acute lack of office space for SMEs. It will upgrade facilities for the archives service and expand the library’s hospitality, to help activate the day and night-time economy across the town centre. The refurbishment of the building will also address the required health and safety, mechanical, electrical, plumbing, fabric, DDA and compliance issues. The refurbishment of the internal and external fabric will aim to deliver energy savings and help towards the Councils commitment to be Carbon neutral by 2023.

15.8 **Wearside Depot Refurbishment Works:** Following a condition survey carried out on 14th February 2019, it was reported that there is a need for repair works to be carried out in the Shower Block, the Canteen, Fleet Building and Salt Store. In the Shower Block, conditions are particularly poor with outdated facilities, leaking plumbing and defective lighting. In addition to the problems associated with wear and tear a number of health and safety related improvements are needed to address risks identified throughout the depot. These risks relate to safe movement of large vehicles and segregated pedestrians throughout the site and improvements to safety in the vehicle repair workshops. The proposed works to give the building a lift includes the following:

- Shower block works – completely new male and female toilet and changing rooms, new flooring, electrical works, walls, redecoration and lockers/furnishings.
- Fleet Building refurbishment works – modify and modernise layout on ground and first floors to meet service needs and redecorate throughout.
- Security/Reception - deep clean make good and redecorate the reception and disabled toilet, includes provision of new chairs and blinds to reception area.
- Salt Store – window repairs, rainwater goods repair/replacement, door renewal and isolated structural repairs
- Wearside yard H&S works – design and implement new yard one way system, redefine parking and pedestrian areas, provide pedestrian barrier protection and wheel stops for large vehicles, line and number all bays, directional markings and yellow lining, provide new suite of signposts.
- Fleet workshops – renewal of anti-slip paint flooring and addition of fall arrest working at height equipment.
- Generator building - clearance of obsolete equipment and removal of housing.

15.9 **Honor Oak Youth Club & Community Centre:** In October 2022 Lewisham Council made a bid under the Public Sector Decarbonisation Scheme (PSDS) Phase 3b, which provides Government grants to fund heat decarbonisation and energy efficiency measures and was awarded grant funding of £872,604 for work to five sites including 50 Turnham Road, SE4 2JD. The estimated total project expenditure to these sites is £2,813,554. The work to the building will include the installation of:

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- An air source heat pump
- Replacement double glazed windows
- Solar photovoltaic roof panels
- New LED lights to replace the fluorescent light fittings.
- The works will provide a significant carbon reduction and the Council will also benefit from the retrofit of its critical energy infrastructure that has reached, or passed, its useful life as well as building fabric upgrades that will improve the comfort levels for users of the Youth Club and Community Centre.

15.10 The table below sets out the budget and profile over the MTFS period for the Capital Programme for 2023/24 as of 31st July 2023.

**Table 16 - Current Capital Programme**

<b>Current Capital Programme</b>						
	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>Future Years</b>	<b>Total</b>
<b>GF</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
Resources	0.6	0.0	0.0	0.0	0.0	0.6
Community	1.0	0.0	0.0	0.0	0.0	1.0
CYP	10.3	8.2	1.7	0.0	0.0	20.2
Place	27.3	21.3	44.6	6.6	2.0	101.8
GF Housing	33.6	61.2	64.0	20.2	7.3	186.3
<b>Total GF</b>	<b>72.7</b>	<b>90.7</b>	<b>110.3</b>	<b>26.8</b>	<b>9.4</b>	<b>309.9</b>
<b>HRA</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
BfL – HRA	31.1	53.6	49.7	6.0	0.0	140.5
HRA Capital Programme	81.1	67.0	66.8	51.3	51.2	317.5
Other HRA	1.4	0.9	0.0	0.0	0.0	2.3
LBL Managed HRA Programme	6.3	2.2	3.1	3.2	0.0	14.8
Housing Management System	1.4	0.0	0.0	0.0	0.0	1.4
<b>Total HRA</b>	<b>121.4</b>	<b>123.7</b>	<b>119.7</b>	<b>60.6</b>	<b>51.2</b>	<b>476.5</b>

15.11 The current Capital Programme totals £786.4m. This is split into £309.9m General Fund (GF) and £476.5m Housing Revenue Account (HRA). For 2023/24 there is an allocation of £194.1m of which £72.7m is for GF & £121.4m for the HRA. Detail on key schemes within the Capital Programme can be found within the “Capital Programme Update” as part of the report to Public Accounts Select Committee in September 2023. The main sources of financing the Capital programme over the MTFS period are laid out in the below table:

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**Table 17 - Programme Financing**

<b>General Fund Financing Source</b>	<b>Funding Amount (£m)</b>
Capital receipts	12.6
Capital reserves	8.0
CIL	0.0
Corporate reserves	19.4
Grants and contributions	112.3
Prudential borrowing	105.1
HRA Receipts	6.8
RTB Receipts	30.5
S106	15.2
<b>Total GF</b>	<b>309.9</b>
<b>HRA Financing Source</b>	<b>Funding Amount (£m)</b>
Major Repairs Allowance	107.8
Capital Receipts (GLA Grant, 1-4-1 Receipts etc)	93.1
HRA Revenue Contributions	15.8
Prudential Borrowing	259.8
<b>Total HRA</b>	<b>476.5</b>

15.12 Total Prudential Borrowing of £364.9m across the MTFS period, of which £105m is for GF projects & £259.8m is for HRA projects. Accurate borrowing forecasts are important for the council, and they link heavily with the TMS. There are currently no approved projects that make use of the CIL funds that the Council holds, however there are plans to use this for upcoming projects. The financing profile of the Capital Programme is flexible and may change as the Council is constantly looking for external funding opportunities such as additional grants and contributions.

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**Table 18 – P4 Spend Monitoring**

Directorate	Project / Programme	Spend to 31 July 2023	2023/24 Budget
<b>GF</b>		£m	£m
Resources	ICT - Tech Refresh	0.0	0.6
Community	Safer Communities	0.2	0.5
Community	Parks, Sports and Leisure	0.0	0.6
CYP	CYP – Other	0.0	0.4
CYP	Education Services - School Places Programme	0.1	2.3
CYP	Education Services - School Minor Works Programme	0.0	4.8
CYP	Children's Social Care	0.0	1.9
CYP	Families, Quality and Commissioning - Youth Service	0.0	1.0
Place	Highways & Bridges – TfL	0.0	0.7
Place	Highways & Bridges – LBL	0.1	4.6
Place	Asset Management Programme	0.6	3.9
Place	Corporate Estates Maintenance Programme	0.6	4.8
Place	Lewisham Gateway	0.0	6.8
Place	Catford Programme	0.3	4.8
Place	Beckenham Place Park (Inc. Eastern Part)	0.1	1.2
Place	Planning	0.0	0.2
Place	Public Realm	0.0	0.1
Place	Climate Resilience	0.0	0.1
Place	General Fund Housing	0.3	31.1
Housing	Housing Services	0.3	2.5
	<b>Total General Fund</b>	<b>2.5</b>	<b>72.7</b>
<b>HRA</b>			
HRA	Building for Lewisham Programme – HRA	3.1	31.1
HRA	HRA Capital Programme (Inc. Decent Homes)	9.5	81.1
HRA	Housing Management System – HRA	0.2	1.4
HRA	Other HRA Schemes	0.1	1.4
HRA	LBL Managed HRA Programme	0.0	6.3
	<b>Total HRA</b>	<b>12.9</b>	<b>121.4</b>

15.13 The current in-year expenditure across all projects is 8%. If spend is consistent across the year, we would expect spend at Period 4 to be 33%. This pattern of low spend in the early periods of the year is expected for numerous reasons such as lag times on setting up Purchase orders and receiving invoices from suppliers. Also, for CYP schemes, the bulk of the work is due to be completed over the school holidays so spend won't occur until after this. In most cases, project managers are still forecasting to spend the majority of the in-year budget.

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## 16.0 COLLECTION FUND

### Council Tax

- 16.1 As at 31st July, £62.4m of Council Tax has been collected representing 34.3% of the total amount due for the year. This is £2.3m below the 35.6% target required in order to reach 96% for the year.

**Table 19 – Council Tax Collection**

Council Tax	Cash Collected (cumulative)	Cash needed to meet 96% Profile	Difference between collected and 96% profile	Current Year Collection Rate%	Required Collection Rate to reach 96%	Difference
Apr-22	18,626,595	19,716,342	1,089,747	10.3%	10.8%	0.5%
May-22	33,178,784	34,867,211	1,688,427	18.3%	19.2%	0.9%
Jun-22	47,574,501	49,540,837	1,966,336	26.2%	27.2%	1.1%
Jul-22	62,414,655	64,700,344	2,285,689	34.3%	35.6%	1.3%

### Business Rates

- 16.2 As at 31<sup>st</sup> July, £24.9m of Business Rates has been collected representing 44.4% of the total amount due for the year. This is £0.3m below the level required in order to reach 99% for the year.

**Table 20 - Business Rate Collection**

Business Rates	Cash Collected (cumulative)	Cash needed to meet 99% Profile	Difference between collected and 99% profile	Current Year Collection Rate%	Required Collection Rate to reach 99%	Difference
Apr-22	8,123,664	7,495,565	(628,099)	14.1%	13.0%	-1.1%
May-22	12,632,550	14,105,804	1,473,254	22.4%	25.0%	2.6%
Jun-22	16,716,746	19,674,889	2,958,143	29.7%	35.0%	5.3%
Jul-22	24,939,038	25,268,082	329,044	44.4%	45.0%	0.6%

- 16.3 Work is ongoing to review and clear the exceptions listing (suspense account) which is expected to reduce the gap between cash collected and cash need to meet the profiles above.

## 17.0 DEBT

- 17.1 The outstanding sundry debt at 31<sup>st</sup> July 2023 is £18.7m down from £26m in April 2023. Debt collection activity continues on a day to day basis and if all avenues to recover debt are explored then write offs are consider. There is provision for £17.3m of debt.

## 18.0 AGENCY STAFF

- 18.1 The table below shows the number of agency staff paid £400 a day or more by Directorate.

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**Table 21 – Agency Staff paid over £400 a day**

Directorate	March	April	May	June	July
Chief Executive	8	7	7	8	7
Children and Young People	6	5	6	8	8
Community Services	2	1	0	0	0
Corporate Resources	2	3	3	3	4
Place and Housing	14	15	14	15	16
<b>Totals</b>	<b>32</b>	<b>31</b>	<b>30</b>	<b>34</b>	<b>35</b>

## 19.0 FINANCIAL IMPLICATIONS

19.1 This report concerns the projected financial outturn for 2022/23. Therefore, any financial implications are contained within the body of the report.

## 20.0 LEGAL IMPLICATIONS

20.1 The Council is under a duty to balance its budget and cannot knowingly budget for a deficit. It is imperative that there is diligent monitoring of the Council's spend and steps taken to bring it into balance.

## 21.0 CRIME AND DISORDER, CLIMATE AND ENVIRONMENT IMPLICATIONS

21.1 There are no specific crime and disorder act or climate and environment implications directly arising from this report.

## 22.0 EQUALITIES IMPLICATIONS

22.1 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.

22.2 There are no equalities implications directly arising from this report.

## Background Papers

Short Title of Report	Date	Location	Contact
Budget Report 2023/24	1 <sup>st</sup> March 2023 (Council)	1 <sup>st</sup> Floor Laurence House	David Austin

## Report Author and Contact

Nick Penny, Head of Service Finance [nick.penny@lewisham.gov.uk](mailto:nick.penny@lewisham.gov.uk); or

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

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**APPENDIX A – Line by Line Savings 2022/23 and Older**

Year	Ref	Directorate	Director	Proposal	Savings to be Delivered	Expected Delivery in 2023/24	Expected Savings Shortfall	Risk Rating of Saving in 2023/24	Finance View
2020/21	CYP01	CYP	Lucie Heyes	More efficient use of residential placements	300		300		Work is underway between finance and the service to review the future deliverability of these savings or whether they have been delivered already with the financial impact consumed by other costs.
2020/21	CYP03	CYP	Lucie Heyes	More systematic and proactive management of the market	600		600		
2020/21	CYP04	CYP	Lucie Heyes	Commission semi-independent accommodation for care leavers	250		250		
2020/21	CYP05	CYP	Lucie Heyes	Residential framework for young people. Joint SE London Commissioning Programme	200		200		
2022/23	E-05	CYP	Angela Scattergood	Traded services with schools	50	0	50		
2022/23	E-06	CYP	Lucie Heyes	Reduce care leaver costs	100		100		

2022/23	F-02	CYP	Lucie Heyes	Children Social Care Demand management	500		500		
2022/23	F-03	CYP	Lucie Heyes	Children Service reconfiguration - fostering	250		250		
2022/23	F-05	CYP	Lucie Heyes	VfM commissioning and contract management - CSC	250		250		
<b>Children and Young People's Subtotal</b>					<b>2,500</b>	<b>-</b>	<b>2,500</b>		
2020/21	COM2A	Comm	Joan Hutton	Ensuring support plans optimise value for money	400	400	-		
2021/22	F-01	Comm	Joan Hutton	Adult Social Care Demand management	1,100	1,100	-		Amber due to value, delivery expected in 23/24.
2021/22	F-24	Comm	Joan Hutton	Adult Social Care cost reduction and service improvement programme	2,249	2,249	-		Amber due to value, delivery expected in 23/24.
2022/23	F-24	Comm	Joan Hutton	Adult Social Care cost reduction and service improvement programme	430	430	-		

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<b>Communities Subtotal</b>					<b>4,179</b>	<b>4,179</b>	<b>-</b>		
2020/21	CUS04	HRPR	Zahur Khan	Income generation - increase in commercial waste charges	100	100	-		Work continuing to deliver the saving in 23/24
<b>Place and Housing Subtotal</b>					<b>100</b>	<b>100</b>	<b>-</b>		
2021/22	A-05	Corp	Mick Lear	Revs and Bens - additional process automation	400	400	-		Restructure implemented in 22/23, full delivery expected in 23/24
2022/23	A-06	Corp	Mick Lear	Revs and Bens - Generic roles	400	400	-		Restructure implemented in 22/23, full delivery expected in 23/24
<b>Corporate Resources Subtotal</b>					<b>800</b>	<b>800</b>	<b>-</b>		
<b>Total</b>					<b>7,579</b>	<b>5,079</b>	<b>2,500</b>		

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## APPENDIX B – Savings to be delivered 2023/24

Reference	Directorate Budget	Title	Savings to be Delivered	Expected Delivery in 2023/24	Expected Savings Shortfall	Risk Rating of Saving in 2023/24	Finance View
CYP_SAV_01	CYP	Review of Children's Centre Budgets	500	500	-		
CYP_SAV_02	CYP	Education - Vacant Post	12	12	-		
CYP_SAV_04	CYP	Youth Service Budget Review	200	200	-		
CYP_SAV_05	CYP	Youth Offending Service Review	100	100	-		
CYP_SAV_06	CYP	Short Breaks	200	200	-		
D-13	CYP	Review of commercial opportunities for nurseries within children's centres	9	9	-		
F-02	CYP	Children Social Care Demand management	1,000	-	1,000		Work is underway between finance and the service to review the deliverability of these savings or whether they have been delivered already with the financial impact consumed by other costs.
F-03	CYP	Children Service reconfiguration - fostering	250	-	250		
<b>Children and Young People's Subtotal</b>			<b>2,271</b>	<b>1,021</b>	<b>1,250</b>		
COM_SAV_01	COM	Introduction of Electronic Call Monitoring	650	450	200		Delays in implementing ECM due to IT issues

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COM_SAV_02	COM	Delegation of Care Plan Budgets to Operation Managers	100	100	-		
COM_SAV_03	COM	Care Plan Reassessment	1,000	1,000	-		
COM_SAV_04	COM	Empowering Lewisham	1,000	1,000	-		
COM_SAV_05	COM	Review of Staffing Requirement in Supported Housing	55	55	-		
COM_SAV_06	COM	Reduction in Mental Health Homecare costs	50	50	-		
COM_SAV_08	COM	Reduction in opening hours at Libraries	90	90	-		
COM_SAV_09	COM	NHS Health Checks	15	15	-		
COM_SAV_10	COM	Sexual and Reproductive Health Services in Primary Care	46	46	-		
COM_SAV_11	COM	PH Weight management savings	13	13	-		
E-14	COM	Changes to leisure concessions for older people	95	95	-		
A-02	COM	Hybrid roles - enforcement	13	13	-		
C-07	COM	Review Short breaks provision.	50	50	-		
<b>Communities Subtotal</b>			<b>3,177</b>	<b>2,977</b>	<b>200</b>		
HRPR_SAV_01	HRPR	Temporary Accommodation Cost Reduction	200	200	-		
HRPR_INC_01	P&H	Additional Yellow Box Junction Enforcement &	105	105	-		

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		Moving Traffic Contravention by CCTV					
HRPR_INC_02	P&H	Replacement Bin Charging	50	50	-		
HRPR_INC_03	P&H	Increase the charge for Bulky Waste collections	20	20	-		
HRPR_INC_04	P&H	Charge for mattress collections	25	25	-		
HRPR_INC_05	P&H	Increase the charge for fridge/freezer collections.	78	78	-		
HRPR_INC_06	P&H	Review of fees charged for Garages	130	130	-		
HRPR_SAV_02	P&H	Review of the Road Safety Service	70	70	-		
HRPR_SAV_03	P&H	Increased recharging of salary costs to capital	70	70	-		
HRPR_SAV_04	P&H	S106 utilisation for apprenticeships	17	17	-		
HRPR_SAV_05	P&H	Utilisation of UKSPF grant funding to reduce the general fund burden for the service.	100	100	-		
HRPR_INC_08	P&H	Housing Programme Commercial Units' Income Generation	75	75	-		
HRPR_SAV_06	P&H	Review of the Temporary Accommodation (TA) Service Level Agreement (SLA) with Lewisham Homes (LH)	162	162	-		
HRPR_SAV_07	P&H	Reducing general fund spend on private sector housing licensing and enforcement.	150	150	-		
C-39	P&H	Aligning the Kickstart scheme with Government plans	25	25	-		

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D-10	P&H	Commercial Estate Review	50	50	-		
D-11	P&H	Business Rates revaluation of Council owned properties	50	50	-		Still waiting to conclude the revaluation review with Wilkes and Head
D-12	P&H	Asset Use Review and Regularisation	15	15	-		
E-12	P&H	Building Control Service Efficiency	30	30	-		Service is actively working towards increasing income, income levels remain low after covid
A-02	P&H	Hybrid roles - enforcement	38	38	-		
D-01	P&H	Generating greater value from Lewisham's asset base	500	500	-		
D-02	P&H	Business Rates Revaluation for the estate	20	20	-		Still waiting to conclude the revaluation review with Wilkes and Head
D-06	P&H	Catford Campus - Estate Consolidation	12	12	-		
D-07	P&H	Meanwhile use - Temporary Accommodation	25	25	-		
E-02	P&H	Income from building control	20	20	-		Service is actively working towards increasing income, income levels remain low after covid
F-16	P&H	Environment - new waste strategy	250	250	-		
F-18	P&H	Controlled Parking Zone Extension	1,000	1,000	-		
<b>Place and Housing Subtotal</b>			<b>3,287</b>	<b>3,287</b>	-		
COR_SAV_03	COR	Reduction in utilities costs of the Catford Complex	150	150	-		
D-14	COR	Facilities Management	100	100	-		

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C-08	COR	IT - mobile telephony review	10	10	-		
<b>Corporate Resources Subtotal</b>			<b>260</b>	<b>260</b>			
CEX_SAV_01	CEX	Review of Elections Budget	50	50	-		
CEX_SAV_03	CEX	Legal Invest to Save	233	-	233		Work is required to reduce external legal expenditure to deliver this saving.
ALL_SAV_02	CEX	Senior Management Reductions, Realignment and Restructures	500	500	-		
<b>Chief Executive Subtotal</b>			<b>783</b>	<b>550</b>	<b>233</b>		
COR_SAV_02	CORP ITEMS	Review of Corporate Budgets - interest	2,000	2,000	-		
COR_INC_01	CORP ITEMS	Removal of 28 day empty property exemption for Council Tax	110	110	-		
<b>Corporate Items Subtotal</b>			<b>2,110</b>	<b>2,110</b>			
COR_SAV_01	ALL	Review of Corporate Budgets - triennial fund valuation	650	650	-		
A-03	ALL	Corporate Transport arrangements	50	50	-		
<b>Council Wide Subtotal</b>			<b>700</b>	<b>700</b>			
<b>TOTAL</b>			<b>12,587</b>	<b>10,904</b>	<b>1,683</b>		

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## Appendix C – Gross Budgets by Directorate

Directorate	Expenditure Budget	Expenditure Forecast	Variance	Income Forecast	Variance	Net Budget	Net Forecast	Variance
CYP	741.471	752.871	11.400	(666.230)	0.000	75.241	86.641	11.400
COMM	189.671	190.671	1.000	(104.270)	0.000	85.401	86.401	1.000
P&H	117.210	127.210	10.000	(89.469)	0.000	27.740	37.740	10.000
COR	209.462	209.162	(0.300)	(172.164)	(0.500)	37.797	36.997	(0.800)
CE	11.901	13.801	1.900	(0.672)	0.000	11.229	13.129	1.900
<b>Total</b>	<b>1,269.715</b>	<b>1,293.715</b>	<b>24.000</b>	<b>(1,032.806)</b>	<b>(0.500)</b>	<b>237.409</b>	<b>260.909</b>	<b>23.500</b>
COR Items	46.913	46.913	0.000	(20.643)	0.000	26.270	26.270	0.000
<b>GF Total</b>	<b>1,316.628</b>	<b>1,340.628</b>	<b>24.000</b>	<b>(1,053.449)</b>	<b>(0.500)</b>	<b>263.679</b>	<b>287.179</b>	<b>23.500</b>

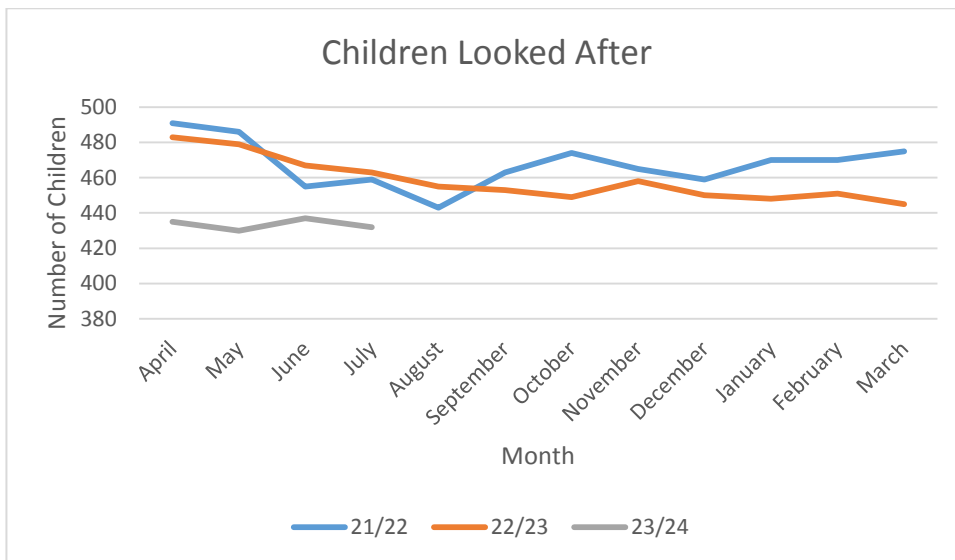
This table shows the gross expenditure and gross income budgets by directorate, this shows the overall expenditure the council incurs per directorate which is funded by income including specific government grants and other controllable income.

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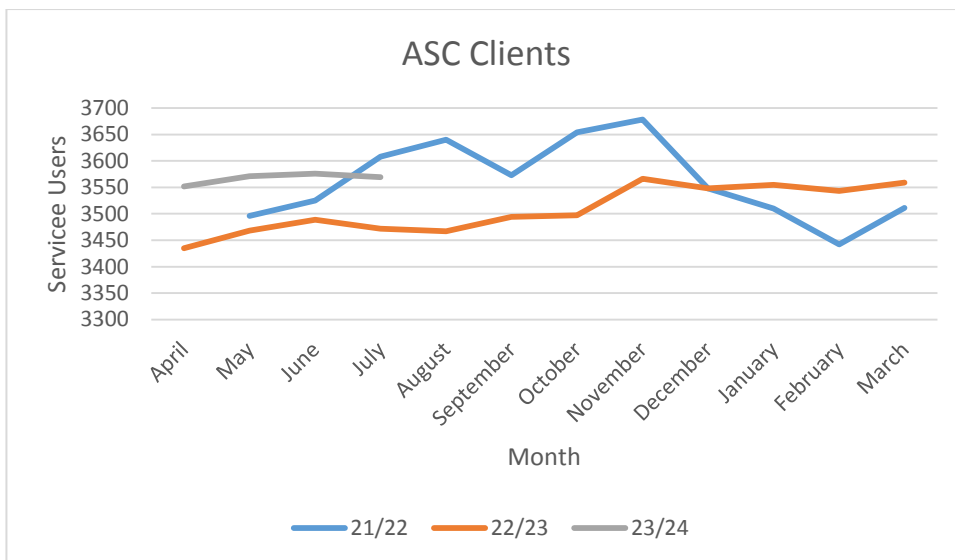
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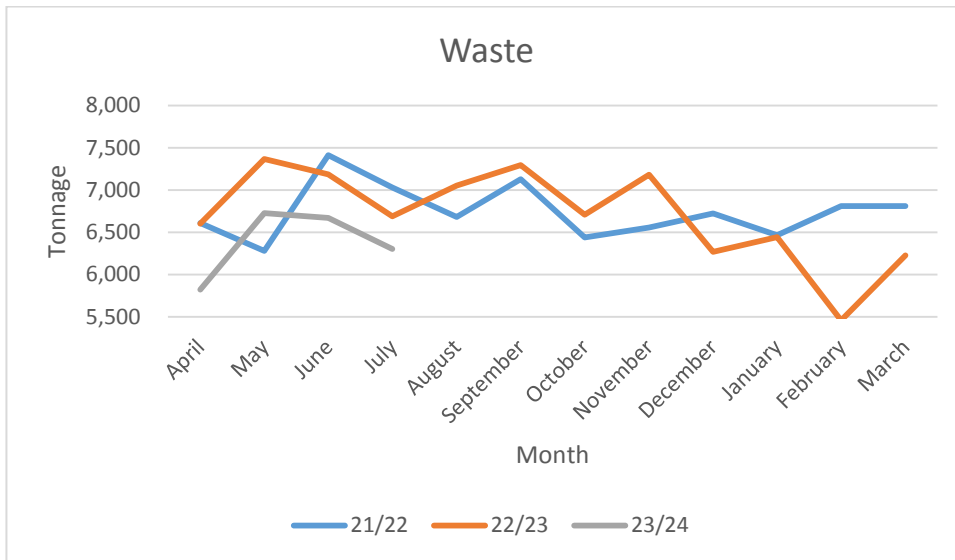
**Appendix D – Key Performance Indicators**



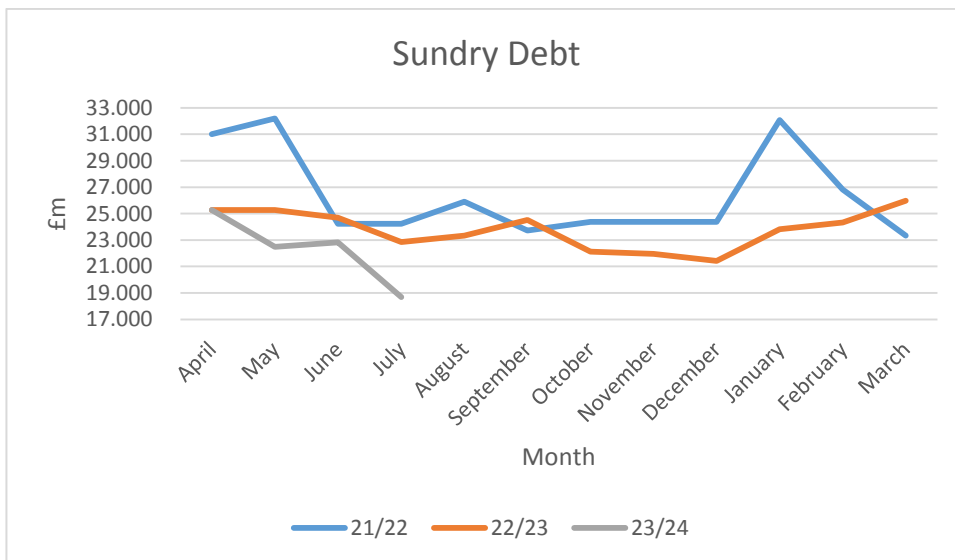
This graph shows the CLA’s from 21/22 onwards, this shows the trend that the number of CLA’s supported by the service is decreasing. The source document is the monthly performance report.



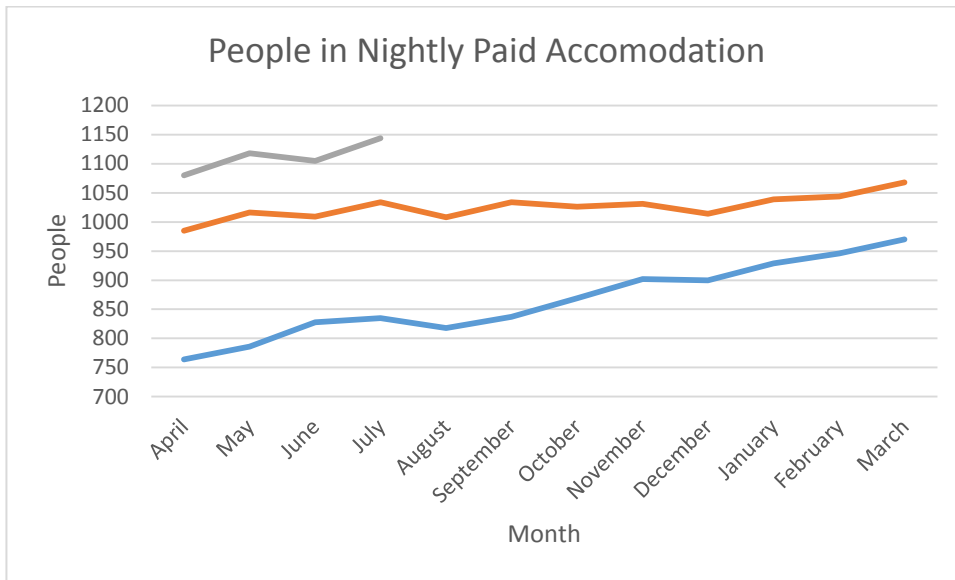
This graph shows the number of Adults supported from 21/22 onwards. The source document is the Controcc System.



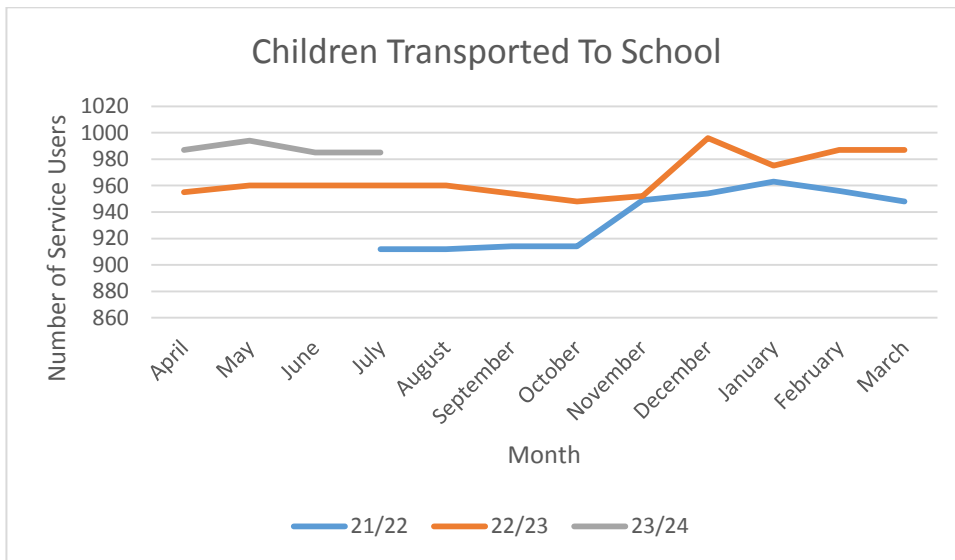
This graph shows the wasted in tonnages from 21/22 onwards. The source document is a monthly SELCHP Waste Delivery File from Veolia.



This graph shows the level of sundry debt from 21/22 onwards, the debt in May 2023, is at a lower level than in the comparable month in 21/22 and 22/23. The source document is the debt file produced from the oracle financial system.



This graph shows the number of people in nightly paid accommodation from 21/22 onwards, the level has increased from 786 in April 2021 to a high of 1,144 in July 2023. The data is sourced from the academy system.



This graph shows the number of children transported from home to school, the number of EHCP's continues to increase and approx. 1/3<sup>rd</sup> of children who have an EHCP require a transport package. The data source is Routewise.

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**Appendix E – Audit Response: Recommendation extended to suggest Council to consider applying scenario planning to annual budget as well as MTFP**

Scenario	Assumption	2023/24 Budget £m	Impact £'m
Pay award	5% pay award was budgeted for as part of budget setting 23/24. The risk is a further 1% is awarded.	7.1	1.4
Net non-pay inflation	4.8% was budgeted for as part of budget setting 23/24, this is the risk a further 2% is required.	5	2
Increase in people requiring Support from ASC	Initial modelling undertaken as per census data, this is being further refined.	84	0.7
Average Children Looked After cost in CSC increasing	Modelling work being undertaken, the average cost of children is increasing including several high cost placements which makes the spend sensitive to volatility	29	TBC
Increase in children requiring home to school transport	35 children increase factored into the monitoring position however due to the increased number of EHCP's there is a risk this could be higher	6.8	0.5
Increase in Nightly Paid Service Users	Numbers have continued to increase since the budget was set for 23/24. Other contributory factors included lengths of stay increasing as well as rents increasing by c20%	5.7	3
High Needs Block deficit becomes a general fund pressure (currently ringfenced to the Dedicated Schools Grant).	The current deficit is £13m however there is a risk of a further pressure of £5m for 23/24. There is a risk the DSG override may be removed in April 26 as per the current legislation.	289.9	18
Schools Academisation	There is a risk of schools moving to academies	0	TBC
Children's and Young People's ofsted inspection	The ofsted inspection leading to additional service requirements which there is no budget for.	0	TBC

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